

Holgate
EIS
Enviro

From: White, John
Sent: Wednesday, January 07, 2009 9:55 AM
To: Bandy, Mark; Parsons, Jim (Consultant)
Subject: FW: Draft Bored Tunnel Briefing Paper

Not sure if Randy forwarded his comments to yourselves, otherwise FYI.

From: Randy McCourt [mailto:rsm@dkspdx.com]
Sent: Monday, January 05, 2009 7:51 PM
To: White, John
Subject: RE: Draft Bored Tunnel Briefing Paper

Second bullet on page 2 – you may want to mention that part of why the future is faster is the removal of the Elliott/Western ramps and the removal of the 1st Ave/Seneca weave which slow peak traffic today.

Page 3 – 2030 crops up a few times – I am sure you all used resources from other works for this.

Page 3 - . Therefore if those investments are not made there is expected to be little effect on the transportation performance of the bored tunnel.

I think you need to be careful here – the TDM investments do help reduce travel and the i-5 helps operation – which would make the bored tunnel even more productive – but the way this is worded sounds like they don't do anything

Page 4 – top paragraph – be careful with your language for NEPA (dropping). Remember there are also the prior EIS options of 6 lane tunnels and others scenarios which were not part of the scenarios (to avoid redundant analysis) but are not necessarily being pursued either.

Page 5 – I know the costs are being work – just remember that tunnel risks are such that someone will likely need to be willing to accept the cost risk of uncertainty and that should not be lost in the decision to proceed process. Don't need folks saying they did not know.

Page 5 – last paragraph – a real estate transfer fee/tax should be considered for properties in the waterfront that would benefit from the removal of AWW – this would work as follows. Current assessed value - \$5M, AWW goes away, property owner sells property for \$10M in five years. At 5% property value increase per year (not recently!) in five years the value should have increased about 28% or to about \$6.4 M. The increment between the sale value and the normal annual increase in property value ($10 - 6.4 = 3.6M$) would be taxed at 20/30/40% on presumption that the public investment generated the private property value gain and the public should be proportionally reimbursed for its share of the value gain. The 5% and the 20/30/40% would be subject to research to determine the appropriate values in reality. But in the end – a one time transfer fee would be paid if the rate of property value gain was disproportionate to the rest of the market. In that case the public would recover its share of the cost to improve the waterfront.

Page 6 – NEPA SEPA – seems like an important decision to make given its schedule and cost implications.

Randy

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6/19/2009

From: White, John [mailto:WhiteJH@wsdot.wa.gov]
Sent: Monday, January 05, 2009 6:07 PM
To: Parsons, Jim (Consultant); McCourt, Randy (Consultant); Parsons, Jim; Bandy, Mark
Subject: FW: Draft Bored Tunnel Briefing Paper

Jim, Randy, Mark.

Attached is a draft bored tunnel briefing paper we had been working on last week. We would like your thoughts related to the transportation performance piece of this, which we pieced together from existing materials with some additional opinion added from Chris Wellander. Please ignore the other portions, since the cost estimate and financing information has been superseded and is out of date now. We want to make sure we capture all relevant thoughts related to bored tunnel transportation performance, with key focal points being how it works for through-city and regional trips, along with the travel time differences for those making the Ballard/Interbay/Magnolia to SODO (and other places SW) trips.

There is going to be a Gov's briefing paper that captures some of this that is due on Wed, so quick response is appreciated.

John

From: White, John
Sent: Monday, December 29, 2008 4:51 PM
To: Dye, Dave; Paananen, Ron
Cc: Grotefeldt, Amy (Consultant); Reilly, John; Stone, Craig; Greco, Theresa; Preedy, Matt
Subject: Draft Bored Tunnel Briefing Paper

Dave & Ron,

Here is a draft paper that we hope addresses the request to provide thoughts on a mostly stand-alone bored tunnel option, based on the transportation benefits achieved by the bored tunnel. As I am sure you will understand, much of what is presented is based on the opinions of the project team, and will require further assessment in order to confirm and validate those opinions.

There are a couple of things to mention in particular:

- The cost estimate numbers and ranges are a bit generalized, and assume that with further assessment, we will find consensus in making reductions to some of the mark-ups that have come into question. I believe we may be discussing an early January workshop to address these questions. That said, the numbers here are solely based on professional opinion within the team, so care should be taken in how they are used. As stated before, the upper end of the range is our previously presented 'probable' cost, with the lower end of the range being the team opinion part.
- There is a variety of opinion and debate regarding how the environmental planning process would proceed, though it is clear that based on the work we have done to date, there is very strong opinion (within UCO, AGO and FHWA) as to the need to retain multiple options within the next draft or supplemental draft EIS. Based on continued analysis, one or more of the other options may not be warranted to continue on beyond the next draft document for reasons stated in the paper.
- We have presented some professional opinion related to 2030 transportation operation that will take further work to validate.

Hope this is along the lines of what you were hoping for. Some sections may have more detail than is desired at this point, please inform if there are any areas you think a more summarized or generalized discussion is appropriate. See you tomorrow.

John

John H. White, P.E.
Program Director
Alaskan Way Viaduct and Seawall Replacement Program
WSDOT Urban Corridors Office
Business: (206) 382 - 5270
Cell: (206) 450 - 2975

DATE: January 7, 2009

TO: Dave Dye
Ron Paananen
Jennifer Ziegler

FROM: John White

CC: Craig Stone, Matt Preedy, Theresa Greco
Mike Rigsby, Amy Grotefendt, Mark Bandy

SUBJECT: SR 99 Deep Bored Tunnel Transportation Performance

BACKGROUND

In response to your request for additional information on a deep bored tunnel under downtown Seattle as a replacement for the Alaskan Way Viaduct, the program team has prepared this briefing paper related to transportation performance.

CONCLUSIONS

- Public safety would be improved compared to the existing viaduct.
- Constructing a deep bored tunnel will maintain SR 99's capacity for trips through downtown Seattle.
- Provides the travel time and reliability for freight and other longer distance trips, accommodating growth in the port, manufacturing/industrial and most commerce functions that rely on the corridor.
- In-city trips
- A deep bored tunnel could be open to traffic in 2015 if a decision is made to proceed in early 2009. The existing viaduct can be taken down by 2012 as currently planned or remain in place to maintain capacity during construction.

DISCUSSION

Proposed deep bored tunnel. A deep single bore tunnel would connect to the new south mile of SR 99 (from Holgate Street to King Street). It would connect to Aurora Avenue north of the Battery Street Tunnel, in the vicinity of Harrison Street. The alignment of the tunnel would be primarily under First Avenue at a depth necessary to avoid other existing tunnels (bus, rail, sewer, water) under downtown Seattle.

The tunnel would be approximately 9,000 feet in length and would be a single bore that is currently approximately 54 feet in diameter. The tunnel would accommodate four lanes of traffic (two lanes in each direction) plus shoulders and tunnel systems (ventilation, emergency access).

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Deleted: Based on the preliminary analysis to date, the team believes that a single bored tunnel is likely the more effective tunnel option from both a cost and schedule perspective (as compared to a twin bored tunnel), and this was the main focus of this review. More investigation of the cost and constructability trade-offs of both the single and twin bore options is required to confirm this preliminary finding. The briefing paper covers the following topics:

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Deleted: Cost estimate for a deep single-bored tunnel
Deleted: Schedule for opening a deep bored tunnel to traffic
Deleted: Potential options for funding a deep bored tunnel

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Comment [JP1]: None of the work the IPM did provides a basis for this conclusion.

Comment [A2]: The capacity would be generally the same for trips on SR 99 through downtown, but that have a trip-end north of Denny. The subtle distinction is that the Elliott-Western capacity is not the same. If EW capacity is handled through couplet, then that needs to be part of definition. Also, configuration north of Denny is important.

Deleted: and provide room for growth in those vehicle trips expected to occur by 2030.

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A four-lane street would be constructed along the waterfront and up the hill to Elliott and Western Avenues, preserving a grade-separated link to the Ballard, Interbay and Magnolia areas of northwest Seattle.

Through traffic on SR 99 would be on a limited access roadway from Denny Way to Spokane Street. Traffic from Ballard, Interbay, and Magnolia that use the existing viaduct via the Elliott/Western ramps would no longer have that option. Those drivers would either take Alaskan Way to travel through downtown, access the deep bored tunnel via Mercer Street (east to southbound direction only), or use I-5. Access from the south into downtown Seattle would be served by the new King Street ramps in the vicinity of the sports stadiums.

Transportation performance of a bored tunnel. Public safety would be improved compared to the existing viaduct.

- The Battery Street Tunnel, which has limited sight distance, short ramps, narrow lanes, and no shoulders, would no longer serve high volumes of traffic and likely not be required.
- The existing viaduct also has narrow lanes and shoulders and substandard ramp connections. The deep bored tunnel would have lane and shoulder widths that meet today's safety standards.
- Generally grades in and out of the tunnel would be six percent or less, which would meet state and federal design guidelines while remaining conducive to freight movement.
- The tunnel would be designed with modern safety features that comply with national fire protection safety standards.
- Limited access roadways, such as a bored tunnel, typically have a lower crash rate than arterial roadways.

Capacity for trips through downtown Seattle would be maintained and their travel times would potentially increase by up to two minutes due to population growth expected by 2030.

- Approximately 65 percent of traffic using the viaduct today is through trips (trips that do not begin or end inside the downtown area). The bored tunnel would carry a higher percentage of through trips (75 percent) when open to traffic. This is primarily due to the change in access for the trips to/from Ballard-Interbay.
- Trips that use the viaduct today to travel through downtown Seattle take between five and a half and seven minutes between Aloha Street and Spokane Street during peak travel times. In a deep bored tunnel, these trips would take between five and six minutes at year of opening.
- Predicted population growth is expected to increase traffic by up to 11 percent between 2015 and 2030. This could add up to two minutes to travel times for through trips during the peak periods.
- Today there are approximately 91,000 vehicles each day on the viaduct (measured north of Seneca Street); a deep bored tunnel will carry approximately 80,000 to 85,000 vehicles at the same location. The lower volumes are due to the removal of the Elliott/Western ramps.

* Please note that all current travel time analysis is based on 2015 projections, and that the 2030 travel times shown are extrapolated based on additional growth projected between 2015 and 2030. Additional analysis would be required to confirm 2030 travel times.

