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**Sent:** Tuesday, November 16, 2010 2:02 PM  
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mike.obrien@seattle.gov; tom.rasmussen@seattle.gov  
**Cc:** not you  
**Subject:** NO TUNNEL!!!

Hello WSDOT, Mayor McGinn, and the Seattle City Council,

**I-095-001** Before I give you my public feedback on the tunnel, I ask you this: If you are so adamantly for it, why don't you debate the issue publicly? I will send you a long list of very good reasons why this tunnel is a very bad idea, just as hundreds of others (most of them much more reputable than I), but as far as they know, these issues are falling on deaf ears. And deaf ears in city hall is not what your constituents want.

PLEASE DEBATE.

**I-095-002** Now, my feedback on the tunnel: IT'S A HORRIBLE IDEA.

-It's a waste of tax payer money that could be better spent improve public infrastructure, like increased bus service.

-You are ignoring the potential overrun costs. YOU ARE IGNORING THEM, PRETENDING THEY DON'T EXIST. Are you policy makers or in kindergarten?

**I-095-003** -It won't serve traffic needs, instead pushing an additional 100,000 cars on the streets of downtown Seattle.

**I-095-004** -In the face of impending global climate change, spending billions and billions of dollars for a tunnel used uniquely for Single Occupancy Vehicles is foolish, to say the least. Not only will construction alone contribute substantially to Seattle's CO2 emissions, it spits in the face of even mild predictions of the global situation 30 years from now (rising sea levels, etc).

**I-095-005** I could go on and I. I don't want to read a rebuttal to my points, I want you to DEBATE THE ISSUE IN A PUBLIC FORUM.

Thank you,

Chris LaRoche

### I-095-001

We understand that members of the public may prefer different ways to discuss the project and share their comments. The program team often holds open-house style public meetings to share information and gather feedback. In addition, we attend community events to hear from the public, frequently provide briefings to community organizations and encourage people to submit questions or comments to the program team. A more comprehensive explanation of our public involvement efforts can be found in Appendix A, Public Involvement Discipline Report of the Final EIS. In terms of elected officials, there are many mechanisms for their involvement and discussion of the project as well including the Seattle City Council Special Committee on the Alaskan Way Viaduct and Seawall Replacement Project and Central Waterfront Planning and the Program Oversight Committee.

### I-095-002

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-095-003**

For all screenlines assessed in the Supplemental Draft EIS, the 2015 Existing Viaduct and the 2015 Bored Tunnel carry about the same amount of traffic, which demonstrates that the Bored Tunnel Alternative would accommodate the similar number of vehicles even though the lane configuration and access points would change. As shown in Exhibit 5-7 of the Supplemental Draft EIS, daily vehicle volumes for the 2015 Bored Tunnel are expected to be within about 1 percent of vehicle volumes for the 2015 Existing Viaduct.

Please see the Final EIS and Appendix C, Transportation Discipline Report.

**I-095-004**

The Final EIS estimates the potential direct emissions of greenhouse gases under the build alternatives.

The study area evaluated includes areas likely to be affected by changes in greenhouse gas emissions as a result of the project. The greenhouse gas effects were estimated for roadways within the city center area, as well as in the region. The city center area is bordered by Prospect Street on the north, 15th Avenue on the east, S. Holgate Street on the south,

and Elliott Bay on the west. The region includes all the traffic movements in King, Pierce, Snohomish, and Kitsap Counties.

The design has taken into account what is reasonably expected to occur for the life of the project.

**I-095-005**

Please see the response to your comment I-095-001.