
From: Sowers, David
Sent: Thursday, January 15, 2009 12:02 PM
To: Madden, Tom; Preedy, Matt
Subject: RE: TRM and Short range plans for AWW

Matt,

I concur with Tom about "internal-experience." While it's obvious that most of WSDOT has zero experience with tunnels (aside from a few folks still around from the Mount Baker days), myself and the HQ geotechnical group do have tunneling experience, albeit much smaller tunnels. I think from that standpoint I could significantly aid in the development of the GBR. Most importantly we need a well defined scope of work for whom ever we select to support the department in the GBR's development.

I would strongly recommend as the technical advisory panel is assembled that DOT folks (like Tom and myself) have a seat at the table. Following up on John's "strong owner" comment yesterday, we cannot have a technical steering committee comprised only of tunnel experts and of owner's reps with no construction/tunneling experience. We need people that bring an understanding of construction, geotechnical/tunneling issues and a project management/big picture perspective to the group, so that the technical group is advising the executive steering committee appropriately.

Dave

From: Madden, Tom
Sent: Wednesday, January 14, 2009 1:26 PM
To: Preedy, Matt
Cc: Sowers, David
Subject: TRM and Short range plans for AWW

Hi Matt:

At the meeting this morning, you mentioned that I was one of the 'key people' that were not placed in any of the teams. I thought I would give you some feedback and some of my thoughts-

At the meeting this morning, there was mention that we have no experience with deep bored tunnel construction. I agree the collective "we" have not done a lot of work with TBM's, however, we do have expertise in tunneling construction. I have personally built over 2/3rds of a mile of cut and cover tunnel, and that included two portals that will be much like the ones needed to launch the TBM. I also inherited Ollie Harding's old office, and they were just finishing up the Mount Baker tunnel. I did travel to Boston and talked with Fred Salvuchi (sp) and others about issues around the big dig and other mega projects.

As I'm sure you are aware, Mike Hanson is another resource that was active on the Mt Baker Ridge tunneling from the start.

The other place where we did some tunneling was on the Cedar River Pipeline project. Diane Berge was also on that project, and I came in just as they were finishing that one up.

That said, I think I could add value to a committee that considered delivery approach and contract packaging of the bored tunnel, and the interface between the north end of the bored tunnel (north portal) and the possible phasing that will be needed to keep traffic flowing through BST as long as possible. On the south end, the portal has its own "sandbox" to play in, but on the north, the portal and Aurora are on top of each other. I'm sure the design team has thought through this obvious conflict, but I would be willing to help in that arena if you are looking for a fit. That would be items #5b and 5c on your list.

Another area we need to look at hard is the BST retrofit. I would suggest we do only those things are absolutely necessary to keep the tunnel safe for the next 5 years. Although many of the systems do not meet current codes, the lighting is certainly adequate, and the ventilation works adequately from a safety standpoint. Fro us to do much more than a maintenance contract makes very little sense at this point.

I am looking over the job duties and area that I need to help out down here at SR 519, so I will be adding to that starting point list that Dave handed me on Monday.

Obviously we can discuss more as things take shape.

Tom M

From: Preedy, Matt
Sent: Monday, January 12, 2009 5:17 PM
To: Madden, Tom
Subject: RE: Safety Meeting

Yes, that would be good if you could attend. See the meeting invite I just sent for a "pre meeting" at 7:00. Thanks for the SR519 change order update.

Matt.