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- Deleted: In the current location of the viaduct. 6
- Deleted: surface
- Deleted: with a surface street connection to
- Deleted: replacing an essential link
- Comment [A3]: Scenario F, bored tunnel, had the couplet but was low on TDM, transit, and I-5. Probably worth mentioning.
- Deleted:
- Deleted: This summary assumes that the seawall replacement, utilities relocation, and investments in I-5, transit, city streets, and demand management strategies will be implemented independently by other programs or agencies. Previously these other improvements have been specifically included as part of the project planning, and their removal will need to be explained through the continued planning process. 7
- Deleted: (removal of the mid-town ramps at Columbia and Seneca way ... [3]
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- Comment [A4]: Whether BST remains or not is a function of how ... [4]
- Comment [JP5]: So is the tunnel rehabilitated as a one lane facility ... [5]
- Deleted: as it's sole function would be to provide enhanced local grid ... [6]
- Deleted: being
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- Comment [A6]: I think the performance discussion should be ... [7]
- Comment [JP7]: Note that the IPM work did not do any type of 2030 ... [8]
- Comment [A8]: Travel time and reliability of that travel time are ... [9]
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- Comment [JP9]: Again. No 2030 analysis has been done to support ... [11]
- Comment [JP10]: Note that the IPM work did not do any type of 2030 ... [12]
- Comment [A11]: Travel time and reliability of the travel time are ... [13]

- However, with a daily volume of 80,000 to 85,000, the new bored tunnel would carry more traffic than the existing Battery Street Tunnel, which currently serves about 63,000 vehicles per day
- The bored tunnel would provide an important redundancy to I-5 for the north to south link through downtown Seattle, including the ability to absorb additional through trips due to I-5 closures related to accidents or construction.

Trips from Ballard, Magnolia, and Interbay would no longer have direct access to SR 99 with a deep bored tunnel; this would lengthen the time it takes to make trips from those neighborhoods through downtown Seattle

- Trips from northwest Seattle neighborhoods (Ballard, Interbay, Magnolia) that would no longer have direct access to SR 99 would experience longer trip times.
- Those trips take between two and three minutes today; they would take between seven and eight minutes in 2015 if they took a four-lane surface street on the waterfront. Trip times could increase by up to another three minutes by 2030 due to population growth beyond 2015.
- Other options would exist for Ballard-Interbay connectivity assuming the advancement of the two-way Mercer improvements from Elliott to Dexter (travel times for these routes have not yet been modeled)

Trips from West Seattle would experience longer travel times to downtown Seattle, due to the combination of growth and the removal of the mid-town ramps at Columbia and Seneca (a result common to all scenarios evaluated). Travel times for West Seattle trips through downtown to the north would likely be slightly shorter than today.

The modeling analysis for the deep bored tunnel assumed minimal investments in I-5 and city streets, and a moderate baseline level of demand management strategies and transit service enhancements. These investments have little effect on through trips that would choose to stay on SR 99 if it is maintained as a deep bored tunnel. Therefore if those investments are not made there is expected to be little effect on the transportation performance of the bored tunnel.

North Aurora area – what's the plan here? Previously Republican was added, but the idea of moving the portal south was brought up. Is the Republican connection still possible? If not, is something else? East-west connectivity in this area is important so we need to talk about it.

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Comment [A12]: I think more context is needed here – the difference I see is that a bored tunnel and elevated have more ability to absorb traffic that shifts due to an incident.

Comment [JP13]: No analysis has been done by the IPM to support this.

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Comment [A14]: True for any future scenario so I'd re-state to say that the bored tunnel (and elevated) can keep demand on the West Seattle to CBD routes from growing further.

Comment [A15]: Previous work did not assume any level of tolling on a bored tunnel – should that be necessary to pay for it, there would likely be some shift to surface streets and I-5. And it could affect one's view of how much capacity and redundancy is provided – I think a paragraph about tolling may be in order.

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Route to Ballard-Interbay – I don't think the waterfront route is the only choice. We should describe how someone might use the bored tunnel and either Mercer or Dexter/Nickerson ¶

Comment [JP16]: Need to be careful with this since it all depends on what you decide to model for 2030.

Comment [JP17]: I'd be careful with this.

Deleted: Building a deep bored tunnel. Completion of an environmental impact statement (EIS) is required before construction of a deep bored tunnel can begin. Work on the environmental review process began in July 2008 with the issuance of a notice of intent and purpose and need statement. Scoping comments have already been solicited from the public and agencies ¶

¶ We believe this earlier work can be used as the initiation of the environmental review of a deep bored tunnel. Under this bored tunnel proposal, the next step would be to revise the purpose and need statement and issue a new notice of intent. This provides an opportunity to focus on SR 99 replacement and ... [14]

Deleted: ATTACHMENTS ¶

- 1. Single bored tunnel alignment and profile

Page 1: [1] Deleted	WSDOT	1/7/2009 9:58:00 AM
Preliminary cost estimates for a single bored tunnel shows the possibility of achieving cost savings compared to a twin bored tunnel. More work is needed in early 2009 to confirm this finding.		
Page 2: [2] Deleted	WSDOT	1/7/2009 9:41:00 AM
This summary assumes that the seawall replacement, utilities relocation, and investments in I-5, transit, city streets, and demand management strategies will be implemented independently by other programs or agencies. Previously these other improvements have been specifically included as part of the project planning, and their removal will need to be explained through the continued planning process. [A1]		
Page 2: [3] Deleted	WSDOT	1/7/2009 9:42:00 AM
(removal of the mid-town ramps at Columbia and Seneca have been assumed in all scenarios evaluated to date).		
Page 2: [4] Comment [A4]	Administrator	1/6/2009 11:46:00 AM
Whether BST remains or not is a function of how long and what portion of SR 99 you keep open during bored tunnel construction. If the viaduct is torn down in 2012, prior to the new tunnel being open, I don't see a need to modify BST at all, just close it and fill it in.		
Page 2: [5] Comment [JP5]	James Parsons	1/6/2009 8:34:00 AM
So is the tunnel rehabilitated as a one lane facility in each direction. I thought it was going to be closed and abandoned/filled in???		
Page 2: [6] Deleted	WSDOT	1/7/2009 9:50:00 AM
as it's sole function would be to provide enhanced local grid connectivity [A2], [JP3]		
Page 2: [7] Comment [A6]	Administrator	1/6/2009 1:44:00 PM
I think the performance discussion should be split into today/opening year and 2030. For 2030, what I would make sure we state is that a BT provides the travel time and reliability for freight and other longer distance trips that keep the port, manufacturing/industrial and commerce functions near the 99 corridor growing.		
Page 2: [8] Comment [JP7]	James Parsons	1/6/2009 9:41:00 AM
Note that the IPM work did not do any type of 2030 analysis to come to this conclusion.		
Page 2: [9] Comment [A8]	Administrator	1/6/2009 1:40:00 PM
Travel time and reliability of that travel time are important features of a limited access facility such as a bored tunnel – that's what would distinguish it from surface streets.		
Page 2: [10] Deleted	WSDOT	1/7/2009 11:47:00 AM
[JP4][A5] Approximately 65 percent of traffic using the viaduct today is through trips (trips that do not begin or end inside the downtown area). The bored tunnel would carry a higher percentage of through trips (75 percent) when open to traffic. This is primarily due to the change in access for the trips to/from Ballard-Interbay.		
Page 2: [11] Comment [JP9]	James Parsons	1/6/2009 8:37:00 AM
Again: No 2030 analysis has been done to support this conclusion.		
Page 2: [12] Comment [JP10]	James Parsons	1/7/2009 10:12:00 AM
Note that the IPM work did not do any type of 2030 analysis to come to this conclusion.		
Page 2: [13] Comment [A11]	Administrator	1/7/2009 10:12:00 AM
Travel time and reliability of that travel time are important features of a limited access facility such as a bored tunnel – that's what would distinguish it from surface streets.		

Used 2008 NOI Not NOI for 2004/06 DEIS^s DEIS

Building a deep bored tunnel. Completion of an environmental impact statement (EIS) is required before construction of a deep bored tunnel can begin. Work on the environmental review process began in July 2008 with the issuance of a notice of intent and purpose and need statement. Scoping comments have already been solicited from the public and agencies

We believe this earlier work can be used as the initiation of the environmental review of a deep bored tunnel. Under this bored tunnel proposal, the next step would be to revise the purpose and need statement and issue a new notice of intent. This provides an opportunity to focus on SR 99 replacement and explain why seawall replacement, surface streets, and transit improvements have independent utility and will be implemented separately. With a narrowed focus the status of co-lead (Seattle and King County) and cooperating (Federal Transit Administration and Corps of Engineers) agencies can be revisited. As required by the National Environmental Policy Act, all reasonable alternatives must be evaluated in the EIS. Based on the outcomes of the last year of scoping-level analysis, it seems likely that a new independent elevated structure and a surface and transit option would be carried as additional alternatives. Other options evaluated, such as a cut and cover tunnel, could be dropped from further consideration based on future transportation performance and construction impacts. In addition, it is unclear whether the surface and transit option meets the 2030 transportation needs, which could potentially result in it being dropped upon further evaluation. [JP6] The integrated elevated scenario evaluated in 2008 carries significant concerns due to Section 4(f) impacts and public safety issues, and could also be dropped.

If work begins in early January on the environmental review of a bored tunnel, then the draft EIS could be published in December 2009 for public review; a final EIS released in September 2010; and a federal Record of Decision signed in December 2010. There is an opportunity to shorten this schedule if a decision is made to not apply current federal funding and not solicit new federal funding to the central waterfront replacement of the viaduct. This would create a situation where the State Environmental Policy Act would guide the environmental review process. [JP7]

A single bored tunnel could be open to traffic by early 2017 assuming an aggressive schedule and funds being available when needed. No assumption has been made about the existing viaduct. It could be removed by 2012 as currently planned, or remain standing until the bored tunnel is open, in order to maintain traffic in the SR 99 corridor. Maintaining traffic on SR 99 during construction would create higher construction risks at the portal locations and may cause slight increases to the cost estimates below.

The cost estimates provided below are preliminary and have not been through a Cost Estimate Validation Process (CEVP), which is a standard procedure for all large projects managed by WSDOT. The methodology for preparing these estimates has generally followed the methodology of CEVP by establishing a base estimate for construction costs and adding factors for risks, contingency, and inflation that are likely to occur. These numbers are also based on conceptual designs, additional preliminary design and a complete CEVP are needed to confirm these costs.

