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Sent: Tuesday, November 16, 2010 12:39 PM
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Subject: No to the tunnel

Hello,

I-075-001

I live downtown just off Dexter and work in Redmond. I do not want increased traffic congestion in my neighborhood and the inevitable speeding, road rage, noise and dirt that accompany it.

As a Seattle citizen, I want transit and smarter access to Seattle, not worse. I want to walk safely downtown after I get off work and not deal with crazy driving from people AND tourists either avoiding the tunnel, in a rush, or unable to find an exit. Please, don't make my walking dangerous and unpleasant.

As a taxpayer, I want this project to be fully paid for. I want a back-up plan in case something goes wrong, like the bore gets stuck.

In short, I the alternative to the current viaduct to make my life better, and as I read it having a tunnel will make my life worse--- and more expensive.

I don't want a whizz-bang cool tunnel, I want the viaduct rebuilt/built better.

Thank you for listening.



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I-075-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

With the preferred Bored Tunnel Alternative, additional King County Metro transit service will be provided as part of construction mitigation. Improvements to the speed and reliability of transit service will also be supported by the project and continue to be in place after construction is completed. While some added travel time would be incurred by buses under the Bored Tunnel Alternative, transit operations would still be maintained. The project would not be supporting ongoing transit expansion following construction completion. However, transit service enhancements are expected in downtown Seattle; for example, Sound Transit light rail and commuter rail expansion under Sound Transit 2 and the King County Metro RapidRide bus program.