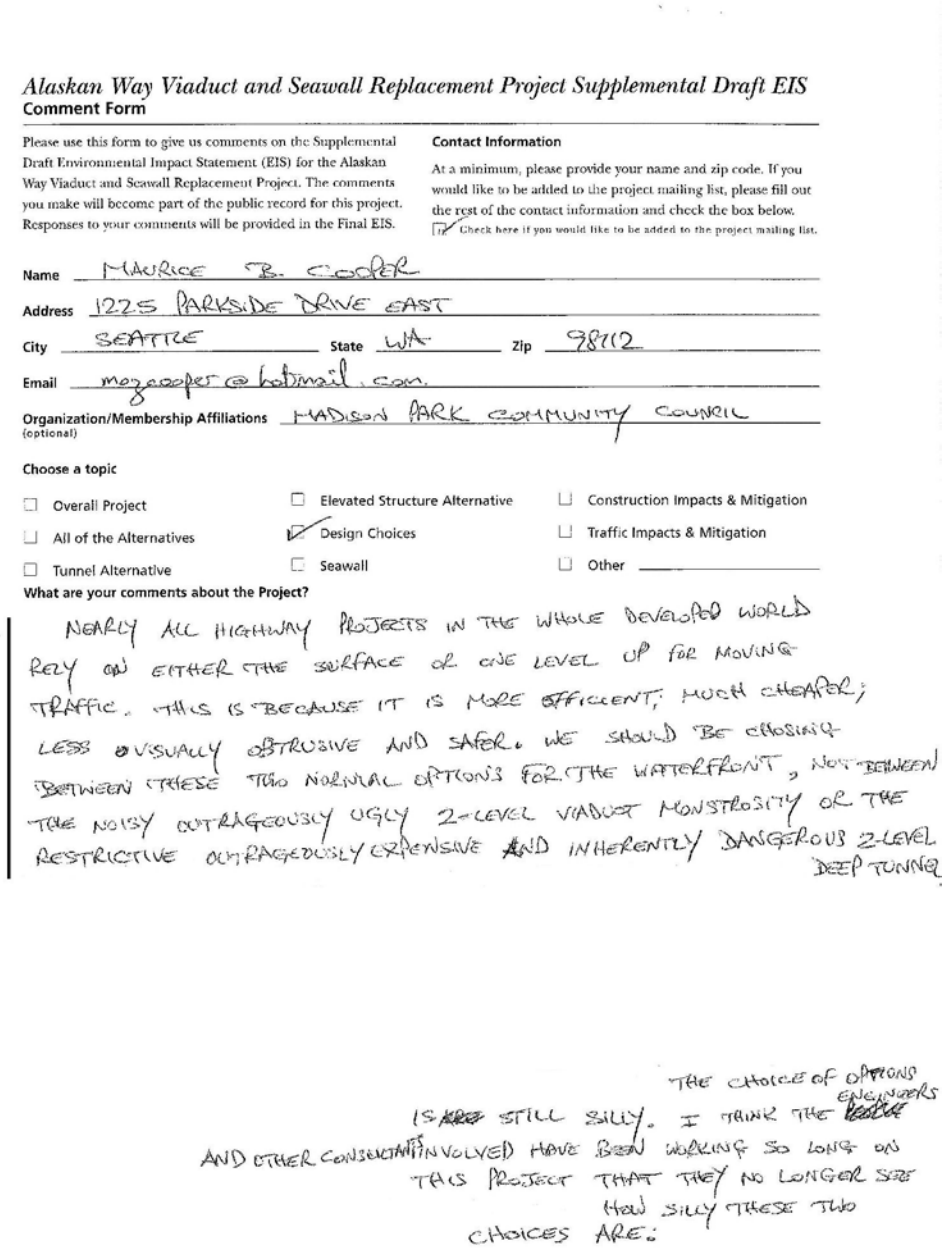

Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS
Comment Form

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. 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.

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

Name MAURICE B. COOPER

Address 1225 PARKSIDE DRIVE EAST

City SEATTLE State WA Zip 98112

Email mozcooper@hotmail.com

Organization/Membership Affiliations (optional) MADISON PARK COMMUNITY COUNCIL

Choose a topic

- ☐ Overall Project
- ☐ All of the Alternatives
- ☐ Tunnel Alternative
- ☐ Elevated Structure Alternative
- ☑ Design Choices
- ☐ Seawall
- ☐ Construction Impacts & Mitigation
- ☐ Traffic Impacts & Mitigation
- ☐ Other

What are your comments about the Project?

I-567-001

NEARLY ALL HIGHWAY PROJECTS IN THE WHOLE DEVELOPED WORLD RELY ON EITHER THE SURFACE OR ONE LEVEL UP FOR MOVING TRAFFIC. THIS IS BECAUSE IT IS MORE EFFICIENT, MUCH CHEAPER, LESS VISUALLY OBTRUSIVE AND SAFER. WE SHOULD BE CHOSING BETWEEN THESE TWO NORMAL OPTIONS FOR THE WATERFRONT, NOT BETWEEN THE NOISY OUTRAGEOUSLY UGLY 2-LEVEL VIADUCT MONSTROSITY OR THE RESTRICTIVE OUTRAGEOUSLY EXPENSIVE AND INHERENTLY DANGEROUS 2-LEVEL DEEP TUNNEL

THE CHOICE OF OPTIONS IS STILL SILLY. I THINK THE ENGINEERS AND OTHER CONSULTANTS INVOLVED HAVE BEEN WORKING SO LONG ON THIS PROJECT THAT THEY NO LONGER SEE HOW SILLY THESE TWO CHOICES ARE.

I-567-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for an alternative that has one elevated level or uses the surface street.

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.