

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-383-001

In addition to the comments that I gave to the court examiner at the downtown Seattle meeting, I also wanted to say that the EIS should consider other alternatives to the temporary bypass freeway that is suggested to be constructed at the northern end of Alaskan Way. Given the extreme amount of money, in both construction costs, time (and ultimately financing costs because of time spent on this traffic diversion), and lost property values and tourism revenues, these amounts should be quantified. Alternative uses for these funds for permanent projects, that could help mitigate traffic problems during construction, should be considered. Perhaps relocating the ferry terminal, constructing on/off ramps from Spokane street to 1st, 2nd, 3rd, 4th, 5th and 6th avenues, reconfiguring the mercer street off ramp to free up congestion on I-5, increase bus and ferry service from West Seattle to downtown, would be a better permanent use of funds. For the EIS to fairly represent the best solution for our State and City, please expand on these issues in the EIS statement.

Comments apply to:
Construction Impacts and Mitigation

I-383-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was issued, numerous comments were received relating to the visual impacts and other negative effects of the Battery Street Flyover Detour. As the design plans for the Cut-and-Cover Tunnel and the Elevated Structure Alternatives evolved, the Battery Street Flyover Detour was eliminated.

The project is coordinating closely with Washington State Ferries. Improvements north of the Battery Street Tunnel have been proposed as described in the Final EIS. On- and off-ramps for the preferred alternative are described in the Final EIS as well as Appendix B, Alternatives Description and Construction Methods Discipline Report, and Appendix C, Transportation Discipline Report.