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SEP 10 2006

SR 520
PROJECT OFFICE

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23 - 191st Place S.E.
Bellevue, WA 98004
8 September 06

Dear Sir:

As an engineer (retired) I have the following observations and comments on the proposed new 520 bridge.

Making the span with less than six lanes plus emergency-stop lanes will be short-sighted as traffic now fills four lanes and is bound to increase. Stalls now produce backups.

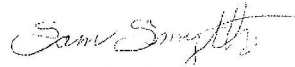
The draw span must be eliminated. The eastern high rise must be high enough to accommodate expected boat traffic or height of boats curtailed.

The curves of the western high rise which now slow traffic and cause backups must be straightened as much as possible.

The Montlake off and on ramps need lengthening to accommodate commuter and game-day traffic.

The 520 to I-5 southbound ramp must go under I-5 and join it on the I-5 right-hand lane, avoiding the current very hazardous crossing of lanes to reach the right lane and exits to Seattle businesses and entertainment facilities. This change is imperative!

A look at the Seattle street map reveals that Madison street leads from Madison Park on the lake directly to the center of the downtown Seattle Business District where many are employed, to Capitol Hill, to the First Hill hospitals, and to the ferries. Ideally off and on ramps would connect the 520 route to Madison, without rambling through the Arboretum, and would relieve the current 520-I-5 connection, shortening and simplifying the route to downtown. If direct over-water ramps to the east end of Madison street are found objectionable, the present Arboretum ramps could be extended to Madison with a cut-and-cover tunnel through the Arboretum, joining somewhere west of Lake Washington Boulevard.



Sam Smyth

I-0260-001

Comment Summary:

Alternatives Development

Response:

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

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