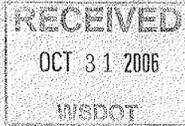


Duse F. McLean
13106 NE 38TH PLACE
Bellevue, WA 98005



October 31, 2006

Mr. Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

RE: SR 520 proposal

Dear Mr. Krueger:

I-1058-001

I live on the Eastside and frequently commute to Seattle on SR 520, entering the freeway from the 124th Street ramp. I am a tour guide in Seattle, a job that entails telling people about our area and heritage – a job made easy with our beautiful location and the foresight of early civic leaders. One of the most visible attributes, unique to Seattle, is Seattle's stunning Olmsted park and boulevard system, including the Washington Park Arboretum and the University of Washington campus. As a commuter I want relief from the agonizing congestion on SR 520, but not at the expense of the Arboretum.

I attended the September public hearing in Bellevue to learn more details about the project and the current proposals.

Some problems regarding the proposed Pacific Exchange:

Its height of 110 feet above the water is almost TWICE as high as the current I-90 East Channel Bridge.

Not only is high, but the many lanes and ramps extending from its apex make it wider than the I-90 East Channel Bridge.

Not only is it higher and wider, the degree of slope is much steeper (a 7 percent grade) making it dangerous to negotiate at freeway speeds.

The bike/wheelchair ramps would have the same 7 percent grade -- difficult to negotiate.

I-1058-001

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

Mr. Paul Krueger
October 31, 2006
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I-1058-002

The arrangement of the off-ramp heading south through the Washington Park Arboretum is unrealistic. I attended the Bellevue DOT event where a DOT representative said there would be only a slight increase in traffic through the Arboretum from the present level and the current winding boulevard would not need to be widened. This is illogical: On the existing freeway there are now two roads serving as off-ramps to the south. In the Pacific Exchange plan there is only one road going to the south. Obviously that one road would have a significantly increased amount of traffic.

I-1058-003

The gracious Lake Washington Boulevard designed by the Olmsted Brothers Firm is one of Seattle's elegant Olmsted heritages and one of the most beautiful drives in the United States. Turning it into a freeway on-ramp would destroy it. In addition, the Wilcox Bridge at the north end of the boulevard, which the proposal refers to as the "Arboretum Aqueduct," is more than a bridge and it's not an aqueduct: It is a city sewer line from Broadmoor and cannot be elevated to accommodate larger vehicles that would need to pass under it.

I-1058-004

I support a six-lane alternative for safety and to expand the capacity of SR 520 to handle the amount of traffic that goes both to and from Seattle and the Eastside. But not at the expense of the Arboretum.

The Pacific Exchange is the most complicated, intrusive and expensive proposal for a new SR 520 freeway and creates more problems than it solves.

Better plans can be made.

Sincerely,



Duse McLean

13106 NE 38th Place
Bellevue, WA 98005

I-1058-002

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

I-1058-003

Comment Summary:

Olmstead Resources

Response:

See Section 11.2 of the 2006 Draft EIS Comment Response Report.

I-1058-004

Comment Summary:

6-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.