

From: [Barbara Simpson](#)
To: [NW South Viaduct EA](#)
CC:
Subject: Environmental Assessment comments
Date: Friday, August 08, 2008 3:32:11 PM
Attachments: [EA2AlternativeDevelopment.pdf](#)

To Whom it May Concern,

I am writing to include my comment as part of the public record for the the SR 99 South Holgate Street to South King Street Viaduct Replacement Project Environmental Assessment.

I-018-001 In Chapter 2 - Alternatives Development, the written description of the project includes the statement: "SR 99 would return to grade for a short distance north of S. Royal Brougham Way. SR 99 would then transition to a stacked, aerial structure to match the existing viaduct at about S. King Street."

I do not agree with the inclusion of the proposed stacked, aerial structure and ramps, north of S. Royal Brougham and connecting with the existing viaduct structure at S. King Street as a part of the project. I request that the north limit and extent of the proposed project be the north side of S. Royal Brougham and that the work extents be limited to only those proposed improvements south of S. Royal Brougham.

The proposed work north of S. Royal Brougham does not reasonably allow for, nor is compatible with, any of the proposed alternatives for replacement of the central portion of the Alaskan Way Viaduct, with the exception of the rebuild alternative. The proposed work north of S. Royal Brougham and south of S. King Street would need to be demolished to allow for optimal surface and tunnel viaduct replacement alternatives, unfairly increasing costs for those alternatives by increasing their respective demolition costs. In addition, the proposed work north of S. Royal Brougham negatively impacts the overall goal to replace the viaduct by reducing the overall \$2.8 billion project funding with no value added with respect to surface and tunnel alternatives.

And finally, the stated time frame, to complete the proposed work by 2012, would result in the proposed new portion of stacked structure and ramps opening at S. King Street within the same year that the remaining SR 99 viaduct northward is slated for removal. This equates to less than one year of use for these proposed structures. This short time frame for use of these structures is not worth the expenditure of taxpayers dollars.

Sincerely,
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I-018-001

The portion of this project north of about S. Royal Brougham Way, where SR 99 rises from at-grade to match the existing structure, was carefully designed to be generally compatible with central waterfront scenarios before being included. Because transportation systems must be linked together to function, it is quite common for some part of an improvement to be a transition that matches up with the adjacent part of the overall facility. In this case, the transitional portion is more visible than most other projects, but the relative cost is well within the normal range and will not influence a decision on the central waterfront.