

From: Stacy Andersen [mailto:andersenbicknell@gmail.com]
Sent: Wednesday, March 10, 2010 3:06 PM
To: SR 520 Bridge SDEIS
Subject: 520 Questions

I hope you can answer the following questions for me:

I-250-001 | 1) What percentage of 520 bridge users are in SOVs?

I-250-002 | 2) Where does 520 bridge rank compared to other state highways in terms of per passenger fatalities and injury.

I-250-003 | 3) What percentage of construction costs will be covered by tolls?

I-250-004 | 4) INREX listed I-5, at 45th the worst bottleneck in the state is this correct?

(Weekly hours of bottleneck congestion: 256
Worst bottleneck: Southbound, 45th St/Exit 169
Length of worst bottleneck: 1.46 mi
Weekly hours of congestion on worst bottleneck: 34
Speed of worst bottleneck when congested: 21.3 mph)

Thank you.

From: rutledges@aol.com [mailto:rutledges@aol.com]
Sent: Monday, April 12, 2010 1:44 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Tim Rutledge
Address: 8058 30th Avenue N.W.
City: Seattle
State: WA
County: King County
Zip: 98117
Email: rutledges@aol.com
Phone: 206-789-2834

Comments:

I-251-001 | My understanding of Option A, which appears to be the Option preferred by WDOT and the Governor, is that it is a proposed 6 lane replacement bridge that has not been designed to incorporate mass transit IE light rail. I just can't believe that decision makers will spend \$9+ billion for a bridge replacement that will hopefully last 50+ years without at least planning for mass transit capacity that may need to occur sometime in the future. Putting more cars on an expanded bridge will only create more problems at the entrances and exits. I urge reconsideration of this option to incorporate future light rail mass transit.

-----Original Message-----

From: Richard Dunn [mailto:richardrdunn@comcast.net]
Sent: Tuesday, April 13, 2010 3:07 PM
To: SR 520 Bridge SDEIS (2)
Cc: Jon H. Decker; Gary Stone; Dick Dunn
Subject: 520 Project Haul Routes

I-252-001

Jenifer, I'm a resident of E. Shelby Street in Montlake. I live about 200 feet from the Museum of History and Industry, soon to become a staging area for the 520 project. I have serious concerns for this neighborhood, particularly during the construction phase, and I've tried to express them in the attached cover letter and discipline report. I've also attempted to offer a couple of alternative hauling methods and routes.

Thank you for taking the time to consider what I've done here.

Richard Dunn
2143 E. Shelby St.
Seattle WA 98112

*** eSafe2 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

The Effects of the SR 520 Project on E. Hamlin/E. Shelby

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

I-252-002

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

- Five staging areas in the immediate vicinity of residences
- UW open area adjacent to the UW Light Rail Station
 - Mohai parking lot and building location
 - Lake Washington Blvd adjacent to 520
 - Lake Washington Blvd adjacent to exit ramp
 - Montlake Blvd (site of second bascule bridge under A+)

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The

I-252-002 | demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that “construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day.” “The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project.”

I-252-003 | For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays, the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident’s lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

I-252-004 | Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that “peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods” An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

I-252-005

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

“The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS.” (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS] “Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust”

I-252-006

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

- a) Many of the mature trees and greenery that define the neighborhood, especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.
- b) A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.

I-252-007

I-252-008

I-252-009

c) The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.

I-252-010

d) The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

I-252-011

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS, Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

I-252-012

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged

I-252-012 | to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

I-252-013 | Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

I-252-014 | Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

I-252-015 | This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-016

Report	Page	Line #’s	Reviewer	Comment
SDEIS SDEIS	3.4 6.7	6	Dunn	The use of E. Hamlin and E. Shelby as haul routes, even intermittently, is an unacceptable plan to the residents of these neighborhood streets. The SDEIS says an access ramp may be provided directly into the construction zone from the SR 520 westbound Montlake off-ramp. Outbound trucks could also re-enter the westbound Montlake near the intersection with Montlake Blvd. These trucks could either go straight to access the 520 westbound on-ramp or turn left and travel to the 520 eastbound on-ramp to reach their final destinations.
SDEIS	3.4	13	Dunn	<p>The use of E. Hamlin and E. Shelby streets as haul routes should not be undertaken, even intermittently, for the following reasons:</p> <p>DANGER TO CHILDREN: Thirty eight children live in the 47 houses on E. Hamlin and E. Shelby Streets. This does not count the children who come to the house at Montlake Blvd and E. Hamlin each school day. This house is a daycare/school. Every weekday morning 56 families drop off children ranging in age from three to five at that intersection. Every weekday afternoon the same parents return to pick up the children. Visibility at the intersection is not good because of the high fence around the day care center. Merging traffic coming off the northbound Montlake exit from 520 mixes with bicycle and pedestrian traffic at this intersection. Delivery trucks choosing to use E. Hamlin/E. Shelby instead of the U-turn signal at E. Hamlin and neighborhood traffic also turn right at the intersection. This is already a challenging intersection for safety. Adding haul route trucks to it will increase the danger.</p>

