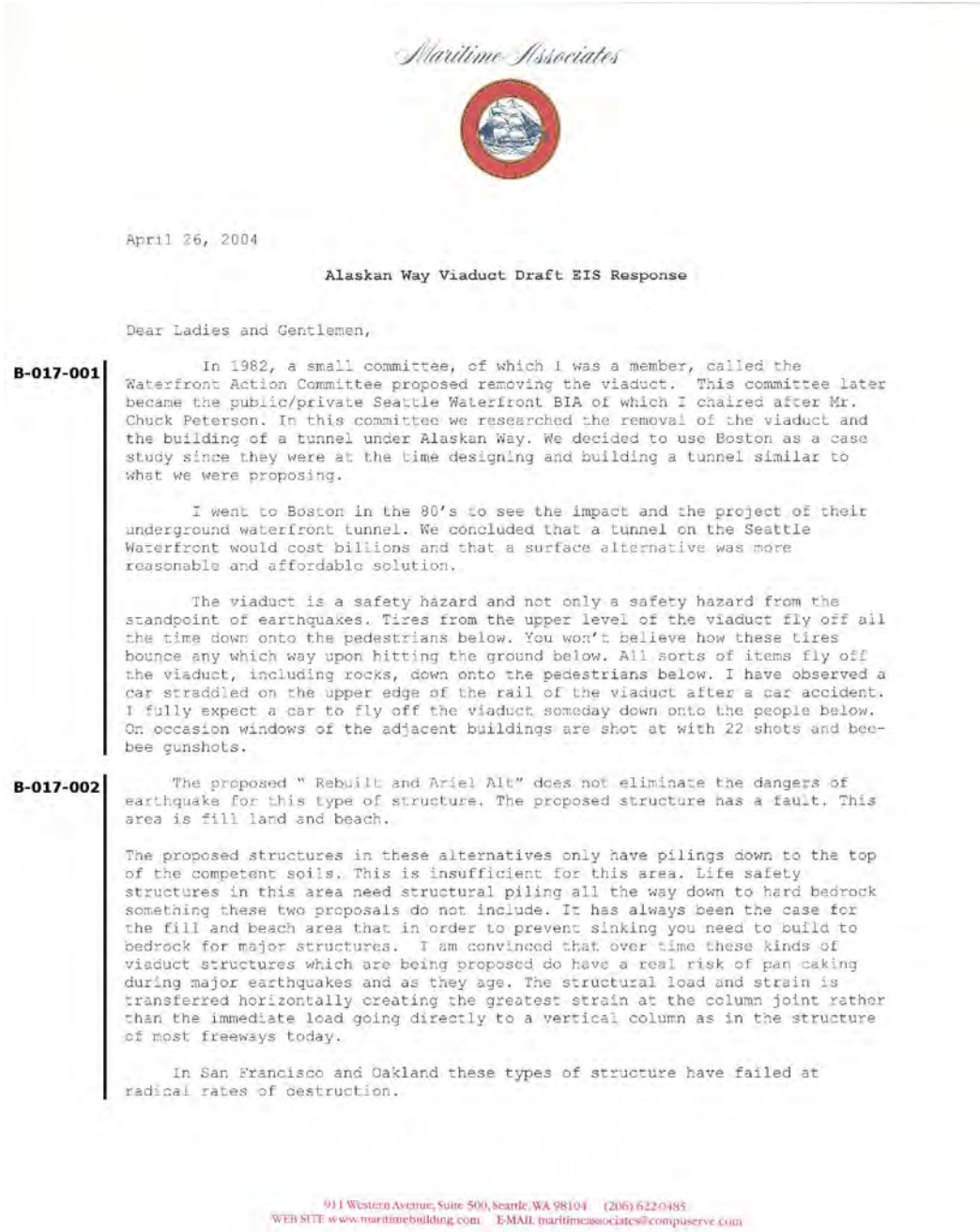

Maritime Associates

April 26, 2004

Alaskan Way Viaduct Draft EIS Response

Dear Ladies and Gentlemen,

B-017-001

In 1982, a small committee, of which I was a member, called the Waterfront Action Committee proposed removing the viaduct. This committee later became the public/private Seattle Waterfront BIA of which I chaired after Mr. Chuck Peterson. In this committee we researched the removal of the viaduct and the building of a tunnel under Alaskan Way. We decided to use Boston as a case study since they were at the time designing and building a tunnel similar to what we were proposing.

