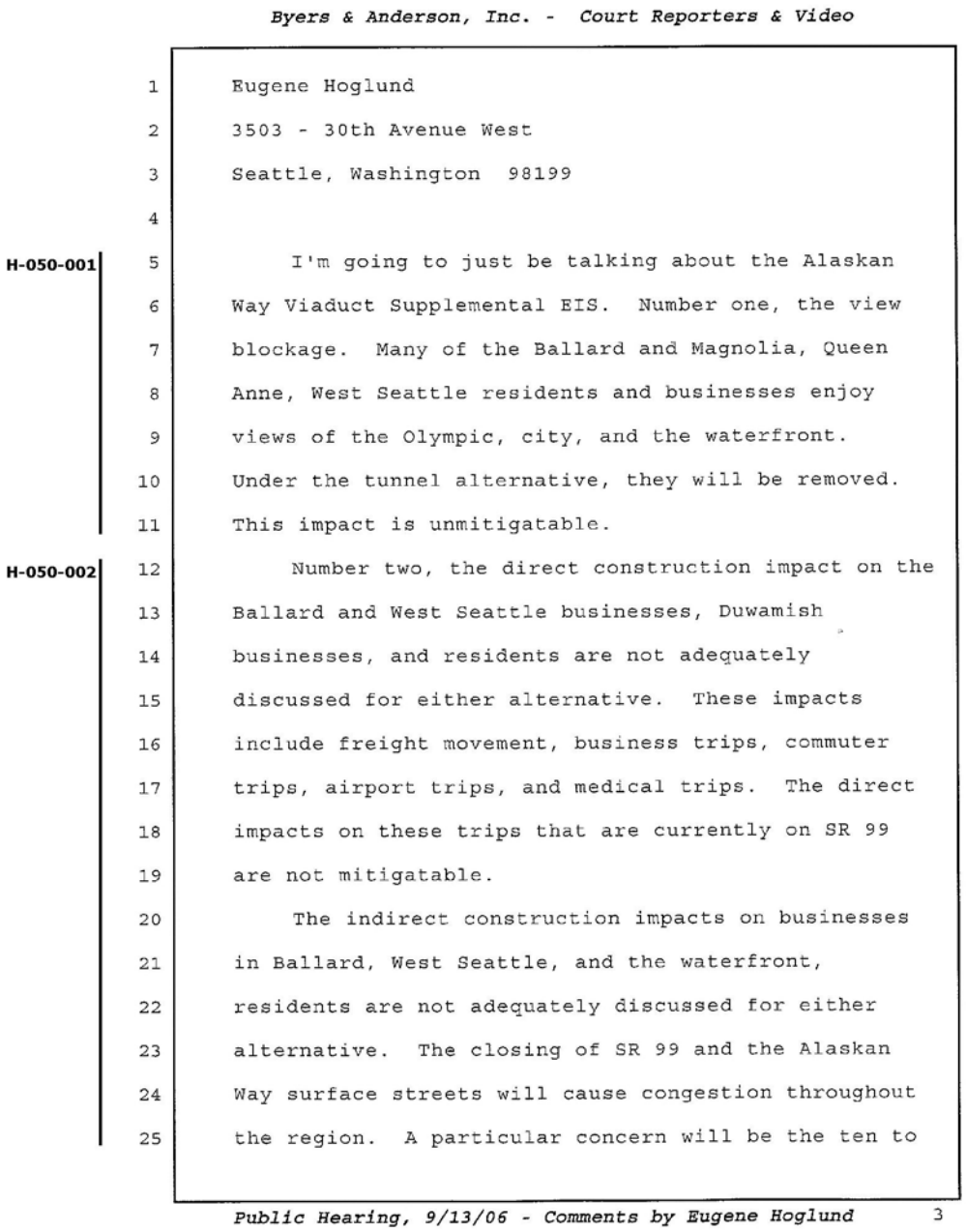

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Eugene Hoglund
3503 - 30th Avenue West
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H-050-001 I'm going to just be talking about the Alaskan Way Viaduct Supplemental EIS. Number one, the view blockage. Many of the Ballard and Magnolia, Queen Anne, West Seattle residents and businesses enjoy views of the Olympic, city, and the waterfront. Under the tunnel alternative, they will be removed. This impact is unmitigatable.

H-050-002 Number two, the direct construction impact on the Ballard and West Seattle businesses, Duwamish businesses, and residents are not adequately discussed for either alternative. These impacts include freight movement, business trips, commuter trips, airport trips, and medical trips. The direct impacts on these trips that are currently on SR 99 are not mitigatable.

