

Dear Washington State Department of Transportation:

It is evident that there is a new 520 bridge plan being pushed for at this time. You might have already received some negative feedback on the idea of tolling the 520 to contribute to the lack of funding that you are currently facing.

As someone who has commuted the 520 on a regular basis, I have some thoughts on the proposed bridge plan that is currently accepted. I also read somewhere that the new plan is a result of 14 years of work and analysis.

With this said, I have a few ideas before any further action is taken on the 520 bridge.

The 520 takes a significant and distinguishable beating every time there is a windstorm on Lake Washington. It is distinguishable because the wind and the water beat on one side of the bridge, and leave the other side without any trouble. Because of this, the bridge acts as a wind and storm dam in any case of a storm on Lake Washington. This makes the bridge's wear and tear somewhat abnormal.

The new proposed bridge is basically the exact same design as the old 520. My question is: What is the significant difference between the new bridge plan and the 520 as it already is? Especially for the amount of money that is going into it, and the idea of being tolled every day on the way to a tough day at the office.


Perhaps a cheaper idea would be implementing a ferry terminal to cross the lake at this location. While it would be much slower, the result might be the same as the traffic tolling idea. The majority of people would just take I-90 or go around the lake.

Or, my favorite idea is getting away from the floating bridge and making a larger and stronger bridge that sits above the water, and would last much longer than another 520 floating bridge with a couple of differences that aren't all that noticeable. On top of this, a larger and more majestic bridge could add another feature to the Seattle skyline. Perhaps even a great place for a firework display on the 4th of July.

It sounds like a lot of money and a lot of trouble for no significant difference. Not to mention the winter storms of Lake Washington will beat the new bridge in the same way they did the old one, shortening its lifespan as well. The Washington State Department of Transportation should go big or go home for the kind of money and attention a new 520 draws.

I think the new 520 should resemble the Ed Hendler (Pasco-Kennewick) Cable-stayed Suspension Bridge in Pasco, the Worli Sealink in India, or some other kind of creative cable-stayed bridge design.

Thank You for your consideration,


Doug Seaton

P.S. Let's not forget the Narrows Bridge incidence
in 1940...