**From:** Erik Macki [macki@seanet.com]
**Sent:** Tuesday, November 16, 2010 3:23 PM
**To:** AWV SDEIS Comments; peter.hahn@seattle.gov; mike.mcginn@seattle.gov; richard.conlin@seattle.gov; sally.bagshaw@seattle.gov; tim.burgess@seattle.gov; sally.clark@seattle.gov; jean.godden@seattle.gov; nick.licata@seattle.gov; bruce.harrell@seattle.gov; mike.obrien@seattle.gov; tom.rasmussen@seattle.gov
**Subject:** Public Feedback on the Deep-Bore Tunnel Project

**Importance:** High

Dear Mr. Hahn and WSDOT team,
Dear Mayor McGinn, dear Council Members Conlin, Bagshaw, Burgess, Clark, Godden, Licata, Harrell, O'Brien, and Rasmussen,

**I-102-001**

I am writing to provide feedback on the Deep-Bore Tunnel Project and the SDEIS as a part of the public comment period through December 13.

First as a general comment, I personally remain confused about the rationale of a project whose purpose is to ferry drivers from north of Seattle underneath Seattle to south of Seattle, considering that the current Alaskan Way Viaduct has no fewer than seven exits into downtown Seattle itself. It seems odd for Seattle to paying for a road whose purpose is to get drivers through, and not into, Seattle. The Mayor has communicated fairly cogent arguments to the public against the tunnel project, but the members of the City Council and certainly the state and WSDOT have not done so other than speak in platitudes and generalizations (not borne out by the new SDEIS, in fact, I might add). As a result, I would like to remind the City Council that their support of the project will haunt them at election time if Seattleites end up paying for its very likely cost overruns, if Pioneer Square is damaged, and particularly if downtown becomes swamped with 40,000 or more extra cars per day, as the SDEIS says it will.

**I-102-002**

My first comment on the SDEIS specifically is that the tunnel CANNOT destroy any structure in Pioneer Square. The value to future generations of an intact Pioneer Square far outweighs any transportation benefit from the tunnel project, and the SDEIS indicates that at least TWO important buildings (and others) are at risk of COLLAPSE from the Deep-Bore Tunnel Project, to say nothing of subgrade flooding and other issues thorughout downtown caused by the new tunnel structure. No responsible representative of the people of the City of Seattle who is at all mindful of our history and heritage can rightfully condone a project that so directly endangers a cornerstone of our history. Once news of these impacts to Pioneer Square become more widely known, the furor will be deafening. Why not avoid the furor in advance by sufficiently addressing this issue in advance?

**I-102-001**

Chapter 1, Introduction, of the Final EIS describes the Purpose and Need for the project and one of several purposes is to provide capacity for automobiles, freight, and transit to efficiently move people and goods to and through downtown Seattle. All of the alternatives have been evaluated based on their ability to meet the Purpose and Need. Appendix C, Transportation Discipline Report, addresses the importance of the viaduct as a transportation corridor. It also covers issues related to capacity, local access, mobility, and transit service for each build alternative. Please refer to the Final EIS for current information.

**I-102-002**

The Western Building's existing poor structural condition means that it cannot withstand settlement as well as other nearby historic buildings. After studying various options for retrofitting or demolishing the building, and receiving public input, WSDOT determined that a protection plan for the Western Building could be implemented with the Bored Tunnel Alternative. The settlement impacts would be mitigated by:

1. Strengthening the foundation with micro piles and grade beams, or constructing a reinforced concrete wall system, or using a combination of both approaches.
2. Installing epoxy grout and wrap on cracked concrete columns and beams.
3. Constructing a temporary exterior steel frame and interior shoring and bracing.
4. Injecting compensation grout to manage building settlement to less than 0.5 inches.

