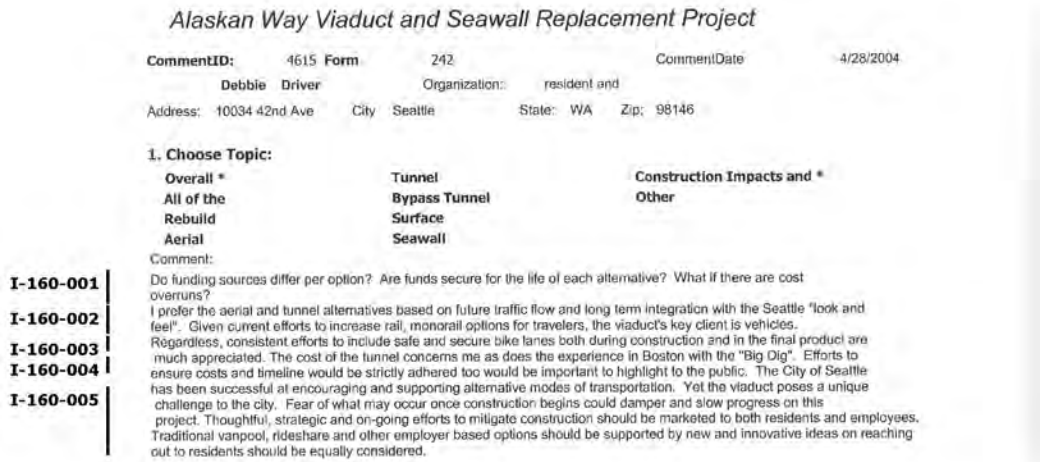

Alaskan Way Viaduct and Seawall Replacement Project

CommentID: 4615 **Form** 242 CommentDate 4/28/2004

Debbie Driver Organization: resident and

Address: 10034 42nd Ave City Seattle State: WA Zip: 98146

1. Choose Topic:

Overall *	**Tunnel**	**Construction Impacts and ***
All of the	**Bypass Tunnel**	**Other**
Rebuild	**Surface**	
Aerial	**Seawall**	

Comment:

I-160-001 Do funding sources differ per option? Are funds secure for the life of each alternative? What if there are cost overruns?

I-160-002 I prefer the aerial and tunnel alternatives based on future traffic flow and long term integration with the Seattle "look and feel". Given current efforts to increase rail, monorail options for travelers, the viaduct's key client is vehicles.

I-160-003 Regardless, consistent efforts to include safe and secure bike lanes both during construction and in the final product are much appreciated.

I-160-004 The cost of the tunnel concerns me as does the experience in Boston with the "Big Dig". Efforts to ensure costs and timeline would be strictly adhered too would be important to highlight to the public.

I-160-005 The City of Seattle has been successful at encouraging and supporting alternative modes of transportation. Yet the viaduct poses a unique challenge to the city. Fear of what may occur once construction begins could damper and slow progress on this project. Thoughtful, strategic and on-going efforts to mitigate construction should be marketed to both residents and employees. Traditional vanpool, rideshare and other employer based options should be supported by new and innovative ideas on reaching out to residents should be equally considered.

I-160-001

At present, the state legislature has committed funding only for the Bored Tunnel alternative.

The outcome of cost overruns depends on the situation. If the overruns are a result of the contractor's actions, then the contractor would bear the liability for the cost. If the overruns are due to other factors, then the agencies funding the project may be responsible. On large, complex projects, the responsibility for cost overruns is often shared.

I-160-002

FHWA, WSDOT, and the City of Seattle recognize your preference for the Aerial and Tunnel Alternatives. Since the publication of the Draft EIS in 2004, the project has evolved. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the the Final EIS for a current description of the project alternatives.

I-160-003

Bicycle access will be maintained at all times during construction activities. At times, it will be necessary to reroute bicycles using temporary facilities/detours, but these detours will be designed to minimize any inconvenience to the greatest extent possible.

I-160-004

Your concerns about project cost and timeline are noted. The lead agencies are also interested in keeping the project on budget and on time. The Final EIS contains current project cost and schedule information.

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-160-005

A great deal of thought and planning has gone into the transportation management plans to mitigate for construction and permanent project effects. These management measures are discussed in the Transportation Discipline Report, Appendix C, of the Final EIS.