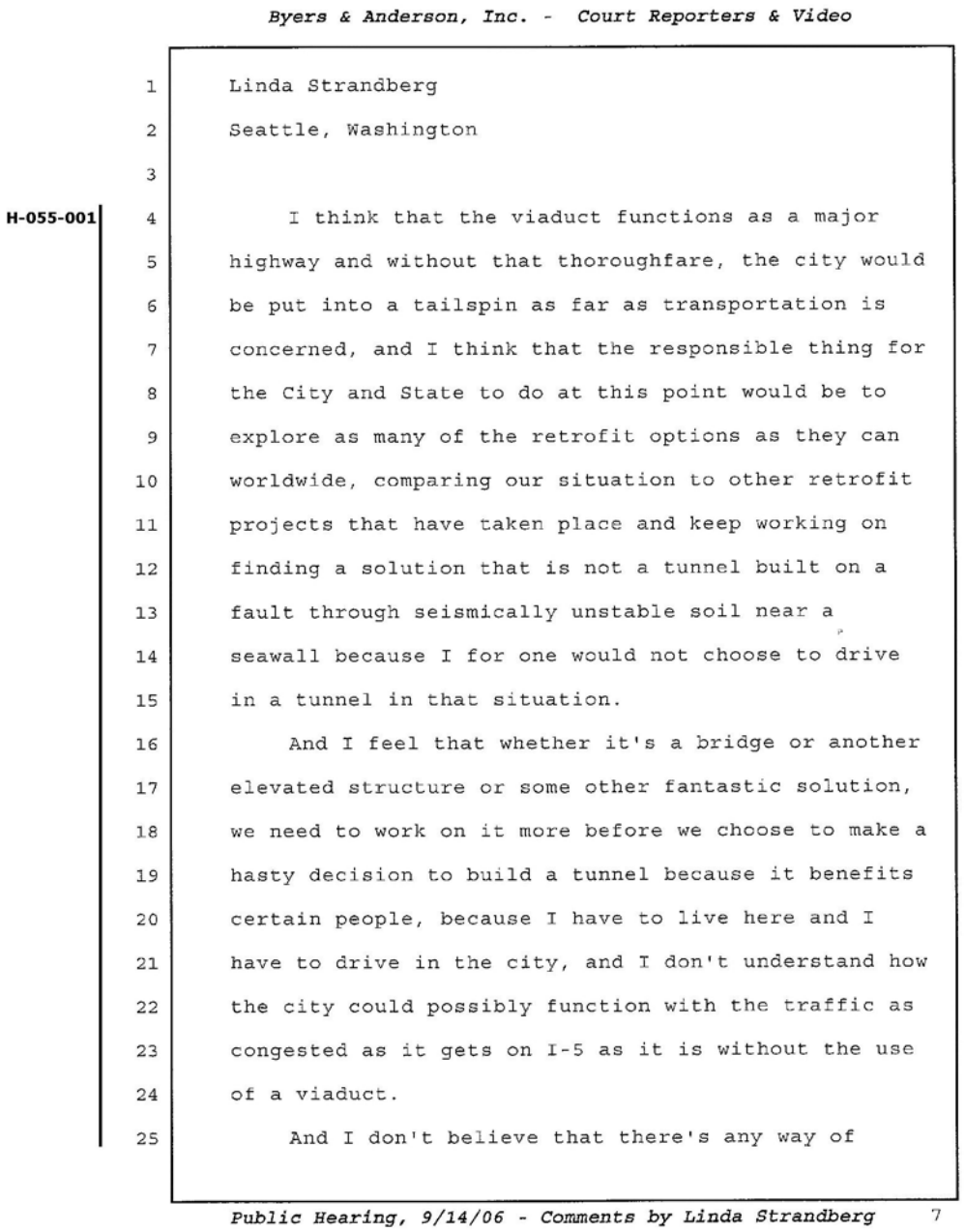

Byers & Anderson, Inc. - Court Reporters & Video

Linda Strandberg

Seattle, Washington

H-055-001

I think that the viaduct functions as a major highway and without that thoroughfare, the city would be put into a tailspin as far as transportation is concerned, and I think that the responsible thing for the City and State to do at this point would be to explore as many of the retrofit options as they can worldwide, comparing our situation to other retrofit projects that have taken place and keep working on finding a solution that is not a tunnel built on a fault through seismically unstable soil near a seawall because I for one would not choose to drive in a tunnel in that situation.

And I feel that whether it's a bridge or another elevated structure or some other fantastic solution, we need to work on it more before we choose to make a hasty decision to build a tunnel because it benefits certain people, because I have to live here and I have to drive in the city, and I don't understand how the city could possibly function with the traffic as congested as it gets on I-5 as it is without the use of a viaduct.

And I don't believe that there's any way of

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the tunnel alternatives.

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.

Traffic through Seattle will be difficult during construction no matter what alternative is chosen. Mitigation measures will be in place as described in Chapter 8 of the Final EIS.

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diverting all 110,000 cars through downtown or onto I-5 effectively, so I think we need to have more mass transit in place before we even consider shutting down the viaduct temporarily, and I think that we should possibly shut the viaduct down for a week or so and see what happens.

(Public comments concluded.)