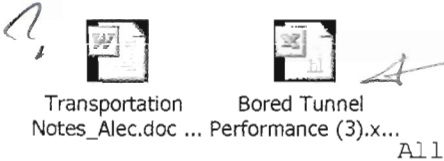


VandenBerghe, Alissa (Consultant)

From: Wellander, Chris A. [WellanderC@pbworld.com]
Sent: Wednesday, December 24, 2008 10:16 AM
To: Williamson, Alec; White, John; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant); Clark, Gordon T. (Consultant); Mattern, Dave (Consultant)
Cc: Atchison, Alexandra; Wojcicki, Laura
Subject: RE: Traffic Results

Follow Up Flag: Follow up
Flag Status: Red

Attachments: Transportation Notes_Alec.doc; Bored Tunnel Performance (3).xls - ?



Attached is an updated set of transportation notes which incorporate Alec's comments as well as an estimate of 2030 travel time along surface Alaskan Way. It still needs some input on the duration of construction of the north and south transition pieces.

Also attached is an updated set of tables documenting various performance measures (e.g., speeds, throughput, capacity).

Let me know if you have any questions.

Thanks.

-Chris

From: Williamson, Alec [mailto:WilliAR@wsdot.wa.gov]
Sent: Wed 12/24/2008 8:23 AM
To: Wellander, Chris A.; White, John; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant); Clark, Gordon T. (Consultant); Mattern, Dave (Consultant)
Cc: Atchison, Alexandra; Wojcicki, Laura
Subject: RE: Traffic Results

Hi Chris/Alex- Thanks for putting this together so quickly. It is a very good summary. My comments are attached- a few of them will need a little follow up work, but not much. I have moved the key points up front and mainly want more of an emphasis on the safety benefits.

Thanks,
Alec

-----Original Message-----

From: Wellander, Chris A. [mailto:WellanderC@pbworld.com]
Sent: Wednesday, December 24, 2008 12:02 AM
To: White, John; Williamson, Alec; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant); Clark, Gordon T. (Consultant); Mattern, Dave (Consultant)
Cc: Atchison, Alexandra; Wojcicki, Laura
Subject: RE: Traffic Results

Amy

Attached are my notes related to the transportation elements. I added a few more categories than what you had in the outline...feel free to use as you see fit. Also attached is the updated spreadsheet with a variety of tables. It's still missing a 2030 estimate of travel time for the Elliott/Western traffic that would have to use the surface under the bored tunnel concept. Alex Atchison will forward you that result tomorrow.

Let me know if you have any questions.

-Chris

From: Wellander, Chris A.
Sent: Tue 12/23/2008 4:29 PM
To: White, John; Williamson, Alec; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant); Clark, Gordon T. (Consultant); Mattern, Dave (Consultant); Wellander, Chris A.
Cc: Atchison, Alexandra; Wojcicki, Laura
Subject: Traffic Results

All

Attached are some summary tables for the initial traffic results for Bored tunnel vs. Existing. We may be able to add a quick and dirty 2030 estimate of travel times for the tunnel by tomorrow morning...assuming a 10% growth in traffic between 2015 and 2030 (based on a combination of population growth for the zones primarily served by AWV and employment growth in the CBD).

Amy, I'll take a shot at some bullet points to address other aspects in your outline.

Let me know if you have any questions.

Chris

Chris A. Wellander
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WellanderC@PBworld.com

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*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: White, John
Sent: Tuesday, January 06, 2009 7:56 PM
To: Grotefendt, Amy (Consultant); Paananen, Ron; Dye, Dave
Subject: Re: Simplified Cost Table

We should have the validated cost and cost range by mid-morning tomorrow, along with the basic schedule. We are convening our expert trio all day tomorrow for final review. Hope to have some initial thoughts on cash flow by COB tomorrow as well.

Indications from the Reilly review today were positive, with kudos on the tunnel base estimate work (turns out our lead estimator from Jacobs has history bidding tunnel projects).