Note
Traffic
"Story"

Essential Elements – SR 99 Single Bored Tunnel	Planning Level Estimate
Construction Costs	\$850 to \$961 million
Contract and Construction Management; Final Design	\$162 to \$300 million
Contingency and Risk	\$325 to \$547 million
Inflation	\$208 to \$281 million
Right-of-Way Costs	\$40 million
Total Tunnel Costs	\$1,585 to 2,130 million
Viaduct Demolition and	
Alaskan Way Restoration (Four-Lane Surface Street)	\$98 to \$125 million
Total Program Costs	\$1,683 to \$2,255 million

These costs *do not* include the costs of the following items:

Other Elements	Planning Level Estimate
Seawall Replacement	\$189 to \$256 million
Waterfront Utility Relocation	\$41 to \$56 million
Waterfront Streetcar	\$9 to \$12 million
City Street Work	\$49 to \$66 million
Other	\$83 to \$112 million
Other Costs	\$503 to \$682 million

Paying for a Deep Bored Tunnel. The state has committed \$2.8 billion to pay for a viaduct replacement. Currently \$1.1 billion has been committed or spent for the Moving Forward Projects, which replace or repair over half of the viaduct. This leaves approximately \$1.7 billion in state investment. Given that some portions of the Moving Forward Program would either not be required or require less investment under a bored tunnel option, there is potential for savings that could be transferred to help pay for the bored tunnel. This would involve decisions regarding the latter phase of Battery Street Tunnel retrofit work, retrofitting the existing viaduct between Lenora Street and the Battery Street Tunnel, and the scope and cost of the northern transition section of the Holgate to King viaduct replacement project. Current estimates would indicate between \$100 million and \$150 million could be available, further work would be required to confirm a more specific estimate.

Charging tolls to drivers in a four-lane bored tunnel through downtown Seattle would support up to \$410 million in additional project funding between 2014 and 2018. Tolling the existing viaduct during construction could raise up to another \$140 million in pay-as-you-go project funding, for a total SR 99 tolling contribution of approximately \$550 million.

Tolling SR 99 during and after construction would increase the total possible state funding available for a deep bored tunnel to \$2.25 billion. Tolling is expected to divert some trips to other routes such as the downtown street grid or I-5. Preliminary studies have indicated the diversion rate could be from 35 to 40 percent, which is assumed within the above tolling assessment.

At this point in time there are no proposals for additional federal funds within the program, though there are ongoing questions related to stimulus package opportunities. As previously mentioned, there is some schedule advantage to pursuing the central waterfront environmental planning work based solely on state funding.

Other potential funding sources have been discussed, including a local improvement district for property owners who would benefit from new open space on the central waterfront; local public utilities paying for utility relocation; open space funds; and Port of Seattle funding. The amount and likelihood of these funding sources have not been explored related to the current bored tunnel proposal, although the Port of Seattle has expressed interest in discussing the funding plan for a capacity replacement.

NEXT STEPS

If a decision is made to pursue a deep bored tunnel as a replacement option for the Alaskan Way Viaduct, we recommend the following steps be taken by the program team:

Convene an early January work shop to further review the base estimates, findings of the recent independent estimate review, and the program mark-ups that have come into question. It is assumed we would engage a variety of independent tunnel experts in order to ensure findings that have broad industry support.

Complete a two to three month tunnel feasibility study to confirm preliminary findings about the cost, schedule and alignment of a single bored tunnel as compared to a dual bored tunnel.

Continue the environmental review process.

From: White, John
Sent: Wednesday, January 07, 2009 4:02 PM
To: Bandy, Mark
Subject: Fw: Bored Tunnel Information

You'll appreciate this

From: Dye, Dave
To: Grotefendt, Amy (Consultant); Ziegler, Jennifer; Paananen, Ron
Cc: White, John; Brown, Lloyd
Sent: Wed Jan 07 15:59:47 2009
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:

- PDR
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: White, John
Sent: Tuesday, January 13, 2009 8:08 AM
To: WSDOT UCO Alaskan Way Viaduct Project
Subject: Viaduct Announcement

As all or most of you have surmised from the bits and pieces that have leaked over the past few days, this morning Governor Gregoire, Mayor Nickels and KC Exec Sims are making a joint recommendation to replace the existing central waterfront viaduct with a 4-lane single bore tunnel. This announcement comes with a financial plan that includes major financial contributions from the City, County and Port of Seattle, supporting a total package of apprx. \$4.25B in improvements. Important to us is the detail that the three agencies now take ownership of their respective projects within the package. Thus the City moves forward on the financing and planning for the seawall replacement, the First Ave streetcar, the waterfront promenade, and utility relocation, while the County moves forward with the financing and programming of supplemental bus service, some park and rides, and a new bus base.

CO>

So what is the State's responsibility? Delivering the bored tunnel, the surface connections at the north end, restoring Alaskan Way, and the Moving Forward program. Those of you intimate with the Moving Forward projects will realize that we will need to make a few adjustments to match the north and south end projects up with a single bore tunnel. After some alignment planning this week, we will promptly commence those efforts, as well as the strategy development for delivering the bored tunnel on an accelerated schedule utilizing design-build. All in all we are in for quite a ride...it is important to remember that this is not a done deal until the State legislature has concurred with our plan, our efforts over the next couple weeks will be focused on outlining the plan that we will present to the legislature.

As always, thanks for all of your dedicated efforts in support of this program.

John

Fast tracking
EIS

VandenBerghe, Alissa (Consultant)

From: Smith, Brian (Consultant)
Sent: Thursday, January 15, 2009 5:39 PM
To: Jarnagan, Harry (Consultant); Greco, Theresa; White, John; Madden, Tom; Benito, Roland; Sowers, David; Amiri, Ali; Williamson, Alec; Lacy, Paul; Anderson, Mark - UCO; Johnson, Paul (UCO); Johnson, R. Paul ; Robison, Jim (Consultant); Morrison, Mike (Consultant); Preedy, Matt
Subject: RE: Rough Estimate of Moving Forward Reductions given Bored Tunnel
Follow Up Flag: Follow up
Flag Status: Red

To clarify events that occurred after this analysis, Alec Williamson indicated that \$100 million was considered rather than \$150 million.

Brian C. Smith
Program Controls Manager
Alaskan Way Viaduct Program
999 3rd Ave. Suite 2424
Seattle, WA 98104
206.267.6525

From: Jarnagan, Harry (Consultant)
Sent: Thursday, January 15, 2009 5:33 PM
To: Greco, Theresa; White, John; Madden, Tom; Benito, Roland; Sowers, David; Amiri, Ali; Williamson, Alec; Lacy, Paul; Anderson, Mark - UCO; Johnson, Paul (UCO); Johnson, R. Paul ; Robison, Jim (Consultant); Morrison, Mike (Consultant); Preedy, Matt
Cc: Smith, Brian (Consultant)
Subject: Rough Estimate of Moving Forward Reductions given Bored Tunnel
Importance: High

As requested by Matt Preedy, attached is an estimate of Moving Forward project reductions that could be re-assigned to Central Waterfront. This was prepared by Brian Smith, who offered these notes, shown below in blue font, for your information:

Please find attached an estimate of the potential contribution of deferred Moving Forward project elements to the Central Waterfront scenarios. These projects consist of Lenora to Battery St. Tunnel, Stage 2 of Battery Street Tunnel Fire & Life Safety Improvements and Stages 3 & 4 of Holgate to King Viaduct Replacement projects. An initial estimate of the potential contribution is **\$150 million**.

The potential contribution from Stages 3/4 of Holgate to King does not consist of the Revision 0 of the proposed 09-11 Budget (Governor's Budget) due to the **preliminary** results from the CEVP recently held for the Holgate to King Project. Page 2 of the attached analysis indicates that a combination of underages and overages results in a net increase of about \$80 million to the entire Holgate to King Project (based upon the 60% percentile using the Expert Review Panel escalation factor). In the event that the Holgate to King Project is asked to contribute Stages 3 and 4, at least \$80 million needs to be held back in order to cover the forecasted increase for Stage 2, and this would add in a small safety factor for Phase 1 as well (which is projected to under-run).

For all projects, a round number for a potential contribution to the Central Waterfront from Moving Forward deferrals is \$150 million. Of course if a more conservative approach is desired (say if the CEVP results use a higher Percentile), this estimate could be lowered.

Please let me or Brian know if you have any questions about this. Thanks.

6/24/2009

*Harry Jarnagan
Deputy Program Manager*

*Alaskan Way Viaduct &
Seawall Replacement Program
Seattle, WA*

*Office: 206-267-6893
Cell: 209-327-8577*

PR Info
Mislead
Process Enviro
Contractor

From: White, John
Sent: Tuesday, January 20, 2009 7:48 PM
To: Dye, Dave; Paananen, Ron; Stone, Craig
Cc: Reilly, John; Grotefendt, Amy (Consultant)
Subject: Re: Update items

Oh yeah, so as you know, the 'want to build a bored tunnel' crowd are coming out of the woodwork, with briefings starting this week. Would like to limit who engages the interested industry parties at the front end to ensure consistency in message prior to having a more evolved plan that has some executive concurrence.

Herrenknecht, who potentially could be the only firm playing in the 50+ TBM game, want to visit next Thurs the 29th as they swing through town. Please let me know if you would like to attend, this is strictly an initial introduction that they requested. My hope is to establish basic communication lines while at the Underground Construction Association conference next week, where many key players will be present.

PDR

John

From: White, John
To: Dye, Dave; Paananen, Ron; Stone, Craig
Cc: Reilly, John; Grotefendt, Amy (Consultant)
Sent: Tue Jan 20 19:32:52 2009
Subject: Update items

Just wanted to provide a status report on various activities. First, attached are a couple summary documents capturing initial thoughts on oversight and advisory structure. There is an accompanying list of candidates for roles on the technical and strategic advisory committees, we hope to have that to you tomorrow (John R is doing some final vetting).

We are working on a new boiler plate PPT, including some slides specific to leg hearing needs. I will call to discuss expectations to make sure we are aligned, so far we are keeping it lean and focused on messages from the folio along with some additional cost info and key points from the tunnel one pagers we are working on.

PDR

Speaking of those, the tunnel ones and most others are in motion, but needing more work still. Transportation performance remains a challenge, as we did not model a scenario that matches the current proposal, which begs getting modeling going at the front end of this effort, once we figure out the northend configuration.

Making unsubstantiated claims

Speaking of the northend, and other areas of City interest, we had an enlightening meeting with Chandler and Brown where they described their view of what is 'in' the EIS, and needless to say we aren't exactly on the same page. This should be item number 1 for next Monday's enviro strategy meeting.

