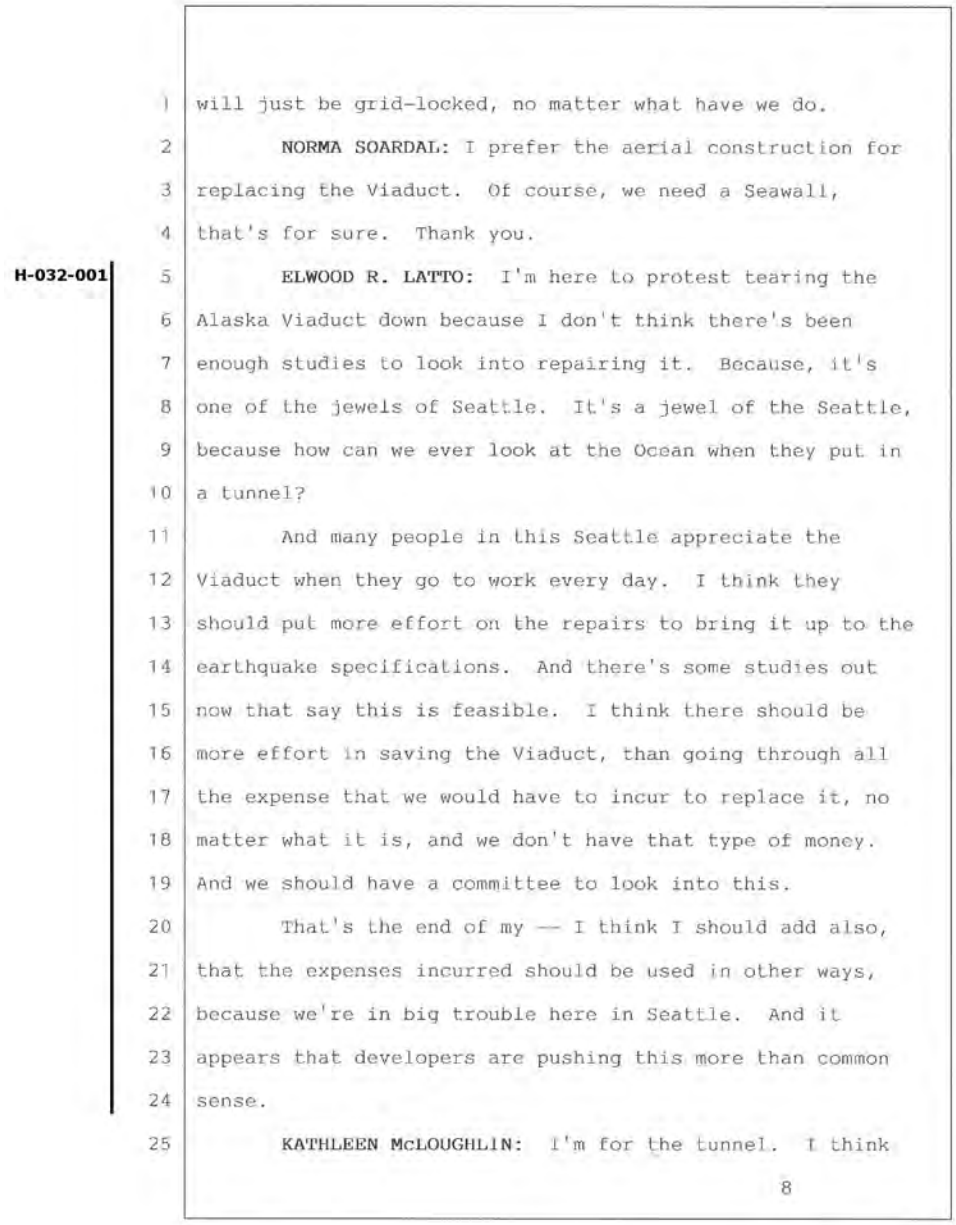

will just be grid-locked, no matter what have we do.

NORMA SOARDAL: I prefer the aerial construction for replacing the Viaduct. Of course, we need a Seawall, that's for sure. Thank you.

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ELWOOD R. LATTO: I'm here to protest tearing the Alaska Viaduct down because I don't think there's been enough studies to look into repairing it. Because, it's one of the jewels of Seattle. It's a jewel of the Seattle, because how can we ever look at the Ocean when they put in a tunnel?

And many people in this Seattle appreciate the Viaduct when they go to work every day. I think they should put more effort on the repairs to bring it up to the earthquake specifications. And there's some studies out now that say this is feasible. I think there should be more effort in saving the Viaduct, than going through all the expense that we would have to incur to replace it, no matter what it is, and we don't have that type of money. And we should have a committee to look into this.

That's the end of my — I think I should add also, that the expenses incurred should be used in other ways, because we're in big trouble here in Seattle. And it appears that developers are pushing this more than common sense.

KATHLEEN McLOUGHLIN: I'm for the tunnel. I think

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on 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.

Repairing (or retrofitting) the existing structure has been analyzed as described in the 2004 Draft EIS, 2006 Supplemental Draft EIS, and the Final EIS. The lead agencies determined that repairing the existing structure would not be a wise investment, because it would cost 80 to 90 percent of a new structure, would only have one-third of the lifespan, and would not provide any safety improvements such as wider lanes and shoulders.