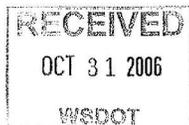


October 31, 2006



*Microsoft*

James Leonard, Area Engineer  
WSDOT Environmental Services Office  
414 Olive Way, Suite 400  
Seattle, WA 98101

SUBJECT: SR520 Bridge Replacement and HOV Project Draft EIS Comments

Dear Mr. Leonard:

Thank you for considering Microsoft's comments in response to the Draft EIS for the SR520 Replacement and HOV Project. Our comments are broken down into two categories: 1) articulation of Microsoft's interest in the SR520 corridor, and, 2) specific comments on the DEIS within the regulatory context of RCW 43.21C and WAC 197-11.

The SR520 corridor from I-5 in Redmond to SR202 in Redmond represents the critical link from Microsoft's Corporate Headquarters from Seattle, the University of Washington and east to Redmond and beyond. In addition, our Seattle employees' use transit carpools and vanpools in large numbers even with the limitations of the current bridge. More importantly, this facility represents critical infrastructure for our business operations between our corporate headquarters, the Eastside, the University of Washington, downtown Seattle, and the rest of the region. Given the company's continued expansion on the Eastside we expect these demands to increase for the foreseeable future.

The DEIS does a good job of representing both the current corridor deficiencies and future impacts of the alternatives, both during construction and with final build out. It is clear from this analysis that there are environmental impacts from such a large redevelopment in the SR520 corridor. On balance the analysis shows that there are documented noise, visual, habitat and alignment impacts, but also long term storm water, safety, mobility and economic benefits from the described improvements.

After review of the DEIS and associated Technical Appendices we have the following comments:

1. SR520/Eastside connectivity – Given the scope of the DEIS there is limited information describing how Eastside improvements would integrate into both existing and proposed facilities east of NE Points drive in Kirkland. Chapter 7 should be expanded to describe how the alternatives integrate both with the current and future SR520/I-405 interchange.

**C-016-001**  
**Comment Summary:**  
Eastside Concerns

**Response:**  
See Section 24.0 of the 2006 Draft EIS Comment Response Report.

C-016-001

C-016-002

2. Pontoon Sizing – Microsoft supports the six lane alternative as represented in the documentation. Although the document does a good job of identifying construction and navigation challenges in building and placing the new bridge pontoons there is little discussion regarding pontoons sizing for long term future growth. This discussion has received considerable attention during the comment period. Microsoft believes that pontoons sized sufficient to allow for future mobility growth, including high capacity transit (HCT), will afford future decision makers a wider range of future alternatives not be fully vetted today. The EIS should expand on the discussion in Chapter 3 to describe this prospect and disclose any potential environmental impacts and potential mitigation associated with engineering and placing these larger pontoons now.

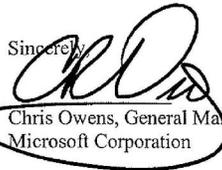
C-016-003

3. Pacific Interchange – Microsoft supports the Pacific Interchange alternative as a better long term SR520 mobility solution. We acknowledge the construction impacts associated with its development to the University of Washington and immediate community. We believe the benefits of this interchange outweigh these impacts. These impacts are amplified by the planned construction of the Sound Transit North Link project during the same time horizon. Both DEIS and Appendix J should be updated from the existing 2005 data to further detail combined constructability and environmental impacts from both mega-projects occurring simultaneously.

Of the alternatives identified in the DEIS, Microsoft supports the six lane alternative, with inclusion of the Pacific Interchange as the most viable long term option for providing additional safety and multi-modal capacity in this corridor. We believe that providing expanded pontoon capacity to retain future options, including HCT, is also critical and consistent with precedent established on I-90. Finally, there is continued urgency for this project to move forward as quickly as possible. Continued delays only exacerbate existing safety and structural risks to the existing facility and significantly limit the regions ability to provide improved mobility in this corridor.

Thank you for providing us with the opportunity to provide this input.

Sincerely,



Chris Owens, General Manager – Real Estate & Facilities  
Microsoft Corporation

**C-016-002**

**Comment Summary:**

Light Rail Transit

**Response:**

See Section 2.2 of the 2006 Draft EIS Comment Response Report.

**C-016-003**

**Comment Summary:**

Pacific Street Interchange Option

**Response:**

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