

1 Ananta Sivam
2 810 South Southern Street
3 Seattle, Washington 98104

4
5 I came here today with very
6 specific and objective questions directly related to
7 the environmental impact of the structure and the
8 project. I'm seeing more of long-standing choice and
9 issues of -- choice issues and justification issues.

H-039-001 | 10 I would like to see addressed specifics such as:
11 In the proposed tunnel, how would we deal with the
12 exhaust fumes from 1,000 gridlocked cars? The
13 environment must be considered in the discharge side
14 of this ventilation system because auto exhausts are
15 harmful to the water systems. I have seen no plans
16 or proposals to address this issue.

H-039-002 | 17 Consider that the system would have to have 100
18 percent redundancy. Also consider that the
19 ventilation system would have to be independent of
20 the city-wide electrical power grid. Consider
21 planning for the stand-alone generator sets,
22 maintenance and operation thereof. This is just one
23 direct environmental issue that I'm not seeing
24 addressed here today.

H-039-003 | 25 I appreciate the walk-around format. I'm a

H-039-001

The tunnel's ventilation system is being designed with sufficient capacity to ensure that pollutant levels within the tunnel do not reach unhealthy levels during slow traffic conditions.

There should not be any impact of the tunnel's discharge on water systems, because essentially the same amount of emissions will be generated with or without the tunnel alternative. These emissions, which are generated by the vehicles traveling on the affected roadway, would be released directly into the atmosphere with an elevated roadway and indirectly via the vent stacks at the tunnel operations buildings and the tunnel's portals. However, since the total amount of emissions are the same, there should be no affect on the area's water system.

H-039-002

Since 2006, the plans for the ventilation system have evolved along with the alternatives. The ventilation system would not require 100 percent redundancy. The tunnel's ventilation system satisfies the National Fire Protection Association's (502) safety requirements for road tunnels. Please refer to the Final EIS and Appendix M, Air Quality Discipline Report for current information on ventilation and the tunnel operations buildings.

H-039-003

Thank you for your thoughts regarding the format of the meeting. We hope that the project representatives at the meeting were able to answer your questions and provide feedback directly to anyone who needed information. In order to encourage as much feedback as possible, we provided several options. At the hearings, attendees could submit comments on a written form, on a computer using an electronic form, or verbally to a court reporter. In addition to the meetings, the public could submit comments by mail or e-mail to the program team.

H-039-003

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

little lost with the idea of no direct feedback,
which I would have in a face-to-face public meeting
with a representative. In conclusion, I would hope
the EIS would be more specifically focused and less
of a general proposal.

H-039-004

The program team often holds open-house format public meetings to provide as much flexibility as possible to the public. With an open-house format, hearing participants are able to come and go to the meetings as their schedules allow, making the meetings more convenient for many people.

H-039-004

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. As a result of the comments received on the 2006 Supplemental Draft EIS, additional planning and analysis was conducted and presented in the 2010 Supplemental Draft EIS.

After the 2006 Supplemental Draft EIS was published, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2006, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2006 Supplemental Draft EIS, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the

Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.