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

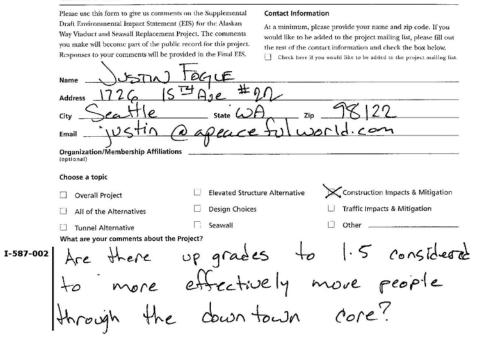
Please use this form to give us comments on the Supplemental **Contact Information** Draft Environmental Impact Statement (EIS) for the Alaskan At a minimum, please provide your name and zip code. It you Way Viaduct and Seawall Replacement Project. The comments would like to be added to the project mailing list, please fill out you make will become part of the public record for this project. theyrest of the contact information and check the box below. Responses to your comments will be provided in the Final EIS. Check here if you would like to be added to the project making live SE #20 AL Addres 22 ette City State 100 com appra Emai EroBUILD ULD Organization/Membership Affiliations N USUBC H Choose a topic Peaceful Elevated Structure Alternative Construction Impacts & Mitigation J Overall Project Design Choices Traffic Impacts & Mitigation All of the Alternatives Seawal O Other **Tunnel Alternative** What are our comments about the Project? I-587-001 05 nee BUSES Corr

### I-587-001

Thank you for your comment regarding transit in the Alaskan Way corridor. Currently, transit bus and light rail transit service serve four stations in the vicinity of the project corridor (International District/Chinatown, Pioneer Square, University Street, and Westlake). The light rail service operates between Sea-Tac International Airport and downtown Seattle, with expansion planned to the Eastside, Snohomish County and Federal Way.

Additional transit options along the Alaskan Way corridor are outside the scope of this project. Further, such transit service additions would be the responsibility of the local transit agencies, such as King County Metro and Sound Transit.

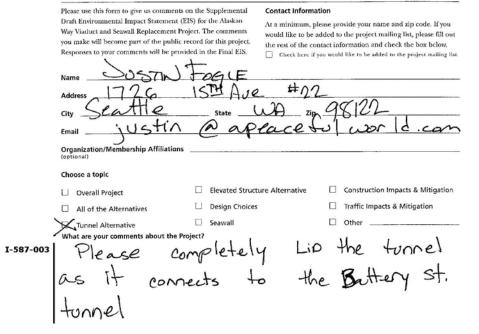
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#### I-587-002

Upgrades to I-5 are not included as part of this project or as mitigation. However, one of the major benefits of the Bored Tunnel Alternative is the ability to maintain operation of the Alaskan Way Viaduct during construction. The only planned closure to the corridor would be for several weeks at the end of the construction period to connect the tunnel with the rest of SR 99. A detailed discussion of the construction effects on transportation facilities and services is provided in Chapter 6 of the Final EIS Appendix C, Transportation Discipline Report. Also included in Chapter 6 is a listing of the planned construction mitigation activities.

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#### I-587-003

Thank you for your suggestion. A lid connecting all the way up to the Battery Street Tunnel would be very costly, not only because of the distance, but because of the ventilation scheme required if the tunnel was extended all the way through the Battery Street Tunnel. Structurally supporting a lid in the area around the Elliott and Western Avenue ramps would be challenging because the right-of-way is extremely constrained in that location. A lid connecting the waterfront to Victor Steinbrueck Park is part of the Cut-and-Cover Tunnel Alternative discussed in the Final EIS.