
From: Haley, Bradlee (HAL) [BHaley@HollandAmerica.com]
Sent: Tuesday, November 16, 2010 8:24 AM
To: AWW SDEIS Comments
Subject: Tunnel=Bad idea

I-057-001

I am against the tunnel and have been since the thought of one became active. I drive over the Alaska Way Viaduct twice a day on my way to work. It is the best view around. When the earthquake hit in 2001 I don't understand why Gov Gregoire did not start the refitting process immediately. Her and other govt officials talk about it needs to be done. Why was it not done right after the quake?

Seattle now has the most expensive Ferry as well as the most expensive light rail in the country. I do not want to add to this with a tunnel. Boston's tunnel should be a perfect example. This city can not afford it. Plus I don't see how going from 4 lanes in some areas of the viaduct down to 2 is not going to create huge traffic jams? What happens if you have a wreck in the tunnel? If you have a wreck on the viaduct its a traffic jam. Just imagine with a tunnel. Cars are not going away and more people will be driving by the time the tunnel is finished.

I vote for a refitting of the viaduct that should have been done 9 years ago.

Bradlee Haley

Burien, WA

I-057-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bored Tunnel Alternative. The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.

The preferred Bored Tunnel Alternative is a safe alternative. Emergency exits will be provided every 650 feet in the tunnel. WSDOT's tunnel operators would have access to real-time information about the tunnel's safety systems. The control center would have direct lines to the Seattle Fire Department, Police Department and other emergency responders. Also, real-time traffic technology would minimize delays caused by collisions, stalled vehicles or other similar disruptions in the tunnel. If a collision occurs, incident detection systems would allow tunnel operators to view and respond to the incident.