
From: Williamson, Alec
Sent: Thursday, October 02, 2008 10:07 AM
To: Ellington, Larry (Consultant)
Cc: Greco, Theresa
Subject: RE: Viaduct cost estimate

Larry- I don't anticipate any additional needs for ROW cost estimating work at this stage.

Thanks,
Alec

From: Ellington, Larry (Consultant)
Sent: Wednesday, October 01, 2008 6:23 PM
To: Williamson, Alec
Cc: Greco, Theresa
Subject: FW: Viaduct cost estimate

Alec,
Will additional ROW cost information need to be developed to support this effort? I am assuming that existing information is being used until the options are narrowed.
Thanks,

Larry

From: Bates McKee [mailto:Bates@msreal.com]
Sent: Tuesday, September 30, 2008 8:38 AM
To: Ellington, Larry (Consultant)
Subject: Viaduct cost estimate

Hi, Larry. See highlighted below - do you foresee us working on the real estate acquisition side of this at all prior to alternatives meeting (I like to help...)?

Bates

September 26, 2008

Eight viaduct options are still on the table

By [MARGIE SLOVAN](#)
Journal Staff Reporter

The viaduct team is still mulling eight choices, three months before its deadline to come up with one option to replace the center section of the Alaskan Way Viaduct.

It also won't have cost estimates for any of them until mid-November.

The state has budgeted \$2.8 billion to replace the viaduct, but about \$1.1 billion of that is already spent or committed.

(Those numbers are in year-of-expenditure dollars).

Yesterday, leaders of the Alaskan Way Viaduct Stakeholder Advisory Committee declined to comment on what would happen to the viaduct decision process if Dino Rossi — who wants a tunnel — is elected governor.

"I have a boss right now, Governor Christine Gregoire," said Ron Paananen, deputy director of the urban corridors office of the Washington State Department of Transportation.

The list of options still includes three tunnels, three surface options and two elevated structures. One of the elevated viaduct options would have an enclosed roadway with a park on top and two levels of mixed-use buildings below. The concept was dreamed up by state House Speaker Frank Chopp, D-Seattle.



Image courtesy WSDOT [\[enlarge\]](#)

One of the elevated viaduct options would have an enclosed roadway with a park on top and two levels of mixed-use buildings below.

The roadway might have glass sides, which would be a first in the United States. It would be 90 feet wide with four lanes, all on the same level. Cars could go about 50 miles per hour.

The existing viaduct ramps at Seneca and Columbia streets would be removed and new on- and off-ramps would be built at Railroad Way South.

On top of the enclosed viaduct would be a mile-long park, about 60 feet above the ground, that would stretch from South King Street to Victor Steinbrueck Park. There would be a 40-foot-wide pedestrian promenade along the waterfront.

No matter which viaduct option is chosen, about 2,000 parking spaces around the sports stadiums will be lost and the viaduct team has no plans to replace them.

"On a regular weekday, those are largely empty stalls," said Ron Posthuma, assistant director of King County's transportation department.

The city is planning to start a \$1.5 million pilot program in 2010 that will guide drivers to downtown parking lots with open stalls.

"A lot of the congestion in the central business district is people circulating, looking for parking," said Bob Powers, deputy director of the Seattle Department of Transportation.

A viaduct retrofit is off the table once again.

The state spent \$17,000 for structural engineers from Miyamoto International to review six years of retrofit data it has accumulated, including reports from PB, TY Lin International, and Shannon & Wilson.

In a letter dated Sept. 17, Miyamoto said the state would get more value for its money by replacing the viaduct. If the viaduct were retrofitted, however, "this cost should not significantly exceed 50 percent of the replacement cost," Miyamoto said.

He did not do a cost estimate. In 2006, the state estimated the cost of retrofitting the viaduct at \$2.3 billion.

Cost estimates for all eight viaduct scenarios will be ready by the committee's Nov. 13 meeting.

The next meeting of the viaduct stakeholder advisory committee is Nov. 6.

For more information on the viaduct decision process, visit <http://www.wsdot.wa.gov/projects/Viaduct>.

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