

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

- I-331-001** 1) 99 is the second route through the city, other than I5. It is a necessary route, if for no other reason than as an option to I5 when that is gridlocked. Also, it is vital for people in West Seattle. Anyone driving from West Seattle to I5 can tell you how dangerous and jammed that route can be, especially when 99 is closed. Therefore, regardless of methodology the route must be maintained.
- I-331-002** 2) The silly monorail project, a waste of money, does not replace 99. Any thought that anyone will use the monorail instead of a road, is foolish. The monorail is not a viable option for a variety of reasons. a) does go anywhere necessary b) can't get to it to use it c) unsafe at night
- I-331-003** 3) I prefer replacing the existing structure. It can be higher, or lower, however, remember trains go under it. I do not support an expensive tunnel built in sawdust from Yeslers mill. I do not support a waterfront roadway. I've been on the one in San Francisco and it becomes totally gridlocked due to lights. We have the added problem of ferry traffic and sports related traffic. All of which would impact a surface street.
- I-331-004** 4) I'm not sure why the seawall must be done at the same time, but if so, then do it.
- I-331-005** 5) Most importantly, I drive on the old viaduct every week and it will collapse in a pancake mode. It will cost the city a great deal more to settle the lawsuits when people die because it collapsed. So whatever is to be done, should be done ASAP, not waiting for the collapse.

Comments apply to:

Construction Impacts and Mitigation

I-331-001

Thank you for your comment. FHWA, WSDOT, and the City of Seattle are also interested in maintaining the SR 99 corridor. The Bored Tunnel Alternative has been identified as the preferred alternative. This alternative will maintain the north-south corridor, and access to West Seattle, currently provided by the viaduct. Please see the Final EIS for current project information.

I-331-002

Your objections to the monorail project are noted. The monorail project was led by another agency and is no longer active.

I-331-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Rebuild 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.

I-331-004

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. Replacing the Elliott Bay Seawall would be a separate project if the Bored Tunnel Alternative is selected, because the failing seawall does not have the potential to affect the seismic stability of this alignment. If either the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is selected, the seawall would be replaced as part of the alternative because the outer wall of the cut-and-cover

tunnel would serve as part of the new seawall and, for the elevated structure, the new seawall is needed to support the soils in which the new foundations would be placed. Please see Chapter 3 in the Final EIS for a description of the current configuration for each alternative in the project area.

I-331-005

Construction to replace the viaduct between S. Holgate Street and S. King Street began in 2010. The purpose of this proposed project is to replace the remaining portion of the viaduct.