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Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: Bylle Bowser

Organization/Membership Affiliation (optional): _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail: _____

☐ Check here if you would like to be added to the project mailing list.

1. Choose a topic:

☐ Overall Project	☐ Tunnel Alternative	☒ Construction Impacts and Mitigation
☐ All of the Alternatives	☐ Bypass Tunnel Alternative	☐ Other
☐ Rebuild Alternative	☐ Surface Alternative	
☐ Aerial Alternative	☐ Seawall	

I-082-001

What are your comments about the project?

Just rebuild – Sea Wall has to be rebuilt or reinforced. In 1963 I was told Viaduct built for earthquakes. Sea wall never discussed. If shipping so important that Tunnels should be making waves re Sea wall failing.

Tunnels are unacceptable for me – How can you ever been trapped?

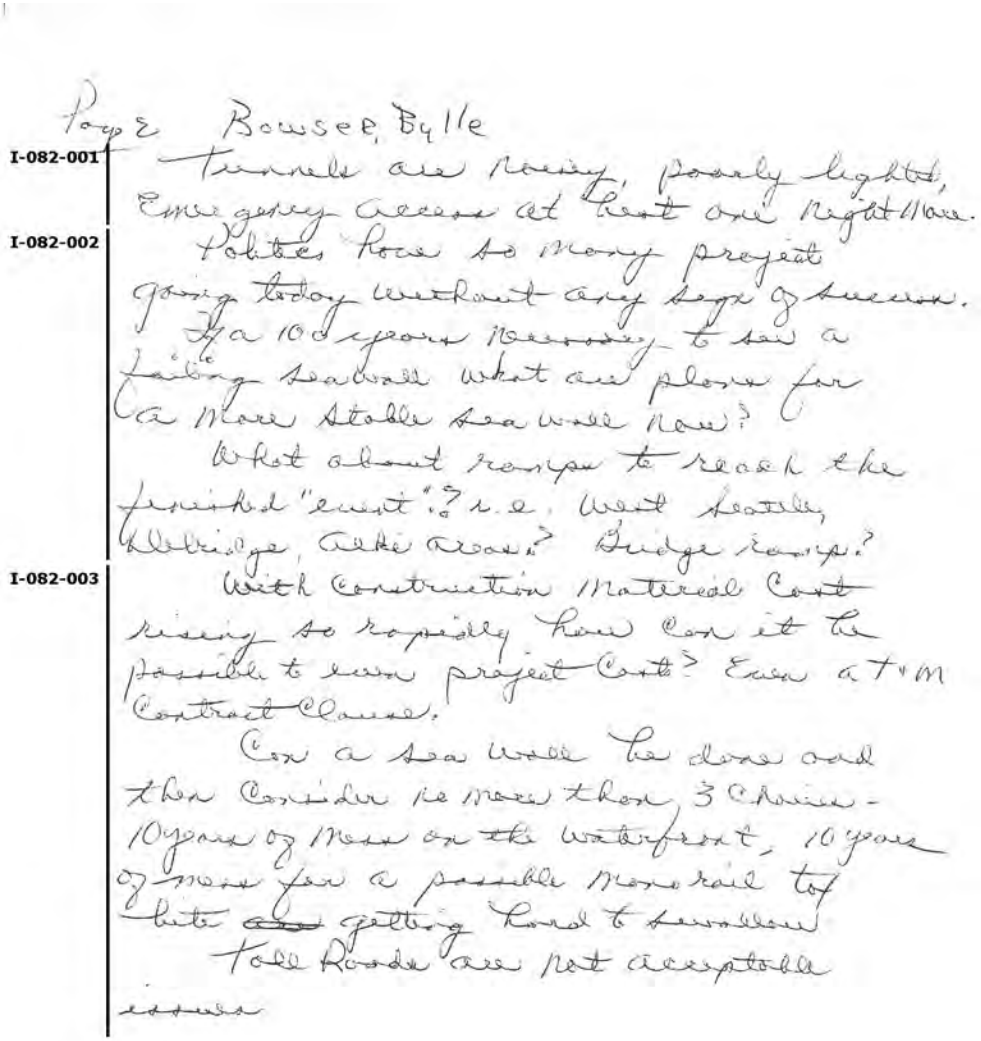
(Please use additional paper if you need further comment space)

I-082-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. Time, wear and tear from daily traffic, the salty marine air, and a couple of earthquakes have taken their toll on the viaduct since 1963. At that time, the seawall was not in the state of deterioration that it is today.

The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake, because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.


Page 2 Bowser, Belle

I-082-001 Tunnels are noisy, poorly lighted, Emergency Access at best one Right Lane.

I-082-002 Tolls have so many projects going today without any hope of success. If a 10 year necessity to save a failing seawall what are plans for a More Stable Seawall Now?

What about ramps to reach the finished "event"? i.e. West Seattle, Delridge, Alki Areas? Bridge ramps?

I-082-003 With Construction Material Cost rising so rapidly how can it be possible to even project Costs? Even a T+M Contract Clause.

Can a Sea Wall be done and then Consider is more than 3 Choices - 10 years of More on the Waterfront, 10 years of more for a possible Monorail tax bite ~~and~~ getting Land to Seawall

Toll Roads are not acceptable

ideas

I-082-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments about various aspects of the project.

Replacing the seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. The Cut-and-Cover Tunnel and Elevated Structure Alternatives include replacing the seawall. Please see Chapter 3 of the Final EIS for the alignments currently being considered.

Regarding ramps connecting to West Seattle, Delridge Way, and Alki, the project is specific to the SR 99 corridor between the SODO neighborhood and the part of SR 99 just north of Battery Street Tunnel. It is not possible for the project to include planning and design for all nearby areas adjacent to or connecting to SR 99.

I-082-003

Overall project costs are included with the project description and are used for the analysis of economic impacts. Cost estimates for mitigation are included in the overall project costs. These estimates, along with other cost estimates, are refined as the planning and design process proceeds and details are developed. All cost estimates allow for escalation and inflation and include contingencies for unforeseen events. The project is included in the financially-constrained long range plan adopted by the Puget Sound Regional Council (the area's Metropolitan Planning Organization, or MPO). Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – $1.96 billion
- Cut-and-Cover Tunnel – $3.0 to $3.6 billion
- Elevated Structure – $1.9 to $2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the Alaskan Way surface street, or building a streetcar. Costs for the Cut-and Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Cost estimate ranges for the project have taken into account the hard costs (i.e., concrete, steel), as well as the risks and schedule factors that will affect the ultimate cost of the project. Delay in starting construction is a major factor that could add to the cost. Tolling is being considered as described in the Final EIS.