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Comment Category: General Comments

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Comment:

As a practical alternative please consider the following program which can be implemented almost immediately at a reasonable financial cost:

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1. The 520 bridge is effectively a series of barges, connected together to make a functioning roadway.
2. By taking the approach of maximizing the size of the bridge to accommodate future transportation modes (auto, bus, truck & light rail, etc.) an analysis of the most precarious sections of the bridge can be immediately made and the construction of the largest single piece (barge) of the future design could be built first.
3. Upon completion of this first section, the most precarious piece could be removed and the new section slid into place.
4. Then the next most precarious piece could be addressed and the same procedure done.
5. This may take a single piece being made and replaced each year but would allow for the bridge to be completed before 2020 and in the meantime the infrastructure needed at each shoreside end could be addressed over time so that the completion of the full bridge and the shoreside infrastructure would coincide.

Remember, this is a series of barges and effectively a fleet. This type of bridge, unlike a suspension bridge, cable stayed bridge, etc affords you the luxury of replacing a piece of the fleet each year with little impact on the fleet operation. Not really any different than operating a shipping company.

If your approach was taken in this manner, this bridge could be continually up upgraded towards the end of each piece's (barge) useful life.

Should you choose to have further inputs from me, please email me at any time.

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Comment Summary:

Schedule

Response:

See Section 4.1 of the 2006 Draft EIS Comment Response Report.