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-017	SDEIS	3.4	13	Dunn	<p>BICYCLE TRAFFIC: As stated above, there is a lot of bicycle traffic on E. Hamlin and E. Shelby. These streets are part of the popular Lake Washington Bicycle Loop and every day hundreds of commuters to the UW and recreational bikers ride these streets.</p>	
I-252-018	SDEIS	3.4	13	Dunn	<p>DISPLACEMENT OF ON—STREET PARKING: E. Hamlin and E. Shelby are narrow neighborhood streets—25 feet wide. Many residents along them park their cars on them because their garages are either inadequate or non-existent. Those who are able to use their garages as garages access them via alleys which run east and west behind their houses. The alleys are accessed by shorter north/south alleys at the lends of the streets. The use of E. Hamlin and E. Shelby would eliminate parking for many people who have no option other than to park on the streets.</p>	
I-252-019	SDEIS	3.4	13	Dunn	<p>CONGESTION/EMERGENCY VEHICLES: E. Hamlin and E. Shelby are one-way streets which combine with E. Park E. to form a U. E. Hamlin heading east , E. Park E. Heading north/south and E. Shelby heading west. The exit traffic signal at Montlake Blvd and E. Shelby St. is a bottle neck at times currently. Add 120 to 300 construction trucks per day to what already exists and the backup of vehicles into the U will be severe, effecting emergency and delivery vehicles and everyone who lives on the streets.</p>	

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-020	SDEIS	3.4	13	Dunn	<p>VIBRATION: Houses on E. Hamlin and E. Shelby were built on uncompacted spoils from digging the Montlake Cut 95 years ago. These houses are especially vulnerable to vibration. One hundred twenty to three hundred large trucks a day will create vibration. Many houses along the proposed haul are within 35 feet of the street. Years of vibration will take a toll on many of these homes—some of serious historical significance and many built in the 1920’s.</p>
	Disc Report Noise	P 60	1		<p>NOISE: Mohai is to be used for parking and staging the 520 Project. If E. Shelby is used as a haul route out of the staging area to Montlake Blvd, trucks leaving the staging area will go west up the E. Shelby grade to the traffic signal on Montlake. They will do so in lower and noisier gears. As they stop and start up again at the traffic signal on Montlake they will produce noise that will not meet the 86 dBA standard for noise.</p>
I-252-021	SDEIS	6.6	18	Dunn	<p>A major concern to the residents of E. Hamlin and E. Shelby deals with what happens to the neighborhood after the 520 construction project is completed. If E. Hamlin and E. Shelby are used as access/haul routes from Montlake Blvd to and from the staging area at Mohai, this would probably result in taking out the curbs on E. Park E. and opening up direct access to the staging area. This will be terrible for the neighbors. Almost as bad would be a situation at the project’s completion where the curbs are not replaced and Hamlin/Shelby become what they are today—an alternate for those who prefer not to use the U-turn light at Hamlin. Or, they could become ingress and egress streets for the new East Montlake Park. That would be bad as well.</p>

Discipline Report Comment Summary
Discipline Report Construction Techniques and Activities (Haul Routes)

I-252-022	SDEIS	6-27	14	Dunn	<p>For the residents of E. Hamlin and E. Shelby the six years of construction on the 520 project will be extremely unpleasant. Haul routes, staging area at Mohai, demolition of Mohai, demolition of the 24th Street bridge, demolition of the Montlake Bridge, demolition of the 520 bridge and then the construction of the lids and bridges that will replace everything that has been destroyed will subject these people to pressures unlike any associated with any other construction project in Seattle's history. What financial mitigation does WSDOT have in mind for the E. Hamlin/E. Shelby neighbors that can possibly compensate for the loss of property value and health that will come from all of this?</p>	
I-252-023					<p>On the drawing of new trails, parks, streets, etc. it looks like Lake Washington Blvd or some other street goes north directly into E. Park E. then goes on to E. Shelby St. Can that be? Currently, it is not possible to access E. Hamlin, E. Park E. or E. Shelby accept via Montlake Avenue. It once was, but because so many people who came from Broadmoor and Madison Park used these streets as a shortcut to get to Montlake via E. Shelby, 24th Ave East was divided (the right hand street went into Mohai and the left hand street was closed off). One of the great injustices will be if E. Hamlin/E. Shelby residents endure six years of construction in our front yards and then have E. Hamlin and E. Shelby become access streets to to East Montlake Park or a short cut to Montlake from Lake Washington Blvd.</p>	

Sent from: Dianne Marquardt
Address: 1633 Shenandoah Dr E
City: Seattle
State: WA
County: King County
Zip: 98112
Email: diannemarquardt@msn.com

Phone: 206 329 5092

Comments:

