

**Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS  
Comment Form**

Please use this form to give us comments on the Supplemental Draft Environmental Impact Statement (EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Responses to your comments will be provided in the final EIS.

**Contact Information**

At a minimum, please provide your name and zip code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Check here if you would like to be added to the project mailing list.

Name MAHLIN CLEMENTS

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip 98117

Email \_\_\_\_\_

Organization/Membership Affiliations \_\_\_\_\_  
(optional)

**Choose a topic**

- |   |   |  |
|---|---|--|
| <input checked="" type="checkbox"/> Overall Project | <input type="checkbox"/> Elevated Structure Alternative | <input type="checkbox"/> Construction Impacts & Mitigation |
| <input type="checkbox"/> All of the Alternatives    | <input type="checkbox"/> Design Choices                 | <input type="checkbox"/> Traffic Impacts & Mitigation      |
| <input type="checkbox"/> Tunnel Alternative         | <input type="checkbox"/> Seawall                        | <input type="checkbox"/> Other _____                       |

What are your comments about the Project?

I-564-001

ABSOLUTE ESSENTIAL NOT TO REDUCE AN ELEVATED  
HIGHWAY - TUNNEL OR SURFACE (4 LANES ONLY) ONLY

**I-564-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2006 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The Surface Alternative is no longer being considered because it does not meet the project's purpose and need statement; for more information about the alternatives development process see Chapter 2 of 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 2006, please refer to the Final EIS for current information.