

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

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Yes

Project Comments:

**I-239-001** Why is it necessary to include improvements north of the existing viaduct in this project? While improvements to the Battery Street Subway and the Denny Regrade portion of Aurora Avenue would be nice, why add hundreds of millions of dollars to the Viaduct and Sea Wall Replacement Project by

Comments apply to:

All of the Alternatives

From: EricHartsfield@aol.com  
Sent: Friday, April 02, 2004 5:10 PM  
Subject: Re: AWV Draft EIS Comment Form

Allison,

No, I did not retain a copy of my comment. I guess I should have done a copy/paste from the web form to a text file. <sigh> :-)

My comment focused on a couple of areas. I wondered why the scope of many of the alternatives makes changes to the Battery Street Subway and to Aurora Avenue. While these improvements would be nice they do not relate to the more immediate need of replacing the Viaduct and Sea Wall before they become too deficient to allow their continued use.

**I-239-002** The other area I wondered about was the tunnel alternative. The graphic shows a narrow chamber within the easterly portion of the southbound tunnel but does not identify it. I assume it is for ventilation, utilities, and/or emergency egress. I notice that there is a good sized area between the northbound tunnel and the existing Alaskan Way right-of-way line. I wondered if it would be feasible to construct the southbound tunnel but with a temporary chamber that could be removed and replaced in the northbound tunnel once it were built. That would leave room in the southbound tunnel for four lanes rather than three. The right-of-way is 180' wide and four (12') traffic lanes and four (10') shoulders only add up to 136' leaving 44' for barriers, tunnel walls, and utilities.

**I-239-003** My reasoning behind a four lane tunnel is that this tunnel will last for 75 years or more and six-lanes is already functionally obsolete. If the tunnel can be built with 8 lanes, it should be built, even if two lanes are not immediately opened to traffic. This is a major truck route connecting the Ballard/Interbay area with points south. I doubt single-lane on and off connections to Elliott Avenue will meet 2030 demand. Elliott Avenue is also part of the Northwest Expressway shown in the 1967 regional transportation study. While Elliott may never be fully limited access, the portion between Denny Way and Market Street (Ballard) could foreseeably be upgraded to a 45+ mph divided roadway (see SR 99 between Denny Way and Green Lake). Also, if the tunnel is considered as part of the larger corridor including the SR 509 freeway and its future connection to I-5, HOV lanes will need to be constructed. The HOV lanes are already programmed from the SR 509/I-5 connection to the First Avenue South Bridge. Also, the Battery Street Subway may someday be replaced with a six-lane tunnel. All these things would seem to point to an eight-lane tunnel rather than six.

Thank you,  
Eric Hartsfield

## I-239-001

North of the Battery Street Tunnel, SR 99 needs improved connections to and from the roadway. To clarify the need for these improvements, the project's purpose and need statement was modified after the 2004 Draft EIS was issued. As a result, new configurations for this area were analyzed with the alternatives in the 2006 and 2010 Supplemental Draft EISs. Please see the Final EIS for updated information on the alternatives.

## I-239-002

Besides the chambers for vehicle traffic, a waterfront tunnel would need space for ventilation, utilities, tunnel mechanical systems such as control wiring, and/or emergency egress. Various tunnel design alternatives have considered different combinations of temporary and permanent chambers. A tunnel with four lanes in each direction would not leave enough room along the waterfront for utilities, which must be relocated from the existing viaduct, even if they are placed in a stacked configuration. In addition, the project has not considered providing four lanes of traffic in either direction because this would exceed the capacity of SR 99 north and south of the viaduct section, where there are no plans to increase the number of lanes.

## I-239-003

The purpose of the Alaskan Way Viaduct Replacement Project is to provide a transportation facility with improved earthquake resistance that maintains or improves mobility and accessibility for people and goods along the existing Alaskan Way Viaduct Corridor. While increasing capacity may be possible along the corridor, it is not the ultimate goal of the project and was not considered a necessary component of the alternatives.

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. The long-range capacity needs of

the corridor would be adequately served by this alternative or the other two build alternatives analyzed in the Final EIS. Please see the Final EIS Appendix C, Transportation Discipline Report, for more information.