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AWSP Team Office

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5-29-04

Allison Ray
Alaskan Way Viaduct & Seawall Project Office
999 - 3rd Ave Suite 2424, Seattle 98104
Subject: New Alaskan Way Viaduct, etc.

Dear Sir,

The Seawall Replacement is a real estate improvement project and has no connection to a Viaduct replacement-improvement program. Secondly the 4 billion dollar figure will quite likely turn into a troubled 10 billion program. There are 2 unrelated deals. A Boston type dream.

A replacement viaduct should be a side by side, one level roadway. It can be done by shaving roughly 30 ft from the West side of old buildings for about 400 feet. The next viaduct should be held to 100,000 cars per day. Automatic toll booths should be installed plus booths at any on-ramp from the business district, even if not used.

I visualize the viaduct as a growing by-pass on travel from Tukwila - Georgetown - E. Marginal Way - Viaduct to Mercer St. mess - to Montlake etc. I have used this route for 20 yrs to avoid the downtown freeway mess. As Seattle plans ahead, this is a perfect by-pass.

Before a new 520 Bridge is built, final drawings on the Montlake Bridge mess should be issued and the Mercer Street project should be finished.

There may be those who want to line Mercer St with tall buildings & a narrow street. Mercer St west to 5th Ave No. will have to be an unusually wide corridor, with decent building setbacks.

The taxpayers are not going to go for 5 billion dollar over-runs, and wild projects. The new Seattle Monorail Project may bring an end to wild engineering ventures with public money.

Sincerely,
Ed Brady

I-084-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

I-084-002

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.

I-084-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a single-level roadway with toll booths.

I-084-004

Thank you for your comment. The SR 520 Bridge Replacement and HOV Project, Mercer Corridor Project, and the Seattle Monorail Project are separate from the Alaskan Way Viaduct Replacement Project. You may want to direct your comments related to the SR 520 Project and the Mercer Project to public involvement opportunities related to those projects.