May 31, 2004

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Urban Project Director
State DOT

JUN - 7 2004

RE: A TUNNEL TO REPLACE THE ALASKA VIADUCT

I sent you a letter on January 14, 2003 with brochures about the solutions in Gothenborg, Sweden. I believe it will be opened in the first part of 2005.

I was so convinced it would be the answer for us, that I made the point [while I was in southern Sweden] to see the site.

Of the three letters I sent out, you were the only respondent which I very much appreciated. When we have World Class Buildings like the new Library, Benaroya Hall, McCaw Hall AND the Monorail we may be reducing that group who believe is the cheapest way is the best way. We just tore down a city building I was in many times and it was a crackerbox then.

I-280-001

So I applaud that the original DOT belief that the tunnel was the best way.

Building a tunnel will allow the current Viaduct to be used to move the North/South Traffic. To the best of my knowledge none of the other surface plans include the cost of moving traffic through the city [possibly building temporary bridges, etc]

I-280-002

You can help me about the cost of the seawall. For the life of me, why can't the entire tunnel be a part of the seawall with the 'wall' steel driven down lower depths on the west side. The dimensions and weight of the tunnel with the deeper depth of the 'wall' steel

I-280-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. 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 and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-280-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. However, if the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is chosen, the seawall will be replaced as part of that alternative. The west wall of the Cut-and-Cover Tunnel Alternative would replace the seawall. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

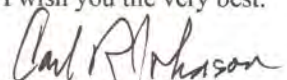
I-280-002 should be sufficient.

I-280-003 I most certainly agree with you about the section of Holgate to King streets. It has been awhile since I have driven there, but, I believe Holgate is where the surface of Alaskan Viaduct start to rise. Is it not possible for the surface dive into the tunnel? The construction team in Goteborg did just that so they did not have to create and rise at all.. It seems that all cross streets can continue and at some point so will the current Alaskan Way for business, shopper, visitors, etc.

I will try to keep abreast by reading the newspapers and if you have a Web site I finally have one. It is csvenskj@msn.com. You may reach me there.

A few years back I was speaking on behalf of The Seattle Commons and said that Seattle is in the position of New York City a century ago, only instead of Europeans, it will be all the ethnic Asians. We MUST take that into consideration when we make plans for the future.

I wish you the very best.



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I-280-003

The S. Holgate Street to S. King Street portion of the project has become its own project: S. Holgate Street to S. King Street Viaduct Replacement Project. Construction for this project began during the summer of 2010. The engineering team considered the idea of constructing a tunnel as far south as S. Holgate; however, geotechnical investigations indicated that the soils in this area are poor. As a result, a tunnel in this area would have high construction risks and be expensive to build.