

**COMMENT SHEET / FORUMLDRIO DE OPINION**Environmental Hearing *Audiencia de Efectos Ambientales*

May 8, 2008

We encourage you to submit your comments on the environmental effects and proposed mitigation presented in the *Environmental Assessment* for this project.

*Por favor describa su opinión y crítica del reporte efectos ambientales y mitigación propuestos para el proyecto de ampliación de la Ruta 522.*

You may return this sheet to the sign-in table or mail it later to the address on the other side.

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**COMMENTS COMMENTARIO:**

You need to add one westbound lane from Echo Lk to Paradise Lk in order to relieve the congestion on 522 going westbound on 522 in the morning.

Name *Nombre* (please print)

Garrett Pagon

Address *Dirección*15707 146<sup>th</sup> Ave SECity *Ciudad*

Snohomish



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

**Northwest Region**  
15700 Dayton Avenue North  
P.O. Box 330310  
Seattle, WA 98133-9710

206-440-4000  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

June 4, 2008

Garret Pagon  
15707 146th Ave SE  
Snohomish, WA 98290

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Pagon,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment. You wrote:

*"You need to add one westbound lane from Echo Lk. To Paradise Lk. In order to relieve the congestion on 522 going westbound on 522 in the morning."*

The limits of the project currently completing environmental review, does not include the section of SR 522 from Echo Lake Road to Paradise Lake Road. The western limit of this project occurs 1.5 miles east of the Echo Lake Road location referenced in your comment. We understand your concern to relieve traffic congestion. However, the project to widen SR 522 between the Echo Lake Road and Paradise Lake Road is currently not funded and is dependent on legislative approval for funding.

WSDOT can recommend where we think projects should be built, however, the legislature has the ultimate say to where we spend the money. Unfortunately, there are very limited resources available for projects statewide right now and the list of needed projects not funded is long.

I encourage you to speak with your local legislators and encourage them to fund projects along SR 522. Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor.

You can also get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Edwards". The signature is fluid and cursive, with the first name "David" and last name "Edwards" clearly distinguishable.

David L. Edwards, P.E.  
WSDOT Project Engineer

KT:mt

cc: Project files

**COMMENT SHEET / FORUMLDRIO DE OPINION**Environmental Hearing *Audiencia de Efectos Ambientales*

May 8, 2008

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*Por favor describa su opinión y crítica del reporte efectos ambientales y mitigación propuestos para el proyecto de ampliación de la Ruta 522.*

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**COMMENTS COMMENTARIO:**

THE DURATION OF CONSTRUCTION APPEARS TO BE TOO LONG.

THE LONGER THE ROADWAY IS UNDER CONSTRUCTION,  
THE LONGER THERE WILL BE -

- 1) EXISTING SAFETY HAZARDS
- 2) NEW, CONSTRUCTION RELATED HAZARDS
- 3) CONSTRUCTION RELATED ENVIRONMENTAL HAZARDS
- 4) CONSTRUCTION COST ESCALATIONS

EVEN IF THE FUNDING IS RESTRICTED DURING THIS PERIOD, CAN'T THE CONSTRUCTION PERIOD BE SHORTENED?

SUCH AS -

- OFFER INCENTIVES FOR EARLY COMPLETION
- INCORPORATE TIME + COST COMPONENTS INTO THE AWARD/SELECTION PROCESS
- MAKE THE CONTRACTOR CONSIDER THE FINANCING IMPACT IF CONSTRUCTION IS COMPLETED PRIOR TO FUNDING AVAILABILITY.

Name Nombre (please print)

CHUCK MONNINGER

Address Dirección

15208 N.E. 201<sup>ST</sup> ST.

City/Ciudad Snohomish

November 2008

State/Estado WA

A5-34

Zip código postal

98072



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

**Northwest Region**  
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June 4, 2008

Chuck Monninger  
15208 NE 201st St.  
Woodinville, WA 98072

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Monninger,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment.

