

## VandenBerghe, Alissa (Consultant)

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**From:** White, John  
**Sent:** Wednesday, March 18, 2009 2:16 PM  
**To:** Van Ness, Kristy (Consultant)  
**Cc:** Grotefendt, Amy (Consultant); Paananen, Ron; Preedy, Matt; Greco, Theresa  
**Subject:** Tunnel related truck trips and hauling routes

Try this for a safe general early statement about trucking and hauling:

It is still too early to speak to any of the specifics regarding the removal of tunnel spoils and hauling for delivery of tunnel liner segments and other tunneling materials. We can, however, speak in basic terms as to potential hauling options and expected ranges of trucking volumes and requirements.

While not decided yet, it is most likely that the tunnel boring would start from the south, staged from property that WSDOT owns just south of the existing Railroad Way viaduct ramps. Assuming this, tunnel spoils would be hauled from that property, and tunnel lining segments and other construction materials would be hauled into the tunnel from the same site. The tunneling boring operations schedule is also yet to be determined, but it is most likely to be close to 24 hours a day, 6 or 7 days a week. Specific hours of trucking operation related to spoils removal is likely to be between 8AM and 10PM, with overall trucking volumes in excess of 200 trucks per day (or 15 trucks per hour) in the south end related to the main tunnel work.

Specific routes for spoils disposal and materials delivery will be determined based on the ultimate hauling methods utilized. In addition to straight truck hauling, we are currently exploring options to utilize barging or temporary rail connections, in order to minimize in-city surface street trucking impacts. Until a contractor is selected, the type of boring machine is selected so that the type of spoils is known, disposal sites are identified and all hauling methods are determined, it is difficult to speculate on specific haul routes and destinations. What we can say is that there will be significant trucking needs, not only for the main tunnel construction referenced above, but for the north and south portal work as well. Currently we expect that there will be significant trucking needs over a four year period, where the total trucks per day (spoils, concrete, materials) ranges between 100 and 350 across the entire program.