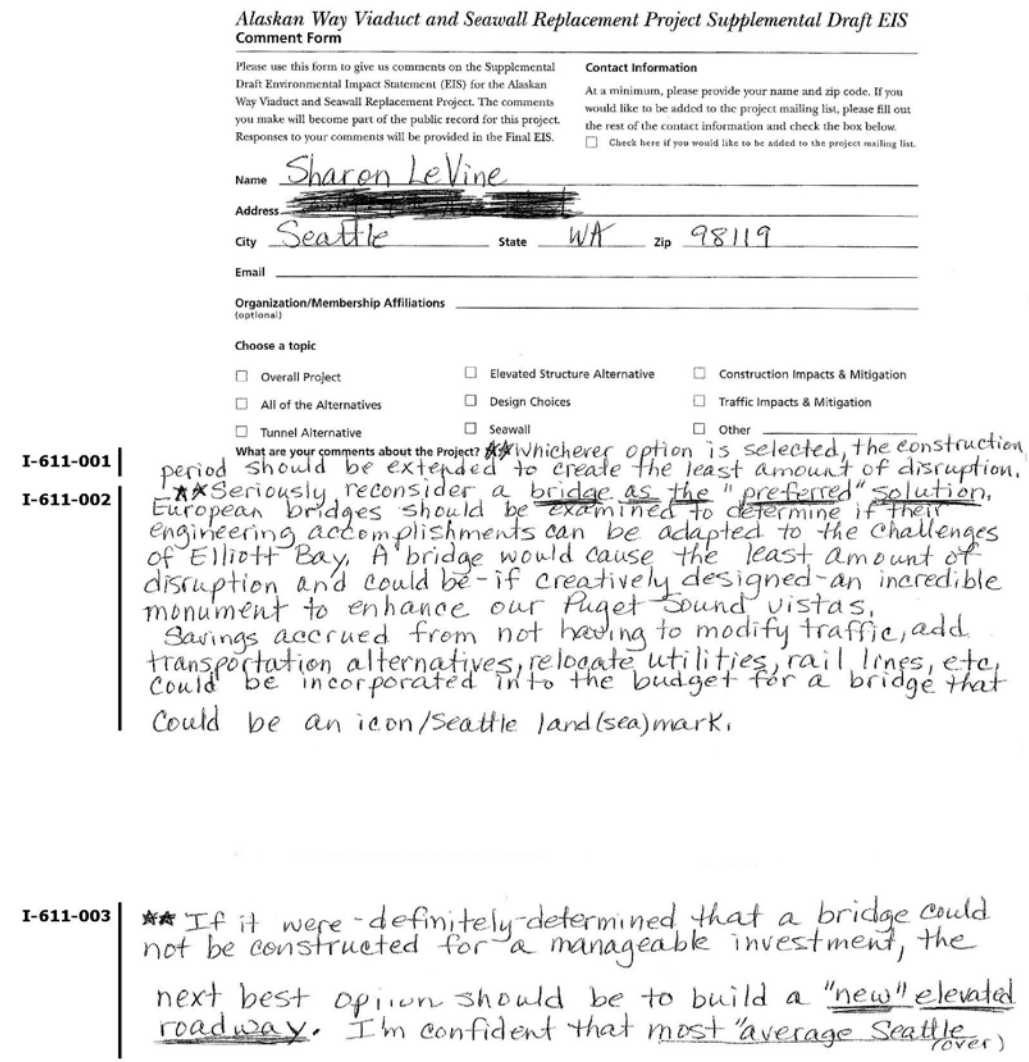

*Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS*
**Comment Form**

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 Sharon LeVine

Address [redacted]

City Seattle State WA Zip 98119

Email

Organization/Membership Affiliations (optional)

**Choose a topic**

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

**What are your comments about the Project?**

I-611-001 ** Whichever option is selected, the construction period should be extended to create the least amount of disruption.

I-611-002 ** Seriously reconsider a bridge as the "preferred" solution. European bridges should be examined to determine if their engineering accomplishments can be adapted to the challenges of Elliott Bay. A bridge would cause the least amount of disruption and could be - if creatively designed - an incredible monument to enhance our Puget Sound vistas.