John

From: Grotefendt, Amy (Consultant)
To: White, John; Paananen, Ron; Dye, Dave
Sent: Tue Jan 06 19:19:56 2009
Subject: RE: Simplified Cost Table

1.9 Billion Figure

Here is the updated table -- I changed the cost of the bored tunnel to \$1.9 billion since we were moving the \$100 million in funding down to the utilities line. Hopefully this is close now -- Reilly will hopefully be confirming numbers for us in the morning. Thanks. AJG

From: White, John
Sent: Tue 1/6/2009 5:12 PM
To: Paananen, Ron; Dye, Dave; Grotefendt, Amy (Consultant)
Subject: RE: Simplified Cost Table

One more question: does the City utility funding commitment start after the State Moving Fwd investment, or are we not planning on expending the full \$65M in the south end?

From: Paananen, Ron
Sent: Tuesday, January 06, 2009 4:52 PM
To: Dye, Dave; White, John; Grotefendt, Amy (Consultant)
Subject: RE: Simplified Cost Table

I think we talked about extending the portal to Harrison, which is probably more like a block or two, but I don't think we had a exact location for the portal to extend from. My notes from the meeting are at the viaduct office. We may just want to get a couple of folks from the City together with project team to nail it down. I'll touch base with Powers.

From: Dye, Dave
Sent: Tuesday, January 06, 2009 4:24 PM
To: White, John; Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: Re: Simplified Cost Table

I think we agreed to extend tunnel portal north half a block to accomodate street crossings - that's it - the rest is by others since we spent our money...ron, okay?

-dave

From: White, John
To: Dye, Dave; Paananen, Ron; Grotefendt, Amy (Consultant)
Sent: Tue Jan 06 16:21:57 2009
Subject: RE: Simplified Cost Table

Thanks for clarifying that. I had been wondering if there was any investment in city grid connections north of BST, and had initially thought that was what the \$100M was for. Was north of BST understanding clarified?

John

From: Dye, Dave
Sent: Tuesday, January 06, 2009 4:19 PM
To: Paananen, Ron; Grotefendt, Amy (Consultant); White, John
Subject: Re: Simplified Cost Table

Concur - put it in the utility column...

From: Paananen, Ron
To: Grotefendt, Amy (Consultant); Dye, Dave; White, John
Sent: Tue Jan 06 16:14:37 2009
Subject: RE: Simplified Cost Table

My only comment is the \$100 million from the City towards the tunnel. This represents the public utility relocation costs associated with the tunnel. It should probably be shown as such, or we could just lump it into a total cost for utility relocation, and not distinguish between the Alaskan Way utility costs and tunnel utility relocation costs.

From: Grotefendt, Amy (Consultant)
Sent: Tuesday, January 06, 2009 3:25 PM
To: Dye, Dave; Paananen, Ron; White, John
Subject: Simplified Cost Table

We talked about this on the call yesterday – is this a happy medium between the details and Jennifer's abbreviated handout from Saturday? I'm also thinking something like this could go in the folio with the funding information. I think she needs this for the governor's briefing paper.

Still working on...

- Schedule that shows 2015
- Summary of travel time benefits

Dave - I'm assuming you're chasing the jobs info with OFM? If not let us know.

With all of that I think everything Jennifer needs is a work in progress. Let me know if we're missing anything.

7/2/2009

From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Wednesday, January 07, 2009 4:04 PM
To: Dye, Dave; Grotefendt, Amy (Consultant); Paananen, Ron
Cc: White, John; Brown, Lloyd
Subject: RE: Bored Tunnel Information

I just pulled pieces out of the traffic memo and inserted them in the brief--so I'll just add the take-away items referenced below.

From: Dye, Dave [mailto:DyeD@wsdot.wa.gov]
Sent: Wednesday, January 07, 2009 4:00 PM
To: Grotefendt, Amy (Consultant); Ziegler, Jennifer (GOV); Paananen, Ron
Cc: White, John; Brown, Lloyd
Subject: RE: Bored Tunnel Information

Amy - a couple of comments (and great job getting this together):

1. funding table looks great
2. traffic memo is missing "the three key takeaways"...like: SR 99 bored tunnel moves more vehicles north south through town than the existing viaduct and battery street tunnel (like 20 plus thousand) which is good for our regional economy; The SR 99 bored tunnel maintains today's travel times for regional through trips in 2030! (drop all the 2 minute add stuff due to growth - polishing the turd stuff - who really knows?); Revised schedule is great but drop the reference to "environmental impact statement" in the note and say "environmental document" - keep our options open.

other than that, all good...

