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**From:** George Pollow [pollow@mindspring.com]  
**Sent:** Tuesday, November 16, 2010 6:40 PM  
**To:** AWW SDEIS Comments  
**Subject:** Alaskan Way Viaduct Replacement Project

Dear Ms. Freudenstein,

I-127-001

I think that this is the wrong thing to do. You will be building this tunnel on an earthquake fault. In addition, it would create a big traffic jam and both ends of the tunnel and there would be not access/regress along the route. Why not spend whatever is necessary to make the current viaduct safe. I am sure that it would cost a lot less.

Sincerely yours,

George Pollow  
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Issaquah, WA 98029-5754

### I-127-001

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. The preferred Bored Tunnel Alternative is a safe alternative. Generally, structural engineers agree that tunnels are one of the safest places to be during an earthquake because the tunnel moves with the earth. No Seattle tunnels were damaged during the 2001 Nisqually earthquake, including the Mt. Baker and Mercer Island I-90 tunnels, Battery Street Tunnel, Third Avenue Bus Tunnel, and Burlington Northern Tunnel.

The bored tunnel would be built to current seismic standards, which are considerably more stringent than what was in place when the viaduct was built in the early 1950s. The bored tunnel design includes improving relatively soft, liquefiable soils found near the south tunnel portal. Emergency exits would be provided every 650 feet in the tunnel. Project engineers have studied current data on global warming and possible sea level rise and concluded that the seawall provides enough room to protect the tunnel from rising sea levels. The engineers also considered the possible threat of tsunamis during the design process.

Appendix C, Transportation Discipline Report, covers issues related to travel times and downtown access. Please refer to the Final EIS for current information.