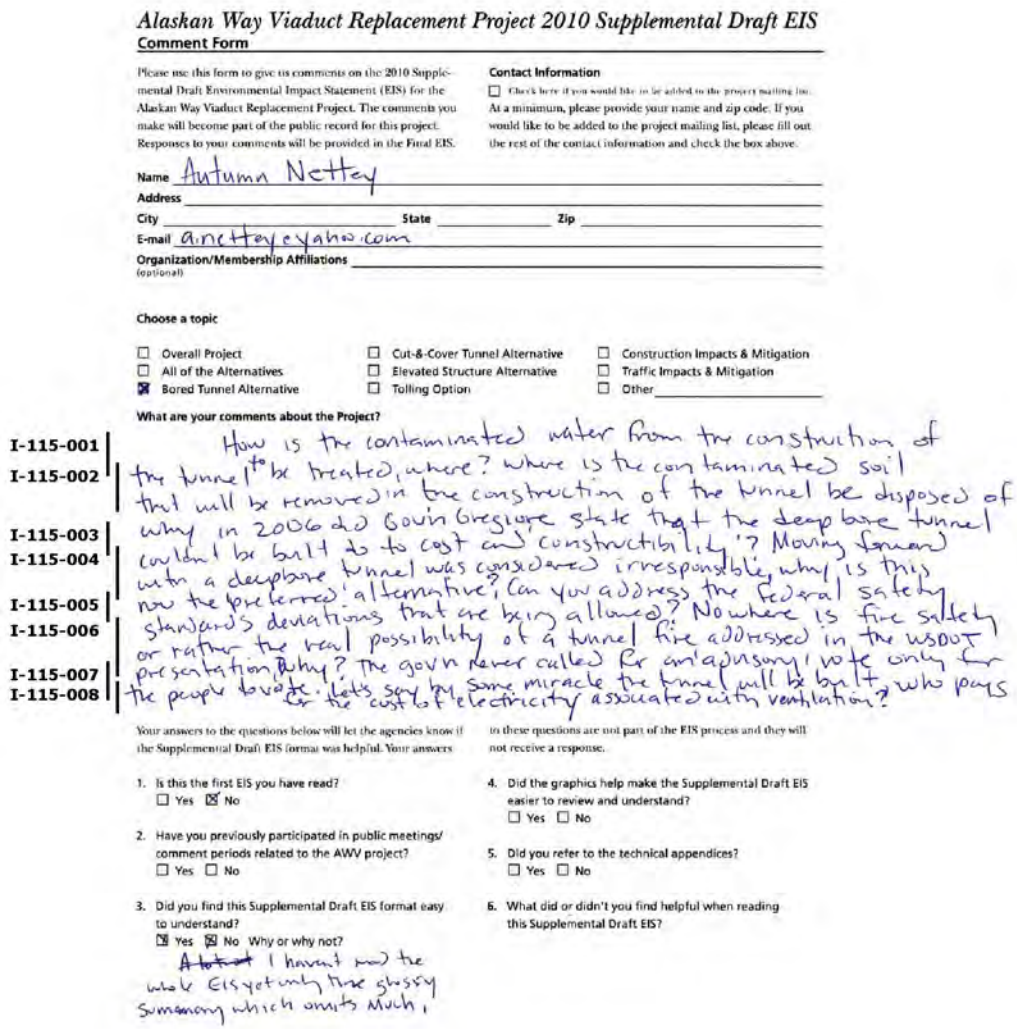

*Alaskan Way Viaduct Replacement Project 2010 Supplemental Draft EIS*
**Comment Form**

Please use this form to give us comments on the 2010 Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the Final EIS.

**Contact Information**

☐ Check here if you would like to be added to the project mailing list.
At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box above.

