
From: Grotefendt, Amy (Consultant)
Sent: Sunday, January 25, 2009 3:20 PM
To: Cecil, Amanda
Cc: Leiste, Willy; Hicks, Elissa; Hopkins, David A.; Carpine, Joy; Dye, Dave; White, John; Paananen, Ron
Subject: FW: viaduct questions

Amanda --

Our apologies for not getting back to you sooner with answers to your questions. Hopefully the information below

Thank you,

Amy Grotefendt

1. How deep is a deep bored tunnel?

The deep bored tunnel is approximately 30 to 200 feet under the surface (measuring from the surface to the top of the tunnel).

2. Has there been any archaeological analysis what we could expect to find at that depth – human remains and artifacts-wise?

The tunnel boring machine will dig very deep into the ground. For the majority of the length of the tunnel, the machine will be at depths of 100 to 130 feet, which is far below the location of any artifacts. WSDOT will evaluate whether there are any tribal artifacts located near the north and south portals prior to the start of construction.

3. Is there any chance that the final decision will be put up to a citizen vote? If not, what's the difference in this process from the last vote?

The Governor, County Executive, and Seattle Mayor do not plan to ask the public to vote on this final decision. In 2006 the governor was required by legislation to issue findings of fact and select a preferred option for the viaduct, or hold a special election in the City of Seattle. There was no such requirement for this decision. After the 2007 election, the executives agreed to work collaboratively together to come to an agreement, which they have done.

4. Is there an estimate for how many jobs will be created?

It is estimated that construction of the bored tunnel hybrid will sustain 10,000 jobs each year of construction.

5. What is the response to concerns that Ballard and Interbay commerce will be cut off by the tunnel route?

Some of the businesses located in Ballard and Interbay rely on the Alaskan Way Viaduct (using the ramps at Elliott and Western avenues) to get through downtown Seattle quickly. There will be no access to the bored tunnel in the downtown area; drivers will need to enter the tunnel near South Lake Union in the north or near the sports stadiums in the south. We understand that many businesses in those northwest Seattle neighborhoods are concerned that their trips will get longer. We are working to identify potential strategies for improving freight mobility through downtown, including signal timing, identifying freight routes, and street improvements. A workshop will be held soon with freight interest groups and we plan to meet regularly to identify strategies to keep

freight moving.

6. How exactly does the tunnel plan propose to create dedicated funding for transit?

The funding plan for the bored tunnel hybrid alternative includes approximately \$135 million for new transit service and infrastructure, which translates to over one million new hours of bus service and 17,000 new riders. This new transit service would be funded by a one percent increase in the motor vehicle excise tax in King County, which requires authorization by the state legislature and approval by the county council.

From: Cecil, Amanda
To: Dye, Dave; Paananen, Ron
Sent: Fri Jan 16 13:01:34 2009
Subject: FW: viaduct questions

I started answering these questions but I don't have all (or very much) the info. Would one of you mind fill in the blanks? Also please feel free to correct anything I have put in.

- How deep is a deep bored tunnel?
 60ft to 200 ft
 - Has there been any archaeological analysis what we could expect to find at that depth – human remains and artifacts-wise?
 The work has not been done yet but they do not expect to come across human remains at that depth.
- Is there any chance that the final decision will be put up to a citizen vote? If not, what's the difference in this process from the last vote?
 ?
- Is there an estimate for how many jobs will be created?
 ?
- What is the response to concerns that Ballard and Interbay commerce will be cut off by the tunnel route?
 ?
- How exactly does the tunnel plan propose to create dedicated funding for transit?
 ?

Thanks!

Amanda Cecil
 Fiscal Analyst
 Senate Transportation Committee
 (360) 786-7429

From: Villanueva, Heather
Sent: Friday, January 16, 2009 9:32 AM
To: Cecil, Amanda
Subject: RE: viaduct questions

Hi Amanda,

Like everyone else, I'm getting a lot of feedback about the viaduct right now. I have a few questions about it and was wondering if you can help answer some of these questions or point me in the correct direction to find some answers.

- How deep is a deep bored tunnel?

6/25/2009

- Has there been any archaeological analysis what we could expect to find at that depth – human remains and artifacts-wise?
- Is there any chance that the final decision will be put up to a citizen vote? If not, what's the difference in this process from the last vote?
- Is there an estimate for how many jobs will be created?
- What is the response to concerns that Ballard and Interbay commerce will be cut off by the tunnel route?
- How exactly does the tunnel plan propose to create dedicated funding for transit?

Thanks in advance for your help!

Heather Villanueva
Session Aide
[Senator Claudia Kauffman](#)
47th District
(360) 786-7692

From: Zukowski, Natalie
Sent: Thursday, January 15, 2009 4:58 PM
To: Villanueva, Heather
Cc: Cecil, Amanda
Subject: RE: viaduct question

Amanda Cecil is the one you would want to talk to. Her number is: 7429

Let me know if you need anything else!

Natalie

Natalie Zukowski
Sr. Committee Assistant
Senate Transportation Committee
360-786-7300

From: Villanueva, Heather
Sent: Thursday, January 15, 2009 4:57 PM
To: Zukowski, Natalie
Subject: viaduct question

Hi Natalie,
I have a few questions about the viaduct tunnel project and was wondering who on cmte staff I might be able to ask. Can you please refer me to the right person?

Thanks!

Heather Villanueva
Session Aide
[Senator Claudia Kauffman](#)
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(360) 786-7692