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H-048-001

5 I would like Highway 99 to remain open during
6 construction to avoid terrible traffic. The Seattle
7 Department of Transportation map said that Highway 99
8 carries 100,000 cars a day, so that's why it should
9 remain open so that a terrible disruption does not
10 occur. I realize it's more expensive this way, but I
11 think it's necessary.

H-048-002

12 And I request that some new ramps be installed to
13 connect the West Seattle Bridge with Highway 99
14 southbound to get both -- well, to go both ways
15 between the West Seattle Bridge and Highway 99
16 southbound. It's surprising that those don't exist
17 already. There is people who -- for example, me, I
18 live in West Seattle, and I occasionally shop in
19 White Center or Burien and would like to use that
20 route.

H-048-003

21 Also I request that a full cloverleaf be
22 installed at the intersection of 99 and 518 in
23 Burien. This is a major intersection and a good way
24 to get to the airport, and I am surprised that that
25 doesn't exist already. It's just a partial

H-048-001

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.

H-048-002

The City of Seattle's S. Spokane Street Project is under construction, and a new ramp connecting eastbound S. Spokane Street traffic to Fourth Avenue S. opened in August 2010. This will help divert some in-bound traffic off of First Avenue S. New westbound on- and off-ramps from First Avenue S. to S. Spokane Street are expected to open in Fall 2011. Widening of the S. Spokane Street Viaduct from E. Marginal Way to Sixth Avenue S. is expected to be completed around May 2012. Improvements south of S. Royal Brougham Way are not included in the scope of the Alaskan Way Viaduct Replacement Project.

H-048-003

1 cloverleaf, and it's necessary to wait for a red
2 light and make a left turn when going certain
3 directions.

H-048-004

4 I see in the plan that part of the plan is to
5 widen the Spokane Street viaduct and add a ramp to
6 Fourth Avenue South. I think that's a great idea.
7 Currently the ramp to Fourth Avenue South from the
8 West Seattle Bridge going westbound, currently that
9 ramp is closed. Apparently there was an accident
10 there a few years ago, and that's why it was closed.
11 I think it ought to be reopened.

12 And the First -- going westbound on West Seattle
13 Bridge, the First Avenue and the Fourth Avenue ramps
14 are rather badly done. They don't have a
15 deceleration lane to get in before you exit.
16 Therefore, people have to go pretty slow and make a
17 hard right turn, so I think that the Fourth Avenue
18 ramp should be reopened and that both of these should
19 be improved with a deceleration lane that a driver
20 can enter before they turn right onto the ramp.

H-048-005

21 I recommend that the tunnel alternative have
22 ramps added to get on and off Highway 99 in the
23 center of downtown, similar to today's ramps at
24 Columbia and Seneca Streets. This is because there
25 is so much traffic that would come from the center of

H-048-003

The Alaskan Way Viaduct Replacement Project limits extend only to S. Royal Brougham Way. The interchange at SR 518 is not included in the scope of this project.

H-048-004

The Seattle Department of Transportation (SDOT) is widening the S. Spokane Street Viaduct from East Marginal Way to Sixth Avenue S., which is expected to be completed around May 2012. The project's goals are to improve traffic safety and upgrade the structural and seismic performance of this roadway. A new ramp connecting eastbound S. Spokane Street traffic to Fourth Avenue S. opened in August 2010. New westbound on- and off-ramps from First Avenue S. to S. Spokane Street are expected to open in Fall 2011. SDOT has no plans to reopen the Fourth Avenue S. on-ramp to westbound S. Spokane Street, as the ramp no longer meets federal safety standards. Westbound traffic will need to exit at First Avenue S.

H-048-005

Midtown ramps will not be added to the Cut-and-Cover or Bored Tunnel Alternatives due to geometric limitations. Instead, access to SR 99 would be provided via a full interchange near Dearborn Street and S. Royal Brougham Way. From these new ramps, traffic destined for downtown would use the downtown street grid. Removing the Columbia and Seneca Street ramps under the Cut-and-Cover Tunnel Alternative and the preferred Bored Tunnel Alternative will help alleviate much of the congestion that is seen under existing conditions due to the redistribution of traffic accessing SR 99 to several east-west streets, rather than to a single street (i.e., Seneca or Columbia Streets).

Please see the Final EIS for the current configurations for all the proposed build alternatives.

H-048-005

1 downtown. Currently the tunnel drawing shows access
2 only at the far north and far south ends of downtown,
3 and this seems inadequate. This would force many
4 drivers to drive through Pioneer Square and the north
5 end of downtown, both of which are quite congested
6 all the time and would add perhaps ten minutes to a
7 person's commute during peak hours.

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