

**VandenBerghe, Alissa (Consultant)**

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**From:** Morrison, Mike (Consultant)  
**Sent:** Friday, February 13, 2009 2:15 PM  
**To:** Parsons, Jim; ValueMike@aol.com  
**Cc:** Drake, Colin; Reilly, John; Grotefendt, Amy (Consultant); Jarnagan, Harry (Consultant); Smith, Brian (Consultant); White, John; Preedy, Matt; Greco, Theresa  
**Subject:** RE: FW: Final Hybrid Matrix

Jim, (and Colin),

I understand that this text is to be included in your report in a section that describes the completion of the IPM's work coordinating the development of the original eight scenarios and the hybrid scenarios. I have inserted the appropriate values into the text that you supplied to me (see below).

I further understand that the development of the chosen solution (which has rather radically different costs associated with it) is in another section.

There has been no attempt to try to draw a "roadmap" between the IPM scenarios and the chosen solution. That would be extremely difficult.

*Best Regards,*

*Mike Morrison*

*Program Estimator  
Alaskan Way Viaduct Program  
AWV&SRP Office: 206-267-6535  
Cell: 206-799-7798  
VMC Office: 425-885-2185  
VMC E-Mail [valuemike@aol.com](mailto:valuemike@aol.com)*

**Scenario O: Bored Tunnel Hybrid**

The SR 99 configuration in the Bored Tunnel Hybrid resembles that contained in Scenario F. Given the present level of concept development twin bore tunnels each containing two lanes form the basis of this hybrid. However, the IPM Team strongly recommends that consideration also be given to a single large (approximately 54-foot-diameter) structure, carrying two lanes of traffic on both an upper- and lower-level roadway. Should the Tri Agency choose to pursue this hybrid as a preferred concept, further work is needed to determine if the larger tunnel can meet the design requirements, while being more economical and faster to build than the smaller twin bores. ....

The total costs of this scenario are estimated to be \$4.7 billion in escalated year of expenditure dollars, of which \$2.8billion is associated with the central waterfront SR 99 elements. Initial work indicates that the large diameter single bore configuration might reduce these costs by as much as \$260 million. The overall performance of this scenario on the other guiding principles is estimated to be similar to that for Scenario F

Jim

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**From:** James D. Parsons [mailto:JParsons@parametrix.com]  
**Sent:** Wednesday, February 11, 2009 3:15 PM  
**To:** ValueMike@aol.com

**Cc:** Morrison, Mike (Consultant); Drake, Colin  
**Subject:** RE: FW: Final Hybrid Matrix

Mike:

Please copy Colin when you are done. The text below is how your numbers will get used in the IPM report, so if you just want to plug them in go for it.

### **Scenario O: Bored Tunnel Hybrid**

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The total costs of this scenario are estimated to be \$X.X billion in escalated year of expenditure dollars, of which \$X.X billion is associated with the central waterfront SR 99 elements. Initial work indicates that the large diameter single bore configuration might reduce these costs by as much as \$XXX million. The overall performance of this scenario on the other guiding principles is estimated to be similar to that for Scenario F

Jim

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**From:** ValueMike@aol.com [mailto:ValueMike@aol.com]  
**Sent:** Wednesday, February 11, 2009 2:45 PM  
**To:** James D. Parsons  
**Cc:** MorriMi@consultant.wsdot.wa.gov  
**Subject:** Re: FW: Final Hybrid Matrix

Jim,

Thanks for the telephone call.

Yes I received your e-mail, and one from Colin. My other address is [MorriMi@consultant.wsdot.wa.gov](mailto:MorriMi@consultant.wsdot.wa.gov). I am finishing another "fire drill" for a response that WSDOT must give to the legislature. Then I will get yours done. You should have it tomorrow.

*Best regards,  
Mike Morrison, President  
VALUE MANAGEMENT CONSULTING, INC.  
15330 Old Redmond Road  
Redmond, WA 98052-6837  
425-885-2185 (telephone with extensive voice messaging capability)  
206-799-7798 (cellular telephone also with voice messaging capability)*

*In a message dated 2/10/2009 5:19:13 P.M. Pacific Standard Time, JParsons@parametrix.com writes:*

| *Mike:*

*Use the elements shown for Scenario L to produce your estimate for Scenario O: Bored Tunnel Hybrid. Your estimate for Scenario O should assume the old twin bore scheme with a surface boulevard not a couplet. Also, I need a separate estimate of the total if we were to use the single bore scheme now favored. Please confirm upon receipt and let me know when you can have these done. We need to get the next revision into layout by Friday.*

*Jim*

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