PDR

Speaking of that meeting, we will have draft materials to you by COB Thurs, along with some key points from the City discussion. Well attended brown bag today, Linea and Bob made it and are now engaged in the 'what it will take' discussion. AGO discussion tomorrow.

John

? Chandler - Bob Chandler SPOC

Lisa Brown Senate Majority Leader?

From: Greco, Theresa
To: White, John; Preedy, Matt
Sent: Tue Jan 20 17:42:43 2009
Subject: Description of the Bored Tunnel Advisory Teams 1-20-09.doc

PDR

From: White, John
Sent: Tuesday, January 20, 2009 7:48 PM
To: Dye, Dave; Paananen, Ron; Stone, Craig
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John

From: Greco, Theresa
To: White, John; Preedy, Matt
Sent: Tue Jan 20 17:42:43 2009
Subject: Description of the Bored Tunnel Advisory Teams 1-20-09.doc

Attached is the last revision of the Bored Tunnel Advisory Teams for your review and distribution to Ron, Craig and Dave.

Take care.

Theresa

VandenBerghe, Alissa (Consultant)

From: Ellington, Larry (Consultant)
Sent: Monday, February 23, 2009 4:50 PM
To: Lacy, Paul; Freudenstein, Angela
Cc: Salter, Jim; Williamson, Alec
Subject: RE: Schedule for Right of Way
Follow Up Flag: Follow up
Flag Status: Red

Paul,

If there is no federal money in any property transaction, WSDOT could proceed with acquisition prior to the ROD, provided property acquisition does not prejudice the outcome of the environmental process. WSDOT would probably prefer not to file a condemnation until the ROD was issued, but that would depend on the parcel and the circumstances.

Larry

From: Lacy, Paul
Sent: Monday, February 23, 2009 4:36 PM
To: Freudenstein, Angela; Ellington, Larry (Consultant)
Cc: Salter, Jim; Williamson, Alec
Subject: Schedule for Right of Way

Angela and Larry,

I am preparing a schedule for Right of Way plans for the bored tunnel.

Do we need to wait for the ROD before we condemn properties if necessary, or can we go to condemnation before the ROD?

What is the current best guess for the ROD?

Paul



Alaskan Way Viaduct and Seawall Replacement Program Contracting News

March 2009

In this Issue:

- Be prepared for the next Moving Forward project
- You're invited to a contracting event
- Developing an equitable business environment
- Stay connected

Be prepared for the next Moving Forward project

The Federal Highway Administration, Washington State Department of Transportation (WSDOT), King County and the City of Seattle are preparing for construction on the southern mile of the Alaskan Way Viaduct. Today WSDOT posted its call for bids for the S. Holgate Street to S. King Street Stage 1 contract.

Work for this contract will include, but is not limited to: electrical duct bank and vault relocation; water service line installation; communications vault and duct bank installation; installing utilities under existing railroad tracks; excavation, shoring, and backfilling of trenches; contaminated/unsuitable soil excavation and disposal; erosion and sedimentation control; temporary lighting; treatment or re-injection of excavation water; traffic control; pavement and site restoration.

The total contract value is estimated between \$10 million and \$15 million. The project plans and specifications, which are available on WSDOT's Contract Ad and Award Web site, include project costs, construction schedule, a goal for disadvantaged business enterprise (DBE) participation and a requirement for an apprenticeship program.

WSDOT has established a **five percent goal for certified DBE participation** for this contract.

For more information, please contact Paul E. Johnson, P.E., at 206-768-5680 or via e-mail at johnspa@wsdot.wa.gov.

You're invited to a contracting event

WSDOT is hosting a voluntary contracting event on Thursday, April 2, from 4 p.m. to 6 p.m. to discuss upcoming work for the Alaskan Way Viaduct and Seawall Replacement

Program. Join us to learn about contracts that will be advertised during 2009 (including the S. Holgate Street to S. King Street Stage 1 contract), network with other firms and find out more about opportunities for DBE participation.

Thursday, April 2, 2009

4 p.m. to 6 p.m.

Wells Fargo Building

999 Third Ave., Seattle

23rd floor training rooms

Please RSVP for the event by e-mailing viaduct@wsdot.wa.gov or calling 1-888-AWV-LINE.

Developing an equitable business environment

WSDOT and the City of Seattle are committed to creating and sustaining an equitable environment for businesses on the Alaskan Way Viaduct program. Our goal is to ensure a high level of disadvantaged business and women- and minority-owned business participation by providing timely information and access to tools, resources and support services.

Stay connected

Visit: www.wsdot.wa.gov/projects/viaduct/contracting.htm

E-mail: viaduct@wsdot.wa.gov

Call: 1-888-AWV-LINE

Write: Alaskan Way Viaduct and Seawall Replacement Program

c/o Washington State Department of Transportation

999 Third Ave., Suite 2424

Seattle, WA 98104

For information regarding other DBE contracting opportunities:

- [WSDOT Office of Equal Opportunity](#)
- [Office of Minority and Women's Business Enterprises](#) – contact Cathy Canorro at 360-704-1187 or via [e-mail](#)
- [Seattle Department of Transportation contract opportunities](#)
- [Urban League of Metropolitan Seattle Contractor Development and Competitiveness Center](#) – contact Tony Benjamin at 206-267-3162 or via [e-mail](#)
- [U.S. Department of Transportation Small Business Transportation Resource Center](#) – contact Lily Keffe at 425-248-4222 or via [e-mail](#)

VandenBerghe, Alissa (Consultant)

From: White, John
Sent: Tuesday, March 24, 2009 2:50 PM
To: 'Brenda Bohlke'; Greco, Theresa; Reilly, John; Preedy, Matt
Cc: Arany, Sally (Consultant)
Subject: RE: Summary Report out of Construction Strategies panel

FYI, at last Friday's SR 99 Corridor Coalition event in Olympia (the tunnel lobbying event where Peter Chamley, Jack Brockway and Jurgen Laubbichler spoke), I chatted with Tyler Sandell who is Robbins' Sales Manager. I told him that I would be in touch to set up a meeting sometime soon (thus the cc to Sally - thanks!). While he said that as a Ballard resident he was interested in the dual bore for future increased capacity, he said they understand the reasoning for the single bore decision.

As we touch base to set up a meeting with Robbins, will probably put in a call to Lovat and possibly NFM to hear their thoughts as well.

John

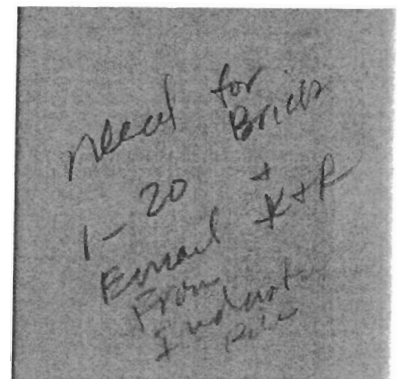
From: Brenda Bohlke [mailto:bmbohlke@hotmail.com]
Sent: Tuesday, March 24, 2009 5:40 AM
To: White, John; Greco, Theresa; Reilly, John; Preedy, Matt
Subject: Summary Report out of Construction Strategies panel

John,
the panel didn't have time to look at the cost nor the cash flow, so don't think we can weigh in on this at the moment. I mentioned the schedule is extended according to our realistic estimates beyond the 2015 date so the extension of that may impact costs. The CEVP process should take that into account.

Attached is the summary report out. We are working on the final report and will have that next week, but it shouldn't have any surprises in it. Mostly schedule needs aggressive, accelerated and compression of many a dozen or more key activities. DB is the only workable solution for the tunnel, but how do we get the competition.

I will forward the latest program for the Seattle conference--we are moving lunch out a bit. Take a look at where we have put AWRP--I have Dave Dye and Ron in the morning for their "The large bore and how we got here" then the afternoon session after lunch with the description of the project and your outreach to the industry. Let me know what you think. WE can change it. This is to give a flavor of the program to attendees. We are trying to get the international folks here, including Dragados, Vinci, but it would be good to get Bouyges, Impregilio, and others here as well. We've got the TBM guys coming. Robbins appears to be teaming up with Mitsubishi-- Lok Home will be on our panel, not Dick.

Brenda M. Bohlke
Myers Bohlke Enterprise, LLC
703 389 3679
bbohlke@myersbohlke.com



Subject: Re: March 23, 2009 - World Trade Center developer seeks financing aid

6/30/2009

Date: Mon, 23 Mar 2009 11:37:30 -0700

From: WhiteJH@wsdot.wa.gov

To: bmbohlke@hotmail.com; GrecoT@WSDOT.WA.GOV; jjreils@attglobal.net; PreedyM@WSDOT.WA.GOV

Thanks Brenda, had seen this earlier. Caught up with Peter and Richard at the SR99 Corridor Coalition event in Olympia on Friday. I asked Arup if they would mind sending us a summary of the input they have provided regarding opinion related to adequate budget to build the project, they said they would send something today.

Tomorrow we will be working up the draft document that summarizes the independent reviews of the budget and scope of the project. My hope is to capture the Arup/Cascadia contribution, John R and Harvey P's independent review, and any opinion from yourself and the expert panel that you felt comfortable sharing.

Dave Dye wants something tomorrow, as a summary that can be used to support ongoing legislative discussion. Let me know your thoughts on providing input..

John

From: Brenda Bohlke

To: White, John; Greco, Theresa; Reilly, John; Preedy, Matt

Sent: Mon Mar 23 11:26:17 2009

Subject: FW: March 23, 2009 - World Trade Center developer seeks financing aid

See links below to article from Friday forum. Chamley quoted in support of large bore...

Brenda M. Bohlke

Myers Bohlke Enterprise, LLC

703 389 3679

bbohlke@myersbohlke.com

Subject: Fw: March 23, 2009 - World Trade Center developer seeks financing aid

Date: Mon, 23 Mar 2009 14:18:53 -0400

From: cdinges@asce.org

To: bmbohlke@hotmail.com

Brenda,

See Seattle tunnel story below... good news for you

Casey

From: ASCE SmartBrief

To: Dinges, Casey

Sent: Mon Mar 23 12:26:46 2009

Subject: March 23, 2009 - World Trade Center developer seeks financing aid

View wireless version [here](http://r.smartbrief.com/respl/pchQredrBqeGcWGicedzCicNdDtD): <http://r.smartbrief.com/respl/pchQredrBqeGcWGicedzCicNdDtD>

MARCH 23, 2009

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6/30/2009

VandenBerghe, Alissa (Consultant)

From: Tobin, Thomas
Sent: Thursday, April 02, 2009 8:17 AM
To: Williamson, Alec
Cc: Hanson, Allison
Subject: RE: Change in WO # for PB America, Inc.'s Task Order Y-10394AC – UCO Environmental Support
Follow Up Flag: Follow up
Flag Status: Red

The TO states strategic environmental support and advice to the STATE will be provided primarily between February and June 2009 at about 90 hours per month.

