

VandenBerghe, Alissa (Consultant)

From: White, John
Sent: Thursday, February 19, 2009 11:24 AM
To: Rigsby, Mike (Consultant); Conte, Rick (Consultant); Williamson, Alec
Cc: Preedy, Matt; Grotefendt, Amy (Consultant); Bandy, Mark; Reilly, John
Subject: FW: Ballard Spur Idea

Hey guys,

Have another short fire drill for you. Please read Bob Donegan's below e-mail and the idea he puts forth for a tunnel to help get traffic to the SR 99 tunnel. We need to put together some basic thoughts on cost and issues related to the idea, but nothing extravagant. Our response will be structured around the financial limitations related to taking on new scope within our budget, combined with some info that better explains where the 35,000 Elliott/Western vehicles are coming from and going to (and shows that they all won't be on Mercer and bottle-necking at Mercer Place). We do need some content responding to his idea...any additional bored tunnels clearly does work within the budget, and one like this is probably not much less (if any) than the stub tunnel idea. By his statement of 'avoiding the 2-3 lane Mercer Place', I assume he is suggesting this tunnel be 4 lanes total...how you bring that into Mercer at the location described I do not know.

From: Amy Grotefendt [mailto:agrotefendt@enviroissues.com]
Sent: Thursday, February 19, 2009 11:05 AM
To: Reilly, John; White, John; bobd@keepclam.com
Subject: RE: Ballard Spur Idea

Bob,

Just to let you know that John Reilly forwarded this idea to John White who is having the project team put together some thoughts -- what it would take, range of costs, etc. We'll get something back to you as quickly as we can.

Thanks,
AJG

----- Original Message -----

From: [Bob Donegan](#)
To: [John Reilly](#)
Sent: Friday, February 13, 2009 10:31 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?