

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.

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 (optional)

Choose a topic

- | | | |
|--|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Cut-&Cover Tunnel Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives | <input checked="" type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Traffic Impacts & Mitigation |
| <input checked="" type="checkbox"/> Bored Tunnel Alternative | <input checked="" type="checkbox"/> Tolling Option | <input type="checkbox"/> Other _____ |

I-048-001

What are your comments about the Project?

The bored tunnel is a concern because of risks such as cost overruns, construction hazards such as the TBM getting stuck, and collisions inside the tunnel as well as fires. Although for the short term the bored tunnel would impact the city less, overall the bored tunnel would have a negative impact in the long term. Removing all of the parking under the existing viaduct and opening the area for urban walking areas will attract criminals who currently use Victor Stearns Park and the homeless which continue to plague Seattle unabated. Replacing the structure with a similar structure is a better choice for the city, in fact it is the best choice.

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.

NO TUNNEL!

- | | |
|---|--|
| 1. Is this the first EIS you have read?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 4. Did the graphics help make the Supplemental Draft EIS easier to review and understand?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 2. Have you previously participated in public meetings/comment periods related to the AWV project?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | 5. Did you refer to the technical appendices?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| 3. Did you find this Supplemental Draft EIS format easy to understand?
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Why or why not? | 6. What did or didn't you find helpful when reading this Supplemental Draft EIS? |

I-048-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. 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 (such as the tunnel boring machine getting stuck) - something projects that experience cost overruns generally fail to do.

The lead agencies recognize that businesses along the central waterfront, Western Avenue, and Pioneer Square rely on the short-term parking in the area. The City of Seattle Department of Transportation (SDOT), in coordination with the project, has conducted parking studies as part of the process to develop mitigation strategies and better manage the city's parking resources. SDOT's studies identified a number of strategies to offset the loss of short-term parking in this area, including new or leased parking and the increased utilization of existing parking. See Chapter 8 of the Final EIS for more information about mitigation measures proposed for parking. If the Bored Tunnel Alternative is selected, the final configuration of the Alaskan Way surface street, including the pedestrian facilities, would be determined by the City of Seattle's Central Waterfront Project.

The tunnel will be equipped with ventilation, a fire detection and suppression system, and drainage. The tunnel ventilation system would be designed in accordance with National Fire Protection Association standards.

See the Final EIS for current project information.