I am not in favor of the present design for the 520 bridge. My preference is for four lanes of auto traffic and two lanes for light rail, the green transportation of the future for King County and the region. Redesigning the bridge to include light rail is the logical and smart thing to do. I hope this idea will be embraced by all government agencies concerned. I favor Mayor Mike McGinn's plan to include light rail for the bridge replacement--make the new bridge ready for light-rail. I support the Arborebum Foundation's position on measures for protecting the Arboretum from the impacts of the new 520 bridge. I support the positions taken by the surrounding neighborhood community associations and councils and their recommendations for removing the Arboretum ramps to Lake Washington Boulevard and allowing the entire area to revert to Arboretum use according to the historic Olmsted design. Do the right thing for Seattle and the region, the environment, the State of Washington, the world. Spend the time and money to come up with a design that includes light-rail-ready lanes and preservation of our beloved Arboretum. Designing a bridge which encourages automobile commuter traffic is an outdated concept and definitely not green. No government agency or official should encourage automobile commuter traffic. Not including light rail in the design encourages our dependence on the automobile and fossil fuels and adds pollution, noise, and toxic runoff into our inland waterways and Puget Sound. This design will have a **NEGATIVE IMPACT ON THE ARBORETUM**. Great parks are what make a city desirable to live in and ultimately increase property values. The Arboretum is a large close-in green space used by all citizens of King County. Visitors come from all over the world to see the heritage plants. The wetlands are used by many protected migrating species and are home to countless creatures we need to protect. Traffic on Lake Washington Boulevard, which runs through the Arboretum should not be used as an access road for the new bridge. Traffic should be held to a minimum on this historic tree-lined boulevard which runs directly by the Seattle Parks Japanese Garden. Noise coming from the Boulevard now is high. The road should not be used as a thoroughfare for highway commuter traffic. Remove access from this Boulevard to the new bridge. The Montlake Interchange is too big and will adversely impact the wetlands and surrounding neighborhoods. Looking at pictures of the site from above makes me believe there is just not room enough for all that is in the current plan. Governor Gregoire has vetoed provisions limiting the proposed

I-253-001

I-253-002

I-253-003

I-253-004

I-253-005

I-253-005

height of the designed brige to 20' allowing the current bridge height as designed to 30'. The period for citizens to comment on the design is not even over?

I-253-006

Microsoft and its coalition of business from the East side of Lake Washington are in favor of the current design and have been running full-page and half-page ads in the Seattle Times favoring going ahead with the present design. Their drawings show hardly ANY traffic on the new bridge. I don't believe that that will be the traffic situation if we go with the auto only bridge with no light rail. I would say that the East side of Lake Washington 520 bridge is very different from the Seattle side of the bridge. The East side is modern and full of wide streets which accommodate automobile traffic. There are businesses with big parking lots, big box stores, strip malls, and rambling housing developments and condos, all which generate a huge amount to auto traffic. I have found it difficult as a pedestrian to get around on the East side. The Seattle side, on the other hand, is full of old and established residential neighborhoods, with mostly two-lane streets, and the highway bridge now goes right through the green space and wetland of the Arboretum. Montlake Boulevard is a four-lane street but already carries more traffic than it should. I wonder where all this increased auto traffic from the East side on a 6 lane auto bridge is going to go once in Seattle? A 1950's style interstate running through historic Seattle is not a good thing. Rome or Paris would never allow this. When are we going to start preserving the historic nature of our urban cities such as Seattle and our urban parks such as the Arboretum. New York city would not allow this kind of highway project through Central Park. Finally, this bridge design, I think, is not very attractive, especially at 30' high. There is no noise abatement either. Please allow a redesign.

I-253-007

From: Mike Moedritzer [mailto:mikem@thl-arch.com]
Sent: Tuesday, April 13, 2010 4:16 PM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge replacement

I-254-001

I whole-heartedly support putting light rail on the new bridge. At least plan for accommodating it in the future with minimal cost and disruption. It's crazy to build something like this that will last many generations and not include light rail. The way the world is going, single-occupancy vehicles will be dinosaurs in a few years. The planning for this bridge replacement should have been flexible enough to adapt to a changing world, and we've had a boatload of change in the world in the last 10 years.

Mike Moedritzer
516 26th Ave S
Seattle, WA 98144;
W (206) 624-7880 x113
H (206) 528-6162
E-mail: mikem@thl-arch.com

-----Original Message-----

From: Mary Ann Mundy [mailto:mamundy@comcast.net]
Sent: Tuesday, April 13, 2010 4:26 PM
To: SR 520 Bridge SDEIS
Subject: SR 520

I-255-001 | The proposed A+ design is much too high, uses an untried design, is much more expensive than a single deck bridge, and destroys views on Lake Washington.

I-255-002 | WSDOT claims the pontoon section must have a lower deck to facilitate maintenance. However, the current bridge is closed only 2-3 times per year for maintenance. Spending the money for a maintenance deck is a waste.

I-255-003 | WSDOT will consider only sound walls for noise mitigation. However, noise experts, brought to Seattle to evaluate the bridge design, offered many other noise reduction suggestions - insulate beneath the bridge, insulation material on the jersey barriers, quiet pavement - which have been ignored.

I-255-004 | Height resulting from the maintenance deck and the sound walls make the bridge an unwieldy wind catcher that blocks views. The height also makes necessary huge pontoons along with their added cost.

WSDOT also claims the bridge portion must be high to enable water run-off to be collected. The run-off could be collected with a less steep bridge, or by using pipes and pumps.

