

## VandenBerghe, Alissa (Consultant)

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**From:** Rigsby, Mike (Consultant)  
**Sent:** Wednesday, February 18, 2009 5:18 PM  
**To:** Reilly, John; Williamson, Alec  
**Subject:** RE: Ballard Spur Idea  
**Follow Up Flag:** Follow up  
**Flag Status:** Red

Very quick look. It looks like about 4,000 feet of tunnel. Assume 4 lanes: Compare to our bored tunnel at approximately 10,000 feet and a cost of \$2B (round numbers): .4 X \$2B = \$800M or about the same general range as the spur tunnel concept. Doesn't look like it pencils out or am I missing something?

**Mike Rigsby**  
**Parsons Brinckerhoff**  
**Alaskan Way Viaduct and Seawall Replacement Program**  
**206-382-6352**

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**From:** John Reilly [mailto:jjreils@attglobal.net]  
**Sent:** Friday, February 13, 2009 11:52 AM  
**To:** Williamson, Alec  
**Cc:** Rigsby, Mike (Consultant)  
**Subject:** Fw: Ballard Spur Idea

Alec and Mike - the Donegan suggestion

Regards, John Reilly  
----- Original Message -----

**From:** [Bob Donegan](#)  
**To:** [John Reilly](#)  
**Sent:** Friday, February 13, 2009 7:31 AM  
**Subject:** Ballard Spur Idea

The issue of 35,000 vehicles a day that enter the viaduct at Western or exit at Battery street is becoming a huge issue for the freight guys in Ballard and NW Seattle. We have talked about a tunnel spur off the main tunnel toward 15-Elliott as an option, which the project team prices at \$77M to \$1B. When I ask for details, they explain the cut and cover portion where the spur connects to the main tunnel will be expensive.

Here is an alternative. Can this work?

At 15th and Mercer Place on the west end, there is a public park cut into the rapidly rising slope of Queen Anne hill. How about boring a tunnel there to the ESE and bringing it out of the ground on Mercer between the Opera House, KCTS TV and the parking garage? Mercer is downward sloping to the east there--probably 3-4-5% slope.

This avoids having to do a cut and cover connection.

This avoids the narrow Mercer Place 2-3 lane street.

This avoids dumping 35,000 vehicles into a neighborhood.

Is this possible?  
What would it cost?