From: Gayle Sammons
To: AWV SDEIS Comments;
CC:
Subject: Viaduct comments
Date: Wednesday, September 13, 2006 3:12:01 PM
Attachments:

I was unable to attend the local public hearing regarding the Viaduct and wish to express my concern over the proposed tunnel replacement as well as tearing it down and building a new one.

I-645-001 Living in West Seattle I utilize the viaduct frequently as do many other people. I understand that it is suggested that surface streets and I-5 can take up the current viaduct traffic during construction. Have you driven those roads during rush hour of late? Buses are stuck as well as cars with the current traffic. I-5 is a parking lot more often than not…even on the weekends. I cannot imagine what is going to happen when the volume of traffic that daily travels the viaduct must go somewhere else.

I personally would like to see an option which allows the current viaduct to be used during construction of its replacement or retrofit. Additionally, I believe it is in the best interest of people who utilize the viaduct that the new one has access to our City Center.

Thank you for this opportunity to express my concerns.

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I-645-001

Thank you for your suggestion to allow traffic to use the existing viaduct during the construction of its replacement. 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.