

VandenBerghe, Alissa (Consultant)

From: Grotefendt, Amy (Consultant)
Sent: Tuesday, December 23, 2008 12:27 PM
To: White, John; Rigsby, Mike (Consultant); Williamson, Alec
Cc: Preedy, Matt; Greco, Theresa; Van Ness, Kristy (Consultant); Paananen, Ron
Subject: RE: Bored tunnel
Follow Up Flag: Follow up
Flag Status: Red

Here are a few updates based on John's conversation with Ron:

1. Assume we are carrying one option into environmental review process, but include footnote that more than one option (i.e., elevated) typically needs to be considered.
2. Connection to the BST is by a four-lane surface road, not a couplet.
3. Assume BST is maintained into the future, but include footnote that potential cost savings could be achieved through closure.
4. Assume single bore tunnel
5. This should be ready on Monday.

From: White, John
Sent: Tuesday, December 23, 2008 7:13 AM
To: Rigsby, Mike (Consultant); Williamson, Alec
Cc: Preedy, Matt; Greco, Theresa; Grotefendt, Amy (Consultant); Van Ness, Kristy (Consultant); Paananen, Ron
Subject: Fw: Bored tunnel

OK everyone, top priority holiday assignment, we all know these are the best since there is no one around to do the work.

Need some 'Gov. friendly' bored tunnel materials per Ron's below e-mail. Breakout of costs is an easy one once we decide which base tunnel assumption we are using, aggressive schedule as well. Not sure how to answer all the 'how we pay for it' part, but for now what we need to do is determine the gap between minimum cost tunnel (without the other systems projects per below) and what we have in hand. Based on our environmental approach and assumed schedule, we can answer as to when additional funds would be required.

More later, but this is enough to get started. I will follow up with Cascadia/Arup today.

John

From: Paananen, Ron
To: White, John; Grotefendt, Amy (Consultant)
Cc: Dye, Dave
Sent: Tue Dec 23 06:51:26 2008
Subject: Bored tunnel

The Governor asked a few questions about the bored tunnel. We need some material that clearly shows how much the tunnel will cost, what is included in the basic cost, and how it would be funded. We need to tell the story about what it does for capacity (compared to the existing viaduct) and what are the disruptions associated with building a bored tunnel. A good schedule should be assembled to show when the tunnel would be open to traffic. John, the team

should put together the most aggressive schedule they can conceive, like doing an EA for environmental, purchasing the machine in advance, using design-build - all the usual stuff.

The project would be the SR 99 components only. Minimal work on the waterfront: no seawall. Tear down and basic connection back to Battery Street Tunnel.

Has anyone heard back from Cascadia? We need thier feedback to help in reconsideration of the risk and contingency numbers.

Dave may want to add a few comments.