

## VandenBerghe, Alissa (Consultant)

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**From:** Anderson, Mark - UCO  
**Sent:** Thursday, January 22, 2009 2:46 PM  
**To:** Preedy, Matt; Amiri, Ali; Williamson, Alec; Greco, Theresa  
**Cc:** Stagner, Karen (Consultant); Conte, Rick (Consultant); Rigsby, Mike (Consultant); Johnson, R. Paul  
**Subject:** FW: ELR Revisions and Deep Tunnel

**Follow Up Flag:** Follow up  
**Flag Status:** Red

Please note that we now have SCL technical concurrence with relocating the ELRP duct banks to the east on the eastern property boundary of WOSCA along First Avenue and north to Dearborn to avoid the tunnel portal/boat section ramps that the bored tunnel now requires. If decisions on this alignment can be made quickly, a revision can be made to the Coluccio contract in time for:

- 1) Power Engineers to design the changes;
- 2) Additional 115kV transmission cable to be ordered and delivered; and
- 3) The relocated duct banks constructed this summer.

It is still possible to do this in time for the September 2009 cutover window.

Also note below that SCL would like to have WSDOT consider provisions for two 230kV transmission lines in the tunnel that would serve the new NODO substation being designed in the South Lake Union area currently. These cables would originate at the Massachusetts substation.

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

**From:** Bob Cunningham [mailto:Bob.Cunningham@Seattle.Gov]  
**Sent:** Thursday, January 22, 2009 1:21 PM  
**To:** Anderson, Mark - UCO  
**Cc:** Bob Risch; Christopher Heimgartner; Darnell Cola; Dave Smith; Fred Ojima; Jodi Rian; John Baggs; Pamela Johnson  
**Subject:** ELR Revisions and Deep Tunnel

Thank you for the opportunity to review changes proposed for the north portion of the Early Electrical Relocation contract. The approach being studied today to reroute transmission and network distribution north of Royal Brougham Way around the proposed south tunnel portal under the Coluccio contract appears workable and deserves City Light endorsement to continue to final design. There appear to be no fatal flaws in the approach and the anticipated design issues all appear to have manageable engineering solutions. I understand that both cable pulling and ampacity studies will be performed for the revised alignments when finalized. Because the deep tunnel presents a unique opportunity for utility placement, SCL is requesting that the AWV project team consider the feasibility of routing two 230 kV transmission lines, with spare conduits, through this new right of way. This authorization only applies to the feasibility study at this time. The design would need to consider impacts of bringing the future transmission lines to near surface grade at the portals. As the design progresses, SCL will continue its evaluation of the viability of this ROW as a transmission corridor. SCL understands that this work will be considered new construction and therefore a betterment of purposes of reimbursement.

R. L. Cunningham

SCL Lead Engineer  
Alaska Way Viaduct Project