
From: S.A. Green [greest@yahoo.com]
Sent: Monday, November 29, 2010 9:15 AM
To: AWW SDEIS Comments
Cc: Rep. Maureen Walsh; Sen. Mike Hewitt
Subject: comments on SR 99 bored tunnel 2010 Supplemental Draft EIS

Regarding information from:
<http://www.wsdot.wa.gov/Projects/Viaduct/2010sdeis.htm>

I-055-001 | The economic impact of this tunnel project will play out negatively in multiple ways. While I support toll financing of costly highway projects, the tolls on this short project will divert significant traffic to parallel surface streets and I-5.

I-055-002 | The state and local governments cannot afford this costly project at this time. Tunnel projects are notorious for going over budget and the budgeted amount for this project is already unaffordable.

I-055-003 | I am also concerned that the after-project photos <http://www.seattlepi.com/local/gallery.asp?SubID=6223&page=1>itle=Seattle%20After%20the%20Alaskan%20Way%20Viaduct&pubdate=11/29/2010> do not show the Waterfront Streetcar.

I-055-004 | I agree that the existing Alaskan Way Viaduct is unsafe and must be removed; it should be replaced with a pedestrian/bicycle/transit friendly surface boulevard, with double-track streetcar line, as was done when the similarly-designed Embarcadero viaduct was replaced in San Francisco. That arterial is highly successful.

Stanley Green, P.E.
College Place, WA

I-055-001

Chapter 9 in the 2010 Supplemental Draft EIS discussed the possibility of tolling and effects if tolls were applied to the Bored Tunnel Alternative. In addition, a detailed tolling analysis has been conducted for all alternatives and is presented in this Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts to transportation elements.

I-055-002

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-055-003

The waterfront streetcar line was eliminated in 2005. Both the Cut-and-Cover Tunnel and Elevated Structure alternatives include a streetcar along Alaskan Way. With the Bored Tunnel Alternative the City of Seattle is leading the evaluation of a new streetcar line along First Avenue between Pioneer Square and Seattle Center as part of the City's transit plan.

I-055-004

The Final EIS Chapter 2, Alternatives Development, describes the environmental documentation and alternatives analysis that occurred prior to the 2010 Supplemental Draft EIS, which included the I-5, Surface, and Transit Hybrid. This approach was seriously considered, but was rejected because the lead agencies determined it lacked the capacity to serve the long-term needs of the region. The Final EIS Appendix W, Screening Reports, includes the Surface and Transit Scenario Year 2030 Analysis Results.