
From: Eva Nachmanson [enachmanson@gmail.com]
Sent: Monday, December 13, 2010 3:41 PM
To: AWW SDEIS Comments
Subject: The Supplemental Draft Environmental Impact Statement (EIS) for the SR 99 bored tunnel

Dear WSDOT,

I-113-001

I-113-002

This comment is to express my opposition to the proposed SR99 bored tunnel. While there are many arguments against it, I will suffice to say that there does not appear to have been enough evaluation of traffic impacts with a tolled tunnel and the impacts on other surface streets. I am also very worried about potential cost overruns and delays - I would encourage you to look at this tunnel in Sweden for example: http://en.wikipedia.org/wiki/Hallands%C3%A5s_Tunnel. Construction started in 1992, and is now expected to be finished in 2015 with cost overruns 10 times the initial expected cost. While the SR99 project is obviously very different, I think the Hallandsas project should be a warning when planning to drill through any area with difficult unstable soil conditions such as in Seattle.

For additional comments, I concur with the comments you have received from the "People's Waterfront Coalition" and encourage you to consider them and other comments against the project.

Please feel free to contact me if you have further questions about this comment.

Best Regards

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I-113-001

A detailed tolling analysis has been conducted and is described in the Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts.

I-113-002

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.

Comments from the People's Waterfront Coalition have been received and responded to in this Final EIS.