I went to Boston in the 80's to see the impact and the project of their underground waterfront tunnel. We concluded that a tunnel on the Seattle Waterfront would cost billions and that a surface alternative was more reasonable and affordable solution.

The viaduct is a safety hazard and not only a safety hazard from the standpoint of earthquakes. Tires from the upper level of the viaduct fly off all the time down onto the pedestrians below. You won't believe how these tires bounce any which way upon hitting the ground below. All sorts of items fly off the viaduct, including rocks, down onto the pedestrians below. I have observed a car straddled on the upper edge of the rail of the viaduct after a car accident. I fully expect a car to fly off the viaduct someday down onto the people below. On occasion windows of the adjacent buildings are shot at with 22 shots and bee-bee gunshots.

B-017-002

The proposed " Rebuilt and Ariel Alt" does not eliminate the dangers of earthquake for this type of structure. The proposed structure has a fault. This area is fill land and beach.

The proposed structures in these alternatives only have pilings down to the top of the competent soils. This is insufficient for this area. Life safety structures in this area need structural piling all the way down to hard bedrock something these two proposals do not include. It has always been the case for the fill and beach area that in order to prevent sinking you need to build to bedrock for major structures. I am convinced that over time these kinds of viaduct structures which are being proposed do have a real risk of pan caking during major earthquakes and as they age. The structural load and strain is transferred horizontally creating the greatest strain at the column joint rather than the immediate load going directly to a vertical column as in the structure of most freeways today.

In San Francisco and Oakland these types of structure have failed at radical rates of destruction.

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B-017-001

Thank you for sharing your history with the Seattle Waterfront BIA and safety concerns. Safety is a major part of the purpose and need of this project. A surface alternative was considered in the 2004 Draft EIS, but it was dropped because it did not provide sufficient capacity to meet the project's purpose.

B-017-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs. However, if the Elevated Structure Alternative is selected, it will be designed to the highest earthquake standards applied in the United States for a highway structure. The pilings supporting the structure will be supported by consolidated glacial till. The till is not only extremely competent but is not subject to liquefaction during an earthquake.

B-017-002 In other words you could spend all this money on a new viaduct and have it sink during the first major earthquake. In the long term, a new viaduct just creates the same structural problem we have today, which potentially can endanger the lives of many people in the future and cost the City of Seattle billions of dollars. I don't care which structural engineer suggests differently this area is earthquake prone, this area lies on fill and the proposed new viaduct structure is an inferior structure, which does not stand up to the test of time.

B-017-003 Today's viaduct is an eyesore for our beautiful City. It is also a physical barrier from the waterfront to the city. When they built the existing viaduct, Alaskan Way was an industrial area with many railroads underneath it. That is not the case today. The railroad is gone, the uses have changed, the safety of the people is a concern and the potential to beautify our city is enormous.

I strongly object to the proposed alternative's as stated in the draft EIS for "Rebuild and Ariel Alt" and I advise the committee not to select either of these proposals.

B-017-004 One very important item that is missing from all of the proposals is a path for light rail or monorail, rapid transit and/or a path for a subway. Without pointing fingers, it is easy to state that the lesser Seattle or Washington groups have hindered the development of a complete transit system that includes a rail system. Don't build it, they won't come mentality was completely wrong. First, they came anyway, and now our future growth problems will be internal from the people born here in the state.

This project area is a prime area for a direct route from Seattle to the Airport with rapid transit and it should not be forgotten at this time. A future development path needs to be included on the surface and the building of a subway needs to be included in the proposed tunnels with small stations located in key areas of the Seattle Waterfront and the ability to connect to a major transit network.

B-017-005 The surface alternative is an affordable and reasonable solution for the Seattle Waterfront. After the San Francisco earthquake which destroyed the use of their viaduct, I watched closely to the before and after of that area. That area turned out great for San Francisco and they didn't have the nightmares that Boston had with its waterfront tunnel.

Surface Alternative:

The area East of the existing right of way line. This 14'-16' depending on existing building location is proposed to be a sidewalk. This area is not owned by a government agency, it is fee simple land. It has much higher and greater use than a sidewalk. One can build up to 16 stories on this proposed sidewalk under current zoning. It is also the area that existing building can remodel in order to change the building's existing current exteriors and use in that area. This will allow for complete renovation and a new look for each property on the waterfront. This area should not be included in this viaduct project. It should be left for the owners and City of Seattle to determine what is best for that section of commercial land at a future date.

B-017-003

Your objections to the Rebuild and Aerial Alternatives are noted.

