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

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Affiliation (optional): downtown resident

I-654-001 | **Comments:** (1) I have requested further information about the geological and archaeological surveys of the sites. Since I haven't yet got these, I can't adequately comment specifically: but in general, I would like more information of how landfill soils will be 'improved' to lessen the risk of liquefaction in earthquakes and other seismic events (There are several active volcanoes in
I-654-002 | Cascadia, after all). Also, if an archaeological site is discovered (very likely), what are the plans? Salvage archaeoloogy? (2)
I-654-003 | Representation of landscaping is somewhat sketchy. I don't much care for the amount of open, unshaded space indicated. The waterfront is already unbearbly bright and hot at various times--reducing the numbers and placement of trees is not desirable. Trees not only provide needed shade but break winds, which in wintertime is sometimes a serious problem. There should not be any open, unshaded turf. Shortgrasses are not native to the area, require excessive care (and too often irrigation in summer), become saturated in rain, and are generally unworkable. The vines that're depicted as being removed should rather be spread to open spaces. They require significantly less care, and are native. Bushes (particularly flowering bushes) would also be useful, but they must be carefully selected for minimum tending requirements and hardiness in areas with occasional saltwater spray. Also (still on
I-654-004 | the subject of biological mitigation), there's no indication of alternate habitats for animals that use the present viaduct as a home and/or temporary perch. There need to be bat houses, structures with crevices and crannies, etc for birds and small terrestrial animals. I suggest you consult with biologists on this matter, and (specifically regarding bats) consultation with Bat Conservation International (www.batcon.org) might be

I-654-001

Thank you for your interest in commenting on the 2006 Supplemental Draft EIS. The communications team e-mailed you on September 20 and 21, 2006, to follow up on your request for further information. Additional geotechnical and archaeological studies are being performed throughout the design process. This information can be requested from the project office.

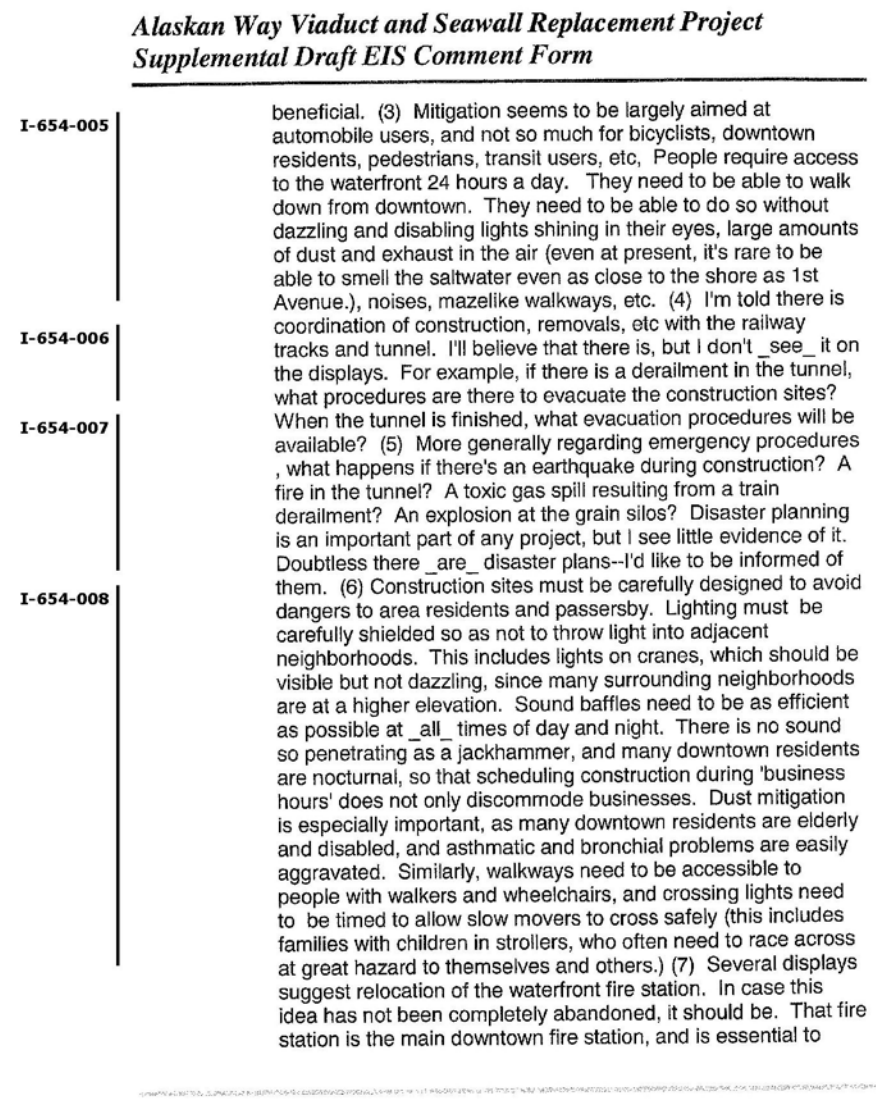
With regard to liquefaction, the proposed structures will either be designed to withstand the liquefied conditions or soil improvement will be performed. Permeation grouting, compaction grouting, compensation grouting, ground freezing, and underpinning are all under consideration. Depending on the alternative selected, existing structures, utilities, and right-of-way, a combination of these techniques will likely be used. Please see the Final EIS for current information about the soil improvement methods proposed for the project.

