

From: [Dennis & Liz Fee](#)
To: [AWV SDEIS Comments](#);
CC:
Subject: Alaskan Way Viaduct/ Seawall
Date: Friday, August 18, 2006 11:28:44 AM
Attachments:

Thanks for the update:

I-584-001 I find it incredulous that the options to a tunnel/seawall project are now getting lopped off one by one. Are the consulting engineer companies hand picked by the mayor and cronies in Olympia? I would think that in a seismic area loaded with fill as that area is, a tunnel would be the worst possible option located next to the waterfront. Who would want to be driving through a tunnel next to the sea when the "big one" hits? I note that the retrofit done on the Bayshore Viaduct in San Francisco in 2000-01 went along fine. Why is it they opted for that type of replacement in a highly seismic region and Seattle consultants say it wouldn't work here? Maybe our savvy engineers know something they don't? This whole tunnel thing isn't about seismic worries, it's about aesthetic improvement with trendy shops and high-priced high rises to appease the well-to-do and you all know it....

Dennis Fee
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I-584-001

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.