

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 Mary Elliott
Address 1525-NW57th St #327
City Seattle State Wa. Zip 98107
Email dortero04@hotmail.com
Organization/Membership Affiliations (optional) N/A

Choose a topic

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input checked="" type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input type="checkbox"/> Design Choices | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Seawall | <input type="checkbox"/> Other _____ |

What are your comments about the Project?

- I-580-001** | 1. The viaduct should stay & be reinforced. It has with stood several quakes with almost NO extreme damage.
- I-580-002** | 2. All the parking for the tourist & other people visiting the waterfront would be gone.
- I-580-003** | 3. Already there is too much traffic congestion in the downtown area. When the traffic is routed to the downtown area, it will be that much worse!!!
- I-580-004** | 4. The tunnel will have a continuous leaking problem. The concrete will crack because of the water pressure!! The inspections of the concrete walls will not be adequate for future problems.
- I-580-005** | 5. The costs will be so much more!!! How about 2010 projected costs!! How about the whole state pays for it, not just Seattle & King Co. residents.

I-580-001

The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

I-580-002

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. Although the mitigation measures would be most needed during construction, many of them could be retained and provide benefits over the longer term. Specific parking mitigation strategies have not yet been determined, but the project has allocated \$30 million for parking mitigation. The parking mitigation strategies will continue to evolve in coordination with the project and community partners. Parking measures under consideration and refinement include:

- Encourage shift from long-term parking to short-term parking
- Provide short-term parking (off-street), especially serving waterfront piers, downtown retail, and other heavy retail/commercial corridors
- Implement electronic parking guidance system
- Provide alternate opportunities to facilitate commercial loading activities
- Develop a Center City parking marketing program
- Use existing and new social media and blog outlets to provide frequent parking updates
- Establish a construction worker parking policy that is implemented by the Contractor

Refer to the Parking Mitigation during Construction section in Chapter 6 of the Transportation Discipline Report (Appendix C of the Final EIS) for additional information.

I-580-003

Comment noted. Under the Bored Tunnel Alternative, the Columbia Street and Seneca ramps will be removed. Access to downtown would be provided with the proposed Stadium Area ramps. The Bored Tunnel Alternative is anticipated to offer some improvement overall to traffic operations in the downtown area due to the redistribution of traffic accessing SR 99 to several east-west streets, rather than to a single street (Columbia Street). Please see the Final EIS Appendix C, Transportation Discipline Report for updated analysis.

I-580-004

The bored tunnel would be located partially or completely below the water table along the entire alignment. The tunnel is being designed with tight joints between the concrete liner segments to restrict potential water leaks in the areas where the tunnel is closer to the water table. Long-term monitoring and maintenance of the tunnel liner would be performed

to evaluate whether openings are developing between the liner segments and whether groundwater seepage are occurring through the openings. If an opening is noted, grouting of the opening could be performed to mitigate potential groundwater seepage and migration of soil from behind the tunnel liner.

I-580-005

The cost estimates were developed taking into account the expected rates of inflation. The funding plan includes a variety of sources, including state, local, and federal funds.