
From: Carl Leon [carl@wingrider.net]
Sent: Friday, November 05, 2010 7:58 AM
To: AWW SDEIS Comments
Subject: 2010 SDEIS Comment

I-096-001 | I'm certain that it is entirely too late for my comment to be considered, however I would like to say that I am very disappointed with the planned loss of the viaduct. On the periodic occasions that I have to travel past Seattle, the viaduct has always been my highly preferred route over either I-5 or surface streets.

I-096-002 | Even if the viaduct is closed completely, I believe it should remain in place as a significant historical structure.

Respectfully,
Carl Leon
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I-096-001

The lead agencies appreciate receiving your comments. Many drivers enjoy the views from the existing viaduct. Nevertheless, 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. Specifically, compared to the Cut-and-Cover Tunnel and Elevated Structure Alternatives, it avoids substantial closure of SR 99 during construction and it can be built in a shorter period of time than the other two alternatives.

If interested, please see the Final EIS for more information about the Elevated Structure Alternative and how its effects compare to the other build alternatives.

I-096-002

The viaduct structure has been determined to be eligible for listing in the National Register of Historic Places. However, it has been determined that its removal will benefit the surrounding area, including the Pioneer Square and Pike Place Market historic districts. The demolition of the viaduct and Battery Street Tunnel has been mitigated through development of a HAER (Historic American Engineering Record) report with an extensive history and photographs. This will serve as permanent documentation, on file with the Library of Congress, of the viaduct and its history. A website, a walking tour podcast and other educational tools have also been developed.