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**From:** Mark Perotti [sparkymark@speakeasy.net]  
**Sent:** Tuesday, November 30, 2010 9:53 PM  
**To:** AWW SDEIS Comments  
**Subject:** Bored Tunnel Alternative

To Whom It May Concern:

**I-124-001** | My chief concern about the bored tunnel alternative is the risk of a stuck boring machine. I recognize that a substantial sum of money would be set aside to dig down and replace or repair the boring machine should it become stuck. Here's the rub - what's the chance it would happen a second or third time? I'd be one of the Seattle taxpayers on the hook with everyone else. Does anyone have any idea how homogeneous the soil is along the proposed tunnel path?

**I-124-002** | Secondly, I have a hard time with the numbers. Let's say the toll is \$3.50 one way and \$4.50 the other. That's \$8 bucks a day to travel the tunnel. \$8 x 250 workdays = \$2000 additional dollars out of pocket for anyone who wants to drive this way. That may not sound like a lot of money to you but it's a heck of a lot to me and most of the people in my neighborhood. And if I understand correctly, these fares extend into perpetuity.

**I-124-003** | Is the cut and cover option completely dead?

Sincerely,  
Mark Perotti

### **I-124-001**

WSDOT is managing the risk associated with construction uncertainty by providing incentives to the design-builder. For the bored tunnel design-build contract, WSDOT allocated a total of \$60 million that would be used for items such as unplanned repairs to the boring machine. Any money that is not used for unplanned items, WSDOT and the design-build team will split. Therefore, the design-builder has an incentive to ensure the boring machine operates successfully.

Yes, the lead agencies know how homogeneous the soils are along the bored tunnel alignment. Exhibit 5-47 in the 2010 Supplemental Draft EIS illustrates that the soil along the alignment primarily consists of glacial sand, gravel and silt, and glacial clay and silt.

### **I-124-002**

Long-range planning documents, such as the Puget Sound Regional Council's long-range transportation plan, Transportation 2040, have identified system-wide highway tolling as a funding source for future transportation projects as revenues from taxing gasoline continue to diminish. If the state legislature authorizes WSDOT to place a toll on SR 99, it would decide whether to continue to impose tolls on SR 99 even after the viaduct replacement is funded.

### **I-124-003**

The Cut-and-Cover Alternative is currently being considered. However, the lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5

(Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three alternatives.