

AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-406-001

24 April 2004 To: www.wsdot.wa.gov/projects.Viaduct From: The Peters Family  
VFW2713@aol.com Subject: Our Built and Paid For Viaduct along the waterfront Attn:  
Appropriations and hopefully, a Common Sense Committee (if we have one) Gentlemen;  
There is an old Adage coined by some very wise men that discovered after centuries of  
heavy study; that: "If it Ain't Broke, Don't Fix it !!!" Our Viaduct Aint Broke !!! Your \$3 to  
\$4 Billion Cost Range "Estimates" for Repairing and/or Replacing our Viaduct are totally  
unacceptable. It shouldn't take anything like \$3 Billion to repair what we already have, that  
provides commuters with quick and easy, access to North / South unsnarled traffic. Not to  
mention the beautiful sound, mountain and city views we are greeted with.... Visitors gasp  
in delight, and Love it.... The people that designed our old friend deserve an award of  
excellence in public project design, and an apology from those warped visionaries that  
would even think of tearing it down. Our Viaduct Ain't Broke !!! Yes, he's been wounded in  
the battles with Mother Nature and Nut-Case Drivers. But like the strong old soldier he is, if  
we bring in a field hospital, he'll live to serve us several more decades... Our Viaduct isn't  
dead, he's only been clipped a little in the legs... Don't write him off for some stupid leaky  
hole in the ground replacement fresh from UC Berkeley's Skrool of Urban Lunacy. The  
view in tunnels, Stinks !!! Respectfully, Pete and Dianne Peters (AKA: Taxed to the Max in  
Munchkin Land) 7022 Earl Ave. N.W. Seattle, WA 98117 206-784-8559  
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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.