



City of Seattle

Gregory J. Nickels, Mayor

Seattle Transportation Grace Crunican, Director

*Seattle
Freight
Mobility
Advisory
Committee*

October 27, 2006

Paul Krueger
WSDOT Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Peter Whitehead
Nelson Trucking
Co-Chair

Vacant
Co-Chair

Warren Aakervik
Ballard Oil

Pat Binion
Alaska Distributors

Andrew Johnson
BNSF Railroad

Ed Shilley
NUCOR Steel

Christine Wolf
Port of Seattle

RE: Comments on the SR 520 Project DEIS

Dear Mr. Krueger:

The Seattle Freight Mobility Advisory Committee thanks WSDOT for including us in reviewing the SR 520 draft environmental impact statement (DEIS). We have watched this issue and have had many updates and meetings over this important undertaking. Below are some of the main issues we feel need to be included and/or taken into consideration:

1. Maintaining sufficient through capacity on this route is critical to keeping trucks moving.
2. Keeping vertical heights as high as possible for overhead structures, toll booths and other overhead equipment to accommodate oversize loads being brought to this area of Puget Sound. Oversize routes must be maintained for the Eastside and to access Puget Sound industries and ports. If there are any toll booths, vertical and horizontal clearance should allow passage of an oversize load.
3. Note that the City of Seattle considers a truck design envelope of a 20' X 20' vehicle for overlegal (oversize) loads on major truck routes.
4. Keeping grades as level as possible for maintaining freight mobility, and for visibility, fuel consumption and exhaust emissions reasons. We are particularly concerned about the ramp to the proposed Pacific Avenue interchange. We suggest that grades should be kept to no more than 7%, preferably no more than 5%.
5. Revising the ramp design for the west-bound SR-520 to I-5 merge to make it safer and easier for trucks. Trucks have slower acceleration and deceleration characteristics. This is of particular importance where trucks merge into traffic at a left hand entrance ramp.

The Seattle Freight
Mobility Advisory
Committee advises
elected officials, SDOT
and other agencies on

Seattle Freight Program Websites: <http://www.seattle.gov/transportation/freight.htm>
<http://www.seattle.gov/transportation/fmac.htm>



6. Coordination between the Viaduct Replacement Project construction schedule and the SR 520 construction schedule. Minimizing north/south travel congestion at the primary interchanges with SR 520 is critical. Ensure that the two projects (SR 520 and SR 99) will not have concurrent construction underway.
7. Maintaining traffic movement on SR 520 to the extent possible and minimize the time that SR 520 is closed to traffic.
8. The Committee wants to know what the truck design vehicles are for improvements in the project area. Note that the City of Seattle has designated SR 520, I 5, NE Pacific Street and Montlake Blvd NE (SR 520 to Pacific) as Major Truck Streets. The Committee recommends consideration of a WB 67 design vehicle on the Major Truck Streets.
9. All covered roadways and tunnel sections should not negatively impact the transport of hazardous materials.
10. The Committee supports the proposed Pacific St Interchange.

If you have any questions on the Freight Committee's comments, please contact Ron Borowski, SDOT Freight Program at 206 684 8370 or myself at 206 947 6180.

Sincerely,

Peter Whitehead, Co-Chair
Seattle Freight Mobility Advisory Committee

Cc:
Mayor Greg Nickels
Councilmember Jan Drago, Chair Council Transportation Committee
FMAC Members
Grace Crunican, SDOT
Ron Borowski, SDOT
David Allen, SDOT