I-255-005 | West side neighborhoods spent more than two years working together, and with WSDOT and mediators, to produce a design that does not damage neighborhoods or parks. WSDOT has ignored their suggestions.

Mary Ann Mundy
2500 Canterbury Ln. E.
Seattle 98112

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Joe Beda **CommentDate:** 4/13/2010 23:47
 2. **E-mail** joe.wsdot@bedafamily.com **Comment Source:** Online Comment Form
 3. **Address:** 2437 E. Lake Washington Blvd
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I live in Montlake at 2437 E. Lake Washington Blvd. The current A+ plan has a very large impact on our home. In fact, my house is called out specifically in the SDEIS.

My specific concern is for the new offramp westbound from the bridge on to Lake Washington Blvd. This addition on Option A is not covered in detail in most of the SDEIS.

Specifically:

- 1) The SDEIS does not fully address the cultural impacts of this ramp. It would adversely affect the setting, feeling and association of many of the historic homes along an Olmsted Jewel of a road.
- 2) The examination of these ramps does claim that these ramps would improve the Arboretum. There are two problems with this statement. First, this is relative to the current position of these ramps and not relative to having no ramps whatsoever. Second, my understanding is that the land that the ramps currently occupy is "open space" and not part of the Arboretum.
- 3) The SDEIS does not examine any reasonable alternatives for this ramp. The Seattle City Council, for example, has suggested having these ramps terminate to 24th Ave. This would remove the issue of a new offramp terminating directly in front of historic homes and onto a historic avenue.
- 4) The Option A+ plan will remove and reduce significantly the amount of park area in the Montlake neighborhood. The report is confusing as it sometimes refers to the area east of Lake Washington Blvd as "Open Space" and at other times refers to this as part of the Arboretum. The net result is that the amount of open green space (whether labeled park



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. Name	Joe Beda	CommentDate:	4/13/2010 23:47
2. E-mail	joe.wsdot@bedafamily.com	Comment Source:	Online Comment Form

space or not in this report) is reduced dramatically.

I don't believe that the SDEIS fairly or accurately weighs the impact on our neighborhood. It is internally inconsistent and incomplete as it fails to weigh any reasonable options. These flaws are particular bad around the Lake Washington Blvd ramp suboptions.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

I-256-003

From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Tuesday, April 13, 2010 11:54 PM
To: SR 520 Bridge SDEIS
Subject: comment on 520 SDEIS

I-257-001 |

Here are just a few comments. My main comment is that it is going to be a huge, ugly, noisy, dirt producing viaduct across beautiful Lake Washington.

Jean Amick
3008 E Laurelhurst Dr NE
Seattle WA 98105
206-525-7065
jeanseattle@earthlink.net

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-002 Const Techniques	15		Jean Amick		Const of temp roadways. Where?
I-257-003	17		Jean Amick		2 types paving. Hot mix asphalt & concrete. Where will lane widening occur?
	18		Jean Amick		Closure & Demo of some roads & ramps. ID'd in const. activities
I-257-004			Jean Amick		* Sound walls cast into traffic barriers (in median?)...will this be on entire length of 520?
I-257-005			Jean Amick		Location of barges with tall cranes floating on lake?
	20		Jean Amick		Piling installation
I-257-006	22		Jean Amick		* Decking for Montlake (new & old?) bridges. Open vs closed? Is closed safer/fewer accidents?
I-257-007	30		Jean Amick		* Do stormwater treatment ponds/wetlands breed mesquitos?
I-257-008					* Staging areas: Haul routes vehicle access that intersects with roadway network to be monitored by flaggers, police, etc. Designated haul route through Seattle to 520, 1-5, 405 (Exh. 15). Will Montlake Blvd be used? Hours?
I-257-009	31		Jean Amick		
	34		Jean Amick		Demo NOISE?
I-257-010	40		Jean Amick		"A" adds SB traffic capacity on Montlake Place E & 24th Ave E?
I-257-011			Jean Amick		WHAT IS THE % GRADE OF HIGH RISE NOW? COMPARED TO FUTURE? I didn't understand the -.5% in exhibit.
I-257-012	43		Jean Amick		When 24th Ave Bridge closed at start of construction, what do the many bikers do?
I-257-013			Jean Amick		What do bus riders do in 1st yr of construction when Flyer Stop closed? Alternative route suggestion in SDEIS are not adequate for bus riders to continue on buses.
	55		Jean Amick		New bridge will be 190 feet N of old in W, 160 feet N on East side.
I-257-014			Jean Amick		How close are the 10 ft high concrete columns atop the pontoons? Then deck is 22 ft above these 10 ft so bridge is 32 ft high off water, plus footage for side rails???
I-257-015	59		Jean Amick		Portage Bay Viaduct - "north half 4 lanes, south half 6 lanes". How many total lanes?
			Jean Amick		

