
From: Amy Grotefendt [agrotefendt@enviroissues.com]
Sent: Friday, January 30, 2009 10:13 AM
To: Carpine, Joy; Paananen, Ron; White, John
Cc: Van Ness, Kristy (Consultant); Hopkins, David A.
Subject: RE: Rep Kagi questions

I think he dropped by her office in Oly on Jan. 20 – they were supposed to meet the week prior, but the meeting was cancelled.

From: Carpine, Joy [mailto:CarpinJ@wsdot.wa.gov]
Sent: Friday, January 30, 2009 10:12 AM
To: Amy Grotefendt; Paananen, Ron; White, John
Cc: Van Ness, Kristy (Consultant); Hopkins, David A.
Subject: RE: Rep Kagi questions

Can you tell me when Ron met with Rep Kagi? Any other meetings with legislators? Thanks!

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From: Amy Grotefendt [mailto:agrotefendt@enviroissues.com]
Sent: Friday, January 30, 2009 10:09 AM
To: Paananen, Ron; White, John
Cc: Van Ness, Kristy (Consultant); Hopkins, David A.; Carpine, Joy
Subject: RE: Rep Kagi questions

Ron and John,

Here are proposed responses to the first and third question raised by Rep. Kagi. Sorry for the delay. Please send if these look okay or let me know if you would like changes made.

Thanks.
AJG

1. Why won't the bored tunnel be another big dig?

The "Big Dig" in Boston was substantially more complex and larger project than the bored tunnel proposed to replace the Alaskan Way Viaduct. For comparison purposes – our project will be 2.8 miles in length; the Big Dig was 8 miles long. We are proposing one tunnel; they constructed three. The length of the bored tunnel is two miles; their tunnels were a total of five miles in length. In addition, one of the tunnels was a cut-and-cover tunnel through the central city, which was constructed under the existing elevated roadway and two subway lines while traffic was maintained. The Big Dig also included a signature cable-stayed bridge, two sets of immersed tubes and a complex interchange. The initial project cost estimate did not include added scope, mitigation, and environmental requirements, inflation and appropriate allowance for risk and escalation.

WSDOT has visited the Big Dig project to learn how the project was managed and what

contributed to the massive overruns. Based on the lessons learned, WSDOT is and will take steps to ensure accountability, transparency, and better management of costs. Already underway is the use of CEVP (cost estimate validation process) to estimate costs. This process takes into account inflation and potential risks to the project, which results in a range of potential costs. The most likely cost estimate of \$1.9 billion also includes mitigation, environmental requirements, and traffic management during construction. As the project design evolves, the costs will be updated to reflect the latest understanding of the design and risks. WSDOT also learned that there needs to be a strong owner; we are putting in place the structure to ensure that policy, management, and technical questions can be readily addressed and decided and that there are accountability measures in place that will be regularly reported to the public, governor, and legislature.

3. How many people from North King/South Snohomish counties use the viaduct?

A license plate survey of vehicles on the viaduct was conducted in the summer of 2008. Over 24,000 licenses were read over several days. Based on that sample, three percent of the vehicles that use the viaduct each day are registered in the 1st and 21st Districts, and three percent are registered in the 32nd District (total in both directions).

From: Paananen, Ron [mailto:PaananR@wsdot.wa.gov]
Sent: Tue 1/20/2009 3:48 PM
To: Dye, Dave; White, John
Cc: Amy Grotefendt; Van Ness, Kristy (Consultant)
Subject: Rep Kagi questions

1. Wht this won't be another big dig?
2. City of Seattle should form LID before we build the tunnel.
3. How many people from North King / South Snohomish use the viaduct.

I talked through number 1, told her we are working on a brief write up.