The indirect construction impacts on businesses in Ballard, West Seattle, and the waterfront, residents are not adequately discussed for either alternative. The closing of SR 99 and the Alaskan Way surface streets will cause congestion throughout the region. A particular concern will be the ten to

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**H-050-001**

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

**H-050-002**

Construction effects on the Ballard/Interbay, West Seattle, and Duwamish businesses and residents (due to their location outside the area of immediate impact) are not expected, with the exception of a decrease in freight mobility and increase in congestion/travel times for truck and vehicle traffic as they use alternative freight routes. The loss of freight mobility will have a resultant loss in productivity.

Effects to Downtown Seattle would be limited to those properties abutting the construction zone (east and west sides). The effects to the bulk of downtown Seattle will revolve primarily around the increase in congestion as traffic is displaced from the immediate corridor and is absorbed on the surface street network. The increase in congestion will have a resultant loss in productivity. These effects are discussed in the Appendix L, Economics Discipline Report, of the Final EIS as costs of congestion due to increase in travel times.

Access to essential public health services will be maintained throughout the viaduct construction. Users of these medical facilities may need to shift their mode of transportation from automobile to mass transit in order to reach medical facilities at the current level of service.

H-050-002

14 hours of delay on I-5. Many of the residents in Ballard and Magnolia, due to the afflictions of Swedish Hospital and the use of Swedish Hospital on First Hill, with I-5 and other parts of downtown in gridlock, the impact on these hospital visits could be significant.

These indirect construction impacts are unmitigatable. The increased greenhouse gases and other pollutants from construction, gridlock, detours, and the seven percent grade which will cause congestible [sic] gridlock inside of the tunnel are not adequately discussed for the tunnel alternative. No reasonable alternative routes have been provided. Idling traffic and gridlock will produce more greenhouse gases than without these grades. These impacts are unmitigatable.

Number five, the economic impacts of construction delays. The EIS does not adequately discuss the economic impact from the delays caused by the direct or indirect construction impact of either alternative. The job losses in Ballard, West Seattle, Magnolia, downtown could be significant as the raising of cost of finding employees could be prohibitive. Cost of shipment increase, businesses leaving the area without delays: These temporary and

H-050-002 permanent impacts are unmitigatable.

H-050-003 Six, the traffic impacts from the seven percent grade in the tunnel. The impact of the seven percent grade in the tunnel were not adequately discussed. It will impact the movement of traffic on SR 99, particularly truck traffic. The various EISs do not adequately discuss these impacts.

The seven percent grade, if a truck were to slow or to stop because of blockage in the Battery Street Tunnel, a truck and some cars would have a difficult time getting moving again inside the grade, and the increased risk of fires in the tunnel because of these grades are unmitigatable.

H-050-004 Number 7, the EIS does not discuss adequately the impacts of flammable and hazardous materials transported during and after construction for either alternative. The impacts could force Ballard and West Seattle businesses to close. These impacts are unmitigatable.

H-050-005 Number 8, the issues of the dangers of digging the tunnel over the Seattle fault and in a tsunami hazard area have not been adequately or are totally ignored in the Supplemental EIS and the Draft EIS. They were referred to as major faults in the EIS and the DEIS and are now being ignored because the



**H-050-003**

Heavy vehicles constitute approximately 3 percent of the Average Daily Traffic (ADT) volume on SR 99 in the northbound direction. The traffic impact of the 7 percent grade would be mitigated because approximately 40 percent of the northbound trucks on SR 99 exit at Western Avenue and are in the outer lane, which is also a drop lane.

