

I-1241-001

Comment Summary:

Freeway Operations (I-5 Area)

Response:

See Section 5.2 of the 2006 Draft EIS Comment Response Report.

From: d baker [mailto:dwrightcbaker@yahoo.com]
Sent: Tuesday, October 31, 2006 8:49 PM
To: SR520Bridge@WSDOT.WA.GOV
Subject: Draft EIS Comments of Dwight C. Baker. 10/31/2006.

These are some of my additional comments submitted to supplement my two previous brief informal comments given to the court recorders at the WSDOT open house events at Bellevue, and in Seattle last summer and fall.

Recent news summaries in the Seattle P. I. and Seattle Times have added some public feedback. I agree with the general theme of the Seattle P. I. articles in the issue of 10/31/2006 today. These articles, and their Headlines reflect and confirm my previous observations and comments given to the court recorders.

The following are some of my personal views and overall system engineering opinions and comments on the SR 520 Bridge Studies:

As background, I currently volunteer in transit systems active work for King County Transit Advisory Committee (Metro Transit), and the East Side Transportation Sounding Board. I retired from design engineering on various large programs, refinery/chemical projects at Bechtel, and 25 years at Boeing on a number of major missile, space and airplane programs; also on the unique Boeing design/built Morgantown personal rapid transit (PRT) system operating for 30 years of safe, and still "advanced" mass transit operation. similar "up-graded" modes have candidate potential as elements within the Puget Sound transportation environment.

As to the SR 520 Bridge route, and the Seattle downtown Waterfront, and major existing tunnels and interchanges, the preliminary designs of WSDOT Seawall/Cut and Cover Tunnel, and possible SR-99 route changes and improvements, and the I-5 specific connections, and the capacity and lane inter-connections with the SR 520 Bridge route design, I have the following comments and observations:

I-1241-001

(1) The I-5 connections from SR 520 should have at least three (3) ramp interchange access levels for both cars and buses and trucks. These ramps should merge with vehicle speeds which can merge onto I-5 in both south-bound and north-bound directions onto the best side for driver's ultimate destination off-ramps. The close metro area destinations either to east side of I-5, or west side of I-5 within the high traffic southbound fast downtown to Dearborn and Jackson streets, and northbound to U-district and Ravenna/65th street off ramps. The enforced ("braided-lane" dangerous maneuvers) would be substantially calmed and avoided, to reach the driver's intended exit side of I-5 within that congested fast traffic segment. State and federal money should be sought to correct these original I-5 flaws when SR-520 was built. It would create an upgrade from the original mistake of the I-5 design which forces all traffic from SR 520 to "cross-over" four or five lanes of fast moving south-bound top level southbound traffic.

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