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From: RSteve1018@aol.com [mailto:RSteve1018@aol.com]

Sent: Friday, May 28, 2004 10:26 PM

To: viaduct@wsdot.wa.gov

Subject: Comment on current EIS

I-447-001 | Don't rebuild the viaduct. The cost in dollars and 7-11 years of disruption to the waterfront is too high a price to pay for a project that encourages people to stay in cars at a time when we desperately need to get them out of cars.

I-447-002 | Costs - I don't believe your numbers for a minute. When has a public project ever come in under budget? This is a horrible ideal

I-447-003 | Increase parking capacity at the suburban Park N Rides so more people can use the bus.
Smooth the kinks out of alternative routes through the city.

Encourage retailers (grocery) to allow night deliveries from all of their vendors.

I-447-004 | Create a jewel on the waterfront, not a smoke belching freeway.

I-447-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and acknowledge your preference not to rebuild the viaduct. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Please see the Final EIS for current information about the proposed build alternatives for the project.

The need to reduce the single-occupant vehicle trips is also acknowledged. Numerous measures to make that happen during the construction of the alternatives have been carefully considered in coordination with all of the local transit agencies. These measures are included in the Final EIS Appendix C, Transportation Discipline Report.

I-447-002

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-447-003

Thank you for these mitigation suggestions. Please refer to Chapter 8 Mitigation of the Final EIS for information on the proposed mitigation measures for the project.

I-447-004

Comment noted. If the preferred Bored Tunnel Alternative is selected, the final configuration of the waterfront would be determined by a separate project, the Central Waterfront Project, led by the City of Seattle.