Name Autumn Nettey
Address
City State Zip
E-mail a.nettey@yahoo.com
Organization/Membership Affiliations (optional)

**Choose a topic**

☐ Overall Project
☐ All of the Alternatives
☒ Bored Tunnel Alternative
☐ Cut-&-Cover Tunnel Alternative
☐ Elevated Structure Alternative
☐ Tolling Option
☐ Construction Impacts & Mitigation
☐ Traffic Impacts & Mitigation
☐ Other

**What are your comments about the Project?**

I-115-001 How is the contaminated water from the construction of
I-115-002 the tunnel to be treated, where? Where is the contaminated soil
that will be removed in the construction of the tunnel be disposed of
I-115-003 why in 2006 did Govin Gregoire state that the deep bore tunnel
I-115-004 couldn't be built to to cost and constructibility? Moving forward
with a deepbore tunnel was considered irresponsible, why is this
I-115-005 now the preferred alternative, Can you address the federal safety
I-115-006 standards deviations that are being allowed? Nowhere is fire safety
or rather the real possibility of a tunnel fire addressed in the WSDOT
I-115-007 presentation. Why? The govn never called for an advisory vote only for
I-115-008 the people to vote. Lets say by some miracle the tunnel will be built, who pays
for the cost of electricity associated with ventilation?

Your answers to the questions below will let the agencies know if the Supplemental Draft EIS format was helpful. Your answers to these questions are not part of the EIS process and they will not receive a response.

1. Is this the first EIS you have read?
☐ Yes ☒ No

2. Have you previously participated in public meetings/ comment periods related to the AWV project?
☐ Yes ☐ No

3. Did you find this Supplemental Draft EIS format easy to understand?
☒ Yes ☒ No Why or why not?
~~A total~~ I haven't read the whole EIS yet only the glossy Summary which omits Much,

4. Did the graphics help make the Supplemental Draft EIS easier to review and understand?
☐ Yes ☐ No

5. Did you refer to the technical appendices?
☐ Yes ☐ No

6. What did or didn't you find helpful when reading this Supplemental Draft EIS?

**I-115-001**

The Final EIS discusses the handling, treatment (as applicable), and discharge of surface water from the construction of the tunnel in Appendix O, Surface Water Discipline Report, Chapter 6. Additional information regarding the handling of potentially contaminated material is presented in Appendix Q, Hazardous Material Discipline Report. In general, any water discharged to surface conveyances will need to comply with applicable Ecology NPDES, King County, City of Seattle, and Port of Seattle permit requirements.

**I-115-002**

As discussed in Section 6.8 of Final EIS Appendix Q, Hazardous Materials Discipline Report, water quality treatment for shallow dewatering could consist of storing the water to allow particles to settle or reducing suspended particles by adding chemical flocculants (i.e., chemicals that promote flocculation by causing colloids and other suspended particles in liquids to clump together into a mass, called a floc). Groundwater containing contaminants at concentrations greater than the MTCA Method A cleanup levels could also be treated to meet the requirements for local discharge, depending on the contaminants and their concentrations. Local discharge after treatment could include (1) reinjection into the aquifer, (2) discharge to surface water, (3) discharge to a publicly owned treatment works (POTW), or (4) off-site disposal at a private TSD facility. Dewatering water that is reinjected would conform to Washington's Water Quality Standards for Groundwater.

Spoils handling and disposal is also discussed in Section 6.8. Potential disposal options depend upon type and level of contamination. Options include reuse, for soils with concentrations less that MTCA method A cleanup levels, land reclamation facilities (in accordance with the facility's permit requirements), Resource Conservation and Recovery Act (RCRA) Subtitle D landfills, and RCRA Subtitle C landfills. Potential

effects from spoils management would be mitigated by developing and implementing construction plans that address contaminated media and pollution prevention, logistical planning, and establishing budget that reflects the costs for managing and disposing of contaminated media.

**I-115-003**
Chapter 2 of this Final EIS describes the development of the Bored Tunnel Alternative.

**I-115-004**
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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the alternatives.

**I-115-005**
All design and safety standards deviations proposed for this project are contained in the Design Approval Package that was prepared by the project team and approved by WSDOT and the Federal Highway Administration (FHWA). It is not uncommon for large projects located in highly urbanized areas to propose deviations.

**I-115-006**
The potential effect of a tunnel fire is discussed in Final EIS Appendix K, Public Services and Utilities.

**I-115-007**

In December 2006, Governor Gregoire called for an advisory vote for Seattle residents. The Seattle City Council responded by authorizing a vote and placing the Elevated Structure Alternative and a Surface-Tunnel Hybrid Alternative on the ballot. On March 13, 2007, the citizens of Seattle voted down both alternatives.

**I-115-008**

Additional energy use due to tunnel ventilation is discussed in Final EIS Appendix R, Energy.