

From: Bill Sornsin [bills@gnventures.net]
Sent: Friday, April 02, 2004 12:41 PM
Subject: RE: AWV Draft EIS Comment Form

I-473-001

I sure don't. It was substantially longer than the clip below. I'd have to recreate it from scratch. The gist of it was urging you to go with the Tunnel option, and to preserve access to Ballard/Interbay *without* having to cross BNSF tracks at grade, preferably via ramps at Elliott and Western. Train traffic by all estimates will be increasing significantly (both freight and passenger), and the Broad St. crossing is already frequently a mess. I further think it could be a congestion disaster to dump current Ballard/Interbay traffic onto Alaskan Way from Pike to Broad, even if aided by a railroad underpass at Broad (which also might ruin the aesthetics of that portion of the waterfront and the SAM sculpture park),

I did save one piece of it intact, because I sent it separately as a question:

I-473-002

"Approaching the Battery St tunnel from the south, how is it possible to go from a below-grade tunnel to an aerial structure clearing the BNSF tracks in such a short space? This presumably requires rising 40-50 feet in just a short city block from roughly Pike to Virginia. Plus even more vertical to clear Elliott, if that's the plan. It's a little hard to see the route in detail on the website, so I'd appreciate if you could clarify this point."

Thanks Bill Sornsin

I-473-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the 2004 Cut-and-Cover Tunnel Alternative. The alignment for the Cut-and-Cover Tunnel Alternative has been refined in the Final EIS. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative due to its ability to best meet the project's identified purposes and needs and the support it has received from diverse interests. Because the project has evolved since comments were submitted in 2004, please refer to the Final EIS for current information.

I-473-002

In the 2006 Supplemental Draft EIS, the proposed grade coming northbound out of the waterfront tunnel at Pine Street is approximately 7 percent, which is within the prescribed WSDOT criteria for urban highways. The longitudinal distance is approximately 350 feet between where the bottom of the tunnel box breaks ground and the top of the BNSF railroad clearance envelope. The approximate 7 percent grade set for SR 99 maintains the preferred clearance over the BNSF railroad tracks and the tunnel liner.

See the Final EIS for current information about the build alternatives.