Savings accrued from not having to modify traffic, add transportation alternatives, relocate utilities, rail lines, etc. could be incorporated into the budget for a bridge that could be an icon/Seattle land(sea)mark.

I-611-003 ** If it were definitely determined that a bridge could not be constructed for a manageable investment, the next best option should be to build a "new" elevated roadway. I'm confident that most "average Seattle (over)

**I-611-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the longer construction plan. Please see the Final EIS for current information about the construction plan for each proposed build alternative.

**I-611-002**

Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

**I-611-003**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Elevated Structure Alternative. Cost estimates for the alternatives evaluated in the Final EIS are:

- Bored Tunnel – $1.96 billion
- Cut-and-Cover Tunnel – $3.0 to $3.6 billion
- Elevated Structure – $1.9 to $2.4 billion

These cost estimates do include different elements. The Bored Tunnel Alternative cost does not include replacing the seawall, improving the

I-611-003

tax payers" enjoy the views from our viaduct and consider the ride on the structure to be one of the enjoyments and benefits of living in this dense urban environment. I guarantee that the preferred route of driving out-of-town visitors into Seattle (from our airport) is the Alaskan Way Viaduct.

A tunnel (no matter the method of its construction) will benefit only those affluent downtown property owners who's views will be unobstructed. The majority of our populace will find it unmanageable, unaffordable and inconvenient [redacted] to access the waterfront and the plazas that are proposed -- when parking meters are removed and expensive parking lots are our only option except for public buses. Many of us will be unable to afford downtown "amenities" because we'll be struggling to pay the huge property taxes used to finance extravagant projects such as:

(a) a tunnel (b) a 2-way Mercer St. (with Valley Street Closed to cars or having reduced lanes) (c) A lowered Aurora with street connections that will primarily benefit the rich developers of the South Lake Union area.

I-611-004

★★ You have a picture of a part of our current viaduct - that's covered with greenery and provides an attractive visual image as a person looks down Alaskan Way.

★★ Engineer a new viaduct in a way to allow for it's coverage in vegetation so that the structure, itself, can be "park like" and enhance our environment.

I-611-005

★★ I am adamantly opposed to any tunnel option; a two way Mercer if Valley Street is to be diminished in any way for auto passage; a short construction cycle that creates maximum impacts; and to a recessed Aurora with overpasses (if a tunnel is built).

The financial, aesthetic (loss of Puget Sound views to most citizens) and quality of life impacts - of a tunnel - are negative for most of Seattle's tax payers. The worries and uncertainties of how a tunnel would withstand a major environmental disaster (earthquake/tsunami and seawall) would also impact people's decision on whether to use and support a tunnel.

Alaskan Way surface street, or building a streetcar. Costs for the Cut-and-Cover Tunnel and Elevated Structure Alternatives do not include replacing the seawall between Union and Broad Streets.

Any enhancement in property values that may occur would take place after the construction period. And because construction would be completed several years in the future, it is difficult to predict events and condition at that time. Economic conditions are often one of the strongest influences on market values, and these conditions may vary greatly from one year to another. If for example, the Seattle area economy continues to decline substantially as the viaduct is being replaced, completion of the project would likely have less immediate influence on the price of real estate. Because of all the considerations that go into the purchase of property, the EIS does not speculate on how the project might influence the value of land or buildings in the area.

Parking along Alaskan Way will be determined by the City of Seattle's Central Waterfront Project. The city has allocated money to address mitigation for parking; see Chapter 8 of the Final EIS for details.

Because the project has evolved since comments were submitted in 2006, please refer to the Final EIS for current information.

**I-611-004**

Although replacing the viaduct with a new elevated structure would provide scenic views for motorists passing through the waterfront area, it would also cause serious impacts to views for people down below on the waterfront and in nearby business, retail, and residential areas. The elevated structure would block views of the waterfront and the Seattle skyline, and the height, width, and scale of the elevated structure would make it a dominant part of the view for people at ground level. Planting vegetation on the proposed structure would only partially mitigate these impacts.

**I-611-005**

The preferred Bored Tunnel and Cut-and-Cover Tunnel Alternatives are a safe alternatives. 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.

Both tunnels 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 approximately 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 either tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.