Thomas Tobin
Urban Corridor Office WSDOT
999 Third Avenue, #2400
Seattle, WA 98104

The information and data in this email may be proprietary, confidential or privileged and is intended for the sole use and benefit of the named addressee(s). You are hereby notified that any review, use, copying or dissemination of the contents of this email is strictly prohibited. If you have received this email in error please permanently delete it and destroy all copies. Thank you.

From: Williamson, Alec
Sent: Wednesday, April 01, 2009 5:24 PM
To: Tobin, Thomas
Cc: Hanson, Allison
Subject: RE: Change in WO # for PB America, Inc.'s Task Order Y-10394AC – UCO Environmental Support

No, so thanks for the heads up.

Allison- is Kimberly going to be full time viaduct?

From: Tobin, Thomas
Sent: Wednesday, April 01, 2009 4:10 PM
To: Williamson, Alec
Cc: Scott, Stacy
Subject: FW: Change in WO # for PB America, Inc.'s Task Order Y-10394AC – UCO Environmental Support

I am sure you are aware of this, but just in case...

Thomas Tobin
Urban Corridor Office WSDOT
999 Third Avenue, #2400
Seattle, WA 98104

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From: Schwantes, Larry
Sent: Wednesday, April 01, 2009 3:50 PM
To: Johnson, Brian
Cc: Grinnell, Roy; Seeberger, Donald; Anderson, Ward; Tobin, Thomas; Hanson, Allison; Martin, Pamela (Consultant)
Subject: FW: Change in WO # for PB America, Inc.'s Task Order Y-10394AC – UCO Environmental Support

Hi Brian
Don Seeberger has an invoice to pay.
Please set up a new group on XL3238 as follows:

Y-10394 Task AC PB Americas Inc. \$86,412

Close MS4701 group 4C. No expenditures have occurred on this group.

Justification: The AWVSRP management have agreed with Roy Grinnell that our project is to pay for this task order.

Larry Schwantes

Work Order Manager
Alaskan Way Viaduct and Seawall Replacement Program
SR 519 Intermodal Access Project Phase 2
206-382-5237

From: Tobin, Thomas
Sent: Monday, March 30, 2009 4:02 PM
To: Schwantes, Larry; Smith, Brian (Consultant)
Cc: Anderson, Ward; Hanson, Allison; Macey, Laurie; Martin, Pamela (Consultant)
Subject: Change in WO # for PB America, Inc.'s Task Order Y-10394 – UCO Environmental Support

Larry and Brian,

I just received a call from UCO's Roy Grinnell and Don Seeberger, UCO, regarding the work order number for PB America, Inc.'s Task Order Y-10394 – UCO Environmental Support, that was issued by the STATE on March 5, 2009.

Under this Task Order, one of PB's Senior Supv Planners (Job Class 13) – aka KA Farley – is providing AWW with strategic environmental support and advice to the STATE, primarily for the Central Waterfront and associated bored tunnel.

When Gary Langrock, ACL, set up this TO with PB, he used UCO work order # MS4700. Don and Roy have concluded that since the support under this TO is primarily for AWW and not UCO, we should pay the bill and have requested that AWW assign an AWW appropriate work order number for this support.

At Larry suggestion, i am sending the approved scope and budget through our normal AWW Budget and PC review process so Larry can assign the appropriate AWW work order number and Brian can get it into the AWW project controls system.

Apparently Don has his first invoice so would like us to process this request rather quickly.

Thanks.

Tom

6/22/2009

Thomas Tobin
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Seattle, WA 98104

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**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
401 Second Avenue South, Suite 400
Seattle WA 98104
206-464-1220
Fax 206-464-1189
TTY: 1-800-833-6388
www.wsdot.wa.gov

March 5, 2009

Ms. Cathy Strombom
PB Americas, Inc.
999 Third Avenue, Suite 2200
Seattle, WA 98104

Re: UCO Environmental Support
Agreement Y-10394, Task AC
Record Original & Notice to Proceed


Dear Ms Strombom:

Enclosed for your records is one fully executed original of Task AC for Agreement Y-10394. The Task Start Date is February 16, 2009 and the Task End Date is July 31, 2009. The amount authorized for this task order is \$86,412 to assist the state as prescribed in the scope of the task order document.

The manager for this task is Ms. Allison Hanson. She may be reached at 206-716-1136. Original invoices and back up data should be sent to Ms. Hanson at 401 Second Avenue S, Suite 300, Seattle, WA, 98104.

Please call me at 206-464-1204 if you have any questions.

Sincerely,


Gary Langrock
Consultant Liaison
Urban Corridors Office

Enclosures:

cc: A. Hanson, MS 95
UCO Consultant Liaison Files
R. Grinnell, MS 95
R. Paananen, MS 95
D. Dilley, MS 47323
B. Runion, MS 47420 (with second original)
T. Greco, MS 230
T. Tobin, MS 230

Agreement No. Y-10394
Task No. AC

Scope of Task Order

Provide description of work and reference attachments for prime consultant and all subconsultants (to include detailed description of work schedule and estimate).

Report Due Date

Scope and Estimate attached as Exhibits A and D

Distribution: Originals: Consultant
 Accountant

Copies: File
 Task Manager

Consultant Services
 Other _____

Scope of Work

Consultant shall provide strategic environmental support and advice to the State. Services will be provided to WSDOT through June 30, 2009.

Consultant shall provide environmental support on an as needed basis to UCO. It shall provide services as directed by UCO and include (but are not limited to):

- Providing support and guidance to resolve technical issues;
- Providing environmental policy coordination and advice, working with WSDOT's Environmental Services Office, the Attorney General's Office, and UCO;
- Reviewing and overseeing the development of environmental documents including NEPA/SEPA discipline reports, technical memoranda, and other environmental reports;
- Providing strategic advise and support to implement NEPA/SEPA laws and regulations and to identify implications of the changing requirements under these laws;
- Acting as a resource to advise on the applicability or requirements of other environmental laws, regulations, and ordnances;
- Representing UCO at internal external meetings and functions involving federal, tribal, state, and local governments and non-governmental organizations as requested.

Consultant shall submit a progress report and invoice for this work in a form approved by the state. Project invoices shall be submitted to the state each month.

Budget

The attached estimated budget assumes consultant shall provide services approximately 90 hours per month between February and June of 2009.

WASHINGTON DEPARTMENT OF TRANSPORTATION
AGREEMENT Y-10394 A&E ON-CALL SERVICES FOR MAJOR PROJECTS
ENVIRONMENTAL ENGINEERING SERVICES
TASK AC COST ESTIMATE

DIRECT SALARY COSTS

Classification	Hours	x	Rate	Cost
Sr. Supv Planner, Job Class 13	450		\$186.53	\$83,939
Sr. Proj. Admin, Job Class 10	18		\$100.12	\$1,802
Total Hours/Burdened Labor Cost	<u>468</u>			<u>\$85,741</u>

DIRECT NON-SALARY COSTS

Miscellaneous 671

SUBTOTAL DIRECT NON-SALARY COSTS 671

TOTAL COSTS \$86,412

VandenBerghe, Alissa (Consultant)

From: Tobin, Thomas
Sent: Wednesday, April 01, 2009 4:10 PM
To: Williamson, Alec
Cc: Scott, Stacy
Subject: FW: Change in WO # for PB America, Inc.'s Task Order Y-10394AC – UCO Environmental Support
Follow Up Flag: Follow up
Flag Status: Completed
Attachments: UCO Environmental Support to AWW.pdf

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Thomas Tobin
Urban Corridor Office WSDOT
999 Third Avenue, #2400
Seattle, WA 98104

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Work Order Manager
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To: Schwantes, Larry; Smith, Brian (Consultant)
Cc: Anderson, Ward; Hanson, Allison; Macey, Laurie; Martin, Pamela (Consultant)

6/22/2009

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6/22/2009

From: White, John
Sent: Wednesday, April 29, 2009 11:26 AM
To: Paananen, Ron; Grotefendt, Amy (Consultant)
Subject: Project branding

With the legislation complete, and clarity in our goals, should we move on implementing a new and more appropriate program title? With the May 4th and 5th events, it seems like a great time to start moving away from AWW and Seawall Replacement, the question is, what do we call ourselves?

SR 99 Bored Tunnel Program?
SR 99 Deep Bore Tunnel Program?
Other?

Just wanted to test the waters and see if there is common feeling that the time is right.

John

Fracturing
cost worries

From: White, John
Sent: Tuesday, February 10, 2009 3:29 PM
To: Reilly, John; Paananen, Ron
Cc: Dye, Dave; Grotefendt, Amy; Van Ness, Kristy (Consultant)
Subject: RE: ST Estimates?

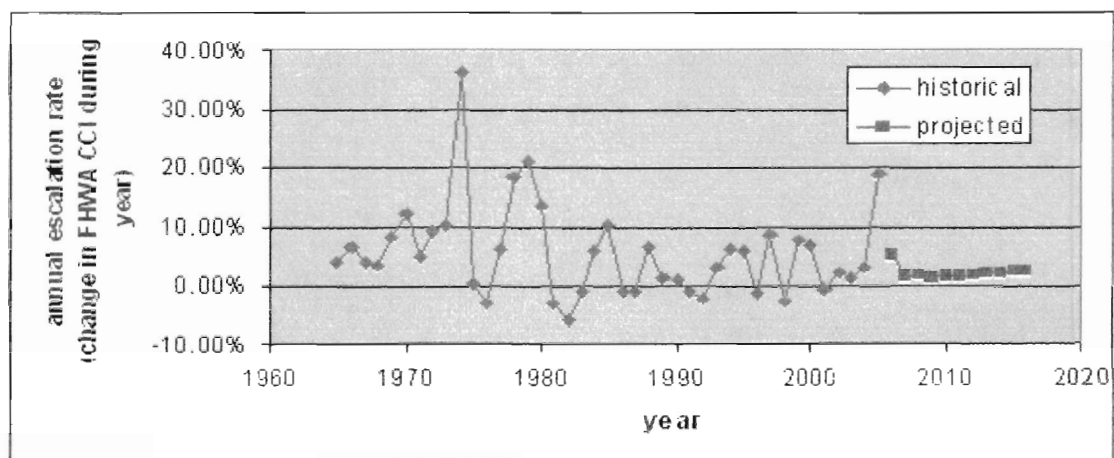
John,

Do you have a copy of Bob's presentation that we could see? It would be helpful to know exactly what our supportive stakeholders are showing publicly, since we will be out before many of the same people and could get asked questions related to differences in our presentation and theirs (assuming there are any, hopefully you and Harvey are helping to avoid that).

