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From: Johnb4801@aol.com [mailto:Johnb4801@aol.com]

Sent: Sunday, May 02, 2004 9:25 AM

To: viaduct@wsdot.wa.gov

Subject: Viaduct Replacement.

I-072-001

I was promised in the original email that I would be able to fill out a questionnaire to give you my preferences, if I went to your website, but I saw none. I would prefer the least costly way to keep the viaduct. Otherwise, my second alternative, if even that is too costly, is to go with not having a major unrestricted highway in that area, and counting on the Monorail to help us move people. --John Birnel 719 N. 68th Seattle 98103

I-072-001

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – \$1.96 billion
- Cut-and-Cover Tunnel – \$3.0 to \$3.6 billion
- Elevated Structure – \$1.9 to \$2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.