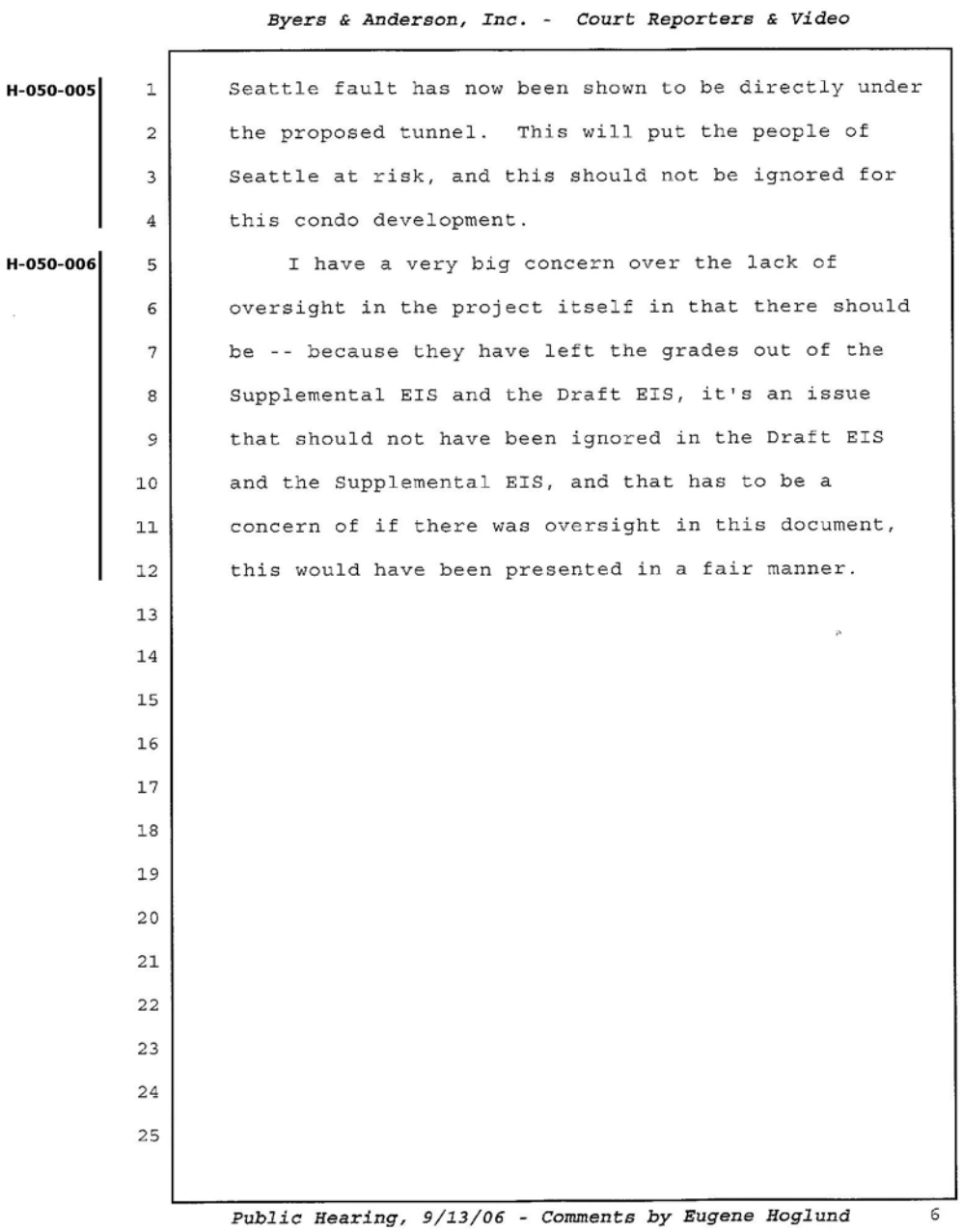
The right lane would act as a truck climbing lane for this percentage of trucks. The current on-ramp at Western (to northbound SR 99) would be restricted to emergency vehicle use only, removing many merge conflicts that exist today.

**H-050-004**

It is true that vehicles carrying flammable and/or combustible cargo would not be allowed to use the tunnel. They are not allowed in the Battery Street Tunnel today. These materials need to be transported along the surface streets, such as Alaskan Way. It is not the intention of this project to force West Seattle and Ballard businesses to close because of the inability to transport fuels and other petroleum products from Harbor Island to the Lake Washington Ship Canal; however, fire, life, and safety requirements for operating a tunnel structure would require additional transport time for petroleum product deliveries using the surface street network.

**H-050-005**

Both the Cut-and-Cover Tunnel and the preferred Bored Tunnel Alternatives are safe alternatives. 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.



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H-050-005

Seattle fault has now been shown to be directly under the proposed tunnel. This will put the people of Seattle at risk, and this should not be ignored for this condo development.

H-050-006

I have a very big concern over the lack of oversight in the project itself in that there should be -- because they have left the grades out of the Supplemental EIS and the Draft EIS, it's an issue that should not have been ignored in the Draft EIS and the Supplemental EIS, and that has to be a concern of if there was oversight in this document, this would have been presented in a fair manner.

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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.

**H-050-006**

This comment requests a level of detail that is not required for the analysis of the build alternatives to comply with NEPA and SEPA. The design for the proposed build alternatives are not final and are still being refined. The final design of the selected alternative for this project, including grades, will comply with WSDOT and American Association of State Highway and Transportation Officials (AASHTO) roadway design standards.