From: Don Jones
To: AWV SDEIS Comments;
CC:
Subject: New Viaduct is the answer
Date: Monday, September 18, 2006 11:46:02 AM
Attachments:

Hello,
My name is Donald R. Jones. 210 Boyslton Ave E #202, Seattle, WA 98102, mobile phone is 206-734-0169.

I-605-001 I have been dithering between the tunnel and new viaduct options for several years, and for good reason. Each has it's really good and appealing reasons. I haved decided to throw my support (aka my one vote) to the new viaduct. The big reason is that, after seeing the videos of the tunnel option and reading where the southern and northern terminusus of it will be, both ends would be vulnerable to horrific and immediate flooding in case of a tsuami. Just look at where, especially the southern opening of the tunnel would be, is an area that is already a reclaimed tidal flat area. Get a clue, folks, this area will go under first in a major quake and the floods that will immediately follow will fill the tunnel in seconds. NO, we MUST build our new State 99 Route ABOVE the ground.

Respectfully,
Donald R. Jones
210 Boylston Ave E #202
Seattle, WA 98102
206-734-0169
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I-605-001

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 or cut-and-cover 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. Emergency exits would be provided approximately every 650 feet. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect a tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.