



Alaskan Way Viaduct and Seawall Replacement Project

Draft EIS Comment Form

Please use this form to give us comments on the Draft Environmental Impact Statement (Draft EIS) for the Alaskan Way Viaduct and Seawall Replacement Project. The comments you make will become part of the public record for this project. Your thoughts will help decision makers develop a preferred alternative. Responses to your comments will be provided in the Final EIS.

Contact Information: At a minimum, please provide your name and Zip Code. If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name: JOHN PEARSON
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E-mail: pearsonj@halcyon.com

Check here if you would like to be added to the project mailing list.

I. Choose a topic:

- Overall Project
- Tunnel Alternative
- Construction Impacts and Mitigation
- All of the Alternatives
- Bypass Tunnel Alternative
- Other
- Rebuild Alternative
- Surface Alternative
- Aerial Alternative
- Seawall

C-006-001 What are your comments about the project?

① The Battery Street detour option is very neighborhood intrusive and should be avoided

C-006-002

② Traffic on Elliott & Western are too heavy now. Options should be considered to reduce that

C-006-003

③ The aerial section from Stewart to Battery Street is neighborhood intrusive - ~~that~~ as alternative

(Please use additional paper if you need further comment space)

Consider a tunnel or lid

C-006-001

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.

C-006-002

The project has evolved since 2004. Please see the Final EIS for updated information. A connection between Alaskan Way and Elliott and Western Avenues would be a separate project with the Bored Tunnel Alternative. The Cut-and-Cover Tunnel and Elevated Structure Alternatives would include ramps between SR 99 and Elliott and Western Avenues.

C-006-003

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single,



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1. Choose a topic:

- | | | |
|---|--|--|
| <input type="checkbox"/> Overall Project | <input type="checkbox"/> Tunnel Alternative | <input type="checkbox"/> Construction Impacts and Mitigation |
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| <input type="checkbox"/> Rebuild Alternative | <input type="checkbox"/> Surface Alternative | |
| <input type="checkbox"/> Aerial Alternative | <input type="checkbox"/> Seawall | |

What are your comments about the project?

C-006-004

all alternatives have an aerial section through Belltown (from Slaver to ~~Booth~~ the existing tunnel). This will be very noisy and visually ugly. Alternatives must be considered to reduce noise and ~~visual~~ impacts.

(Please use additional paper if you need further comment space)

large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.

C-006-004

Noise levels for the build alternatives are shown in Chapter 5 of the Final EIS. Both of the tunnel alternatives would reduce noise levels in the area near the existing Elliott and Wester ramps, while the Elevated Structure Alternative noise levels would remain similar to existing conditions. North of the Elliott and Western Avenue ramps, the majority of sensitive receptors in the Belltown area would experience similar noise levels compared to existing conditions for all of the build alternatives. Please see the Final EIS Appendix F, Noise Discipline Report, for updated information on noise levels for each alternative.