I-654-002

The lead agencies developed an Unanticipated Discovery Plan to plan for the possibility of discovering archaeological resources during construction. The Final EIS Appendix I, Section 106: Historic, Cultural, and Archaeological Resources Discipline Report, describes the steps that would be taken if any archaeological resources are encountered.

I-654-003

The level of landscape design developed for an EIS is typically schematic. Specific details about many landscaping aspects of the project will not be addressed until later phases of the project. However, the City of Seattle has very specific standards and guidelines that will guide the design of landscapes within the project corridor. Elements such as plant species, spacing, size, and other specific character will be designed according to the city's standards. These standards encourage use of plants, materials, and methods that result in sustainable



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I-654-005

I-654-006

I-654-007

I-654-008

beneficial. (3) Mitigation seems to be largely aimed at automobile users, and not so much for bicyclists, downtown residents, pedestrians, transit users, etc, People require access to the waterfront 24 hours a day. They need to be able to walk down from downtown. They need to be able to do so without dazzling and disabling lights shining in their eyes, large amounts of dust and exhaust in the air (even at present, it's rare to be able to smell the saltwater even as close to the shore as 1st Avenue.), noises, mazelike walkways, etc. (4) I'm told there is coordination of construction, removals, etc with the railway tracks and tunnel. I'll believe that there is, but I don't _see_ it on the displays. For example, if there is a derailment in the tunnel, what procedures are there to evacuate the construction sites? When the tunnel is finished, what evacuation procedures will be available? (5) More generally regarding emergency procedures , what happens if there's an earthquake during construction? A fire in the tunnel? A toxic gas spill resulting from a train derailment? An explosion at the grain silos? Disaster planning is an important part of any project, but I see little evidence of it. Doubtless there _are_ disaster plans--I'd like to be informed of them. (6) Construction sites must be carefully designed to avoid dangers to area residents and passersby. Lighting must be carefully shielded so as not to throw light into adjacent neighborhoods. This includes lights on cranes, which should be visible but not dazzling, since many surrounding neighborhoods are at a higher elevation. Sound baffles need to be as efficient as possible at _all_ times of day and night. There is no sound so penetrating as a jackhammer, and many downtown residents are nocturnal, so that scheduling construction during 'business hours' does not only discommode businesses. Dust mitigation is especially important, as many downtown residents are elderly and disabled, and asthmatic and bronchial problems are easily aggravated. Similarly, walkways need to be accessible to people with walkers and wheelchairs, and crossing lights need to be timed to allow slow movers to cross safely (this includes families with children in strollers, who often need to race across at great hazard to themselves and others.) (7) Several displays suggest relocation of the waterfront fire station. In case this idea has not been completely abandoned, it should be. That fire station is the main downtown fire station, and is essential to

landscapes, minimize maintenance, reduce the need for irrigation, and in general require the consumption of less energy than traditional landscapes.

I-654-004

Bats are very adaptable animals capable of utilizing man-made structures when there is a lack of natural habitat. Although there would be a potential decrease in the amount of habitat with the Bored Tunnel or Cut-and-Cover Tunnel Alternatives, there are a number of other alternative areas available in the general area, including the railroad tunnel, building alcoves, and overwater structures. A similar amount of habitat would likely be available under the Elevated Structure Alternative as currently exists along the waterfront. See the Final EIS and Appendix N, Wildlife, Fish, and Vegetation Discipline Report, for current information about project effects on wildlife and proposed mitigation measures.

I-654-005

Information about mitigation strategies can be found in Chapter 8 of the Final EIS. Strategies include addressing transit, bicyclists, pedestrians, and parking. The lead agencies plan to maintain access to the waterfront throughout construction. Temporary limitations and any required changes to access during construction will be mitigated to the extent practicable.

I-654-006

The tunnel used by trains is a separate tunnel from the tunnel proposed to replace the Alaskan Way Viaduct. In cases where construction takes place near the railroads, the design and construction procedures will be coordinated closely with the railroads. These discussions have already begun. The coordination will include procedures for communicating and

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I-654-009

safeguarding downtown buildings, including quite a bit of housing. Secondary concern: crossing routes into downtown from that station are limited, and _must_ be kept open during all stages of construction.

responding to an accident on either the part of the railroad or the construction contractor.