-dave

From: Grotefendt, Amy (Consultant)
Sent: Wednesday, January 07, 2009 3:07 PM
To: Ziegler, Jennifer; Dye, Dave; Paananen, Ron
Cc: White, John; Brown, Lloyd
Subject: Bored Tunnel Information

Sorry for the delay...

Attached are three things:

1. Updated cost and funding sources table
2. Traffic performance memo
3. Revised schedule

Please let us know if you see any changes needed in these materials or you have questions.

Thanks
AJG

From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Tuesday, January 27, 2009 1:50 PM
To: Dye, Dave; Hopkins, David A.; Arnis, Amy
Cc: Paananen, Ron
Subject: RE: Potential Viaduct Tolling Language

Perfect. I'll make that change.

From: Dye, Dave [mailto:DyeD@wsdot.wa.gov]
Sent: Tuesday, January 27, 2009 1:43 PM
To: Ziegler, Jennifer (GOV); Hopkins, David A.; Arnis, Amy
Cc: Paananen, Ron
Subject: RE: Potential Viaduct Tolling Language

Hey Jennifer - A suggestion in blue (I think) below - if we create a little wiggle room about mitigation for diversion we could think a little more broadly about tolling in the area...we already know how sensitive to tolling SR 99 alone is, so this would give us some space to see what other scenarios might help balance transportation...and also might create without saying so directly some information we can plug in to our I-5 thinking...

-dave

From: Ziegler, Jennifer (GOV) [mailto:Jennifer.Ziegler@gov.wa.gov]
Sent: Tuesday, January 27, 2009 1:37 PM
To: Hopkins, David A.; Arnis, Amy
Cc: Dye, Dave; Paananen, Ron
Subject: Potential Viaduct Tolling Language
Importance: High

Senate staff is working on a Viaduct bill. I'd like to suggest some tolling study language to them. Could you get me your feedback on the following language:

The department must prepare a traffic and revenue study for the state route 99 deep bore tunnel. The study must include the following information:

- Analysis of the potential diversion from state route 99 to other parts of the transportation system resulting from tolls on the facility;
- Analysis of potential mitigation measures to offset or reduce diversion from state route 99;
- A summary of the amount of revenue generated from tolling the deep bore tunnel; and
- Analysis of the impact of tolls on the performance of the facility.

The department must provide the results of the study to the Governor and the Legislature by January 2010.

Staff would like to get something to the code reviser by the end of the day, so feedback this afternoon would be great. Thank you.

Jennifer Ziegler, Transportation Policy Advisor

Governor's Executive Policy Office
PO Box 43113
Olympia, WA 98504-3113
Office-(360) 902-0643
Cell-(360) 239-5892

From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Monday, March 09, 2009 9:34 AM
To: Paananen, Ron; Dye, Dave; Grotefendt, Amy (Consultant); Judd, Ron
Subject: RE: Brightwater sinkhole/bored tunnel

Fantastic--thank you. I've given Pearse and Laura a heads-up.

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Monday, March 09, 2009 9:33 AM
To: Ziegler, Jennifer (GOV); Dye, Dave; Grotefendt, Amy (Consultant); Judd, Ron (GOV)
Subject: Re: Brightwater sinkhole/bored tunnel

Jennifer - this is dave on ron's blackberry - we have a room full of national tunneling experts and will cobble some thoughts together...stand by...

-dave

From: Ziegler, Jennifer (GOV)
To: Dye, Dave; Paananen, Ron; Grotefendt, Amy (Consultant); Judd, Ron
Sent: Mon Mar 09 09:28:25 2009
Subject: FW: Brightwater sinkhole/bored tunnel

So, I have to believe we will hear about this. Are there some distinctions we can make?

