From:Joan Giuffre
To:AWV SDEIS Comments;
CC:
Subject:
Who wants to have a legacy
Date:
Friday, August 18, 2006 4:45:14 PM
Attachments:

I-592-001 It seems to me that all this money can be saved by using other means. Why are you picking the most expensive choice. Whose pocket are you in. If you are trying to please the land owners let them pay for the tunnel...they are the ones that will benefit by having improved property with a better view. Why do you think that the most expensive way is the best. That land is

I-592-002 liquid. That is why Mr Skilling designed the Kingdome with deep supports for earthquakes. You are definitely going to be responsible for killing mass people if there is ever an earthquake that lands near that tunnel. Can YOU live with that?? Hope so, that isn't the type of legacy I would like to leave the city if I were you.

Concerned taxpaying citizen,

Joan Giuffre
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I-592-001

FHWA, WSDOT, and the City of Seattle considered many issues when selecting the preferred alternative, including addressing the seismic deficiencies, mobility for all modes of transportation in the corridor, supporting land use plans, supporting the environment, as well as construction and operational costs.

I-592-002

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.