
From: Gary Powell [gwpowell@gmail.com]
Sent: Wednesday, November 17, 2010 3:19 PM
To: AWW SDEIS Comments
Subject: Released from eSafe1 SPAM quarantine: Alaskan Way Viaduct Replacement Project

Dear Sir/Madam:

I-128-001 | The proposed tunnel plan does not adequately address the issue of ocean level rising due to global warming. A mere 5ft rise over the next twenty years will fully submerge this entire project, negating any transit from using it at all.

I-128-002 | The proposed tunnel plan does not have adequate reserve funding to retrieve and repair one of the tunnel boring machines. We have seen that these things can get stuck, as has the one at the Brightwater sewage tunnel being dug for King County. If the boring machine gets stuck underneath one of the major buildings downtown, it will need millions in reserve to extract and repair the machine.

I-128-003 | The proposed tunnel plan does not mitigate the downtown traffic in Seattle. The addition of the estimated \$4 toll will cause 50% of the current Viaduct traffic to exit to the surface streets. This plan does not address how this additional surface traffic will impact the city. It does not provide alternatives for this traffic and does not address how the traffic will effect the bus transit on 3rd Ave.

I-128-004 | The proposed tunnel plan while mentioning the possible effects on building in Pioneer Sq, and downtown, does not provide adequate funds to insure against this damage.

I-128-005 | The proposed tunnel also does not address the carbon impact from digging the tunnel and the possible options instead of this project.

Sincerely Yours,
Gary Powell
16613 SE 11th St
Bellevue, WA 98008

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gwpowell@gmail.com

"Come gather 'round people wherever you roam. And admit that the waters around you have grown. And accept it that soon you'll be drenched to the bone. If your time to you is worth savin'. Ahh you better start swimmin' or you'll sink like a stone. For the times they are a-changin'" Bob Dylan

I-128-001

The lead agencies acknowledge that effects of climate change may alter the function, sizing, and operation of the facility. The project's design has taken into account current research on projected sea-level rise over the 100-year design life of the facility. The sea level is projected to rise approximately 1 foot over the design life of the facility. The design process will continue to examine all project features to provide greater resilience and function with the potential effects brought on by climate change.

I-128-002

The cost estimate for the Bored Tunnel Alternative includes \$205 million to cover project risk, such as the the need to retrieve a stuck bored tunnel machine. Independent experts and cost estimators experienced in tunnels, underground construction, and megaproject delivery have reviewed the bored tunnel cost estimate. The viaduct replacement project also has a technical advisory team with more than 295 years of collective experience delivering projects around the world that provides guidance on risk management, construction methods, and oversight. It is expected that this pool of money set aside for risk will cover the cost of tunnel boring machine maintenance and/or repair.

I-128-003

With the Bored Tunnel Alternative, traffic using the Stadium area ramps to access downtown would disperse over several city arterials, including the improved Alaskan Way, First, Second, and Fourth Avenues. If the facility is tolled, diversion is expected and the lead agencies acknowledge that an acceptable solution to minimize the amount of diverted traffic in order to optimize operation of the transportation network should be sought. Strategies for optimization will be developed by the Tolling Advisory Committee (TAC). See Chapter 8, Mitigation, of the Final EIS for a discussion of the work of the TAC.

The possible effects of tolling have been further analyzed in this Final EIS for all alternatives. Additional detail on tolling effects can be found in Chapter 7 of the Final EIS Appendix C, Transportation Discipline Report.

I-128-004

Project financial planning includes measures to prevent damage to buildings and repair or restoration if that is necessary.

I-128-005

The Final EIS and Appendix R, Energy Discipline Report, discuss energy and greenhouse gases. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives. Extended closure of SR 99 would be more disruptive to Seattle and the Puget Sound region. Chapters 5 (Permanent Effects) and 6 (Construction Effects) in the Final EIS provide a more in-depth comparison of trade-offs for the three alternatives.