

H-005-001

1 MR. SHASTEEN: My name is Bud  
2 Shasteen, S-H-A-S-T-E-E-N, Bud. I'm just here  
3 representing the viaduct preservation group, and we  
4 are absolutely convinced that retrofit is the only way  
5 that this project should be done, save billions of  
6 dollars in original costs and also no delays to our  
7 traffic, no loading up I-5, so many advantages, we  
8 don't see what the big push is to tear the viaduct  
9 down.

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Public Comments  
July 15, 2008

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WSDOT has found that the retrofit alternative is not a fiscally responsible alternative and would not bring the structure up to current safety standards. A recent independent consultant evaluation<sup>1</sup>, <sup>2</sup> also found that the retrofit is not technically or fiscally prudent. The executive summary from the Independent Consultant Retrofit Report can be found on the WSDOT website under the Stakeholder Advisory Committee - July 24, 2008 section: <http://www.wsdot.wa.gov/Projects/Viaduct/library-meetingmaterials.htm>.

According to WSDOT estimates, the retrofit scheme proposed by the Viaduct Preservation Group would cost approximately 80 percent of the cost of replacing the viaduct. A retrofitted structure would still have inadequate lane widths, no emergency shoulders, and substandard acceleration and deceleration lanes, along with a level of seismic safety risk that is well beyond current standards. Construction of any of the retrofit schemes proposed to date would result in significant and long-term disruptions to traffic both on and around the viaduct.

<sup>1</sup> KPFF Consulting Engineers. 2008a. Executive Summary - Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct presented to the Stakeholders Advisory Committee Briefing on July 17, 2008, by Andrew W. Taylor, Ph.D., SE, FACI.

<sup>2</sup> KPFF Consulting Engineers. 2008b. Evaluation of Seismic Retrofit Options for the Alaskan Way Viaduct Final Report. September 25, 2008.