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ALASKAN WAY VIADUCT DRAFT EIS  
WSDOT Attn: Allison Ray  
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I-172-001

In Alaskan Way Viaduct Draft EIS, I believe that the **BEST alternatives will be the Re-build or the new Aerial.**

I also believe two of the three of the Alternatives are NOT feasible. The all surface Boulevard would be a rush hour nightmare for commuters, business and industry traffic.

The four lane tunnel would eliminate the north portal which is access from Elliott Ave. and exit to Western Ave. and therefore, be closed to all traffic to or from the Regrade, Magnolia, Queen Anne, Interbay, Ballard and further north, including industry along the canal. The six-lane tunnel shows the north portal as an option, not included in the basic design and cost the most.

I believe only the Aerial or Re-build has the same capacity as the present Viaduct. Capacity should not be reduced, as this will further gridlock I-5 even more.

The removal of the viaduct for development will gridlock the city in the name of transportation. Federal and State funds should not be used in this unfair process to fatten politician's and developers wallets. It should be noted that Seattle ranks in the highest for gridlock of all major cities in the USA. The value of the viaduct corridor is worth billions to the people of Washington State.

I-172-002

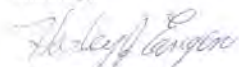
**The EIS process WHO WILL DECIDE WHAT WILL REPLACE THE VIADUCT...has been compromised to the point of CORRUPTION.**

1.The draft regional transportation package as reported in the Seattle Times twice, on January 22, 2004, "Alaskan Way Viaduct: \$1.1 Billion, mostly to replace Viaduct south of King St. with surface road way".....April 30<sup>th</sup> 2004 has "\$1 Billion dollars for the Alaskan Way Viaduct. The Viaduct will be replaced between Holgate and South King Street with surface road".

2. Mayor Greg Nickels has publicly promoted the development of Seattle Waterfront without an Alaskan Way Viaduct. Mayor Greg Nickels shows his Bias and should be removed from the decisions of the Alaskan Way Viaduct alternatives process.

3.The EIS comment period is not complete until the first of June 2004. **We believe this pre-determination on the Viaduct future is a violation of the rules of law and should have a federal investigation.**

Sincerely,



Harley Engen

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for the Rebuild or Aerial Alternative. After studying several retrofitting concepts, the lead agencies found that rebuilding the viaduct would not be a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. Elements of the Rebuild and Aerial Alternatives were incorporated into the Elevated Structure Alternative, which was analyzed in the 2006 Supplemental Draft EIS and the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

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The public discussions and opinions referred to are normal during project development. These comments do not invalidate the decision-making process required by NEPA and SEPA.