



# East Link tunnel work continues

**Sound Transit's tunnel crews continue to prepare the south tunnel portal site located at 112th Avenue SE and Main Street for tunnel excavation which is anticipated to begin in December 2016.** With the sound wall now complete, nighttime tunnel pre-support work will be occurring in advance of tunnel excavation beginning.

Here's what you can expect when excavation begins:

- Tunnel excavation will be performed using the Sequential Excavation Method (SEM). Turn this postcard over to learn more about SEM.
- Approximately two years of initial tunnel excavation followed by one year of concrete finish work inside the tunnel.
- Work will begin at the south tunnel portal and is anticipated to advance north at a projected rate of 3-4 feet per day.
- Tunnel excavation will occur on a 24/7 timeline, with trucks hauling during day time hours. Please watch for trucks and trailers entering and exiting the south tunnel portal site, particularly if you are a pedestrian on 112th Avenue SE or Main Street.
- Noise and vibration monitors will be in place.

For information in alternative formats, call 1-800-201-4900/ TTY Relay: 711 or email [accessibility@soundtransit.org](mailto:accessibility@soundtransit.org)

## Bellevue Downtown tunnel map



Questions? Sound Transit Community Outreach staff is accessible by phone, email and is available to meet in person. For more information, contact 206-398-5470, [eastlink@soundtransit.org](mailto:eastlink@soundtransit.org), or visit [soundtransit.org/eastlink](http://soundtransit.org/eastlink).



# What is SEM?

With SEM, the tunnel is dug out in small sections or bites using an excavator and cutting equipment. As soon as soil is removed, pressurized concrete is sprayed on the tunnel's sides, ceiling and floor. Lattice girders provide additional structural support for the tunnel.

## Benefits:

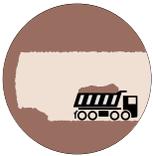
- Minimizes disruptions to surface streets, resulting in less impacts to traffic
- Eliminates access impacts to adjacent homes and businesses by maintaining existing roadways and driveways
- Minimizes truck traffic because less soil is removed versus cut-and-cover tunnel construction
- Reduces noise and dust impacts to neighboring residents and businesses by concentrating construction activities in the secured south tunnel portal location behind sound walls

1. Excavating



Done in small sections

2. Mucking



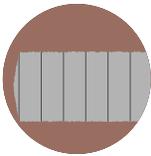
Soil is removed sequentially

3. Shotcrete



Applied immediately after face advance to minimize ground deformation

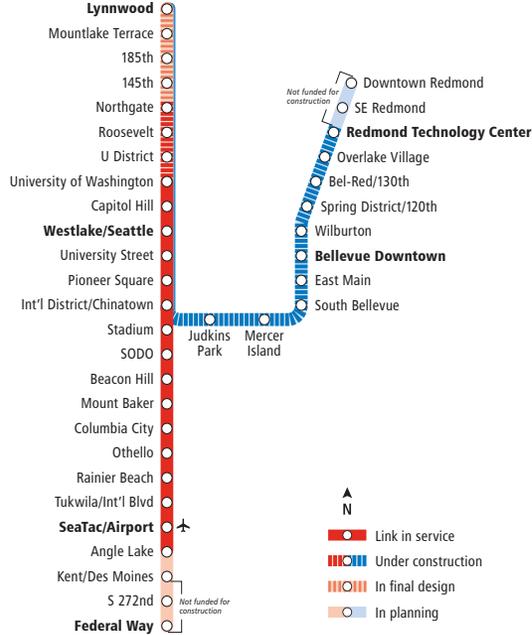
4. Final Lining



Lattice girders and spiling reinforce the tunnel



## Link Light Rail System



Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.



## SOUNDTRANSIT

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