I-654-007

Emergency procedures during tunnel operation have not been developed yet. However, the 8-foot shoulder would provide access to emergency tunnel exits, which would be provided every 650 feet. Also, the tunnel would be equipped with ventilation, a fire detection and suppression system, and drainage. Video cameras would provide real-time information to the operators at the tunnel control center, allowing them to respond quickly to changing conditions and emergencies.

Emergency procedures to be followed during construction have not been specifically developed as yet. This will occur once a final design is completed. The Occupational Safety and Heath Administration (OSHA) will monitor construction for compliance with national safety standards. Emergency procedures will be developed, and the construction workers will be required to follow them. Specific disaster plans will be developed once an alternative is selected. For the safety of the workers, the plans may not be made available generally to the public.

I-654-008

As part of the ongoing public involvement process, the project will continue to coordinate with the residents, businesses, and property owners along Alaskan Way through meetings, open houses, newsletter updates, and e-mail. Mitigation measures addressing noise, parking, traffic, dust, and other factors are included in the Final EIS and appendices. The lead agencies will continue to refine construction mitigation for the preferred alternative's construction sequencing and methods.

From: SCN User [mailto:bg590@scn.org]
Sent: Wednesday, September 20, 2006 12:36 AM
To: WSDOT Alaskan Way Viaduct
Subject: Additional Comments on the potential tunnel replacement for the Viaduct

I-654-010 I've had a little time to review various documents (though I still haven't heard back on my request for the technical supplements for the EIS), and here are some preliminary additional comments: (1) Tunnel lighting should be set up so that lighting near the mouths of the tunnels is variable, and reponds to outside lighting. Lights should slowly fade going into the tunnel, and strengthen going out, to avoid drivers being suddenly plunged into darkness or bright light. (2) Internal tunnel lighting needs to be indirect, and so disposed that it doesn't shine in the eyes of drivers, navigators, etc, regardless of cab height. Mercury vapor and/or halide lights should be avoided, and the light level inside the tunnel should be as near as possible to an overcast day, _not_ a sunny day. Whatever lighting method is used, avoiding bedazzlement is the most important issue. (3) There has been some talk of adjusting weight limits for trucks passing through the tunnel. Though a good idea, this is not sufficient. In addition to something resembling the weigh stations on some interstates, there may need to be speed limit adjustments, limitations on certain cargoes, etc. It might also be a good idea to assess driver alertness. Too many large vehicle accidents in the past few years have been associated with overbooked drivers cutting corners in an attempt to meet unrealistic schedules. Not sure how this could be done, but there've been some attempts at self-policing by the truckers themselves, so it might be incorporated into the system at this point. That's all I've got for now: more later, perchance. Valerie Shubert/1420 Western, #409/Seattle, WA. 98101 bg590@scn.org Beware of people who surrender gracefully. Odds are they've surrendered before...and they're still around.

I-654-011

I-654-012

I-654-009

Under the current project design, Fire Station 5, located at the west end of Madison Street, will remain where it is. Both the land-based emergency services and the fireboat service will remain in place at Pier 53. The means to maintain access to and from the fire station during construction will be developed prior to construction.

I-654-010

The communications team e-mailed you on September 20 and 21, 2006, to follow up on your request for further information.

I-654-011

Tunnel lighting is being designed with the concerns you have raised in mind.

I-654-012

Following the Nisqually earthquake of February 2001, weight restrictions requiring truck traffic to use only the outside lanes of the SR 99 corridor were established. These current weight restrictions are not expected to be carried forward under the Bored Tunnel Alternative, as this facility would be built to state design standards, which exceed those used for the current Alaskan Way Viaduct.

The bored tunnel would have state-of-the-art systems to help reduce fatalities, injuries, and property damage caused by traffic accidents. The tunnel would provide emergency access, evacuation routes, ventilation, and fire suppression systems in accordance with the National Fire Protection Association standards and other codes and regulations.

The Bored Tunnel Alternative would also include some intelligent transportation systems (ITS) components, such as electronic sign boards, signage, and related fixtures to provide real-time traveler

information to enhance safety. Improvements in the south and north portal areas could include the following ITS components:

- Variable message signs
- Overheight vehicle warning signs with flashing beacons
- Portal traffic signal
- Tunnel closure gate
- Tunnel closure sign
- Detection loops
- Surveillance cameras
- Ramp meters
- Tolling system equipment (if needed)

In the tunnel itself, the following ITS fixtures are likely to be installed:

- Variable message signs
- Detection loops
- Emergency telephones
- Incident detection cameras
- Surveillance cameras
- Maintenance telephones