

SKYPARK WOULD OFFER AN ALTERNATIVE TO TEARING DOWN OR REPLACING EXISTING VIADUCT BY WIDENING THE PRESENT STRUCTURE ONE LANE ON BOTH VEHICLE LEVELS - THIS PROVIDES ONE THIRD INCREASE IN TRAFFIC CAPACITY ON EA LEVEL. A WIDER STR. COULD BE STRENGTHENED AND ALLOW A PEDESTRIAN PROMENADE / LINEAR PARK THAT WOULD SERVE THE ENTIRE WATERFRONT AND C.B.D.

Cut-and-cover tunnel/aerial structure

IT COULD BE ALL SEASON FACILITY THAT VIEW BEGINNING AT THE PUBLIC MARKET AT THE NORTH & CONTINUING SOUTH TO THE OFF RAMP AT A NEW VIADUCT FOR CARS GOING SOUTHBOUND - A SHALLOW TUNNEL FOR NORTHBOUND TRAFFIC.

ONE COULD EXPECT TO FIND PLANTS & FLOWERS, POOLS AS WELL AS PLACES TO WALK AND PLACES TO BACK TO THE CBD OR DOWN FOR SHOPPING ALONG THE PEOPLE MOVER NORTH OR SOUTH.

IF IT WERE SUMMER, THE ROOF WOULD PROB. BE RETRACTED MOST OF THE TIME, BUT IN ANY EVENT THERE.

SCULPTURE, FOUNTAIN'S SIT AND READ OR WALK WATERFRONT OR TAKE THE

BE RETRACTED MOST OF THE TIME, BUT IN ANY EVENT THERE.

Integrated seawall

Existing viaduct to be replaced

Double-deck cut-and-cover

A viaduct that increases all former viaduct traffic by a third

Alaskan Way

Integrated seawall

Existing viaduct to be improved & strengthened (not torn down)

ALTERNATIVE #6 (SKYPARK)

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FHWA, WSDOT, and the City of Seattle appreciate receiving your comments and recognize your preference for preserving and enlarging the existing viaduct, and creating an aerial covered park on a new upper deck. The alternatives presented in the 2004 Draft EIS, 2006 Supplemental Draft EIS, 2010 Supplemental Draft EIS, and Final EIS represent a reasonable range of approaches that can meet the purpose and need for the project. Many options were looked at during the initial phases of the AWWV project's screening process. The screening process involved early analysis by the project team and discussions with community groups at more than 140 community meetings and community interviews, including businesses along the corridor. A total of 76 initial viaduct replacement concepts were considered, and concepts that were not feasible, or were outside the purpose of the project were dropped from further consideration. The most workable ideas were shaped into the alternatives analyzed in the 2004 Draft EIS. Further screening and analyses were conducted for the two Supplemental Draft EISs and the Final EIS.