

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

The major consideration has to be maintaining through capacity, which means the seawall and cut/cover tunnel or the aerial structure. At the same time it seems reasonable to do without an elevated thoroughfare on the waterfront if possible. Freight volumes, public transit and high numbers of commuters may be best handled with the full-capacity tunnel alternative. It seems to me the time frame to complete the full-capacity tunnel alternative also weighs in its favor. The cost is higher, but the difference to us as taxpayers is relatively inconsequential. It seems likely to me the construction impacts may be more logically mitigated with the tunnel option. Thanks.

Comments apply to:
Tunnel Alternative
Aerial Alternative
Seawall

I-031-001

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS.

Providing capacity is a stated purpose of the project; see Chapter 1 of the Final EIS for the project's purpose and need statement. 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. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.