

From: Frank C [mailto:fwcoble@yahoo.com]
Sent: Wednesday, December 01, 2010 12:20 PM
To: AWV SDEIS Comments
Cc: Mike McGinn; richard.conlin@seattle.gov; sally.clark@seattle.gov; tim.burgess@seattle.gov; sally.clark@seattle.gov; jean.godden@seattle.gov; bruce.harrell@seattle.gov; nick.licata@seattle.gov; tom.rasmussen@seattle.gov; Mike.obrien@seattle.gov
Subject: You are digging Seattle voters a grave.

(Quick reminder about tonight's townhall meeting for any of you Seattle council members that want a better Seattle. and save us from financial collapse)

I-029-001 | In an article in Seattle PI Seismologist said a 7.3 earthquake would cause a 16 tidal wave and fill the tunnel with water killing several hundred people.

I-029-002 | Because of the tunnel construction there is no way to compact the soil. You are going how many feet below the water table? How close to the seawall? With a 55 foot diameter tunnel boring machine. Nevermind the largest tunneling machine in the world built so far is only 51.02 feet in diameter. And a double decker tunnel adding to the stress on the soil and structural integrity. And you want to pass this off as a solution to the risk that the viaduct is.

I-029-003 | Tunnel advocates have their heads in the sand or are living in a fantasy world. Christine Gregoire's "spendaholic" policies need to come to an end. What is this? A deliberate attempt to bankrupt the system to bring in more socialism.

I-029-004 | The price is in a fantasy too. New Jersey just shut down a tunnel project because it is going 5 billion over budget. And isn't even on an earthquake fault line. An earthquake on liquidifiable soil with a 55 foot double decker tunnel. Held together with plastic parts. It will crumble like an egg.

I-029-006 | The solution is one that myself, Frank Coble has come with. A tunnel should exist from the battery street tunnel down to the water table down to about Union Street.

I-029-007 | Then it should convert to a ground level street. But the twist is it should have a 16' concrete walls and concrete level above it that can be used as a park. The concrete walls would act as a buffer when a tidal wave hits Seattle. I will write more on this later. For now though proceeding now is a financial suicide mission we cannot afford. The hard headed politicians need to be replaced. It is common thought among voters that campaign money from downtown real estate holders and unions and developers that is driving this hasty poorly designed project. All politicians in favor of the tunnel please send me and local media your campaign contribution list.

Frank Coble

I-029-001

The average recurrence interval for large earthquakes on the Seattle Fault that are capable of generating large tsunamis is 3,000 to 5,000 years. This recurrence interval is longer than the ground motion return period required in the seismic design codes applicable to this project. Design of the proposed action will take into account earthquake-related issues based on seismic design codes and reasonably expected events that could occur during the life of the project.

I-029-002

These issues have been considered in the conceptual analysis of the project. The issues identified by this comment are discussed in the Final EIS Appendix P, Earth Discipline Report. The level of detail provided in the Earth Discipline Report is appropriate for environmental review purposes. Further studies will be completed during final design.

I-029-003

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

I-029-004

The state legislature authorized funding to replace the Alaskan Way Viaduct in RCW 47.01.402. According to this law;

"The legislature finds that the replacement of the vulnerable state route number 99 Alaskan Way viaduct is a matter of urgency for the safety of Washington's traveling public and the needs of the transportation system in central Puget Sound."

This legislation also authorizes WSDOT to obligate two billion eight hundred million dollars. In order to fund this obligation the legislation further identifies sources of funding: \$2,400,000,000 of state funding;

From: Frank C [mailto:fwcoble@yahoo.com]
Sent: Thursday, December 02, 2010 3:38 PM
To: mike.mcginin@seattle.gov
Cc: Mike Obrien; tom; Nick; Sally; AWW SDEIS Comments; Richard; tim Burgess; jean; Bruce Harrell;
news; news; news; KIRO TV
Subject: Congradulations Mayor McGinn to views on tunnel

I-029-007 | to recap last nights town meeting. Mayor McGinn was right on the money about the cost overruns.

I-029-008 | And to repeat the part I said **"One of the best ways to get rid of the tunnel project is to come up with a better design."** to say its too late to redesign is stupid. Look at what just happened in New Jersey.

