



April 7, 2010

Stephanie Brown
Seattle Department of Transportation
Major Projects
POB 34996
Seattle, WA 98124-4996

RE: **SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement**

Dear Stephanie,

This letter contains the comments from the Seattle Fire Department on the SR 520, I-5 to Medina Bridge Replacement and HOV Project Supplement Draft Environmental Impact Statement.

The purpose of this letter is to highlight the Department's primary life safety concerns associated with the project design.

1. **Lids and Tunnels:** These facilities will need to meet Fire Code requirements for life safety systems.
2. **Overwater Structures:** The height of the west transition span between Foster Island and the floating bridge must meet clearance requirements for Seattle Fire Department boats. The navigation channel must align with the bridge clearance and the anchoring system for the floating portion of the bridge must not interfere with the navigation channel under the west transition span.
3. **Fire Department Facilities:** Changes to the intersection of 10th Avenue and Roanoke Street will negatively impact fire Station 22 by taking property from the front of the station and removing space for planned expansion to the east of the station.

Thank you for requesting input from the Seattle Fire Department. If you have questions or need further information related to the Department's comments, please contact Gary English at 206-386-1450 or email to gary.english@seattle.gov.

Very truly yours,

A handwritten signature in black ink, appearing to read "John Nelsen".

Assistant Chief John H. Nelsen
Fire Marshal

JHN:GLE:pd

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L-009-001

WSDOT and FHWA have announced a Preferred Alternative that includes lids along the SR 520 corridor, maintains the west and east transition span navigation channels to the Evergreen Point Bridge, a further reduces the project footprint through the SR 520 corridor to minimize impacts.

WSDOT is working with the City of Seattle to ensure that all lids and tunnels meet fire, life, and safety requirements, and will continue to engage with the City of Seattle as lid design advances.

The navigation channel beneath the west transition span would be maintained, and would meet the requirements for the Seattle Fire Department boats.

WSDOT is also working with the City of Seattle and the Roanoke neighborhood to refine the design of the 10th Avenue East and Roanoke Street intersection, which would improve traffic movement north of the 10th/Delmar lid. While the design of the Preferred Alternative does include utilizing a small portion of the north side fire station property as described in the comment, the acquisition does not impede or limit expansion to the north or east, as the acquisition is very small (0.03 acre). Design refinements being pursued as design advances could eliminate that acquisition. Additionally, Fire Station #22 would remain fully operational and access for emergency response would not be affected.