

**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 Will Affleck-Asch
 Address _____
 City Seattle State WA Zip 98105
 E-mail _____
 Organization/Membership Affiliations (optional) KCDCC (43rd)

Choose a topic

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Cut-&Cover Tunnel Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Bored Tunnel Alternative | <input type="checkbox"/> Tolling Option | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

I-004-001

① Carbon impacts & freight/transit capacity for the Bored Tunnel seem very negative for the added

I-004-002

② cost. Only the elevated alternative seems to handle the current 40-50 pct usage of SR-99 in the area discussed.

I-004-003

③ cost for deep bored tunnel is prohibitive

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?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 4. Did the graphics help make the Supplemental Draft EIS easier to review and understand?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 2. Have you previously participated in public meetings/comment periods related to the AWV project?
<input type="checkbox"/> Yes <input type="checkbox"/> No <u>not sure</u> | 5. Did you refer to the technical appendices?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 3. Did you find this Supplemental Draft EIS format easy to understand?
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Why or why not?
<u>No freight or transit capacity comparison</u> | 6. What did or didn't you find helpful when reading this Supplemental Draft EIS?
<u>Appx C</u> |

I-004-001

Carbon impacts and transit capacity would be similar for all the build alternatives. Freight connections to the downtown core and Ballard/Interbay area would change with the Bored Tunnel Alternative since the existing ramps to Columbia and Seneca Streets and Elliott and Western Avenues would be removed. These freight movements would need to use the surface street network. Vehicles carrying hazardous and flammable cargo would be prohibited in the bored tunnel (this type of cargo is not permitted in the Battery Street Tunnel today). However all other freight and transit movements would be allowed in the bored tunnel.

I-004-002

As described in Chapter 8 of the 2010 SDEIS, the Bored Tunnel Alternative will carry only 2 to 2.5 percent fewer vehicles than the Cut-and Cover and Elevated Structure Alternatives.

I-004-003

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.