I-029-009 | Siesmologists say that if a 7.3 hit seattle fault line that there would be a 16 foot tital wave. flooding the tunnel and killing several hundred people.Politicans trying to scare people about the viaduct risk need to shut up. How stupid do you think people are?

I-029-010 | The risk to building a deep bore tunnel in the silt 70 feet below sealevel is insane. What the State and city council isnt telling everyone is that they cannot compact the soil which will case massive settling. If it was a private company trying to build it for themselves it would never pass code requirements. I could go on and on. I will be brutally honest. Last nights lack of showing by city council members, Wsdot and the state makes it look like votes for the tunnel are being bought by tunnel boosters. I think there needs to be a full investivation into this.

I-029-011 | I appreciate Mayor McGinn and Mike Obrien for their efforts to do the right thing even though a majority don't see it that way YET. A 55 foot wide tunnel boring machine under seattle is a fantasy. We need to go back to the drawing board and get better ideas

Frank Coble
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\$400,000,000 of toll funding.

In the absence of toll funding WSDOT would still have the authorization to issue contracts up to \$2,800,000,000 but the mix of funding sources would change. It is assumed that the toll funding would be replaced by new or reprioritized federal, state, or local funding sources.

The legislation authorizing WSDOT to proceed with the project 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.

I-029-005

The bored tunnel would be built to current seismic standards; it is being designed to withstand an earthquake that only happens every 2,500 years on average (in the range of a 9.0 on the Richter scale) without collapsing. Also, the surrounding soils would be improved and stabilized where necessary to better accommodate its construction. The tunnel structure would be constructed using concrete segments and components.

I-029-006

The Final EIS Chapter 2, Alternatives Development, describes the project's history and explains how the alternatives were developed. Use or extension of Battery Street Tunnel was considered early in project development but found not to be feasible. Please refer to the Final EIS for current information.

I-029-007

Please see response to comment I-029-004 above.

From: Frank C [mailto:fwcoble@yahoo.com]
Sent: Thursday, December 02, 2010 9:27 PM
To: AWV SDEIS Comments
Cc: mike.moginn@seattle.gov; tom; Nick; Sally; editor; news@komo4.com; KING-TV, Ch. 5
Subject: Correction: Tunnel goes aprox 150ft below water table.

I-029-012

Nice job WSDOT not letting us see elevation views of the DEEP DEEP bore tunnel in your CDS and booklet. Good job trying to pull the wool over our eyes. (Are these the same people who built a tunnel too small for the buses?)

Are you kidding me. This thing goes what looks to be 150 ft at the bottom below the water table. I can't tell exactly because I dont know the exact elevations of the streets in reference but the video below looks like at least half to 2/3's of the length is below the water table. going as deep as 150 ft below the water table at the bottom of the tunnel.

I am sorry to tell you this but it is GAME OVER! these DEEEP tunnel boring machines will not work in these conditions. We are going to have to go back to the drawing table. I say this humbly because I love this city, but the design I showed the mayor as far as I have seen in being a surface tunnel is the only viable solution. Especially given other data such as the potential for a lital wave during an earth quake.
<http://www.youtube.com/watch?v=mWfwnkEbc4Q>

I-029-008

The Final EIS Chapter 2, Alternatives Development, describes the project's history and explains how the alternatives were developed. Please refer to the Final EIS for current information.

I-029-009

Please see response to comment I-029-001 above.

I-029-010

The soil conditions in the project area as they relate to the Bored Tunnel Alternative are discussed in Chapter 5, Question 28, of the 2010 Supplemental Draft EIS. As the text states, soil conditions along the bored tunnel alignment generally consist of very dense and hard soils that have been compacted by the weight of glaciers. Since the net weight of the tunnel would likely be less than the soil that is removed, additional loads that could cause massive settling would not be placed on the soil by the tunnel structure.

I-029-011

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bored Tunnel Alternative. Chapter 2, Alternatives Development, of the Final EIS describes the project's history and explains how the alternatives were developed. Please refer to the Final EIS for current information.

I-029-012

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bored Tunnel Alternative. Chapter 2, Alternatives Development, of the Final EIS describes the project's history and explains how the alternatives were developed. The Bored Tunnel will be designed to meet current seismic safety standards. Please refer to the Final EIS for current information.

