I-003-001

Comment – 4/21/04

This comment was received in the Leadership Group box on the project Hotline. The citizen gave their name but it was not understandable. The second paragraph is another comment by the same person left shortly after the first one in the same mailbox.

I can be reached at 206.448.6126. I have been trying to get a hold of Director Grace and I gave a message that I think might apply to you about the viaduct. I think it is worthwhile. We have to keep cars going from one point to another on the viaduct even though it's weak and cracked. What I am suggesting is putting steel strips layers along the highway each lane one two three across all the way end to end to fix it. Each lane one inch by ten feet, it should be no problem to lay the steel down. The topping would be cement for the cars to grip with the tires this way you have strength carrying across the load bearing by the length of each rectangle going right straight across. If there is problems with that just put a suspension above like the golden gate only a modern bridge for earthquakes and what not in the future. There will be a ramp going up made of steel and then topped off with cement is going up the slight rise with everything going fine. I think this a good idea, it is low cost its affordable and mind you apartment businesses hotels, restaurants, meetings and what not along each level covers up the huge bridge at each level. On the west and the east is a great opportunity for the City of Seattle, to join forces with the State and Federal to do something well down and cost affordable. Thank you.

I was cut off and I wanted to add a few things. This is crucial. My number you can call me 206.448.6126. I was talking to Grace, Director of Transportation, concerning the viaduct. Basically, as an addendum, please call Russ a billionaire many times over who was telling me about a research scientist that has ultra light, ultra ultra strong steel in the works in his company. His number is 206.222.0141. This may be a huge cost savings and of course one inch thick by ten foot wide by so much long and mind you the University of Washington can cook this thing.

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The lead agencies recognize that retrofitting highways, roadways, and bridges is often a viable option to counter earthquake threats. However, unlike other bridges and structures in the area, it isn't practical to retrofit the viaduct by only strengthening one or two structural elements. Fundamentally, such fixes transfer the forces from one weak point in the structure to another, and the viaduct is weak in too many places. The concrete frames, columns, foundations, and even the soil under the structure don't provide enough strength by today's standards. The lead agencies have studied various retrofitting concepts, and all of these concepts fail to provide a cost-effective, long-term solution that adequately addresses the risks to public safety and the weakened state of the viaduct. The lead agencies also determined that retrofitting 20 percent of the viaduct as discussed for the Rebuild Alternative is not reasonable.