John

From: John Reilly [mailto:jjreils@attglobal.net]
Sent: Tuesday, February 10, 2009 3:06 PM
To: White, John; Paananen, Ron
Cc: Dye, Dave; Grotefendt, Amy; Van Ness, Kristy (Consultant)
Subject: Fw: ST Estimates?

FYI. I also gave Bob Donegan a general overview re cost, prices and escalation (variation, historical) with the label "be cautiously optimistic" since there are 7 years to go for AWW. I gave him the FHWA CCI history - see following, with the caution that there is a historical rise after each trough and we were using the Global insights inflation which means about just over 2% pa compounded.



Regards, John Reilly
 Web: www.JohnReilly.us
 Email: JJReils@ATTGlobal.net
 Cell: +1-508-904-3434

----- Original Message -----
From: Bob Donegan

7/2/2009

To: 'Bob Donegan'; John Reilly; 'Richard Prust'; 'Matt Rosenberg'; 'Bruce Agnew'; Richard Page; Steve Redmond; Harvey Parker; 'Jared Smith'; 'Tayloe Washburn'; 'Bob Donegan'; david@mlkclc.org; sextonr@wellsfargo.com; 'Vlad Oustimovitch'; 'Don Stark'; 'John Odland'; 'Warman, Elizabeth J'; 'Charles Royer'; donnewby@msn.com; 'Dave Gering'; brian.steinburg@comcast.net; jons@downtownseattle.org; 'Charles Knutson'; jan.g.drago@gmail.com; 'Bruce Agnew'; Karen@seattleparksfoundation.org; 'Susan Champlain'; Gael Tarleton-H; BillB@AtlaVenture.com; 'Patrick A. Yearout'; JohnB@ARGOSYCRUISES.COM; 'Bob Davidson'

Sent: Tuesday, February 10, 2009 10:00 AM

Subject: RE: ST Estimates?

Early this am, I talked with John Reilly to correct the Boston portion of the tunnel presentation for Rotary. The animation from PB worked flawlessly and the crowd was wowed with Patrick's point of power. Here are the questions that the group asked about or came up after and wanted to chat about:

Are cost estimates believable?

Two lanes in tunnel are not enough—we need more capacity, esp for West Seattle and growth

West Seattle is underserved for transit

Can't we get more federal funding, like Boston?

If state is capped at \$2.8B, who covers cost of tunnel overruns?

Why doesn't retrofit work?

Gehl pedestrian study was a big hit

How does Speaker like the tunnel?

Does anyone oppose this solution?

Thank the project team for breaking through Seattle's focus on process. Let's start building NOW.

No questions about seismic, MVET.

I do it again for University Rotary first week in March. Thanks for your help in getting this put together.

Bob

From: Bob Donegan [mailto:bobd@keepclam.com]

Sent: Monday, February 09, 2009 6:16 PM

To: John Reilly; 'Richard Prust'; 'Matt Rosenberg'; 'Bruce Agnew'; Richard Page, Steve Redmond (SRedmond@frontierkemper.com); Harvey Parker (harveyparker@compuserve.com); 'Jared Smith'

Subject: ST Estimates?

Importance: High

As you know, I am presenting a Stakeholder's perspective to the Seattle Rotary tomorrow and University rotary in a few weeks.

One of the four consistent themes that arise is cost of the deep bore tunnel and isn't this another Big Dig? I've used all of your arguments explaining why this is not true, and I have heard that the preliminary bids on Sound Transit tunnel from downtown under Capital Hill to UW are coming in at 40% BELOW estimates. Is this a credible number for me to quote, and if not, what is the correct number?

Attached is the latest version, with illustrations, of my notes. Please edit and let me know if I've made any mistakes.

I also hope to show the PB animation of a drive through the tunnel at slide #13

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

VandenBerghe, Alissa (Consultant)

From: Balliet, Eric (Consultant)
Sent: Thursday, February 05, 2009 9:41 AM
To: 'Harvey W. Parker'
Cc: Williamson, Alec; Rigsby, Mike (Consultant); Reilly, John
Subject: RE: Bored vs Cut and Cover

Follow Up Flag: Follow up
Flag Status: Red

Attachments: AWW_Bored_vs_CutCover_fs_Feb09.pdf



AWW_Bored_vs_Cu
tCover_fs_Feb09...

Harvey,

Attached is the latest version of this fact sheet. It reflects the changes yesterday to the last paragraph in the "construction method and timeline" section.

Please let me know as soon as possible if any further changes are needed.

Thank you all for your help.

Eric Balliet
Communications and Public Involvement
Alaskan Way Viaduct and Seawall Replacement Program
(206) 267-6017
ballieE@wsdot.wa.gov

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

From: Harvey W. Parker [mailto:harveyparker@compuserve.com]
Sent: Wednesday, February 04, 2009 9:57 AM
To: Williamson, Alec
Cc: Rigsby, Mike (Consultant); Harvey W. Parker; Balliet, Eric (Consultant); Clark, Gordon T. (Consultant); White, John; Greco, Theresa; Reilly, John; Grotiefendt, Amy (Consultant)
Subject: RE: Bored vs Cut and Cover

Mike and Alec, the durations did not come from the SDEIS but came from the latest one-page overall schedules and were intended to reflect just the tunnel structure construction itself. For cut and cover, that must include utility construction and any demolishing of the viaduct prior to cut-and-cover construction. It might be better to leave out the reference to years of construction and just say:

"Because of utility relocation and early removal of the viaduct, construction activities of the cut-and-cover tunnel itself would take about twice as long as deep bore tunnel construction."

That way, we are not tied to any time frame, not even a range. Alec's comments on traffic are covered in the next section but could be strengthened by adding a sentence to the end saying:

"Overall, the bored tunnel will result in significantly less traffic disruption both in length of time and intensity."

Best regards,
Harvey

QUESTIONS
TIMELINE
BEST PROJ
VS
AVOIDS TRAFFIC
DISRUPT
MISLEAD

At 08:37 AM 2/4/2009 -0800, Williamson, Alec wrote:

>
>I agree with Mike however I would state it slightly differently- I
>would downplay the overall delta in construction duration, because by
>the time you get the surface AW street, the seawall, armory way, etc.
>done the durations will probably be about the same.

>
>I would play up the reduction in traffic disruption to and through
>downtown, because that is a clear cut advantage.

>
>-----Original Message-----

>From: Rigsby, Mike (Consultant)
>Sent: Wednesday, February 04, 2009 7:41 AM
>To: 'Harvey W. Parker'; Balliet, Eric (Consultant)
>Cc: Clark, Gordon T. (Consultant); Williamson, Alec; White, John;
>Greco, Theresa; Reilly, John; Grotefendt, Amy (Consultant)
>Subject: RE: Bored vs Cut and Cover

>
>Thanks, Eric. I have pasted my edits to Harvey's. I am confused by the
>paragraph on construction disruption. According to the SDEIS, the
>cut-and-cover tunnel would take between 7-10 years to construct
>depending on the approach. Where did the 6 come from? For the bored
>tunnel, the material I have seen shows the start of major construction
>in early 2011 and open to traffic in late 2015. That seems like 5
>years to me and not 3. After that, you still have to tear down the
>viaduct and put in the surface street. There is probably still some
>time savings in overall construction duration in an apples-to-apples
>comparison, the real benefit of the bored tunnel is the avoidance of
>most of the construction duration.

>
>Mike Rigsby
>Parsons Brinckerhoff
>Alaskan Way Viaduct and Seawall Replacement Program
>206-382-6352

>
>-----Original Message-----

>From: Harvey W. Parker [mailto:harveyparker@compuserve.com]
>Sent: Tuesday, February 03, 2009 5:14 PM
>To: Balliet, Eric (Consultant)
>Cc: Harvey W. Parker; Rigsby, Mike (Consultant); Clark, Gordon T.
>(Consultant); Williamson, Alec; White, John; Greco, Theresa; Reilly,
>John; Grotefendt, Amy (Consultant)
>Subject: RE: Bored vs Cut and Cover

>
>Here are my edits.

>
>Best regards,
>Harvey

>-----

>At 01:54 PM 2/3/2009 -0800, Balliet, Eric (Consultant) wrote:

>
>
>>Thank you for your help, Harvey.
>
>>Everyone - Attached is the fact sheet in layout form. Please review
>>and

>
>>let me know by the end of today if you see any information that needs
>>to be corrected. John White will need this for a meeting with Craig
>>Stone tomorrow.

>
>
>>Eric Balliet
>>Communications and Public Involvement Alaskan Way Viaduct and Seawall
>>Replacement Program
>>(206) 267-6017
>>BallieE@wsdot.wa.gov
>>

> >
> >-----Original Message-----
> >From: Harvey W. Parker [mailto:harveyparker@compuserve.com]
> >Sent: Friday, January 30, 2009 2:41 PM
> >To: Greco, Theresa; Balliet, Eric (Consultant)
> >Cc: rigsby@pbworld.com; Van Ness, Kristy (Consultant); Gordon Clark;
> >Reilly, John
> >Subject: Bored vs Cut and Cover
> >
> >Here is a draft of a one-pager in almost bullet format to define the
> > differences between the deep bored and the Cut and Cover concepts.
> > Rather than just concentrate on the method of construction, I have
> > elected to also involve more aspects including time of construction
> > soils, environment, and disruption to the public.
> >
> >Gordon, are the depths of excavation etc. correct?
> >
> >Best regards,
> >Harvey
> >
> >
>*** eSafe2 scanned this email for malicious content ***
>*** IMPORTANT: Do not open attachments from unrecognized senders ***

From: Ziegler, Jennifer (GOV) [Jennifer.Ziegler@gov.wa.gov]
Sent: Thursday, April 16, 2009 8:54 AM
To: Dye, Dave; Paananen, Ron
Subject: FW: 5768 and expedited enviro review

Seems to me the answer to all of these questions is yes--is that accurate?

