

THOMAS GREGORY REYNOLDS
4329 210th Place NE
Sammamish, WA 98074-9358

October 26, 2006

Paul Krueger,
WSDOT Environmental Manager
414 Olive Way, Suite 400,
Seattle, WA 98101



SR 520 Bridge Replacement Comments

I-1150-001

The EIS is fatally flawed.
The eight lane replacement proposals were not given enough serious study.

Dismissal of the eight lane proposal based on increased traffic volume on I-5 failed to consider alternative exit plans.
Direct exits to U of W/Montlake to Sand Point Way/NE 35th Street and direct exit to Downtown Seattle at Roanok/Eastlake would minimize the effects of traffic increases on I-5. It would reduce the Mercer Street congestion.

The economic loss due to congestion and business relocations outside of the metropolitan Seattle area to escape traffic congestion caused by an inadequate six lane bridge is not addressed.

An Eight Lane replacement is necessary to accommodate the increases in traffic, business and the growth projected to occur during the lifetime of the proposed replacement bridge. Supporting infrastructure, new improvements and streets can be added on the land at the East and West ends of the bridge at anytime to accommodate the increased traffic but we are going to be forced to live with the bridge design and capacity for 30 to 75 years.

We must plan ahead to handle the projected growth in population, business, and traffic. The six lane replacement proposal will not result in a significant improvement over the existing four lane bridge since carpool lane restrictions will limit use of two lanes. The six lane proposal is not adequate to handle the projected traffic volumes.

The replacement bridge must be eight lanes in order to be functional for the community.

Respectfully,

Thomas Gregory Reynolds

I-1150-001
Comment Summary:
8-Lane Alternative

Response:
See Section 1.1 of the 2006 Draft EIS Comment Response Report.