	Sorry a boat the priviley (Lee Enclosed Chat) from the you can head it (Copen Head on Alaskan Way Viaduct and Seawall Replacement Project Supplemental Draft EIS Middle 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 be come 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 STEXANDRA SYE Address 5820 SW STANFORG City Deattle State WA Zip 98116 Entall Phane (206) 935-8570
	Organization/Membership Affiliations (optional) emocrafs, Semins Center West Startle, LWS - Choose a topic 19 Overall Project Elevated Structure Alternative Construction Impacts & Mitigation
1-634-001	All of the Alternatives Design Choices Traffic Impacts & Mitigation Course to Trunnel Alternative Seawall Other Bruen Space accept to What are your comments about the Project? I Like the Open House formul I cause the Royal for another 3 has but had to leave after the per, to go to another 3 has but to leave after the per, to go to another 3 has but 3 one
	comments which shop or may not be pertinent to the EIS Dreft Supplement's
	Janen Soil, part the liquidintes of notice

I-634-001

Thank you for attending the open house. We are glad that you were able to learn more about the project.

Today Sate S/M Open House Cak & Strato 6 50 medical Production of the Openhauer My concerns, were: Would it hold in a severe earthquake, would

I-634-002

My concerns were: Would it hold in a severe earthquake, would there be enough light in the tunnel, would there be any greening of the lid, safe and easy access to the shoreline, and how about a huge cost overrun. Who pays that? After seeing the drawings, asking questions, and hearing that the designs were not final, I was convinced that the Department staff had really done their homework for the safety and security of the citizens. I still have questions about the cost overrun, who pays, access to the shoreline, and enough greening of the lid.

I-634-003

With the Counci being briefed in depth on both plans, much more information than an ordinary voter has, I think they are in the best position to make a good decision. To be realistic, I know that many voters have made up their mind against the tunnel from their own bias, from lack of information that is harder to find.

I-634-004

My concerns relating toboth the viaduct and the tunnel were and are:

- · Cost and fiscal responsibility for cost overruns
- . Safety, The Open Hana assured no that light as In
- · Green space and access for all to the waterfront
- · Time (when and how long to build)
- Planning for alternatives for those of us who live in West Seattle to go north and south during the construction time., utilizing the water taxi, surface transportation, especially buses
- Information on the Coordination of the State, City, Region, Federal government in solving the transportation clog in the downtown area of #99 (the Alaska Viaduct) Coordination between Sound Transit, Regional Planning, Metro(including water, buses, park and rides that are convenient)

I-634-005

Note: I support the surface alternative, but (as I understand, only the tunnel or viaduct are possible from a mandate set by the State for any State and Federal funding,—with the deadline for decision by the end of the fiscal year). If no decision, then the legislature will decide or put it on the ballot for all State voters to decide.— Lord yellow from the Vega flat of the State was the State has

Howard Sundenstand the Council und Make Home Olevier tomorrow (Morday, the 1810) Do there Comments may be to lake Jing, hope they are Leeper - Cleaning top

I-634-002

The 2006 Cut-and-Cover Tunnel Alternative was designed to withstand what is termed a "Rare Earthquake," that is, an earthquake that would only be expected to occur once every 2,500 years. The tunnel alternatives currently being considered are being designed with current safety standards for lighting.

The tunnel lid would likely be landscaped and would provide pedestrian connections to the central waterfront from the Pike Place Market. Public access to the shoreline would be provided at those access points currently available along the waterfront.

I-634-003

The City of Seattle conducted a vote in March 2007. In addition to the 2006 Supplemental Draft EIS, which was available to the public, information was also presented on the project's website and in numerous newspaper articles.

I-634-004

Please see the response to I-634-002 above regarding cost overruns. If the Bored Tunnel Alternative is selected, the final configuration of Alaskan Way will be determined by the Central Waterfront Project being led by the City of Seattle. The new space could become a wide waterfront promenade with bike and pedestrian paths.

Please see Chapter 8 in the Final EIS for mitigation measures proposed to address construction traffic effects and for a brief discussion in Chapter 1 of other projects in the area that complement the Alaskan Way Viaduct Replacement project.

1-634-005

FHWA, WSDOT, and the City of Seattle appreciate receiving your

comments on a Surface Alternative. You are correct that the Surface Alternative is no longer being considered.