From: Louie Bergsagel
To: AWV SDEIS Comments;
CC:
Subject: Don"t replace the Viaduct until it is undrivable
Date: Friday, August 18, 2006 9:34:30 PM
Attachments:

I-553-001

1. Don't replace the viaduct until it is undrivable.

2. The viaduct in any form will be damaged in the expected large earthquake. Why build one that will be destroyed?

3. The tunnel would be damaged in the expected large earthquake, with the distinct possiblity of flooding and drowning everyone. Why build a tunnel that will be destroyed.

4. You should only allow people on the viaduct who are willing to take the 10 percent risk.

"... experts predict there is a one in ten chance of this earthquake happening in the next 50 years."

-- Alaskan Way Viaduct and Seawall Replacement Project E-mail Update, 18 Aug 06

Sincerely,

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I-553-001

Thank you for your comments. A large earthquake could cause damage to either the existing or a new viaduct, but designing the structure to current standards would result in less damage and could save many lives.

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.