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From: Richard Spiegel [mailto:Dr.Spiegel@yakimaheartcenter.com]
Sent: Friday, April 02, 2004 2:18 PM
To: viaduct@wsdot.wa.gov
Subject: Comments on viaduct options

I-477-001 Thanks for the chance for input and for making details of the various options readily available.

We live in Yakima but have a Belltown condo since we visit Seattle so often. We frequently walk along the waterfront, often to Safeco field. The viaduct is so intrusive (the visual obstruction is bad, but the noise is overwhelming), that we favor the 6 lane tunnel option. Our second choice would be the bypass tunnel option. The chance to have a fairly quiet, green central waterfront is very appealing.

I-477-002 In a very self-centered comment: all of the options would maintain above ground traffic through residential Belltown. We hope that something can be done to lessen the noise impact from that. A sound deflecting barrier or lid would be great. Even a quieter road surface than concrete would help. The relative quiet when the viaduct is closed for inspection or special events is a remarkable relief from the usual constant traffic noise. We hope something can be done about traffic noise no matter which option is chosen.

We appreciate the work you've done in developing these options.

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I-477-001

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-477-002

The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative for this project. This alternative would remove the existing viaduct and place traffic in a tunnel starting from around S. Royal Brougham Way to about Harrison Street, north of the Battery Street Tunnel. Noise mitigation measures are presented in Appendix F, Noise Discipline Report, of the Final EIS.