

From: pscoccolo@aol.com
To: [AWV SDEIS Comments](#);
CC:
Subject: Viaduct Replacement
Date: Monday, August 21, 2006 9:51:34 AM
Attachments:

I-649-001 As a top 10 contractor in the heavy highway construction business for over 50 years and a resident of Seattle's Queen Anne hill neighborhood, I am asked by nearly everyone who knows me the same questions about the Viaduct replacement. I tell them all the same thing....I am shocked to see the WSDOT has not come up with a viable bypass route for north/south traffic during the proposed reconstruction of the viaduct or proposed tunnel construction.

On projects that my firm constructs, the first order of business is to either construct or establish a bypass to the construction area for vehicle movement. Those bypasses are designed into the construction plans. The parties involved in planning the viaduct reconstruction have spent millions of dollars to come up with various ways to remove and replace the existing viaduct, but have not come up with a reasonable bypass route for commerce and commuters during the proposed construction. I-5 and downtown Seattle streets are not an alternative as they have proposed them to be. We still haven't seen a reasonable bypass alternative yet, but we have seen several ways to reconstruct the viaduct. Are we putting the cart before the horse?

I am advising all the resident I know in Seattle to vote "NO" on the tunnel proposal and all replacement possibilities until the City of Seattle and WSDOT come up with a reasonable bypass alternative first.

I-649-002 Growth management has always been done in reverse order in this state compared to other states, and now we are paying the price for our foolish ways. In other states, growth is figured for and roads and infrastructure are built first so that growth can properly occur. In Washington we wait for growth in areas to overwhelm our roads and infrastructure, then we try to solve the mess we have let it become. It's sad that we are always behind and will never catch up to solving our problems due to our attitude towards building needed roads.

I-649-001

Thank you for your comments. One of the main benefits of the Bored Tunnel Alternative is the ability to maintain operations on SR 99 throughout the construction period. Current construction plans call for a relatively short (several week) closure during the end of construction to connect the tunnel with the remainder of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

I-649-002

Comment noted. The project would replace an existing roadway that is seismically vulnerable and at the end of its useful life. The project would not represent new infrastructure built to respond to unplanned growth.

I-649-003 Transit systems are only a small part of the solution, and in most cities transit systems are built after necessary roads are in place. Since transit is now our political agenda, we have dumped billions of dollars into it just to move the few that can use it. Sound Transit's light rail project (a project my company is working on) will ultimately move a maximum of 25,000 people a day when completed. That is a small fraction of the number of commuters moving through that area every day. In my opinion, that is not an efficient use of tax dollars. In fact, it's a huge waste of money when you consider the amount spent already on the rail project could have solved a majority of our traffic dilemmas in the region. What has been spent on the light rail project to move 25,000 people could have been spent on a bypass freeway around I-405. And keep in mind, commerce can not use transit systems either. Commerce needs roads to service our ever-increasing population in Western Washington.

I-649-004 It seems very obvious that we need to build another bypass freeway east of I-405 and it has already been designed, but nobody from the WSDOT ever wants to talk about it. It is I-605, and it should have been built 10 years ago. With the money being raised through the gas tax, it seems like an obvious solution to solving much of our congestion throughout King, Pierce and Snohomish counties.

I-649-005 I was told by a WSDOT representative at a viaduct replacement meeting that I-605 will never be built and that no new general purpose lanes will be built in the near future. They told me the philosophy of the region is to make driving a personal vehicle so inconvenient that people will be forced to take transit, sit in congested traffic or not make trips at all. That is not the quality of life we should have in Washington. We have not built any new general purpose freeway lanes in 40 years in King county, meanwhile our population has grown by almost 4 times in that same period. Where do we put all these cars and the commerce vehicles it takes to service the needs of all of these people? The worst part is that the few freeways we have will need maintenance and rebuilding due to the incredible abuse that they were never designed to be taking. Where do you put the traffic when the maintenance and rebuilding of existing freeways is needed? I-5 is worn out in places throughout the City of Seattle right down to the rebar holding it together right now. Some sections need to be replaced or repaired today, but we are so desperate for open general purpose lanes that we can't take them out of service to repair them. Are we going to be fixing I-5 while the viaduct is under reconstruction when we flood it with an additional 150,000 vehicles a day that are now using the viaduct. This is a likely scenario that the WSDOT knows about,

I-649-003

The alternatives analyzed in Final EIS did not include items other than those directly relating to replacement of the existing viaduct. High capacity transit developments are being addressed by other agencies, specifically Seattle Department of Transportation (e.g., South Lake Union Streetcar), King County Metro (e.g., RapidRide), and Sound Transit (e.g., Link Light Rail, Sounder). Potential fixed guideway HCT alignments that have been developed in the long range plans for these agencies did not include the SR 99/Alaskan Way Viaduct corridor.

I-649-004

The Alaskan Way Viaduct Replacement Project address replacement of a portion of the SR 99 corridor. A freeway east of I-405 is not part of this project.

I-649-005

Your comments are noted. Many roadways in Washington State likely need maintenance work right now. However, the purpose of this project is to replace a portion of SR 99. Please refer to Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report, for information about traffic effects during project construction.

I-649-005 | but does not want to address, because it will create our worst nightmares.

I-649-006 | Maybe we should wait another 20 - 30 years to figure out we desperately need at least one more bypass freeway like I-605. By then the property values will be 4-5 times what they are now, and we will be desperate to buy the necessary property to build the roads we need now, and we will have to pay the outrageous prices then. Based on our past, that would be the typical way our government deals with the problem. Our "don't build any new roads" attitude over the past 30 years has now come back to haunt us.

Sincerely,

Patrick Scoccolo
Manager
SCI Infrastructure, LLC

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I-649-006

The Puget Sound region has many transportation needs. The Alaskan Way Viaduct Replacement Project is focused on replacing the aging viaduct so that it meets current safety and earthquake standards. Information about other projects WSDOT has underway can be found at <http://www.wsdot.wa.gov/projects>.