AWV Draft EIS Comment Form Results:

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Would like to be added to the project mailing list?

Yes

Project Comments:

I-523-001 I believe the appropriate alternative to be No Build. This based on the viaduct's deteriorated condition, funding uncertainties, a construction start for replacement many years off, and public safety. A No Build alt should not preclude upgrades and stabilization of failing elements. Stabilization of the footings, supporting soils, soils behind the seawall and structural upgrades could be accomplished at a cost of 1-2% of that of the other alternatives. A concern is that presently anticipation of the other alternatives is a distraction in the funding of necessary stabilization efforts. The responsible approach, considering the potential loss of life, property, transportation and commerce due to the impending failure public leaders have led us to expect, would be the immediate commencement of efforts to insure us of a safe and functional system until such time funding a replacement is assured and physical construction begun. Undertaking these efforts would insure us of an ope! rating facility while relieving us of the cost, liability and other impacts should the structure fail or be closed. Should funding be assured and the project a likely reality my preferred alt would be the 6 lane tunnel. I only reviewed the Draft Executive Summary and found it lacking in discussion and costing of the No Build Alt. Thank you for allowing and supporting public comment. GW

Comments apply to:
Overall Project

I-523-001

FHWA, WSDOT, and the City of Seattle appreciate receiving your comments on a No Build alternative and a tunnel alternative. Not replacing the viaduct would entail either retrofitting the existing viaduct, or removing the viaduct and replacing it with a reconfigured Alaskan Way.

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. Therefore, the Rebuild Alternative is not reasonable.

Many people asked the lead agencies to consider an alternative that would remove the viaduct and replace it with a four-lane surface roadway along Alaskan Way and include transit improvements. Without a host of improvements and modifications, a four-lane Alaskan Way would create even more congestion on I-5 and downtown streets than the alternatives evaluated in the Draft and Supplemental Draft EISs. Transportation studies performed for this project indicate that replacing the viaduct with a four-lane surface street would substantially increase congestion for most of the day and part of the evening on I-5 through downtown Seattle, downtown streets, and Alaskan Way. On downtown streets, traffic would increase by 30 percent; though traffic increases to specific areas like Pioneer Square and the waterfront could exceed 30 percent. With a four-lane roadway, traffic on Alaskan Way would

quadruple to 35,000 to 56,000 vehicles per day compared to about 10,000 vehicles today. This traffic increase would make Alaskan Way the busiest street downtown, carrying more traffic than Mercer Street does today. The increased traffic congestion would also make travel times worse for buses, making transit improvements along these streets largely ineffective. Finally, neighborhoods west of I-5 (Ballard, Queen Anne, Magnolia, and West Seattle) would be less accessible and would face longer commute times.