



make (māik) vb 1 to bring into being by shaping or altering 2 to form in the mind, a judgment or plan 3 to put together by combining parts 4 to build, construct, formulate, devise, create 5 to prepare for use; arrange 6 to cause to happen

RECEIVED
MAY 13 2004
AWSP Team Office

May 12, 2004

Allison Ray
Environmental Coordinator
WA Dept. of Transportation
999 3rd Ave, Ste 2424
Seattle, WA 98104

Re: Potential Alternate Elevations and Routing for the Alaska Way Viaduct Replacement Tunnel Alternative

Dear Ms. Ray:

As a follow-up to participating in the City's Waterfront Charrette, the MAKERS + Friends team would like to draw your attention to two ideas regarding the Alaska Way Viaduct Tunnel Alternative:

1. An alternate elevation between Pike/Pine and the Battery Street Tunnel.
2. Routing the northbound lanes under Western Avenue.

Alternative Elevation between Pike/Pine and Battery Streets

In the existing Tunnel Alternative, SR 99 surfaces between Pike and Pine and continually increases in elevation to provide adequate clearance over the Railroad, Elliott, and Western Avenues.

Our team suggests tunneling underneath Elliott and Western Avenues rather than crossing these arterials as an elevated structure, as shown in the following illustration. (Our alternative would not affect the elevation gain required for Railroad clearance).



B-009-001

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B-009-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments related to a suggested undercrossing of Elliott and Western Avenues. Because the project has evolved since 2004, please see the current alternatives analyzed in the Final EIS.

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We believe tunneling under Elliot and Western Avenues better aligns with the City's Central Waterfront Plan goals and would provide the following advantages:

- Improve the visual and physical connection between downtown and the waterfront.
- Provide development opportunities on the blocks occupied by and adjacent to the existing and currently proposed elevated structure.
- Increase tax base revenues available to the City of Seattle.
- Improve driving conditions by decreasing the SR 99 road slope to 5% grade after railroad clearance

This option places SR 99 at a lower elevation at the Battery Street Tunnel entrance and would likely require reworking the portion of the tunnel between Battery Street and Second Avenue. Although this (and other potential issues) could increase this option's costs, we believe its potential advantages warrant its consideration.

B-009-002

Routing Northbound Lanes under Western Avenue

The Tunnel Alternative currently follows the approximate route of the existing Alaska Way Viaduct and will require closing the existing viaduct during some construction phases. As is illustrated, our team suggests placing the northbound lanes in a tunnel under Western Avenue, which has the potential to improve construction phasing, on- off-ramp alignment, and overall road slope.



B-009-002

The placement of the northbound lanes of SR 99 in a tunnel under Western Avenue and connecting to Battery Street Tunnel is not a viable alignment due to adverse effects to historic buildings, tight corners, and steep grades and therefore was not considered.

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Thank you for considering our suggestions to improve the Alaska Way Viaduct Tunnel Alternative. Do not hesitate to contact us if you need more information or would like to discuss this further.

Sincerely,

Handwritten signatures of Julie Bassuk and Pietro Potestà in blue ink.

Julie Bassuk and Pietro Potestà
MAKERS + Friends, Seattle Central Waterfront Charrette Team 7

Cc: Bob Chandler, SDT Strategic Advisor
Steve Pearce, SDT Strategic Advisor
Barbara Wilson, Planning Commission Analyst
John Rahaim, DPD Executive Director
Robert Scully, DPD Urban Designer
Maureen Sullivan, WSDOT Project Manager