

-----Original Message-----
From: John R. Hutchins [mailto:sinistre@liripipe.com]
Sent: Tuesday, May 04, 2004 2:55 PM
To: viaduct@wsdot.wa.gov
Subject: Viaduct replacement

I-271-001 The continuing insistence of state and local governments to align the viaduct or its replacement along the present route is disappointing. During one of the seemingly innumerable hearings on the topic, one of the local newspapers (The Ballard News Tribune[?]) published a picture of what I thought was an elegant and perfectly sensible solution to all of the difficulties of the Viaduct replacement.

It pictured a high level suspension bridge anchored in the north around Myrtle Edwards Park, and in the south just south of Spokane Street. The beauty of the plan was that most of the construction could be completed without disrupting traffic flow on SR99. There might have to be a minimal disruption occurring when the ends of the bridge were connected to the existing highway around Battery Street, and West Marginal Way, but the years long congestion and disruption of Alaska Way would be all but eliminated. Construction could be completed well before any demolition takes place. The people who use SR99 would be happy, the people who visit our waterfront would be happy, and the merchants whose livelihoods come from waterfront tourism would be happy. Everybody wins.

From an engineering standpoint, it makes perfect sense. Suspension bridges, when properly designed, are robust, and in fact survived the last San Francisco earthquake. Mitigation costs during construction would be minimal, and the construction itself, would be a great attraction to the crowds of shoppers along the waterfront. The demolition costs should remain the same.

This logical, elegant, and most sensible solution has been ignored by the Seattle dailies, and the city government, and deserves another look.

Thank you,

John Hutchins
1526 NW 59th Street
Seattle WA 98107
(206) 782-4482

I-271-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments. After the 2004 Draft EIS was published, your comments along with others led to additional planning, analysis, and the revised alternatives presented in the 2006 Supplemental Draft EIS. Following publication of the 2006 Supplemental Draft EIS, there was not a consensus on how to replace the viaduct along the central waterfront. In March 2007, Governor Gregoire, former King County Executive Sims, and former City of Seattle Mayor Nickels initiated a public process called the Partnership Process to develop a solution for replacing the viaduct along the central waterfront. Details about the project history are described in Chapter 2 of the Final EIS. Because the project has evolved since comments were submitted in 2004, please refer to this Final EIS for the current information.

In January 2009, Governor Gregoire, former King County Executive Sims, and former Seattle Mayor Nickels recommended replacing the central waterfront portion of the Alaskan Way Viaduct with a single, large-diameter bored tunnel. After the recommendation was made, the Bored Tunnel Alternative was analyzed and compared to the Viaduct Closed (No Build Alternative), Cut-and-Cover Tunnel, and Elevated Structure Alternatives in the 2010 Supplemental Draft EIS. The comments received on the 2004 Draft and 2006 Supplemental Draft EISs, subsequent Partnership Process, and the analysis presented in the 2010 Supplemental Draft EIS led to the lead agencies' decision to identify the Bored Tunnel Alternative as the preferred alternative for replacing the viaduct along the central waterfront.