

VandenBerghe, Alissa (Consultant)

From: Rigsby, Mike (Consultant)
Sent: Thursday, January 15, 2009 10:13 AM
To: White, John
Cc: Preedy, Matt; Greco, Theresa; Bandy, Mark; Reilly, John; Williamson, Alec; Clark, Gordon T. (Consultant); Petersen, Norm (Consultant); Conte, Rick (Consultant)
Subject: RE: Viaduct O&M
Follow Up Flag: Follow up
Flag Status: Red
Attachments: Central Waterfront O&M.xls; Cost Estimate Tunnel and Elevated Structure Operating and Maintenance Cost Study.pdf

Attached is a copy of our 2006 O&M Report for the Elevated Structure (\$3.869M/year) and the Tunnel (\$4.890M/year) that formed the basis for our Central Waterfront O&M estimates. Also attached is a quick spreadsheet showing the makeup of our Central Waterfront estimates for Scenario D - Elevated (\$2.650M/year) and Scenario F- Twin Bored Tunnel (\$6.358).

The Elevated went down primarily due to fewer lanes (4 vs 6) and removal of the south end from the estimate. The Tunnel went up primarily because of more lane miles for the longer tunnel.

Let me know if you have any questions or we can discuss later today.

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

From: White, John
Sent: Thursday, January 15, 2009 8:47 AM
To: Rigsby, Mike (Consultant)
Cc: Preedy, Matt; Greco, Theresa; Bandy, Mark; Reilly, John
Subject: Fw: Viaduct O&M

Mike,

See Ron's thoughts below. As Dave requested, by later today we need to respond on today's O&M costs (incl BST) vs a new elevated (incl BST) and a new single bore tunnel (w/o BST).

Key point is to show differentials and the impact of BST in and out on those differentials. Your input will be coordinated with Mark B's and John R's before we send something out, so the sooner the better on this one.

Thanks!

John

From: Paananen, Ron
To: White, John
Cc: Dye, Dave
Sent: Thu Jan 15 08:30:06 2009

6/24/2009

Subject: FW: Viaduct O&M

John, there was previous work done on the subject for the six lane tunnel vs. six lane elevated (which may have also included battery street tunnel). Please get someone to pul up the report, and we need to update it to compare a new elevated (which would still require operating BST) to the new bored tunnel (without BST)

If memory serves me, the elevated and tunnel were not far apart on operating costs, proabably because both had BST. Dave and I remember an operating differential of about \$700K to \$800 K per year.

Shoot me a copy of the old report when you locate it.

Sorry for any typos. My vision is still a little fuzzy this morning.(from surgery or the drugs, I can't tell)

Thanks.

From: Parker, Christie [mailto:Parker.Christie@leg.wa.gov]

Sent: Wed 1/14/2009 6:45 PM

To: Dye, Dave; Paananen, Ron

Subject: Viaduct O&M

Hi, Dave & Ron.

I know you gentlemen have a lot going on, but I just wanted to send a gentle reminder that you promised to send the operations & maintenance estimates for the viaduct tunnel.

Thanks in advance,

Christie Parker
Fiscal Analyst
Washington State House of Representatives
Transportation Committee
(360) 786-7322
parker.christie@leg.wa.gov

6/24/2009