

VandenBerghe, Alissa (Consultant)

From: Leathers, Kathryn [Leathers.Kathryn@leg.wa.gov]
Sent: Tuesday, March 31, 2009 10:30 AM
To: Paananen, Ron
Subject: RE: When Elliott/Western ramps close down

Thank you, Ron.

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Tuesday, March 31, 2009 10:05 AM
To: Leathers, Kathryn
Subject: FW: When Elliott/Western ramps close down

Kathryn, John White told me you had a question about when the Elliot / Western Ramps will close. Mary Fleckenstein had a similar question. The e-mail string below contains the answer, along with some funding discussion.

From: Fleckenstein, Mary [mailto:Fleckenstein.Mary@leg.wa.gov]
Sent: Tuesday, March 31, 2009 8:18 AM
To: Dye, Dave; Paananen, Ron
Subject: RE: When Elliott/Western ramps close down

Thank you. That's an answer I can clearly understand.

From: Dye, Dave [mailto:DyeD@wsdot.wa.gov]
Sent: Tuesday, March 31, 2009 8:14 AM
To: Fleckenstein, Mary; Paananen, Ron
Subject: Re: When Elliott/Western ramps close down

Yes

From: Fleckenstein, Mary
To: Paananen, Ron
Cc: Dye, Dave
Sent: Tue Mar 31 08:06:23 2009
Subject: RE: When Elliott/Western ramps close down
So does that mean the state is responsible for the bridge over the RR mainline?

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Tuesday, March 31, 2009 8:03 AM
To: Fleckenstein, Mary
Cc: Dye, Dave
Subject: RE: When Elliott/Western ramps close down

Who is the contracting agency is yet to be determined, but the agreement between the Governor, Mayor and County Executive clearly shows the state financially responsible for tearing down the viaduct, constructing the 4 lane surface Alaskan Way with connections to Elliot and Western. The agreement also shows the City financially responsible for the promenade (\$100 million) and seawall replacement (\$250 million). While the bill specifically calls

out the seawall and promenade as not eligible for state funding (along with city utility relocation), it is silent on the viaduct demo, surface street construction and connection to Elliot / Western.

From: Fleckenstein, Mary [mailto:Fleckenstein.Mary@leg.wa.gov]
Sent: Tuesday, March 31, 2009 7:49 AM
To: Paananen, Ron
Subject: RE: When Elliott/Western ramps close down

Who's building the bridge over the RR mainline? The City?

Did you read the language in our bill directing the city to do these various pieces of the project? Is there anything on the list that's not the city's responsibility as you understand it?

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Tuesday, March 31, 2009 7:42 AM
To: Dye, Dave; Fleckenstein, Mary
Cc: Ziegler, Jennifer
Subject: RE: When Elliott/Western ramps close down

\$290 million is the estimate we have included for the items Dave mentioned. We are finalizing some visuals that show how the connection of Elliot and Western to the waterfront will work. The connection sits in the footprint of the existing viaduct where today it is a side by side roadway over the BNSF RR mainline tracks. There will be some period of disruption in 2016 while the viaduct is removed and the Elliot / Western connection is built. One other detour that will be available is the Broad Street connection to the waterfront. By 2016, the City is scheduled to be done with repairs to the seawall, and there will be room to keep surface Alaskan Way open as the viaduct is torn down. Maybe not a great detour, but one that will be available. There are other mitigation strategies that will be developed specific to that closure.

From: Dye, Dave
Sent: Monday, March 30, 2009 10:36 PM
To: 'Fleckenstein.Mary@leg.wa.gov'; Paananen, Ron
Cc: Ziegler, Jennifer
Subject: Re: When Elliott/Western ramps close down

Mary - the project budget for the bored tunnel includes 290 million (ron, check my number) to pay for removal of the viaduct and construction of a 4-lane replacement alaskan way with a direct connector up the hill from about pike (where the viaduct is today) to elliot and western - the budget also includes the moving forward projects and the bored tunnel itself - total funding for these elements is 3.1 billion - 2.4 billion state, 400 million tolls and 300 million port - no city money -- their responsibility is for city streets (other than alaskan way) and utilities and seawall...

We're working hard on the construction sequencing and phasing, and we will do everything we can to minimize the time the direct alaskan way connection up the hill is under construction - my guess right now were probably looking at 6 months minimum and likely longer - during this time traffic will have to go thru the tunnel to mercer, thru town or on I-5...not perfect but way less disruptive than our earlier construction plans...let me know if you have any questions...

-dave

From: Fleckenstein, Mary
To: Paananen, Ron; Dye, Dave
Cc: Ziegler, Jennifer
Sent: Mon Mar 30 20:16:18 2009

Subject: RE: When Elliott/Western ramps close down

So, let's see if I have this right. The ramps at Elliot and Western stay open until the bored tunnel is completed, and then they'd close and you'd start tearing down the viaduct. The projects in my previous sentence are all state projects. You haven't quite figured out how you will move traffic from Elliot and Western to surface street Alaskan Way - and this is a city project. So what's the assurance the city will have this figured out, funded and constructed in the time frame necessary to make this work?

Thanks.

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]

Sent: Monday, March 30, 2009 5:17 PM

To: Dye, Dave; Fleckenstein, Mary

Cc: Ziegler, Jennifer

Subject: RE: When Elliott/Western ramps close down

Dave is correct. When the bored tunnel opens in late 2015, the ramps at Elliot and Western would close with the viaduct. The exact staging of a connection from Elliot and Western to the surface street Alaskan Way have not been worked out, but given the large volume of traffic that uses the ramps, detour staging will be critical to minimizing disruption when the viaduct closes. Our focus since the decision to go with the bored tunnel has been on maintaining viaduct traffic as the tunnel portals are constructed.

From: Dye, Dave

Sent: Monday, March 30, 2009 4:53 PM

To: 'Fleckenstein.Mary@leg.wa.gov'; Paananen, Ron

Cc: Ziegler, Jennifer

Subject: Re: When Elliott/Western ramps close down

Mary - as we just discussed, the ramps to Elliott/Western can stay open until 99 traffic is moved to the tunnel - then, removal of the viaduct commences and the viaduct's north end would be on the critical path to get it down and clear it out (including ramps) - I'll ask Ron his best guesstimate of the time between ramp removal connector opening...stay tuned...

-dave

From: Fleckenstein, Mary

To: Dye, Dave; Paananen, Ron

Sent: Mon Mar 30 15:24:07 2009

Subject: When Elliott/Western ramps close down

When are the Elliott and Western ramps scheduled to close down? I recall their closure would be almost the last thing that happens before the bored tunnel opens to traffic. Can the grade separation over the railroad tracks be built with the E/W ramps open?