

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

**I-033-001** | [Abbreviations: alt. = alternative] 1. It sure was difficult to gain access to a copy of the  
**I-033-002** | DEIS, which was discussed by phone w. Ms. Ray. When you send a copy to a public access  
**I-033-003** | agency, that doesn't mean the public can readily see it, and it may take (many) weeks to  
**I-033-004** | surface. 2. Consider a 10 week (or longer) complete closure of SR 99 in the constuction  
**I-033-005** | zone EACH summer, if that will expedite completion of the project. Possibly also for 2  
| weeks at Christmas-New Years (parallel to the annual Boeing and public schools closure).  
| Object: save \$\$ and earlier completion. 3. My overall preference is the Tunnel alt. Second =  
| Bypass Tunnel. 4. All excavated soils and spoils, and demolition detrius, and construction  
| materials should enter and leave the site preferably by barge, then by rail, and least  
| preferably by truck. 5. For the Tunnel alt., suggest: at-grade roadway on south end of  
| project, and provide ramps to Elliott and Western Aves. 6. For the Bypass Tunnel alt.,  
| provide optional connection to Elliott and Western Aves. 7. For the Acrial alt., do at-grade  
| roadway on south end of project, except do aerial/tunnel ramps to SR 519, without traffic  
| signals. 8. For the Surface alt., do at-grade roadway on south end of project, except do  
| aerial/tunnel ramps to SR 519, without traffic signals. 9. Thanks for reading this far!

### I-033-001

When publishing environmental documents, WSDOT makes every attempt to ensure that the public, agencies, and tribes have timely and easy access to the documents. For public viewing, hard copies and/or CDs of the Draft EIS were distributed to several federal, state, and local agencies; local business and trade organizations; 16 local libraries; media contacts; and the project office. Electronic copies were also made available online.

### I-033-002

The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.

### I-033-003

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

**I-033-004**

The 2006 Supplemental Draft EIS, Appendix B, Alternatives Description and Construction Methods Technical Memorandum, discusses each of these haul methods. The Final EIS discusses the construction plans for the preferred alternative, although no single method for the removal of spoils will be selected as part of the EIS process.

**I-033-005**

FHWA, WSDOT, and the City of Seattle appreciate receiving your suggestions for various alternatives. The environmental process has reduced the number of alternatives in consideration to three: the Bored Tunnel Alternative, the Cut-and-Cover Tunnel Alternative, and the Elevated Structure Alternative. Many of your suggestions are reflected in the design of the final three alternatives.