From: Fleckenstein, Mary [mailto:Fleckenstein.Mary@leg.wa.gov]
Sent: Wednesday, April 15, 2009 8:23 PM
To: Ziegler, Jennifer (GOV); Dyer, Hon
Subject: 5768 and expedited enviro review

You said the other day that legislative endorsement of the deep bored tunnel could cut 2 years off the EIS process. Is this because only the deep bored tunnel and a no-build scenario would be studied in the EIS? So WSDOT would have to do fewer studies and evaluate fewer options? If we don't pass this bill, would you have to study the surface option, the elevated replacement, etc?

PR efforts

From: White, John
Sent: Monday, April 20, 2009 4:10 PM
To: Reilly, John; Paananen, Ron
Subject: Re: AWW Question

From here on out we clearly need to be consistent in how we use the words risk and contingency.

From: John Reilly
To: Paananen, Ron; White, John
Sent: Mon Apr 20 15:32:54 2009
Subject: Re: AWW Question

Ron - I concur.

Regards, John Reilly
 Web: www.JohnReilly.us
 Cell: +1-508-904-3434

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

From: Paananen, Ron
To: Reilly, John ; White, John
Sent: Monday, April 20, 2009 3:19 PM
Subject: FW: AWW Question

Maybe this looks better

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

From: Paananen, Ron
Sent: Monday, April 20, 2009 3:17 PM
To: Dye, Dave
Subject: FW: AWW Question

OK, here's a response

Kathryn, you are close. The risk associated with the tunnel itself (\$1.9 billion) is about 31% or \$418 million. Escalation is estimated at \$166 million. Add this to the base cost of \$1329 million (which includes construction, design, right of way and administration) to get to the \$1.9 billion tunnel estimate.

The risk for the bored tunnel was established based on extensive input from worldwide tunneling experts and cost estimators. It's important to recognize that the two projects have very different risk profiles. The bored tunnel avoids some of the high risk issues on the waterfront such as seawall construction, extensive utility relocation, and resources issues working close to Elliot Bay. Additionally, business and traffic disruption increase the risk of construction on the waterfront. This was also true for the cut and cover tunnel. Building the new elevated structure itself is relatively straightforward, except for the fact that it is located on the waterfront and all the complications of doing the project around the existing viaduct.

From: Turner, Amy (Consultant)
Sent: Wednesday, April 29, 2009 5:24 PM
To: Paananen, Ron
Cc: Larsen, Chad; Van Ness, Kristy (Consultant); Grotefendt, Amy (Consultant)
Subject: Edits by noon Thurs. - Committee of the Whole PPT
Attachments: 5-4 COW TP's.pdf

Hi Ron,

Here's the draft May 4 Committee of the Whole presentation for your review. We need to provide edits to the City by noon Thursday.

Here are proposed edits from communications:

Slide 2

Bullet: Clibborn amendment... Add at end "who benefit from the bored tunnel"

Slide 3

Change title to "Bored Tunnel Hybrid Alternative"

Slide 4

Add this to talking points: By completing a Supplemental Draft EIS, we will build on the existing environmental studies. We will also respond in the Final EIS to all of the public comments received on the previously released Environmental Impact Statements and alternatives considered.

King County will not be a co-lead for the environmental process.

Combine slides 4 and 5.

Slide 5

"The SDEIS will" should not be a bullet

Slide 6

Delete first column header "Items included in the Program Level analysis," change third column header to "Program Level Analysis/Future Project Level Analysis"

Slide 8

Add to first bullet "The City will lead..." "and coordinate with WSDOT on operations to ensure efficient through movement"

Change first bullet to - The City of Seattle will adopt the SDEIS with the understanding that additional environmental analysis will be required to move forward with these projects - the Alaskan Way surface street and promenade and the seawall repair or replacement.

Slide 9

Demolish the viaduct in 2016.

Slide 12, 13, and 14

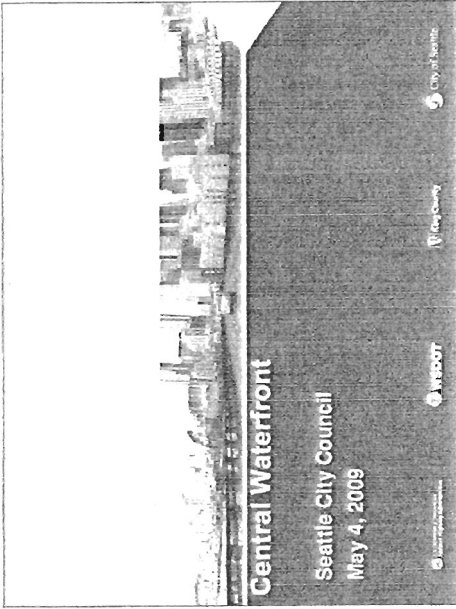
"Process" shouldn't be capitalized

Thank you.

Amy Turner

Communications and Public Involvement
Alaskan Way Viaduct and Seawall Replacement Program
206.267.6821
turnera@consultant.wsdot.wa.gov

6/22/2009



Central Waterfront

Legislative Update

ESHB 5768:

- Identifies the bored tunnel as the final design for replacing the Alaskan Way Viaduct
- States that state funding is not to exceed \$2.4 billion and could not include more than \$400 million in tolling revenue.
- Establishes a single source of accountability for multiple components of the replacement project
- Requires updated cost estimates and tolling revenue estimates to the legislature and governor by January 2010
- Clibborn Amendment, included in final passage: Any costs over the \$2.8 billion committed by the state must be paid by Seattle property owners
- Passed the Washington State Legislature on April 24, 2009

Speaker - POWERS

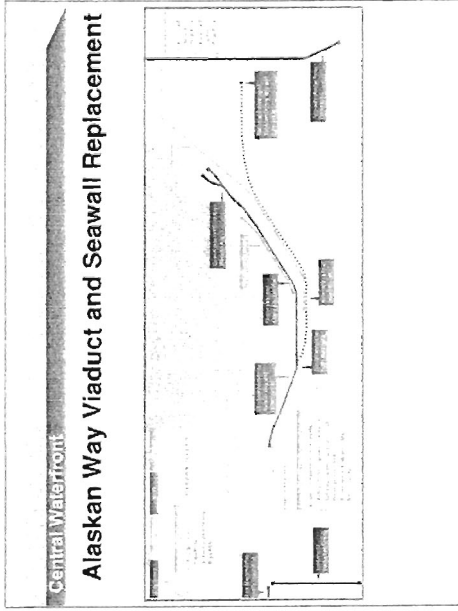
- Thank you for inviting us here today to provide information about the environmental process for the Alaskan Way Viaduct replacement.

SPEAKER - PAANANEN

As you know, the Washington State Legislature recently passed legislation identifying the bored tunnel as the replacement of the Alaskan Way Viaduct.

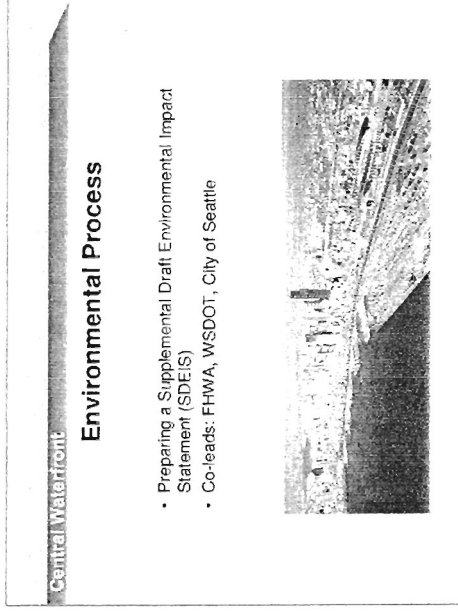
A few key points of the legislation are:

- Identifies the bored tunnel as the final design for replacing the Alaskan Way Viaduct
- States that state funding is not to exceed \$2.4 billion and could not include more than \$400 million in tolling revenue.
- Establishes a single source of accountability for multiple components of the replacement project
- Requires updated cost estimates and tolling revenue estimates to the legislature and governor by January 2010
- Clibborn Amendment, included in final passage: Any costs over the \$2.8 billion committed by the state must be paid by Seattle property owners
- Passed the Washington State Legislature on April 24, 2009



Speaker - PAANANEN

- This map shows the different components of the bored tunnel hybrid alternative which work hand in hand with the deep bored tunnel to move people and goods.
- The state, county and city departments of transportation will closely coordinate implementation of the bored tunnel hybrid alternative. Each agency will:
 - Complete required design and environmental work.
 - Secure funding.
 - Start construction.
- The environmental analysis will take a comprehensive look at the bored tunnel hybrid alternative as a whole and how the transportation system – including the components of the bored tunnel hybrid alternative - functions.
- Some of the components of the alternative will require further, more detailed analysis in the future.




Speaker - PAANANEN

- The environmental process is being streamlined in order to begin construction in 2011 and open the tunnel to drivers in 2015.
- A second SDEIS will be prepared to analyze the environmental effects of the bored tunnel hybrid alternative.
- King County is committed to the bored tunnel hybrid alternative and the iri-agency process, however it is unclear at this time what level of involvement they will have with the SDEIS.

Central Waterfront

Environmental Process



- The SDEIS will:
 - Build on previous environmental analysis
 - Include an updated purpose and need statement that reflects guiding principles
 - Comply with National Environmental Policy Act and State Environmental Policy Act
 - Evaluate the bored tunnel and other program elements

Speaker - PAANANEN

- The second SDEIS builds on previous environmental analysis and complies with the National Environmental Policy Act.
- The purpose and need statement will be updated to reflect the guiding principles and the collaborative process that led to the bored tunnel hybrid alternative recommendation.

Central Waterfront

Bored Tunnel SDEIS Approach

Items included in the Program Level Analysis	SDEIS Project Level Analysis	POST EIS Project Level Analysis
Bored tunnel and portals	X	
Viaduct removal	X	
Battery Street Tunnel	X	
Alaskan Way surface street		X
Tunnel		X
Mercer Underpass and 6 th Avenue	X	
Other surface street improvements		X
Waterfront promenade		X
Seawall		X

Speaker - PAANANEN


- A thorough environmental analysis will be conducted for each element included in the SDEIS, listed in the left hand column.
- The middle column identifies those projects that will receive a project level analysis as part of the SDEIS which will allow the Federal Highway Administration to issue a record of decision for those elements and allow us to meet our delivery schedule.
- The rest of the bored tunnel hybrid alternative, identified in column three with an "x" will be studied at a more general degree in the SDEIS. These elements will require separate project level analysis that would be finalized after the EIS and ROD for the bored tunnel are final.
- All comments from the previous draft and supplemental draft environmental impact statements will be included and responded to in the final EIS as part of the environmental record.