B-017-004

Although the Alaskan Way Viaduct Project does not make specific provisions for various transit modes, light rail and commuter rail opportunities are present in Seattle. Sound Transit's Central Link Light Rail system opened in 2009 and operates between Sea-Tac International Airport and downtown Seattle. Link light rail is scheduled to eventually be expanded to the north and east as funding becomes available. The light rail and some bus routes currently share the Downtown Seattle Transit Tunnel, which was built in the 1980s as a primary transit corridor through downtown. An additional, underground transit corridor in the downtown area is not planned at this time.

Sound Transit also operates Sounder commuter rail service through downtown Seattle on the BNSF tracks. Amtrak uses this same freight corridor to operate regional rail service.

B-017-005

As explained in the 2010 Supplemental Draft EIS and the Final EIS, the Surface Alternative does not meet the project's purpose and need to provide capacity to and through downtown Seattle; therefore, it was dropped from further consideration. The project has evolved since the publication of the Draft EIS in 2004. Please refer to the Final EIS for current information.

B-017-005 The proposed sidewalk next to the city buildings should commence immediately west of the **"existing right of way line"**. In looking at the design there are at least two areas of luxury. Two bike paths of 6' are not needed. One bike path of 8' would be sufficient to handle the working and sporting needs of the people. The area just east of the streetcar, a total of 13', will be under utilized or not used at all. A 6' foot side is all that is needed here, if any at all.

B-017-006 **Bypass Tunnel and Tunnel alternative:**

Both proposals should include paths for a subway. The Tunnel alternative is a great alternative, but the structural support pilings need to go down to bedrock. This proposal is a matter of cost and durational impact on the City. Boston's waterfront Tunnel turned out to be a nightmare. So everyone needs to be on board and support the project. Mitigation damages for the neighboring area and businesses also needs to be addressed.

When the bus tunnel was built all of the retail businesses on 3rd Avenue went out of business. We have several home furnishing businesses on Western Avenue who will be impacted and the over the water pier businesses may or may not survive such a project.

B-017-007 The Port of Seattle may also be impacted by such a project, so construction phasing needs to be applied in order to create the least amount of impact. Sectional construction may be a solution to minimize the impact. Projects always cost more than expected so whatever number you think it will be, add 15% – 30% more and you will have the real number for this project. Government projects always seem to take much longer than planned also so add a couple of years to the timeline from commencement.

B-017-008 **The viaduct is the State of Washington's Highway 99.** The Dept. of Transportation in the 60's, 70's and 80's did not plan or build (when things were cheap) for growth in the State of Washington.

When the removal of the existing Highway 99 Viaduct occurs it is the responsibility of the State of Washington to replace their old highway with a new modern highway that fits the needs of the future and the surrounding areas. To refuse to plan for decades of growth in the State of Washington and to now tell the taxpayers of Seattle they have to pay for it is unacceptable. This is a state project. Perhaps surface roads can be viewed as city projects yet that only means that the state plans to ignore its responsibility in tearing down and replacing Highway 99 with a better design for modern and future times by providing for future transportation needs.

If the City of Seattle is forced to fund a significant part of this viaduct project, then I would ask that the Surface Alternative be selected.

Sincerely

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B-017-006

The Bypass Tunnel Alternative has been eliminated. As for the question of structural support for a tunnel, there is a competent soil layer at depths ranging from 50 to 100 feet that geotechnical studies have found sufficient for structural support of a tunnel.

Construction activities would interfere with access to businesses and properties adjacent to the project on either side of the right-of-way. A primary goal of construction planning is to maintain adequate access to all businesses so they can continue to operate. Mitigation measures are described in Chapter 8 of the Final EIS.

B-017-007

Construction phasing is essential for a project of this size and complexity, and construction plans have been proposed for all the alternatives. These construction sequencing and staging plans were developed to a level of detail necessary to support the Final EIS in analyzing the environmental impacts of construction with varying construction durations. The description of these plans can be found in the Final EIS Appendix B, Alternatives Description and Construction Methods Discipline Report.

The project has coordinated closely with the Port of Seattle on various design issues over the last several years. Construction sequencing is being designed to minimize disruption to ferry, cruise ship, and Port of Seattle freight operations.

B-017-008

While SR 99 is a state highway, it is also vital to Seattle and the region, and it is part of the national highway system. The lead agencies are committed to meeting the purpose of the project and fulfilling their responsibilities, including funding the project.