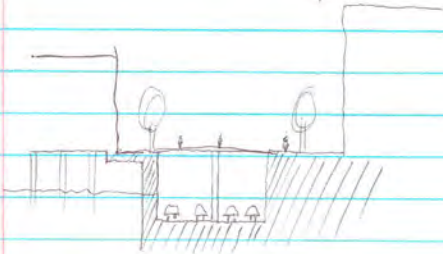


I-254-001

Viaduct Hearing Comments Apr. 29, 2004  
While each of the proposed schemes have negative points, the surface scheme seems to have the greatest negative impact. It would be a great danger to the plethora of citizens & tourists who walk or bike between the waterfront and the downtown area. It would be an eyesore to see so much traffic. And the studies show that it would be noisy & extremely inefficient in terms of commute times.

I-254-002

I find the Bypass tunnel to be the best solution because it ~~is~~ ~~not~~ provides an express route underground for thru traffic & maintains a manageable surface. However, I would like to propose an ~~other~~ modification based on a freeway system I witnessed in Barcelona, Spain.



continued →

#### I-254-001

Thank you for your comments regarding the Surface Alternative. This alternative is no longer being considered. Please see the Final EIS for information on the alternatives that were considered.

#### I-254-002

Constructing a bypass tunnel with an open-air roof would indeed allow a more shallow excavation and preclude the need for ventilation while reducing noise. Despite these advantages, the Bypass Tunnel Alternative was eliminated as discussed in Chapter 2, Question 1 of the 2006 Supplemental Draft EIS. The Bypass Tunnel Alternative did not meet the project's purpose because it would have increased travel times and congestion. There are also a large number of utilities that must be placed over the tunnel including large electric vaults; large diameter storm drainage pipes; fiber optic duct banks; high pressure gas mains; and several electric, water, and steam utilities serving the waterfront businesses.

In addition to the utilities, there are structural reasons not to leave the facility open. Leaving the structure open leaves less room for a surface street and promenade along the water. Because of the high water table, buoyancy calculations indicate large uplift forces that would require extraordinary means to secure without the weight of overburden. Without a roof, the structure would also be much more vulnerable to earthquake forces. The buoyancy and earthquake forces can be overcome with a robust structure, but not without adding considerably to the cost of construction.

In this scheme, the bypass tunnel is built similarly but with an open air roof. In other words, ~~the~~ ~~for~~ SR 99 is sunken to allow for a more shallow tunnel which requires less excavation. No ventilation is necessary. Noise is reduced. And pedestrian overpasses & parks can be built over parts of the road to allow for safe circulation and create unique green spaces.

This scheme has the same traffic capacity as the surface scheme so it might be considered a hybrid between the bypass tunnel & surface schemes.

Thanks!

Nicole Hillyard  
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AWV Draft EIS Comment Form Results:

Name: Nicole Hillyard  
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City: Seattle  
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Zip Code: 98103  
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Affiliation (optional):

Would like to be added to the project mailing list?

Yes

Project Comments:

I already submitted comments on the schemes but I wanted to also comment on the public hearing itself. I attended the hearing in Ballard on Apr. 29. I was very impressed by the amount of information available. The history and studies were organized very well and were very educational. I liked all of the exhibits that demonstrated what the noise would be like and what the schemes would look like. That was excellent. It was great to have people from the DOT there to be able to explain how each scheme would be built. The visual aids and the representatives there helped me to understand what the obstacles are and helped me to differentiate facts from myths. Thank you for making the effort to provide the public with an educational forum and giving us the opportunity to participate in the project.

Comments apply to:  
Overall Project

**I-254-003**

Thank you for your interest and participation in the Alaskan Way Viaduct Replacement Project and for your feedback on the public hearing in Ballard (4/29/04). The lead agencies have tried to provide many opportunities for the public to participate in this effort and to keep the communities well-informed.

**I-254-003**