

**From:** [morsesa](#)  
**To:** [AWV SDEIS Comments](#);  
**CC:**  
**Subject:** A better way - Alaska Way Trench  
**Date:** Thursday, August 03, 2006 10:27:32 AM  
**Attachments:**

---

Alaska Way Trench  
(Alaksa Way Viaduct)

**I-624-001** We can get the job done in less then ½ the time and cost. And it will care for a lot of the problems that have been brought up in the past while doing so.  
Let's get started.

Starting from the South end of the current Alaska Way Viaduct, drop the whole structure to the ground. Then starting from the south end, build a connection of rail from the current area up through the rubble using two machines to pick up the rubble and place them on rail equipment to be hauled away to a land fill.

When you get to the North end, the rail will be there for now a "trench dig" going South this time using digging equipment. Making an open trench as wide and high that is needed for the roadway. At the same time, off site, have the sides and bottom made into sections (like was done for the Tacoma Bridge this summer). As the North end dig becomes completed moving South, have the off site U frame shipped in and placed into the open trench. The U frame system will also act as the waterfront bulkhead solving that problem.

As the North end going South is finished placed, then a top can be placed onto the U and the street level plans can be started. In doing so, you will start to get going North to South the use of the area again.

The key is to work from North to South and the rail system used, open ditch digging is easy and fast and the building of the structure off site saves time

### **I-624-001**

FHWA, WSDOT, and the City of Seattle appreciate receiving your suggestions for demolishing the existing viaduct and constructing a tunnel to replace it. 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 2006, please refer to the Final EIS for current information.

**I-624-001** | and \$\$\$\$. You will also have the area in the South end when work is started still in use by the ferry for it will be cleared land and only a rail to drive over. As the work proceeds South, then the cross over can move a little north over the new covered over part.

You can contact me at :

Stafford-Ames Morse  
12522 Corliss Ave N  
Seattle, Wash 98133