From: Frank C [mailto:fwcoble@yahoo.com]
Sent: Monday, December 13, 2010 11:57 PM
To: AWV SDEIS Comments
Subject: comments on viaduct alternative

I-029-013

Brace yourself Seattle taxpayers. If Christine Gregoire and Seattle council has their way, You are going to see a deep bore tunnel. Unfortunately it's going to be in your wallet. And the deadline for public comment on the viaduct replacement is December 13th. Email your public comments to awv2010SDEIScomments@wsdot.wa.gov My view is taxpayers are like sheep being led to slaughter. To a tune of about 5 billion to 10 billion give or take a few bil. Make sure you are sitting down when you are reading this. In the next several months Seattle City Council and the State of Washington will decide whether or not to dig a deep bore tunnel over 200 feet below downtown Seattle.

After reviewing the plans Washington State Department of Transportation I called the tunnel contact Angela Freudenstien and asked, "How deep the tunnel is going to go below sea-level near the ferry?" In a bewildering tone she said, "Well, I don't know." Then she came back and said, "About 70ft" (Adding the 56ft bore diameter, that is about 120 feet below sea-level at the bottom. I had to do some research but about 2/3's of the length of the tunnel is below sea-level which is known as the water table. The deep bore tunnel goes anywhere from 100 to 150ft or better below sea-level. This is where the Brightwater tunnel got stuck in Lake Forest Park. It's only \$1.9 Billion with no spending cap. Digging deep under the water table, the chances for problems go up dramatically. Water pouring in, has to be sucked out. Pressure on the 400 ft long boring machine can be so great, they get stuck. And the rocks in the water table dull the blades. And just when you thought it couldn't get any worse, it does. 12 of the last 40 deep boring machines have failed. Not to mention the percentage is probably significantly higher digging into the water table.

Adding to the mess, the Seattle tunnel is designed to go anywhere from 25ft to 75ft from the seawall along the waterfront on "liquefiable soil". Which means it turns to quicksand in earthquakes. And the design of tunnel boring machines ring is twelve to 16 pieces of concrete that make one four foot ring of concrete. And get this. I'm not making this up. The rings are held in place by metal rods and plastic anchors. I said it, "Plastic."

You won't find that in WSDOT's plans. They only show several side elevation shots of the cut and cover tunnel and the viaduct replacement in relationship with the seawall. They show a few side shots of the deep bore tunnel. BUT, WSDOT was careful not to show a side shot of

I-029-013

Thank you for your comments, please see the responses to your previous emails.

how deep the tunnel goes and how close it goes to the seawall. It was a very clever deception. To make matter worse seismologists warn that a 7.3 earthquake on the Seattle fault line would likely cause a 16 foot tidal wave that would fill the tunnel killing several hundred people. (Not even counting the likelihood that the tunnel would crack and fill with water.) The nincompoop's screaming the viaduct is falling need to wake up and smell the pork.

I hate the viaduct just as much as anyone with some eardrums and lungs left. However, WSDOT is going to have to quit whining and go back to the drawing board and start over. And be thankful they are not in prison for fraud. There are better ideas out there. If the tunnel is such a great idea then why is Chris Gregoire and Co. trying to put the tab on Seattle? And why did some of the biggest contractors in the business drop out? Maybe they saw the risk and saw the contract and knew we were screwed. And out of professional and legal reasons they can't warn us.

Mayor McGinn is a lawyer and knows how to read fine print of an ominous small print detail. What Christine Gregoire is trying to pull goes against state law. The city is not suppose to pick up the tab for cost overruns. And when you break the law, you go to jail. It doesn't matter who you are. City Council, Governor, Senator, Ted Stevens. The whole process is reminding me of Bush and Cheney screaming "Weapons of mass deception." Even have the cute WSDOT style drawings to go along with it.

Okay you sleeping at the wheel voters, who have half a brain to see through this, 'campaign money, 'yes vote' ridden, pork barrel pile of liquefied soil in everyone's pants" disaster, contact your Seattle City council at Seattle.gov. Contact state reps and scream, "I'm mad as hell about your band-aids for this sickening traffic. Including S.L.U.T. And I'm not going to take it anymore." Write your comments to WSDOT before December 13th deadline and give your comments to write me at fwcoble@yahoo.com. Also go to www.scatinow.com and sign initiative 101. Which will hopefully stop this dismal mess.