From: Kriss [klwraupach@yahoo.com]
Sent: Thursday, December 02, 2010 4:15 PM
To: AWV SDEIS Comments
Subject: 2010 SDEIS Comment

Dear Sir and/or Madame:

I-130-001 Since the document for review online is broken down into more than 100 small pdf's, this makes a coherent online review of these documents essentially impossible.

I-130-002 I am opposed to this tunnel for the following reasons:

1. Public Access to Views Denied
   Every day thousands of motorists enjoy the amazing views of the Bay and Olympics beyond. This view will be taken away from far more public than will be provided without the viaduct. Public access to these views will be significantly diminished.

I-130-003 2. Increased Value of Private Property
   Property, with views now blocked by the viaduct, will greatly increase in value. The public will not gain in this benefit.

I-130-004 3. Lack of Improved Accessibility to Downtown Seattle
   The proposed tunnel has no off ramps into downtown!! What's the point of making any highway 'improvements' if not to 'improve' ease of access to a major downtown city? I really fail to see the point of this tunnel at all.

I-130-005 4. Repair
   The pilings on the viaduct can be repaired at far less cost and far less impact. It was done in the Bay Area in California.

I-130-006 5. Cost Over Runs
   Significant cost over runs on these types of projects are endemic. I see no provisions for dealing with this issue in any realistic way.

Sincerely yours,

Kristina L.W. Raupach
1723 SW Henderson Street
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260-352-6066

I-130-001

We apologize for any inconvenience in accessing the 2010 Supplemental Draft Environmental Impact Statement on the website. The document is very large and must be broken into sections for ease of downloading. The document was also available upon request from the project office in the form of a CD or a printed copy. In addition, copies were available at Seattle-area neighborhood service centers and libraries.

I-130-002

It is true that with the Bored Tunnel Alternative, drivers on SR 99 would no longer enjoy the panoramic views that are available from the existing structure. However, the views from the waterfront to the east would no longer be obstructed by a very large concrete highway structure. Similarly, the views from downtown Seattle, including the Pike Place Market and its many viewpoints to the west such as the Victor Steinbrueck Park, would no longer include the intrusion of this busy highway in the extensive views toward the west of Elliott Bay, the islands, and the Olympic Mountains.

I-130-003

Any enhancement in property values that may occur would take place after the construction period. And because construction would be completed several years in the future, it is difficult to predict events and condition at that time. Economic conditions are often one of the strongest influences on market values, and these conditions may vary greatly from one year to another. If for example, the Seattle area economy continues to decline substantially as the viaduct is being replaced, completion of the project would likely have less immediate influence on the price of real estate. Because of all the considerations that go into the purchase of property, the EIS does not speculate on how the project might influence the value of land or buildings in the area.

I-130-004

With the Bored Tunnel Alternative, traffic using the Stadium area ramps to access downtown would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues. Traffic analysis indicates that this arrangement would result in comparable or better overall traffic distribution and flow than is experienced with the current Columbia and Seneca Street ramps. This is because the current ramps concentrate traffic to a single, congested location in the central downtown. The relocated ramps would instead allow drivers to diffuse through the street grid using many different paths.

Updated analysis has been included in the Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis.

I-130-005

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it is not practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is too weak in too many places.

Additionally, the lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct.

I-130-006

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.

The legislation authorizing WSDOT to proceed with the project obligates two billion eight hundred million dollars. Although the legislation 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.