

From: ardeananvik@hotmail.com [mailto:ardeananvik@hotmail.com]  
Sent: Tuesday, November 09, 2010 12:53 PM  
To: Alaskan Way Viaduct  
Subject: AWW Feedback

Sent from: Ardean Anvik  
Address:  
City: Elma  
State: WA  
County: Mason County  
Zip: 98541-9619  
Email: ardeananvik@hotmail.com  
Phone:

Comments:

- I-008-001** | The tunnel will be a failure because of these 5 reasons:
- I-008-002** | 1. There will be a cost overrun, just like there was a cost overrun in the Big Ditch in Boston.
  - I-008-003** | 2. You will find Indian artifacts and this will bring the digging to a close for a long period of time.
  - I-008-004** | 3. This tunnel is based not upon transportation needs but upon social engineering. The leftists in Seattle want people out of their cars so they will make it difficult to commute and thus force people onto mass transit. And you have not solved the social problems of mass transit, such as crime, threats, and stinky people on the transit. Thank you but I prefer my car.
  - I-008-005** | 4. This tunnel will leak, just like the Big Ditch in Boston.
  - I-008-005** | 5. Hey folks, we live in earthquake country or have you forgotten. When the tunnel collapses after an earthquake, or when there are huge cost overruns or when you find the Indian artifacts I will write a Letter to the Editor and a letter to the governor and to my legislative contacts complaining about this and how you were warned. Thank you.

### I-008-001

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.

### I-008-002

Much of the area of potential ground disturbance was historically part of the transportation corridor and has a low likelihood for the presence of significant archaeological resources. However, known archaeological

sites are near both the south portal and north portal excavation areas as presented in Chapter 6 of the Final EIS.

The lead agencies will develop an archaeological treatment plan for archaeological investigations, data recovery, and monitoring during project construction. An Unanticipated Discovery Plan will be prepared for the project that provides for notification and consultation among concerned agencies and tribes related to discoveries of unanticipated archaeological materials or human remains.

**I-008-003**

The Bored Tunnel Alternative would carry almost the same traffic volume as the other build alternatives and will be available for use by passenger cars. Please see Chapter 5 in the Final EIS for a comparison of the estimated vehicle volumes for all the build alternatives.

**I-008-004**

The segmental tunnel lining is composed of interlocking panels that will seal the tunnel from the adjacent groundwater. Some groundwater seepage is anticipated; accumulated groundwater would be collected and pumped to the south portal for discharge and treatment through the combined sewer system.

**I-008-005**

All build alternatives would provide a safe transportation facility that meets current seismic design standards. The existing viaduct is at a substantially higher earthquake risk than any of the build alternatives. The earthquake risk of the existing viaduct is one of the driving factors for the need for this replacement project.