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Friends:

I-395-001

I have been thinking on this problem for 35 years and also following the discussions. I had more or less decided it was a case of an "insolvable problem" until I read the article in the Seattle Times 1 April 2004. The sad thing is that none of the alternatives seems to be really satisfactory for anyone.

After all these years it came to me - with a little lateral thinking - that there is a good solution which is simple, elegant, workable, timely, environmentally reasonable, and affordable (I think). Attached is a drawing with map and explanation. Many famous harbors have bridges.

I am aware of all the detail design, engineering, planning, and environmental studies which would be necessary - after 65 years of doing those things myself - and I think it is doable. For example, T. Y. Lin is capable of doing the structural engineering I believe.

Consider also the Thompson Freeway: why it was planned and why it was canceled.

What do you think? It seems to me the people of the city and the state should at least be made aware of this option.

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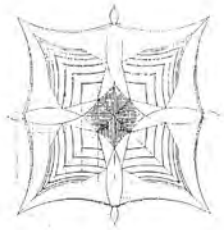

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As part of the alternatives development process for this project, concepts were considered that would replace the viaduct with a bridge over Elliott Bay. However, these concepts were not advanced for reasons listed below:

- 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.

Since 2004, the lead agencies have worked with the public, other agencies, and decision-makers to develop, refine, and evaluate possible viaduct replacement alternatives. Please see the Final EIS for a description of the currently proposed alternatives, their effects, and proposed mitigation.

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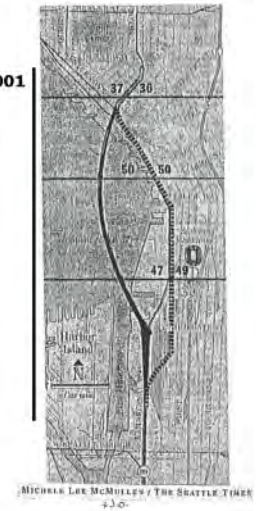
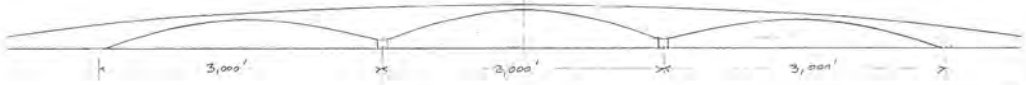


ADVANTAGES TO THE "SEATTLE GATEWAY BRIDGE" SOLUTION
TO THE ALASKAN WAY VIADUCT PROBLEM

1. The existing viaduct is completely removed from the waterfront allowing the best development for its use.
2. Can be almost entirely constructed without iterrupting present traffic on route 99.
3, Can be built on a fast track construction schedule, proceeding 24/7, taking possibly half the time of the other schemes.
4. Pending solid construction bids, the cost should be equal to or less than the lowest cost alternative, particularly when factoring in the minimum interruption and earlier completion date.
5. Provides a true alternative route around/thru the downtown to supplement I-5 Freeway.
6. Rather than blocking views of the Olympics and the water would frame them. The view for motorists would be enhanced.
7. Would add to the city's magic with a beautiful gateway.
8. No comparison with the projections for "travel times; average speed; or loss of parking".
9. Could reasonably be made a toll bridge to help pay the cost. One time users - ie tourists - full price. commuters a minimum amount. Occasional resident users somewhere in between.



VIEW TO THE WEST FROM DOWNTOWN
"GATEWAY TO SEATTLE"

J.O.