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**From:** jkins7@juno.com  
**Sent:** Thursday, November 04, 2010 6:13 PM  
**To:** AWV SDEIS Comments  
**Subject:** Replacement of the Alaskan Way viaduct

Dear Leaders,

I-088-001

I am not convinced that you all really want to hear from the public on this tunnel project. I believe we (Seattlelites) have already made our desires well known that we do NOT want a tunnel. Why don't you come up with a surface street option. The travelers will already need to find alternate routes during the demolition of the viaduct. (Side note: What a shame that the Viaduct can not be replaced or repaired, it is such a joy to travel into the city and see the fantastic view, it is awesome and a good tourist attraction.) Can't we learn from History not just to want what we want and do it without exploring what side effects our hasty actions could have? What if by drilling the tunnel the seawall is compromised and we end up losing our waterfront? Just a thought.

I-088-002

Thank you for letting me express my view point.  
Sincerely, Jan Keating

### I-088-001

The 2004 Draft EIS included evaluation of the Surface Alternative. This alternative was eliminated because it reduced roadway capacity and didn't meet the project's purpose as identified in the 2004 Draft EIS.

Some people and groups feel the viaduct could be replaced by a combination of improvements to surface streets, I-5, and additional transit service. The Surface and Transit Hybrid approach was rejected because the lead agencies determined it lacked the capacity to serve the long-term needs of the region and, therefore, did not meet the project's purpose and need. Please see Chapter 2, Alternatives Development, in the Final EIS, which describes the alternatives screening process and a brief discussion of why the Surface and Transit Hybrid was not carried forward for further evaluation. Also, the Surface and Transit Scenario Year 2030 Analysis Results is included in Appendix W, Screening Reports, of the Final EIS.

### I-088-002

The alignment of the Bored Tunnel Alternative is not along the seawall and tunnel boring activities would occur at a distance from the seawall. Additionally, before tunnel boring begins, soil improvements and stabilizing measures will occur where needed to strengthen the existing soil along the bored tunnel alignment to better accommodate tunnel construction and prevent potential construction effects. The distance of the boring from the seawall and the soil improvement measures would make seawall damage from tunnel boring unlikely.