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-016 Exhibit 1-3			Jean Amick		Option A - has ramp designed right through middle of Montlake lid - BAD for peds and bikes if they can't cross without jumping traffic!
Visual Quality & Aesthetics Discipline Report					
I-257-017 Intro	1		Jean Amick		"on behalf of the communities in proximity" to proposed project. Define: "in proximity" ?
I-257-018	2		Jean Amick		construction impacts "temporary" changes to visual quality and character for up to 4 years
I-257-019			Jean Amick		Why wouldn't A have same visual effects as L and K as due to presence of construction barges for proposed new bascule bridge across cut. What does LOWEST mean for A? Lowest in time? Height of barge? time barge there?
I-257-020	3		Jean Amick		The addition of lids ... at Montlake Blvd would hide the roadway and provide landscaped connection between the communities. Option A has roadway (ramp) directly across middle of lid at this location so roadway not hidden.
I-257-021			Jean Amick		Option K removes more woodlands than what?
I-257-022			Jean Amick		Option L bridge over Foster Is may (what does this mean?) pass under 520 via tunnel as today. Give us the final design so we can make an intelligent comment on this design.
I-257-023	3,4		Jean Amick		..addition of sound walls... would eliminate ... scenic views to drivers on 520. This is meant to be a transportation project, not an outdoor sculpture park... Drivers should not be distracted by the lovely views.
I-257-024	7		Jean Amick		In this exhibit/illustration, there are 6 vehicle lanes. In other exhibits there are 8 & 10. What is accurate?
I-257-025			Jean Amick		New reversible HOV ramp to HOV/Express I-5 lanes. This does not work in the evening.
I-257-026	8		Jean Amick		..would maintain a low profile through the ..Arboretum. How low is low?
I-257-027 Exhibit 4.			Jean Amick		A, K, L Bike Ped Path very unclear. Is there a GP lane across the lid at Montlake in A K & L in brown?

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-028	11	11	Jean Amick		Rows of 3 10' tall ..columns...above pontoons..new spans aprx 22 ft higher than existing. How close together ate these 10' columns?
I-257-029	14		Jean Amick		project omponent construction priorities: Is this correct? 1. Floating portion 2. Portage Bay Bridge 3. West approach at Evergreen Pt? Thus WSDOT would not do floating, eastside, then westside??
I-257-030	16	26	Jean Amick		there is a huge difference whether one is looking AT or FROM the roadway
I-257-031	17		Jean Amick		1. - ... 6. The new bridge as designed in A will make a HUGE visual difference - not appealing to anyone looking at it.
I-257-032		last line	Jean Amick		Views...deifne study area please
I-257-033		23	Jean Amick		This project is of HIGH VIEWER SENSITIVITY
I-257-034	19	28	Jean Amick		There is ZERO intactness for this project. It is ruining the natural landscape of Lake Washington by putting a 32 foot high viaduct all across it. Breaking up the Lake by "features which are out of place".
I-257-035	20		Jean Amick Jean Amick		Breaking a lake into two parts shows LOW UNITY of project components in relationship in the landscape.
I-257-036	22	4	Jean Amick		Correct: SR520 is visible from locations beyond the limits of the project vicinity.
I-257-037	26		Jean Amick		Exhibit # 2-19 and 2-20 View from Webster Pt looking SE and looking SW to Arboretum
I-257-038	57	19	Jean Amick		... park users ... and boaters' views. VERY IMPORTANT
I-257-039	62	6	Jean Amick		new HOV..ramps might be more visible...WELL, WILL THEY?
I-257-040	65	15	Jean Amick		Vividness, intactness, and unity would not change from exisiting levels??? Why not, the roadway will be twice as wide?
I-257-041	70	17	Jean Amick		YES - noticeably greater width and ..noticeably greater height of the west approach.

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-042		20	Jean Amick		this is transportation project, the panoramic and scenic views of motorists and transit riders are NOT a goal of this project.
I-257-043		23	Jean Amick		The new path under the bridge??? Specifically HOW is this different from the going through a tunnel as it does now?
I-257-044	72	12	Jean Amick		Is it six lanes or really 11 (including shoulders and bike.ped) or MORE? It is proposed to be 32 ft off the water. That is only 14 ft higher than existing??
I-257-045		18	Jean Amick		Floating part will have columns 250 ft apart?
I-257-046		21	Jean Amick		Changes to quality or character of neighborhood views would be slight to moderate because bridge is an existing element. NEW BRIDGE WILL BE MORE THAN TWICE AS WIDE AND TWICE AS HIGH AND 100-190 FEET CLOSER TO NORTH (LAURELHURST COMMUNITY)...ERROR TO SAY CHANGES WILL BE SLIGHT FROM ADJACENT HOMES.
I-257-047	73	16	Jean Amick		Overall vividness, intactness, and unity for the Lake Washington landscape ..would remain high for all options... WRONG when looking at it from the north.
I-257-048	75	6	Jean Amick		How many additional and/or brighter light sources will there be along the floating part of bridge? What % increase of light pollution will there be for surrounding neighborhoods? Reading further..it says the floating bridge will not be illuminated except for navigation safety lights and lighting on the bike/ped path. Your description of bike path lighting indicates that it will not be seen from adjacent communities. Correct?
I-257-049		77 19	Jean Amick		by cutting off views.." THIS IS NOT IMPORTANT. THE LESS THE VIEW THE MORE THE DRIVER WILL CONCENTRATE ON THE ROAD.
I-257-050	78	LAST PARAGRAPH			PUBLIC ART IN CORRIDOR....ZERO PRIORITY WITH State Budget Crunch. ADD IT WHEN ECONOMY PICKS UP and all the westside mitigation has been implemented. Emphasis Is on safety and mobility for this project.

