

VandenBerghe, Alissa (Consultant)

From: Van Ness, Kristy (Consultant)
Sent: Monday, January 26, 2009 5:13 PM
To: WSDOT MediaContacts
Cc: Paananen, Ron; Preedy, Matt; White, John; Greco, Theresa; Tobin, Victoria; Brown, Lloyd; Lenz, KaDeena (Consultant); Grotefendt, Amy (Consultant)
Subject: 1/26

Daily Journal of Commerce

Margie Slovan, Daily Journal of Commerce, contacted Kristy Van Ness with the Alaskan Way Viaduct Program, regarding parking spaces removed with the South End project. Van Ness sent her a link to the Environmental Assessment for the project, which states that 447 on-street parking spaces and 820 off-street spaces will be removed in the project area. Slovan is publishing tomorrow.

University of Washington student/reporter

Christina Madden from the University of Washington talked with Deputy Director Matt Preedy with the Alaskan Way Viaduct Program regarding the bored tunnel hybrid alternative. Madden asked if the tunnel would directly affect the Puget Sound, how the bored tunnel would improve the waterfront, how freight trucks would get to the tunnel, and the type of soils where the tunnel would be drilled. Preedy said that like any new structure, the bored tunnel would bring stormwater treatment up to modern standards. Preedy explained the alignment of the tunnel, which would start to the west side of Qwest Field, run under approximately First Avenue, and daylight north of the Battery Street Tunnel. Freight can access the city using surface streets, such as Alaskan Way, which will be improved as part of the hybrid alternative. Preedy said that freight could also utilize east/west corridors north of the Battery Street Tunnel such as Mercer to access SR 99 and the bored tunnel. The bored tunnel is in good soil compared to the liquefiable soils near the seawall, and will be up to 200 feet below the surface. The seawall is also targeted to be replaced. Madden will be publishing in approximately one week on a Web site for her class.