

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-238-001

Can't the viaduct be seismically retrofitted without taking it down for substantially less cost? I've heard \$800 million. I'm not clear, is the seawall actually supporting the foundation of the viaduct and does it have to be rebuilt in order for any elevated bridge to function safely? Why isn't the seawall a City project with a separate budget as opposed to a transportation department project? Is the city kicking in for that part of the project? Seems to me we are on a beer budget these days and are planning as though the champagne was still flowing. Any concept that doesn't allow at least as many car trips per day as currently use the viaduct is insane! Opening up the waterfront is the least of our urban priorities in this new age of austerity. I'd like all the wiring to be underground in my neighborhood, but it isn't fiscally possible or responsible.

Comments apply to:

Overall Project

I-238-001

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.

The seawall holds back fill placed along the waterfront that now supports the foundations of the viaduct, adjacent buildings, and the Alaskan Way surface street. This makes fixing the seawall a critical project. The alternatives being considered maintain or improve the transportation functions of the project corridor.