Discipline Report Comment Summary

Discipline Report: _____

Report	Page #	Line #'s	Reviewer	Selected Expertise
I-257-051	79	LAST PARAGRAPH		
I-257-052	CONSTRUCTION IMPACTS Discipline Report			

Comment

Design lids to reconnect divided communities... THE MONTLAKE LID HAS A VEHICLE RAMP GOING ACROSS IT... THUS NOT RECONNECTING THE COMMUNITY and thus NOT A LID as defined by WSDOT in the vocabulary terms in the SDEIS

There is no mention of lights or lighting. Does this mean that all work will be done in the daylight hours and there will be no temporary lights as we now see Sound Transit using at night at Husky Stadium ?

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Josh Benaloh **CommentDate:** 4/13/2010 23:49

2. **E-mail** **Comment Source:** Online Comment Form

3. **Address:** 5028 159th Court NE

4. **City:** Redmond

5. **State:** WA

* 6. **Zip Code:** 98052

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-258-001 | Option A -- with possible minor modifications -- seems like a prudent and effective solution to the current problems. Although light rail on the SR 520 bridge might be desirable in decades to come, it simply doesn't make sense today, and **THE BRIDGE REPLACEMENT SHOULD NOT BE DELAYED** to accommodate light rail. The HOV lane in the current design is essential, and there is already sufficient expansion capability to accommodate light rail should that be desired in the future.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.

From: Lin Coker [mailto:lincoker2001@yahoo.com]
Sent: Wednesday, April 14, 2010 1:09 PM
To: SR 520 Bridge SDEIS
Subject: SDEIS Comments

I-259-001

Being full-time residents on a houseboat in Portage Bay, 1214 East Hamlin Street #7, we support the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay.

Michael Minor, Noise Consultant for the SR520 project, has advised us that the noise level from the new replacement bridge warrants noise abatement by the use of noise walls. We are also advised that this requirement is mandated by Federal Highway Adm. laws.

Best Regards,
John and Lin Coker

-----Original Message-----

From: Linda Dix [mailto:ldix@comcast.net]
Sent: Wednesday, April 14, 2010 11:54 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Construction

I-260-001

I sincerely hope that any bus stops along the "new" 520 corridor do not include parking lots in residential neighborhoods. Medina and Evergreen Point Road have suffered with cut-through traffic for years of cars traveling through a residential neighborhoods to reach the closest point to the bridge. The Park and Ride on Evergreen Point Road has effectively been parking for construction traffic and the bus stop is known to be a drop off point for intruders into the area (as evidenced by the increase in car prowls and home burglaries).

I-260-002

Years ago Mercer Island neighborhoods suffered from the lids used over I-90. Many of those areas experienced cut-through traffic and the inclusion of parking or play fields should not be allowed. The purpose of lids, other than noise control, should be only to reunite the residential neighborhoods that have been divided by the widening of 520.

Linda Dix

-----Original Message-----

From: Richard Dunn [mailto:richardrdunn@comcast.net]
Sent: Tuesday, April 13, 2010 9:58 PM
To: SR 520 Bridge SDEIS (2)
Cc: Dick Dunn
Subject: Response to 520 SDEIS

Ms. Jenifer Young, Environmental Manager SR 520 Project Office 600 Stewart Street, Suite 520 Seattle, WA 98101

Dear Ms. Young

I am a resident of the E. Hamlin/E. Shelby neighborhood of Montlake. I have some serious concerns about the impact of the project on our two streets for the duration of the job. These concerns are spelled out in the first attachment dealing with the effects of the project during construction. I have also attached a neighbor's response to the Discipline Report.

Thank you for the opportunity to express ourselves on this matter.

Sincerely,

Richard R. Dunn
2143 E. Shelby St
Seattle, WA 98101

*** eSafe2 scanned this email for malicious content ***

*** IMPORTANT: Do not open attachments from unrecognized senders ***

The Effects of the SR 520 Project on E. Hamlin/E. Shelby

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

Five staging areas in the immediate vicinity of residences

- a. UW open area adjacent to the UW Light Rail Station
- b. Mohai parking lot and building location

I-261-001

- c. Lake Washington Blvd adjacent to 520
- d. Lake Washington Blvd adjacent to exit ramp
- e. Montlake Blvd (site of second bascule bridge under A+)

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that "construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day." "The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project."

For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays, the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident's lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that "peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods" An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks

I-261-001

hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

“The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS.” (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS] “Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust”

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

- a) Many of the mature trees and greenery that define the neighborhood, especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.