NOTE: The Mercer project level boundaries are Dexter to 5th. The 6th Avenue boundaries are Mercer to Harrison

Central Waterfront

Environmental Analysis

- Air quality
- Traffic
- Aquatic Resources
- Water Quality/Stormwater
- Economics
- Noise and vibration
- Historic/archaeological
- Land use
- Visual quality
- Construction effects



Speaker - PAANANEN

- This is a short list of the types of analysis and the various environmental effects that will be studied in the second supplemental draft EIS.

NOTE: Project level = detailed analysis for all disciplines. Program level = will require further analysis once the bored tunnel EIS is complete.

Central Waterfront

City of Seattle Environmental Process

Alaskan Way surface street and promenade

- The City will lead waterfront planning, design and environmental review:
 - Roadway design, including Elliott/Western Connection
 - Parking
 - Waterfront promenade and open space
 - Utility relocation

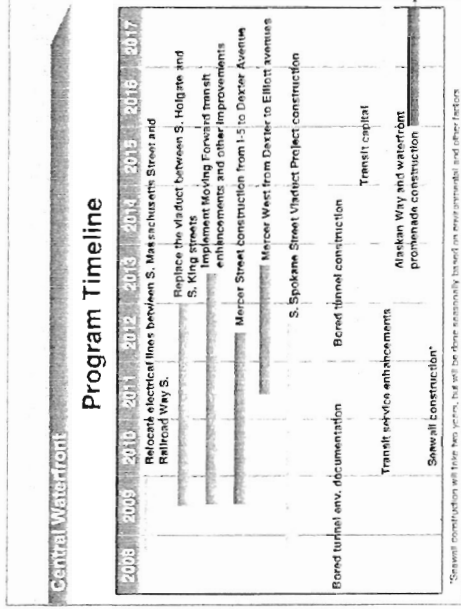
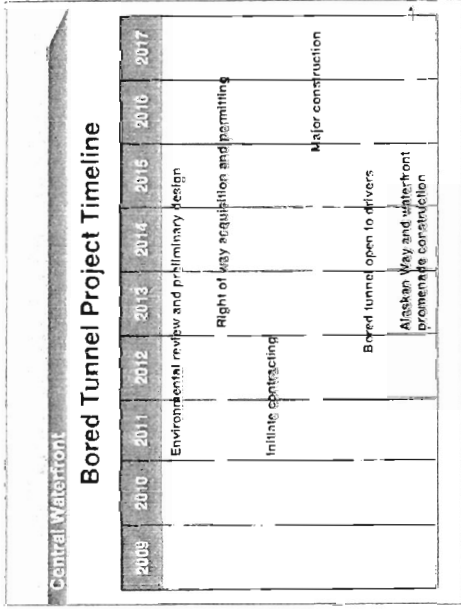
Seawall repair or replacement

- The City and Corps of Engineers will lead planning, design and environmental review:
 - Habitat enhancement

Speaker - POWERS

- The City of Seattle will adopt the SDEIS with the understanding that additional environmental analysis would be required to move forward with construction.
- Based on conversations we've had with City staff, these are the areas where the City will lead the environmental process.
- The Alaskan Way Surface Street and Promenade work extends from King to Battery.

NOTE: Mercer West is a city project between Sth and Elliott that the city will lead in planning, design and environmental review.



Speaker - PAANANEN

- For the bored tunnel, we expect to complete the environmental review and preliminary design by the end of 2010.
- Major construction will begin in 2011 and we will be able to open the bored tunnel to drivers in 2015.
- Some of the major sequences of events include:
 - Begin boring the tunnel in 2011
 - Demolition of the existing viaduct in XXXX
 - Construction of the new Alaskan Way and promenade beginning in 2016

Speaker - POWERS

- Construction will start this year on the south mile of the viaduct, and transit and city street investments to keep people and goods moving during the work.
- The Mercer Street to Dexter and Spokane Street projects will be completed in 2012.

Central Waterfront

Stakeholder Working Groups

- Three working groups, representing geographical areas of the project:
 - North Portal Working Group
 - Central Waterfront Working Group
 - South Portal Working Group
- Approximately 22-25 members in each working group
- Members represent freight, business, neighborhood, environmental and special interests.
- Will provide comment and feedback related to specific project elements

Central Waterfront

North Portal Working Group

Insert graphic

Potential Topic Areas:

- Access and connections, including freight movement
- Urban design
- Bicycle, pedestrian and transit enhancements
- Portal location
- Construction
- Environmental Process
- Mercer Street improvements

Speaker – POWERS

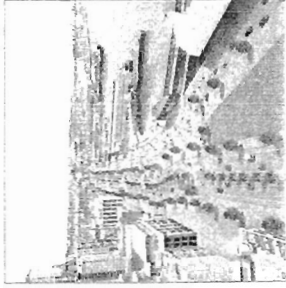
- Modeled on the positive work from the Alaskan Way Viaduct Stakeholder Advisory Committee that met throughout 2008, we've developed three stakeholder working groups to continue to provide comments and feedback to the agencies as we move forward with the program.
- The three working groups, represent geographical areas of the project:
 - North Portal Working Group
 - Central Waterfront Working Group
 - South Portal Working Group
- There will be approximately 22-25 members in each working group
- The working group members represent freight, business, neighborhood, environmental and special interests.
- Will provide comment and feedback related to specific project elements, we will be giving some examples of those elements in the following slides.
- It is important to note that the three working groups are in addition to an ongoing and robust public outreach and involvement process.
- In 2009, the team has already attended over 50 public meetings, held over 20 briefings with elected officials/agencies, held a viaduct site tour and has continued with quarterly community open houses.
- We will continue to reach out to groups to provide updates as well as plan and attend community events.

Speaker – POWERS

- The north portal working group will hold the first of their meetings later this week.
- The first meeting will begin discussions on the environmental process and context issues regarding design of the north portal.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- Other potential topic areas the group might cover are:
 - Access and connections, including freight movement
 - Urban design
 - Bicycle, pedestrian and transit enhancements
 - Portal location
 - Construction
 - Environmental Process
 - Mercer Street improvements

Central Waterfront

Central Waterfront Working Group



Potential Topic Areas:

- Access and connections
- Elliott and Western connection
- Alaskan Way configuration
- Bicycle, pedestrian and transit enhancements
- Seawall replacement
- Construction
- Environmental Process

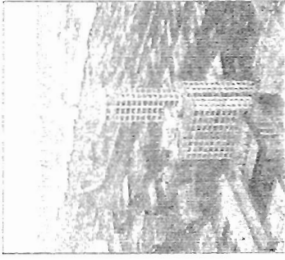
Speaker – POWERS

- The central waterfront working group will hold the first of their meetings later in May.
- The first meeting will begin discussions on the environmental process and initial conversations on the configuration of the new Alaskan Way.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- This group will discuss many potential topics, but it will not get into discussions regarding how to use the new open space that will be created when the viaduct is taken down. Planning and design of the waterfront promenade will be part of a later design phase and the details of how that will move forward are still being worked out. They will discuss:

- Access and connections
- Elliott and Western connection
- Alaskan Way configuration
- Bicycle, pedestrian and transit enhancements
- Seawall replacement
- Construction
- Environmental Process

Central Waterfront

South Portal Working Group



Potential Topic Areas:

- Access and connections, including freight movement
- Portal location
- Urban design
- Bicycle, pedestrian and transit enhancements
- Construction
- Environmental Process
- Spokane Street Viaduct improvements

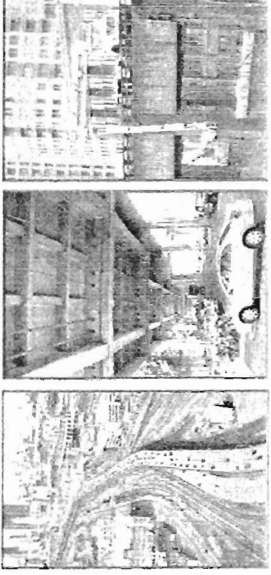
Speaker – POWERS

- The south portal working group will hold the first of their meetings later this week.
- The first meeting will begin discussions on the environmental process and context issues regarding design of the portal.
- Members will also be given an opportunity to provide feedback on what components and aspects are important to them and the group they represent.
- Other potential topic areas the group might cover are:

- Access and connections, including freight movement
- Portal location
- Urban design
- Bicycle, pedestrian and transit enhancements
- Construction
- Environmental Process
- Spokane Street Viaduct improvements

Central Waterfront

Alaskan Way Viaduct and Seawall Replacement Program



Follow our progress: www.alaskanwayviaduct.org

Speaker - POWERS

- Thank you for your time today. Are there any questions?

From: White, John
Sent: Friday, May 08, 2009 10:21 AM
To: Van Ness, Kristy (Consultant); Grotefendt, Amy (Consultant); Paananen, Ron; Harvey W. Parker (harveyparker@compuserve.com)
Cc: Lenz, KaDeena (Consultant); bmbohlke@hotmail.com; Reilly, John
Subject: RE: AWW Communications Stories - May 8, 2009

I'd like to develop a more complete response to statements like this:

"The ground conditions in Seattle are as complex and risky as you can possibly imagine," said one tunneling expert.

Given some of the other successful major tunneling projects under what certainly appear to be more challenging conditions than ours (not saying we do not have complex or challenging conditions though), I'd like to have clear reference projects and speaking points. We have a good start from Harvey's work, but I'd like to bolster that to counter the drama statements.

John

From: Van Ness, Kristy (Consultant)
Sent: Friday, May 08, 2009 8:36 AM
To: Grotefendt, Amy (Consultant); Paananen, Ron; White, John
Cc: Lenz, KaDeena (Consultant)
Subject: FW: AWW Communications Stories - May 8, 2009
Importance: High

It's my understanding that the below sentence from Margie, in today's DJC, is incorrect. Can you confirm? We always knew that there would be a temporary connection between the south end, and whatever was decided as the new piece for the central waterfront, be it above ground, below ground, or at-grade. This is not an "add" as Margie describes it.

DJC article:

WSDOT is already adding to the bored tunnel project. Last month WSDOT said it will need to add a temporary bridge between the viaduct's rebuilt south end and its central waterfront section so that traffic can continue to use the viaduct while the bored tunnel is constructed.

From: VandenBerghe, Alissa (Consultant)
Sent: Friday, May 08, 2009 8:24 AM
Subject: AWW Communications Stories - May 8, 2009

WSDOT: viaduct tunnel won't be another Big Dig

6/30/2009