

AWV Draft EIS Comment Form Results:

Name: Laurie Gates
Address: 920 6th Avenue North
City: Seattle
State: WA
Zip Code: 98109
Email: LAURIE.J.GATES@BANKOFAMERICA.COM
Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I-202-001

I-202-002

Can we please have all the money (150%) for this project before we start tearing down anything. I hope we don't tear down the Viaduct, and then find out the city doesn't have the funds to rebuild. I would also like to express my vote for the Rebuild Alternative, and NO tunnel. I also hope the wealthier of our city residents who own condos on the waterfront will not have a larger pull to have the viaduct torn down to have it replaced by a tunnel so their view would improve. After all, the viaduct was here first, before the million dollar condos. We need the viaduct, the surface streets are already jammed, the freeway is jammed, and this is with the viaduct. Can you just imagine what it would be like to drive downtown or the waterfront, all the traffic? And if or when the big one hits I personally would rather be above ground on the viaduct than in a tunnel.

Comments apply to:
Rebuild Alternative

I-202-001

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding; \$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

I-202-002

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and acknowledge your preference for the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

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.