I-393-001

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From: Mcgoregan@aol.com [mailto:Mcgoregan@aol.com]
Sent: Saturday, May 22, 2004 4:46 PM
To: awvdeiscomments@wsdot.wa.gov
Subject: Waterfront

Why is there so much moaning and groaning about waterfront ideas with a tunnel or cover and six lanes or eight? Last year Roger Patten AIA wrote an op-ed article in the Seattle Times proposing a bridge across Elliot Bay to replace the viaduct. It would go from the battery street tunnel to south of town and join somewhere near the stadiums. He estimates it would cost about a billion dollars. Why has this proposal been met with silence?

Tunnels are not popular with people that have to use them. The Chunnel that connects Britian with Europe is barely maintaining because people prefer to use the ferries where they can be on the water not under it, and they can see the scenery and smell the fresh air.

The big dig in Boston came in billions of dollars over budget, and the same thing could happen here. In fact Sound Transit tunnel's bid came in millions over the amount estimated and they haven't even turned one shovel of dirt.

In case you haven't seen Roger's proposal I'm enclosing a copy. As an arts organization you should be able to see the beauty of a soaring bridge over the bay that frames the Olympic Mountains, removes traffic and its noise from downtown and gives the waterfront room for parks and prominades.

If you have any knowledge of why consideration of a bridge is denied, I'd be interested to know. A less expensive alternative by far to the current proposals merits at least an explanation of why not.

Clare O'Regan
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Proposed Elliot Bay Bridge by Roger Patten AIA

Imagine a bridge built over Elliot Bay that removes the high speed traffic and noise of highway 99 away ftom the waterfront and returns the waterfront back to the city of Seattle for development.

Picture a cable-stayed suspension bridge with a main span of 3,450 feet for a total bridge length of 6,900 feet with approaches for a total length of two miles. It can be built within five years at a cost of about one billion dollars. The bridge would be the same length as the Alaskan Way Viaduct and replace it forever.

The bridge's main span is supported by two bridge towers that am approximately 1000 feet above sea level and support the cable stayed bridge span 240 feet above the water.

The towers will have Viewing/Restaurant platforms at the 800 foot level for the south tower and Security facilities for the Port of Seattle and US Coast Guard at the north tower.

The bridge deck has a curve designed into it to allow for expansion and contraction of the superstructure between the approaches and will curve outward ftom the waterfront to afford a greater space for Seattle to have an Inner Harbor. This curved deck will also move the highway traffic a half mile off the waterfront, far enough away so you can see the vitality of the traffic but not hear it.

The curve in the bridge deck will also allow for the bridge alignment with the Battery Street Tunnel and when traveling north on the bridge the Space Needle will appear centered between the suspension cables and when traveling south (on a good day), Mt. Rainier will appear centered between the suspension cables.

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Several concepts were considered that would construct a bridge over Elliott Bay as an alternative to reconstructing the viaduct in its current location. However, these concepts were screened out for several reasons:

- A bridge over Elliott Bay would restrict navigation within Elliott Bay, which would affect both the Port of Seattle's container terminal operations and the Washington State Ferry operations at Colman Dock.
- Obtaining the necessary permits for in-water bridge construction would be extremely difficult.
- The bridge concept has visual quality impacts that are not consistent with the City's existing land use and shoreline plans.

The Bridge is designed to support six lanes of car/truck traffic and two monorail tracks under the bridge superstructure for a personal rapid transit (PRT) public monorail transportation service to the bridge towers and the city's new waterfront development.

The bridge towers will be mirror like and at times their silhouettes will disappear and reappear like a mirage with reflections and shadows in the waters of Elliott Bay.

The bridge cable-stayed suspension system is a new and inventive structure and is supported by the two towers anchored approximately 220 feet below the surface of the water by means of a foundation system that will harness the unique geology of the Elliott Bay estuary and resolves the ecological impact of the bridge construction in a new and meaningful way.

The Elliott Bay Bridge will be the longest cable stayed bridge in the world and perhaps a new signature for the City of Seattle.

Some engineers believe the Alaskan Way Viaduct is too dangerous to use and should be shut down. Remember the California Northridge Earthquake of January 17, 1994 and the catastrophic events to the transportation system of L.A.

Now is the time to build!

Roger Patten AIA

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

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Last year There was a proposal by Roger Patten AIA to build a bridge over Elliot Bay to replace the viaduct. It would cost one billion dollars and be completed in 5 years. It takes the noise and traffic away from downtown and creates a beautiful structure to admire along with the mountains and sea and can be done with a minimum of disruption to traffic. You already have the planning done for the approaches. You owe it to the taxpayers to consider a less expensive alternative to tunneling, and rebuilding the viaduct is unacceptable.

Comments apply to:
Other Topic: Bridge over Elliot Bay