

H-003-001

1 whole in the Draft E.I.S.

2 PENNY SWANBERG: My name is Penny Swanberg and my  
3 home is on Alaskan Way. I'm just concerned that no  
4 alternative regarding traffic control or stopping of  
5 traffic has been mentioned, which would save the time of  
6 construction, maybe two years, and also maybe a half a  
7 billion dollars or more. And I'm talking with regard to  
8 The Old Pass down Alaskan Way.

9 And that's basically my concern, besides all the  
10 dust and the noise, and the disfigurement of Alaskan Way,  
11 which they've been trying to build, make attractive to  
12 tourists, since the '70's, when it was not very  
13 attractive. And I hate to go back to that disruption, to a  
14 disruption of that kind.

15 JANICE BLAIR: My name is Janice Blair, and I live on  
16 the waterfront on Alaskan Way. And I'm concerned that the  
17 E.I.S. didn't address the traffic during the interim,  
18 especially during cruise season. Right now, during cruise  
19 season, the streets are clogged already, and I don't think  
20 that they have figured out or have thought about how  
21 they're going to keep those trucks moving as they come to  
22 supply the cruise ships.

23 Also, I didn't see how they're going to work with  
24 the noise and the dust. I'm thinking about not only the  
25 residents on the waterfront, but tourists and other people

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The 2004 Draft EIS evaluated one construction plan that considered brief closures of SR 99 during construction, but otherwise assumed that at least two lanes would be provided in each direction on SR 99 or an alternate detour route. In comments received on the 2004 Draft EIS, many people asked the lead agencies to consider more than one construction plan. Specifically, many people wanted to know if closing the corridor would reduce the amount of time it takes to build the project. To respond to this question, three different construction plans were developed (a shorter construction plan, an intermediate construction plan, and a longer construction plan) and evaluated in the 2006 Supplemental Draft EIS. Since 2006, the Cut-and-Cover Tunnel and Elevated Structure Alternatives and the construction approach for each of the alternatives have been refined. One construction plan is analyzed for each of the alternatives (Bored Tunnel, Cut-and-Cover Tunnel, and Elevated Structure) in the Final EIS. Chapter 3 describes each alternative and its construction plan, and Chapter 6 describes construction effects.