From: Charles Knutson [mailto:CharlesK@seattlechamber.com]
Sent: Monday, March 09, 2009 8:58 AM
To: dstark@smithandstark.com; Bob Donegan; Jon Scholes; pmcroberts@smithandstark.com; Ziegler, Jennifer (GOV)
Subject: Brightwater sinkhole/bored tunnel

Let's prepare for possible questions about this...

Brightwater likely caused Kenmore sinkhole

By Kristi Heim
Seattle Times staff reporter

A sinkhole 15 feet deep, likely related to tunneling for King County's new sewage-treatment pipeline, opened up in Pauline Chihara's driveway early Sunday in Kenmore.

Chihara got up at 6:30 a.m. to walk her dogs and saw something that "looked like somebody dug up some dirt," she said. As she got closer she realized the hole encompassed the entire end of her driveway, at 61st Avenue Northeast and Northeast 195th Street. The hole widened during the day Sunday as chunks of pavement crumbled into it, she said.

When her roommate, Jeff Rochon, came home about 3:30 a.m. he drove right over the spot that would later collapse. He said he's glad he didn't get home any later.

"I'm real thankful for that," Rochon said. "It's really dark in that area. That would have been quite the wake-up to

From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Friday, March 20, 2009 1:54 PM
To: Paananen, Ron
Subject: FW: Before 2PM PLEASE

Here is Ron's response. I'm in my office when you are ready.

From: Judd, Ron (GOV)
Sent: Friday, March 20, 2009 1:46 PM
To: Ziegler, Jennifer (GOV)
Subject: RE: Before 2PM PLEASE

YES, YES, YES!!!! What would be the downside. She has told Frank that this is a go home issue. May not want to disclose THAT to Mary but we need to let her know that not getting this bill is NOT AN OPTION.

From: Ziegler, Jennifer (GOV)
Sent: Friday, March 20, 2009 1:43 PM
To: Judd, Ron (GOV)
Subject: Fw: Before 2PM PLEASE

Do you want someone to tell Mary that Governor wants the bill?

From: Fleckenstein, Mary
To: 'Paananen, Ron' ; Dye, Dave; Ziegler, Jennifer (GOV)
Sent: Fri Mar 20 13:40:14 2009
Subject: RE: Before 2PM PLEASE

Do you have to have the bill? What happens if you don't get it? What does this do to the timeline?

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Friday, March 20, 2009 1:36 PM
To: Fleckenstein, Mary; Dye, Dave; Ziegler, Jennifer
Subject: RE: Before 2PM PLEASE

The most important issue right now is getting the bored tunnel adopted by the legislature as the replacement for the SR 99 Viaduct. This will allow us to initiate an Environmental Impact Statement with a preferred alternative.

Then the critical work between now and 2011 will be completion of the EIS. We will be starting that effort shortly (once we know the tunnel is officially the project) and all the work we have done over the past 8 years will help facilitate the EIS timeline. We expect to issue the Draft EIS by the end of this year. The work we are doing right now is to determine what will be included in the document. We want the scope to be as narrow as possible to make the EIS process go quickly.

Contracting strategies are currently being developed. There will likely be several construction contracts, with the tunnel itself being delivered as one Design-Build Contract. We expect to issue the Request for Proposals (RFP) for the tunnel contract in mid 2010. This will allow the design-builder to begin final design work, setting the stage for construction work to begin once the Final EIS is completed and a record of decision issued by FHWA. Some utility work can occur prior to the completion of the EIS, but major construction will not happen before that.

We are getting ready to conduct soil investigation on the tunnel alignment. This will involve drilling and getting soil samples past the depth of the tunnel.

From: Fleckenstein, Mary [mailto:Fleckenstein.Mary@leg.wa.gov]

Sent: Friday, March 20, 2009 1:04 PM

To: Dye, Dave; Paananen, Ron; Ziegler, Jennifer

Subject: Before 2PM PLEASE

Importance: High

What has to happen by when for construction on the bored tunnel to begin in 2011? What are the critical dates that have to be hit? And which dates are specific to the bored tunnel, as opposed to other aspects of the project?