I-261-001

- b) A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.
- c) The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.
- d) The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS, Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street

I-261-001

who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

From: John Barber [mailto:barber.seattle_posa@mac.com]
Sent: Wednesday, April 14, 2010 4:09 PM
To: SR 520 Bridge SDEIS
Subject: Recommend -- Mitigate Bus Congestion on 23rd Avenue, and don't connect 520 ramps to Lake Washington Boulevard; Mitigate Bus Congestion on 23rd Avenue

Dear Washington State Department of Transportation --

This is to respond to the request for comments about the Supplemental Environmental Impact Statement about the SR 520 Project.

I-262-001

I agree with those asking the Department to discontinue use of any ramps to connect with Lake Washington Boulevard. The Boulevard is simply an inappropriate roadway and subject to misuse by commuters and others making shortcuts.

I-262-002

Mitigation for the delayed intra-city bus routes using 23rd Avenue should be provided. 23rd Avenue and Montlake Boulevard should have bus transit priority. This north-south route is one of the most heavily used bus corridors in the region.

Mitigation on 23rd Avenue from its intersection with Rainier Avenue on the south to SR 520 on the north should include designating outer lanes for buses only and equipping buses and stoplights with tripping signals so that buses can pass easily through controlled intersections.

From SR 520 to Pacific Place, bus lanes should be channelized to ease left turns at Pacific Place for northwesterly bound buses and similar priority treatment for south-bound buses.

John Barber
3421 East Superior Street
Seattle, WA 98122-6557
(206) 324-1548

From: mariwhirlwind@yahoo.com
[mailto:mariwhirlwind@yahoo.com]
Sent: Wednesday, April 14, 2010 4:13 PM
To: SR 520 Bridge SDEIS
Subject: 520 Project

I-263-001 |

It is is dead wrong to use 520 Bridge funds for road building/enhansing of highway. M.T.Byrne

From: wendy@delaunay.com [mailto:wendy@delaunay.com]
Sent: Wednesday, April 14, 2010 2:53 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Wendy DeLaunay
Address: 2524 Boyer Ave E. #212
City: Seattle
State: WA
County: King County
Zip: 98102
Email: wendy@delaunay.com
Phone: 206.682.3699

Comments:

I-264-001 RE: Opposition to WSDOT SR 520 DEIS and Construction Option A or A+ I live at the Bayshore Condominiums (2524 Boyer Ave. E. #212). We also own two other units in the building and a house just down the street. We are located directly South of the SR520 Viaduct. Our building extends over the water and was built in 1958. My husband and I attend most (not all due to work) of the 520 meetings and are always assured that there will be sound walls and/or lids to control the sound and that pollution will be dealt with and our wild life, plant life, trees and parks in our neighborhoods will be preserved. I have made a list of my concerns and request they be acknowledged and included in our building of a new bridge: 1. Noise Mitigation - The Bayshore property is well within 300 feet of the construction corridor at the Portage Bay viaduct. We request construction processes for noise mitigation during construction. And bridge deck evaluation of 'quiet pavement' on the bridge vs. I-405 test; and use of sound walls on the sides of the Portage Bay viaduct or Lid. 2. I am requesting a digital video of our current structure and mitigation for damage for dust/air quality from bridge removal as well as vibration on the Bayshore construction footprint/ pilings and the impact on the foundation and marina moorings and replacement of any of valuable personal items broken due to construction. 3. Bayshore Marina Impact/ Access: We own 2 boat slips and request mitigation of financial impacts and marina access. 4. Parking/Boyer Ave. Disruption: My renters and I will be impacted by parking, congestion and potential closures of Boyer Ave. With Delmar closed for 9-12 months, increased. We request mitigation of Boyer Ave. traffic impacts from heavy equipment. And any loss of renters/rent do to congestion on Boyer. 5. State Environmental Policy Act intentions: We request consideration of reclamation of the South Portage Bay environment. Original SR 520 construction affected the bay in many ways: silt build up, water quality, shoreline, native species, native plants, and salmon habitat. Reclaiming South Portage Bay with removal of silt, invasive plant life, restoration of shoreline (see www.fabnia.org) and better recreational access will provide an important dimension to Seattle's

I-264-002

I-264-003

I-264-004

I-264-005

I-264-006

I-264-006

I-264-007

I-264-008

I-264-009

I-264-010

I-264-011

urban quality of life. I have been part of the neighbor clean up committee and we built a nature trail and park. I/We believe WSDOT is biased, as we believe local officials and agencies of government are under pressure from business interests anxious for mass cross-lake transit at any cost. Thus WSDOT has controlled the release of information only favorable to the least costly option. Option A does not have the "broad-based support from local communities" that WSDOT asserts. The legislative workgroup's recommendation to put 7 lanes across Portage Bay, ignores our neighborhoods, and the Seattle City Council's resolution that calls for no more than 6 lanes. Option A ignores our concerns to mitigate highway noise. Although WSDOT convened an expert panel on noise, there is no provision in Option A for any noise-abatement systems. Option A adds a second drawbridge across the Montlake cut, destroying homes (some of which may be historic). And it fails to improve transit speed or reliability and overloads the intersections on either side. WSDOT's own analysis predicts the volume of traffic able to cross the cut will not increase beyond what can cross it even if we do nothing at all. Option A ignores years of cooperative work with WSDOT to build a 21st century highway vs. just laying concrete at any environmental or health expense. As a result hundreds of SR 520 adjacent neighborhood households are now unalterably opposed to the current proposals. In conclusion, I/we urge you to respect Seattle's Portage Bay urban environment that integrates fragile shorelines, eagles, osprey, blue herons, beavers, salmon and perch with dense residential Seattle neighborhoods. Should our urban environment be treated differently than old growth timber, rivers and streams, or endangered species? I/We advocate 'building SR 520 right' this time. We seek a construction solution for a safer more efficient SR 520 bridge that respects our urban environment with quiet pavement, park like lids and mitigation of noise, dust, vibration, congestion and the impact of heavy equipment and traffic redirection in our urban neighborhoods. WSDOT A+ recommendation fails us. Noise, disruption, and a design that adds to the blight that most communities hope to reduce or eliminate. We urge you and the Seattle City Council to insist on a construction plan that genuinely mitigates noise and construction with a design that respects our urban residential environment.

