
From: Gale, Adam (Consultant)
Sent: Monday, October 26, 2009 8:09 AM
To: Page, Heather (Consultant)
Subject: FW: Draft - Pre-decisional DPD Commitments and Approach - SR 99 Bored Tunnel Design-Build Project
Attachments: DDR2009-3 Ver 14 Final.docx

Heather,

Here's Jeff's response the meeting and follow-up questions. He asked me to get back to him. Can we chat prior?

Adam

From: Stalter, Jeff [mailto:Jeff.Stalter@seattle.gov]
Sent: Friday, October 23, 2009 11:20 AM
To: Gale, Adam (Consultant)
Subject: RE: Draft - Pre-decisional DPD Commitments and Approach - SR 99 Bored Tunnel Design-Build Project

Hi Adam,

Please have a consultant provide site and project specific recommendations. The document provided is too general to be of use for the major public project variance. Please follow the directors rule (draft attached)

“Can the variance that DPD issues on that application allow the DB to start work immediately (knowing that the DB may need to supplement the NMMP with further analysis and additional mitigation if means/methods change from our assumptions)? “

Yes we can, provided we receive a nighttime noise mitigation plan for the proposed construction activity.

Jeff Stalter
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From: Adam (Consultant) Gale [mailto:galeada@consultant.wsdot.wa.gov]
Sent: Wednesday, October 07, 2009 4:40 PM
To: Stalter, Jeff; George, David; Keys, Vic
Cc: Heather (Consultant) Page; Allison Hanson; Jim D. Laughlin; Timothy V. Sexton
Subject: Draft - Pre-decisional DPD Commitments and Approach - SR 99 Bored Tunnel Design-Build Project

David and Vic:

Thanks for taking the time today to attend the first of several coordination meetings to discuss the SR 99 Bored Tunnel Alternative Design-Build project. As we discussed in the meeting, the intent of this early coordination is to reach concurrence on the permitting approach for obtaining a Major Public Projects Noise Variance and to outline pertinent information to include into the Request for Proposal (RFP), which will be finalized by mid-November. The attached list of Noise Mitigation BMPs will be incorporated into the RFP. Please feel free to edit and/or add conditions that ensure that WSDOT and the DB comply with your regulations/concerns.

In addition, please confirm the following on the permitting approach:

1. WSDOT will submit the application and Noise Management and Mitigation Plan (NMMP) based on preliminary design and a worst-case scenario. Can the variance that DPD issues on that application allow the DB to start work immediately (knowing that the DB may need to supplement the NMMP with further analysis and additional mitigation if means/methods change from our assumptions)?
2. If not, are there alternative means or ideas to allow the DB to start work immediately pending DPD approval of their NMMP supplement? What would be the timeline for approving the NMMP supplement?
3. Please confirm the process for approval (per the schedule handout today).

We understand that this project is of different magnitude than previous projects; however, it is the goal of WSDOT to include as accurate of information as possible into the RFP to provide the Design-Builder a full understanding of the constraints of the project and to better estimate their cost assumptions. As the project progresses, we will continue to coordinate with you.

Please provide a response by **Wednesday , October 21** – let me know if you would prefer to discuss our questions in person. Any comments can be inserted in track-change directly into the document.

Thanks,
Adam Gale
Alaskan Way Viaduct
Permitting Team

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