From: Donald F Padelford [dfp07@dfpnet.net]
Sent: Sunday, December 12, 2010 6:03 PM
To: AWV SDEIS Comments
Cc: dfpSeattle@gmail.com
Subject: 2010 SDEIS Comment

I-121-001 I don't pretend to have made a thorough study of the proposed SR99 viaduct (and Battery Street Tunnel) deep-bore replacement tunnel, but I do have some comments.

First, I am generally in favor of the project as planned.

Second, a bit of analysis. Starting from the south (SoDo), extending along the central waterfront (existing viaduct), through the existing Battery Street Tunnel (BST), and then north starting at approximately the Seattle Center, the current highway has 3, 3, 2 and 3 lanes (each direction), with a number of exists and entrances in the central city. The proposed replacement tunnel will have 3, 2, 2, and 3 lanes, with no exits or entrances in the central city. Therefore the proposed highway will lose 1 lane each direction and all exits/entrances in the central city.

Third, the project as originally presented to the public retained the BST, presumably connected to Alaska Way in the central city. If the BST were reduced to 1 lane each direction, then this would provide lanes in the following configuration 3, 3 (1 surface along Alaska Way, 2 deep-bore), 3 (2 deep bore, 1 BST), 3, or 3, 3, 3, and 3.

I-121-002 Given various tolling options it is unclear to me whether the deep bore tunnel will carry the same number of vehicles as the BST. This, combined with other factors, makes the congestion/mobility effects of the proposal unclear, although some capacity will certainly be lost.

I-121-003 What is clear is that it would be wise to retain the possibility to use the BST if, once all these effects shake out, it proves desirable. Thus my comment and recommendation is to keep that option open for possible future use of the BST, and to design the project that possible future

I-121-001
FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on the Bored Tunnel Alternative.

Please see the Final EIS, Appendix C, Section 5.4 for detailed description of roadway connectivity and access for the three build alternatives carried forward, the Bored Tunnel (Preferred Alternative), the Cut-and-Cover Tunnel Alternative and the Elevated Structure Alternative, including detailed descriptions of new ramps connections, number of through lanes and access to the Battery Street Tunnel.

I-121-002
Chapter 9 in the 2010 Supplemental Draft EIS discussed the possibility of tolling and effects if tolls were applied to the Bored Tunnel Alternative. In addition, a detailed tolling analysis has been conducted for all alternatives and is presented in this Final EIS. Please refer to Appendix C, Transportation Discipline Report, for additional detailed analysis of tolling impacts to transportation elements.

The Bored Tunnel Alternative has been designed with 2 lanes in each direction in the tunnel section and would provide sufficient capacity to efficiently move people and goods to and through downtown Seattle.

I-121-003
If the Bored Tunnel Alternative is selected, the Battery Street Tunnel would be decommissioned because the alignment of the bored tunnel is different than the current Alaskan Way Viaduct alignment. If retained, the Battery Street Tunnel would not have anything to connect to on its south end since the old viaduct would be removed.

If either the Cut-and-Cover Tunnel Alternative or Elevated Structure Alternative is selected, the Battery Street Tunnel would be retrofitted for

I-121-003 implementation in mind, so as to avoid the extraordinary cost of future retrofitting. I think everyone would agree that keeping the right of way of the Interurban in place would have been highly desirable had we had the foresight to have done this.

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improved seismic safety and upgraded with safety improvements, such as a new fire suppression system.