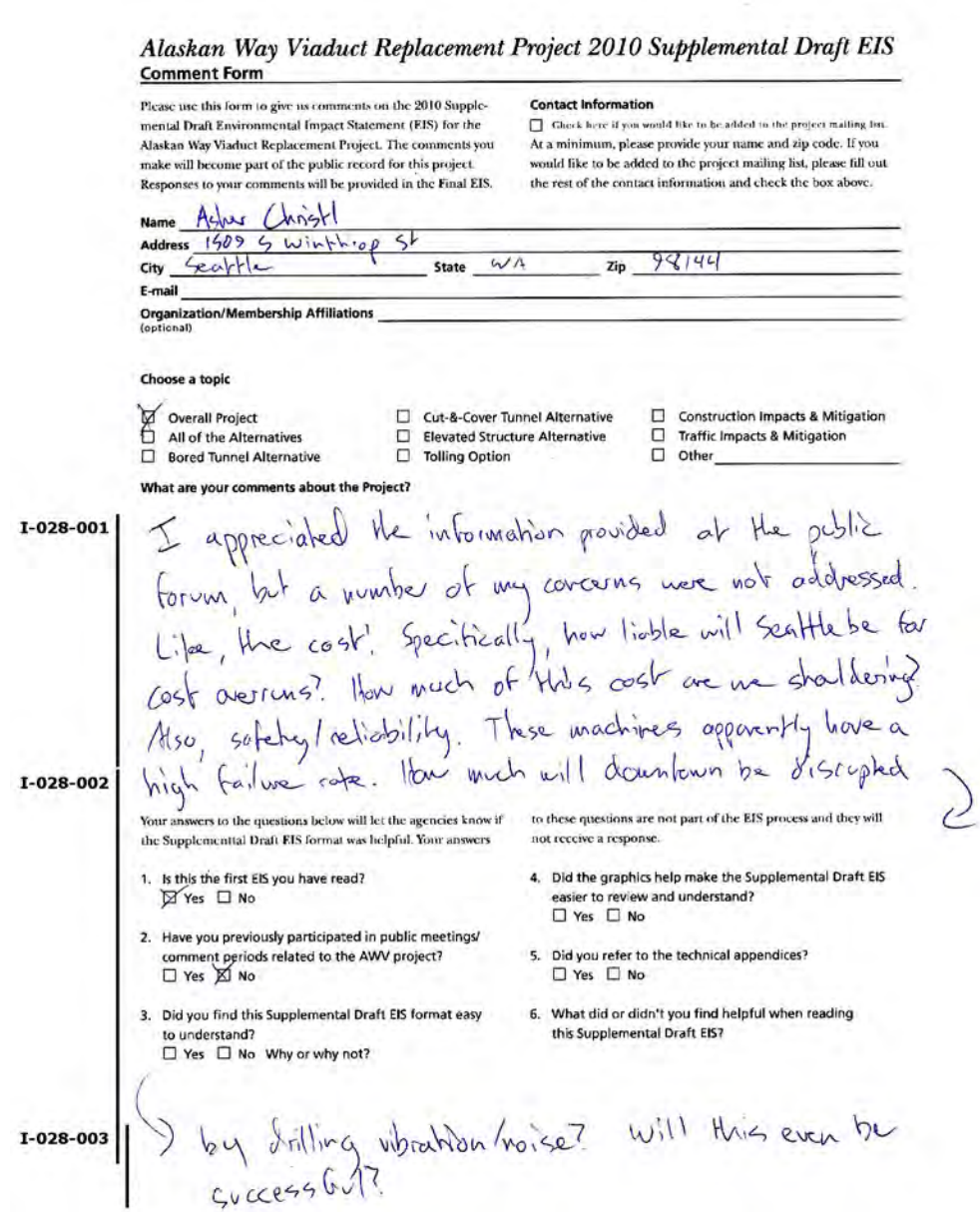

Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft EIS

Comment Form

Please use this form to give us comments on the 2010 Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

Contact Information

☐ Check here if you would like to be added to the project mailing list.
At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box above.

Name Asher Christl
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E-mail
Organization/Membership Affiliations (optional)

Choose a topic

☒ Overall Project
☐ All of the Alternatives
☐ Bored Tunnel Alternative
☐ Cut-&-Cover Tunnel Alternative
☐ Elevated Structure Alternative
☐ Tolling Option
☐ Construction Impacts & Mitigation
☐ Traffic Impacts & Mitigation
☐ Other

What are your comments about the Project?

I-028-001 I appreciated the information provided at the public forum, but a number of my concerns were not addressed. Like, the cost. Specifically, how liable will Seattle be for cost overruns? How much of this cost are we shouldering?

I-028-002 Also, safety/reliability. These machines apparently have a high failure rate. How much will downtown be disrupted

Your answers to the questions below will let the agencies know if the Supplemental Draft EIS format was helpful. Your answers to these questions are not part of the EIS process and they will not receive a response.

1. Is this the first EIS you have read? ☒ Yes ☐ No
2. Have you previously participated in public meetings/comment periods related to the AWV project? ☐ Yes ☒ No
3. Did you find this Supplemental Draft EIS format easy to understand? ☐ Yes ☐ No Why or why not?
4. Did the graphics help make the Supplemental Draft EIS easier to review and understand? ☐ Yes ☐ No
5. Did you refer to the technical appendices? ☐ Yes ☐ No
6. What did or didn't you find helpful when reading this Supplemental Draft EIS?

I-028-003 by drilling vibration/noise? Will this even be successful?

I-028-001

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: $2,400,000,000 of state funding; $400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to $2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

The legislation authorizing WSDOT to proceed with the project also has a provision that those in Seattle who benefit from the project should be responsible for cost overruns. WSDOT interprets this as a statement of legislative intent that would need clarification to become operative.

The bored tunnel cost estimate is based on WSDOT's Cost Estimate Validation Process for large projects, which was developed in 2002. This process uses outside experts to help establish a more comprehensive budget at the early stages of a project and identify risks that need to be actively managed. It takes into account project changes, mitigation, inflation and risk - something projects that experience cost overruns generally fail to do.

Independent experts and cost estimators experienced in tunnels,

underground construction, and megaproject delivery have reviewed the bored tunnel cost estimate. The viaduct replacement project also has a technical advisory team with more than 295 years of collective experience delivering projects around the world that provides guidance on risk management, construction methods, and oversight.

To better understand the conditions we would encounter during construction, crews have conducted more than 100 borings for soil samples, some up to 300 feet deep, and more than 300 surveys of buildings and other structures along the tunnel route. This information, along with the other analysis completed, also helps to identify and manage risk.

I-028-002

Construction noise and vibration effects are described in the Final EIS. Please refer to Appendix F, Noise Discipline Report, for additional information.

I-028-003

Project planning includes substantial contingencies to prevent cost overruns and careful monitoring will minimize the potential for unforeseen events.