

VandenBerghe, Alissa (Consultant)

From: Preedy, Matt
Sent: Monday, January 26, 2009 3:27 PM
To: Van Ness, Kristy (Consultant); Mattern, Dave (Consultant); White, John; Greco, Theresa; Visconty, Sasha (Consultant); Paananen, Ron
Cc: Grotefendt, Amy (Consultant); Lenz, KaDeena (Consultant)
Subject: Re: AWW MEDIA: Env. questions re: bored tunnel, telephone interview requested.

I'm working with Kristy on this and can take the interview.

From: Van Ness, Kristy (Consultant)
To: Mattern, Dave (Consultant); White, John; Preedy, Matt; Greco, Theresa; Visconty, Sasha (Consultant); Paananen, Ron
Cc: Grotefendt, Amy (Consultant); Lenz, KaDeena (Consultant)
Sent: Mon Jan 26 14:56:28 2009
Subject: AWW MEDIA: Env. questions re: bored tunnel, telephone interview requested.

I received a call from a reporter at the UW -- The Daily. She wants to know about the environmental positives/negatives associated with the bored tunnel hybrid. Ron/John/Sasha -- who's the best person for her to speak with this afternoon? I can pass along her cell number, as I know a number of you are traveling today.

Here's the questions that I received from her, and draft responses I have so far. Could you please review and send me comments ASAP?

What are the positive/negatives affects to the environment for the bored tunnel?

The bored tunnel hybrid alternative is a balanced approach: it maintains capacity for trips through downtown Seattle that the regional economy depends on, and relies on investments in surface streets and transit to carry local trips. The bored tunnel carries over 20,000 less vehicles than today. Drivers will be encouraged to take transit with over one million new hours of transit service added to METRO's system. By moving people and goods more efficiently through and within the downtown area the project will minimize congestion and reduce the amount of pollution from vehicles stuck in traffic.

Is there a direct effect on Puget Sound? What is the different in stormwater drainage from today?

Yes, the tunnel will include modern stormwater conveyance systems to improve water quality in Elliott Bay. Today there is no conveyance system prior to stormwater discharge.

To what extent with the bored tunnel meet earthquake standards?

The bored tunnel will meet today's earthquake standards. The American Association of State Highways and Transportation Officials (AASHTO) establishes the minimum seismic standards for national implementation. Projects requiring major investment, such as the bored tunnel, will be built to a 2,500 year earthquake standard.

Earthquake waves are amplified as they reach the surface of the earth. Above-ground structures are affected

by earthquakes because of a whiplash effect at the surface. Structural engineers agree that tunnels are one of the safest places to be during an earthquake, because a tunnel moves with the earth.

She also asked where the bored tunnel was underground in comparison with the other underground tunnels, utilities, etc. I sent her a link to the simulation, so I think she's set there.

Thank you for your help,
Kristy

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