

**I-214-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

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

**From:** Jonathan Granato [mailto:lord\_st\_erth@yahoo.com]

**Sent:** Thursday, April 01, 2004 4:15 PM

**To:** viaduct@wsdot.wa.gov

**Subject:** FIVE PLANS FOR THE ALASKAN WAY VIADUCT

**Well, hello there, all you WSDOT persons!**

**I presume this email addy will be a-jitter w/everybody and their uncle giving you their opinions on wh. of the five proposals for the Alaskan Way Viaduct they prefer.**

**In order to keep this email succinct, simple, and concise, here's my choice:**

**"\* Tunnel: Replace the viaduct with a tunnel along the central waterfront with three lanes in each direction. An aerial structure would connect the tunnel from the waterfront to the Battery Street Tunnel and, in the south, the viaduct would be replaced with an at-grade roadway. This is the most expensive option with cost estimates of \$3.6 billion to \$4.1 billion. It would take from seven to nine years to build. "**

**Look, let's do it right this time around!**

**Jonathan Granato  
206 284 8437**

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6/26/2004