I-147-001

4-25-04

RE: THE VIADUCT

FIRST I HAVE HEARD THE TV NEWS PERSONS CALL IT "DECREPID" — "HALF CENTURY OLD" — "CRUMBELLING" — "EARTH QUAKE DAMAGED" — & "ANTIQUE ROADWAY"

I HAVE ALSO HEARD THAT CONCRETE STRENGTHENS FOR IT'S FIRST 100 YEARS!

I NEVER COUNTED THE COLUMNS, BUT THERE MUST BE AT LEAST 300 TO 400

MOST OF IT IS BUILT ON UNSTABLE FILL BEHIND A SEAWALL. I THINK IT IS STANDING AMASINGLY WELL!

ONE COLUMN HAS SETTLED & IS DOWN ABOUT 2 INCHES. THEY SAID IT IS SINKING, BUT A RECENT CHECK SHOWED IT HAD NOT CHANGED IN THE PAST YEAR. IT COULD BE CUT LOOSE & RAISED — REPAIRIED — OR AT MOST — REPLACED! THE SURFACE IS GETTING A BIT ROUGH FROM WEAR. THIS COULD BE REPAIRED OR BLACK-TOPPED.

LETS LEAVE THE VIADUCT ALONE & GET ANOTHER STREET THRU TOWN - MAYBE SUBMERGED UNDER 5TH AVE TO MISS THE RAILROAD TUNNEL!

206-301-4390

I-147-001

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.

In addition, the project team considered the idea of replacing the viaduct with a tunnel under 5th Avenue. This concept was rejected for several reasons, including that it would require complex, state-of-the-art construction with high costs and high risks.