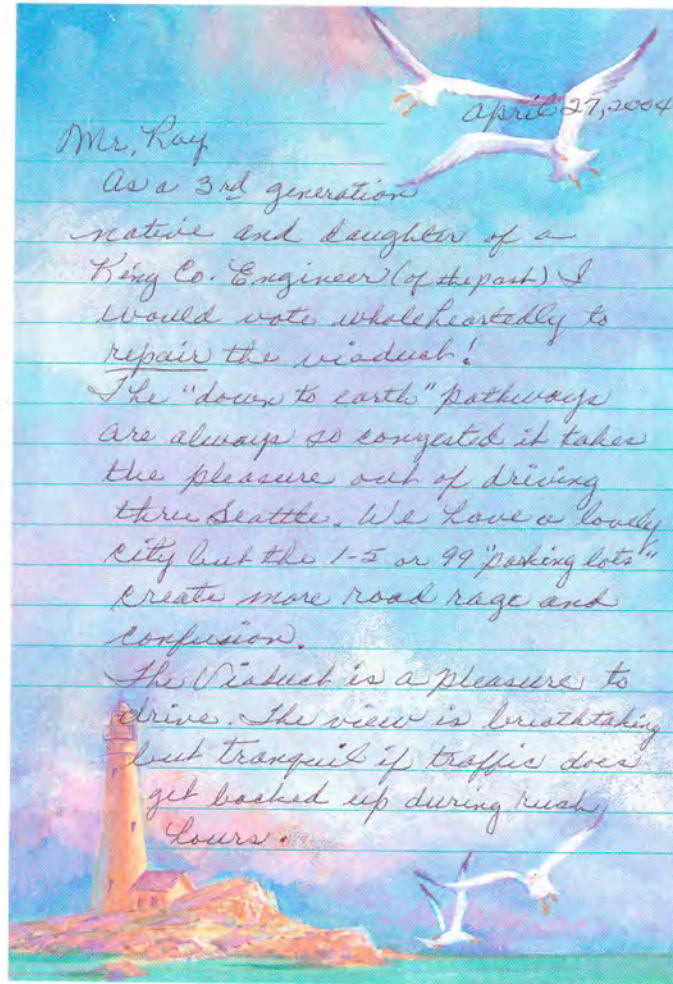


I-277-001

I-277-002



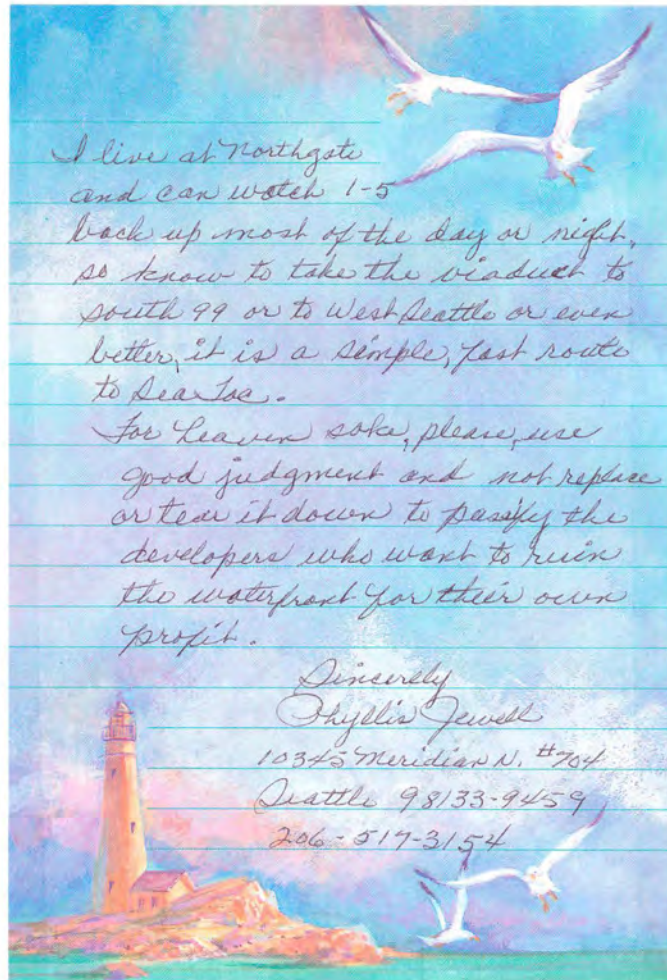
I-277-001

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.

I-277-002

The views of Elliott Bay, Puget Sound, and the Olympic Mountains are prized by many. Views are currently enjoyed by motorists and passengers traveling on the upper deck of the existing viaduct. However, the views for motorists and pedestrians using downtown streets in the vicinity of the waterfront are interrupted by the existing viaduct structure. This structure is considered by some to be a substantial visual intrusion as well as a source of noise and shadow for the Pioneer Square Historic District and the Central Waterfront. Impacts to views are discussed in the Final EIS and considered in detail in Appendix D, Visual Quality Discipline Report.

I-277-003



I-277-003

Thank you for your comments. The lead agencies have identified the Bored Tunnel Alternative as the preferred alternative. The project has evolved since the publication of the Draft EIS in 2004. Please see the Final EIS for the current information about the proposed build alternatives.