The steel framing and the interior shoring and bracing would be removed when the risk of settlement diminishes, leaving the exterior appearance of the building approximately the same as it is currently. The work would be reviewed by the Pioneer Square Preservation Board and would be

**I-102-003**

My second comment on the SDEIS is that the project must provide ACTUAL ACCESS TO THE CITY OF SEATTLE and not merely bypass Seattle. As currently planned, the Deep-Bore Tunnel Project does not even remotely do this, either by means of actual downtown exits or by means of improved public transit into and out of downtown. In fact, the existing plan merely shifts 40,000 cars onto downtown streets, which--if you really think about it--obviates any need for the tunnel in the first place. The current plan is shockingly myopic and not tenable as a transportation improvement project.

**I-102-004**

My last comment on the SDEIS is that no one has yet shown how to pay for the VERY LIKELY cost overruns. For instance, if damage is incurred to Pioneer Square, how will the repair of Pioneer Square be paid for? If the seawall caves in, how will the damage to downtown Seattle be paid for? If 40,000 extra cars are driving on Seattle's streets downtown, how will the added costs for maintenance and upkeep and traffic mitigation be paid for?

The SDEIS underscores how poorly thought-through the Deep-Bore Tunnel Project is, how poorly funded it is, and how damaging to Pioneer Square it will be. It's hard for me grasp why anyone, after reading the SDEIS, can think the tunnel project in its current form remains a good idea. The project needs serious and fundamental rethinking to address these three issues.

Sincerely,

-Erik Macki
1516 NE 98th St., Seattle, WA 98115

done in compliance with the Secretary of the Interior's Standards for Rehabilitation of Historic Buildings (36 CFR 67.6). This work would require tenants to be relocated. The building would be unavailable for 12 to 20 months while it is being reinforced.

The Polson Building is not at risk of collapse or demolition, even though it shares an adjoining wall with the Western Building. The surrounding soil would be stabilized with compaction grouting and, if needed, the basement would be reinforced on the interior.

Buildings and structures (both historic and non-historic) along the alignment have been inspected and evaluated by structural engineers. The potentially affected buildings and the monitoring plan are discussed in Chapter 6 of Appendix I, Historic, Cultural, and Archaeological Discipline Report, of the Final EIS. The construction process includes monitoring of selected buildings and structures before, during and after tunneling. This will enable any settlement impacts to be detected immediately so that they can be prevented or minimized. If damage does occur to historic buildings, it will be repaired according to the Secretary of the Interior's Standards for Rehabilitation of Historic Properties.

**I-102-003**

With the Bored Tunnel, access to downtown would be provided via ramps located at Alaskan Way and Dearborn Street in the Stadium area. Traffic using the Stadium area ramps would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues to access downtown. Traffic analysis indicates that this arrangement would result in comparable or better overall traffic distribution and flow than is experienced with the current Columbia and Seneca Street ramps. This is because the current ramps concentrate traffic to a single, congested location in the central downtown. The relocated ramps would instead allow drivers to diffuse through the street grid using many different paths.

Updated analysis has been included in the Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis.

**I-102-004**

The bored tunnel cost estimate is based on WSDOT's Cost Estimate Validation Process for large projects, which was developed in 2002. This process uses outside experts to help establish a more comprehensive budget at the early stages of a project and identify risks that need to be actively managed. It takes into account project changes, mitigation, inflation and risk - something projects that experience cost overruns generally fail to do.

Independent experts and cost estimators experienced in tunnels, underground construction, and megaproject delivery have reviewed the bored tunnel cost estimate. The viaduct replacement project also has a technical advisory team with more than 295 years of collective experience delivering projects around the world that provides guidance on risk management, construction methods, and oversight.

To better understand the conditions we would encounter during construction, crews have conducted more than 100 borings for soil samples, some up to 300 feet deep, and more than 300 surveys of buildings and other structures along the tunnel route. This information, along with the other analysis completed, also helps to identify and manage risk.

The legislation authorizing WSDOT to proceed with the project obligates two billion eight hundred million dollars. Although the legislation also has a provision that those in Seattle who benefit from the project should be responsible for cost overruns. WSDOT interprets this as a statement of legislative intent that would need clarification to become operative.