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Eric Fisk **CommentDate:** 4/13/2010 23:31
 2. **E-mail** efbrazil@gmail.com **Comment Source:** Online Comment Form
 3. **Address:** 1635 N 51st St
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98103

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-265-001 | First, please build the thing ASAP and put aside dithering. It is an extreme hazard to leave things in the state they are in.

I-265-002 | Second, I would like to ask you to set tolls only on single occupant cars, but set them high enough to guarantee a high level of throughput in all lanes on all days.

Congestion pricing on single occupant cars will allow construction to continue while addressing Seattle concerns:

1. Lower the carbon footprint
2. Guarantee throughput for transit now and over the long term
3. Support carpooling (little free buses that build community!)

It will also address eastside concerns:

1. Allows construction to start immediately
2. Helps get the funds to build it now
3. Maximizes capacity

Everyone wins except single occupant commuters during rush hour. What's not to love?

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-----Original Message-----

From: Ann Gores [mailto:anngores@hotmail.com]

Sent: Tuesday, April 13, 2010 9:02 PM

To: SR 520 Bridge SDEIS

Subject: 520 Bridge expansion project

I-266-001

Gentlemen, I grew up in Chicago where trains are a way of life for commuters. When is Seatte going to "get on board" and follow suit? I can't imagine why we aren't considering a train up the middle of 520 bridge connecting Woodinville/Redmond area to downtown Seattle, Safeco Field and eventually to Seatac! Think BIG, and think AHEAD! Think mass transit!!



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft Environmental Impact Statement document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments using one of the following methods:

- Complete this form.
- Mail your comments to Jenifer Young, SDEIS Environmental Manager, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, WA 98101.
- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** Linnea Hirst **CommentDate:** 4/14/2010 1:49

2. **E-mail** lwwquilter@comcast.net **Comment Source:** Online Comment Form

3. **Address:** 1602 E. McGraw St

4. **City:** Seattle

5. **State:** WA

* 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

It seems so short-sighted to plan a 75-100 year bridge that doesn't work for light rail, and to plan an interchange that entices vehicles to easily use the Arboretum. If we don't get it right now, just how do you all expect us to lower our carbon footprint and try to put the brakes on climate change?

Please try harder to have a broader horizon in this plan you keep pushing. It isn't just a highway!

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From: James Jorgenson [mailto:mmjorgenson@msn.com]
Sent: Wednesday, April 14, 2010 2:01 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge project

I-268-001

As owners of a floating home at 1214 E. Hamlin St. (#8), we are concerned with the noise abatement issue for this project. At a recent informational event at the Naval Center, I was advised by the project noise consultant, Michael Minor, that noise abatement in the Portage Bay area was assured. We certainly hope that is the case. Thank you for the opportunity to comment as this project moves forward.

The New Busy is not the old busy. Search, chat and e-mail from your inbox. [Get started.](#)

**SR 520 Bridge Replacement and HOV Program**

I-5 to Medina: Bridge Replacement and HOV Project

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- Speak to a court reporter at an environmental hearing scheduled for 5 – 7 p.m., Feb. 23, at Lake Union Park Naval Reserve Building, 860 Terry Ave. N., Seattle.

1. **Name** William B Keller **CommentDate:** 4/14/2010 5:15
 2. **E-mail** Kellerwb@comcast.net **Comment Source:** Online Comment Form
 3. **Address:** 2603 Lake Washington Blvd E
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98112

7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-269-001 | Any option that essentially makes Lake Washington Blvd E in Montlake an extension of the ingress/egress ramps is not an acceptable design because the Blvd is not designed, nor should it ever be, to handle that type of traffic loading. Neighbor childrens' safety would be put at risk with the level of traffic that a design employing LWB E ramps would generate. Traffic controls to force volume onto existing arterials, such as 23rd/24th/Montlake should be employed. No ramps should be constructed from Lake Washington Blvd E to/from the 520 bridge.

I-269-002 | Family-friendly access to the arboretum and the Lake Washington waterline from the Montlake community should be retained as a critical design criteria for any option selected. Kayak and canoe access to the arboretum waterways from the Montlake neighborhood must be maintained in any design option selected.

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