You wrote:

*“The duration of construction appears to be too long. The longer the roadway is under construction, the longer there will be 1) existing safety hazards’ 2) new construction related hazards, 3) construction related environmental hazards, 4) construction cost escalations. Even if the funding is restricted during this period, can’t the construction period be shortened? Such as—offer incentives for early completion; incorporate time+cost components into the award/selection process; make the contractor consider the financing impact if construction is completed prior to funding availability.”*

The preliminary construction schedule for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 project coordinates many complex construction elements including 5 bridges, 20 retaining walls, 7 storm water ponds, and many other elements that include environmental protection requirements. The schedule must consider work that occurs sequentially as well as work that can occur simultaneously. Safety of the traveling public as well as for the construction personnel is a main factor of the work plan. WSDOT develops the construction schedule to consider all of these elements, and notably to consider the magnitude and complexity of building the 1755-foot long bridge over the Snohomish River.

The new Snohomish River bridge construction will place a new bridge pier in the river. Construction permit conditions will only allow a 2-month window of time from mid July to mid September to complete the construction of the bridge pier in the river. This short work window will make it difficult to complete the bridge in-water construction work in

a single season. As the design progresses, we will continue to fine-tune the schedule in an effort to streamline the work.

Your interest, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,

A handwritten signature in black ink that reads "David L. Edwards". The signature is written in a cursive style with a large initial "D".

David L. Edwards, P.E.  
WSDOT Project Engineer

KT:mt

cc: Project files

**COMMENT SHEET / FORUMLDRIO DE OPINION**Environmental Hearing *Audiencia de Efectos Ambientales*

May 8, 2008

We encourage you to submit your comments on the environmental effects and proposed mitigation presented in the *Environmental Assessment* for this project.

*Por favor describa su opinión y crítica del reporte efectos ambientales y mitigación propuestos para el proyecto de ampliación de la Ruta 522.*

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**COMMENTS COMMENTARIO:**

As a certified arborist, my primary concern with this 522 project is the tree health and density along the construction corridor. I live on Tester Rd and noise from the highway is significant. Preserving and replanting native trees & shrubs between the road and nearby residents will reduce the air & noise pollution we experience. I'm not sure how a larger highway will affect my property value, so please consider the quantity and quality of species buffering the road to maintain local quality of life. Finally, we are regrading the stream below the Tester Rd retention pond, and I am concerned with water flows during storm events.

Sincerely,

Name Nombre (please print)

Nicholas W. Dankers

Address Dirección

17801 Tester Rd

City Ciudad

Snohomish

State Estado WA Zip Código postal 98290



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
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June 4, 2008

Nicolas W. Dankers  
17821 Tester Rd.  
Snohomish, WA 98290

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Dankers,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment.

You wrote:

*“As a certified arborist, my primary concern with this 522 project is the tree health and density along the construction corridor. I live on tester Rd. and noise from the highway is significant. Preserving and replanting native trees and shrubs between the road and nearby residents will reduce the air and noise pollution we experience. I’m not sure how a larger highway will affect my property value, so please consider the quantity and quality of species buffering the road to maintain local quality of life. Finally, we are restoring the stream below the Tester Rd. retention pond, and I am concerned with water flows during storm events.”*

The project will affect some trees and shrubs adjacent to SR 522 in order to widen the highway. Disturbance of vegetation is confined to locations needed for construction of the project. We will assess if there are opportunities to avoid impacting trees as is feasible within this project. According to federal and state regulations, WSDOT will return with a separate project to plant roadside vegetation after this widening project is completed.

The project will include a thorough evaluation of the storm water flows during construction and for the final highway widening. We have a design specialist that will develop plans for treating and controlling these storm water flows. In addition, during construction, personnel will be assigned specifically to ensure stormwater is controlled and treated, and to monitor the effectiveness of stormwater treatment. WSDOT will follow federal and state regulations for storm water flow treatment to prevent environmental impacts.

Your efforts, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,

A handwritten signature in black ink that reads "David L. Edwards". The signature is written in a cursive, flowing style.

David L. Edwards, P.E.  
WSDOT Project Engineer

KT:mt

cc: Project files

**COMMENT SHEET / FORUMLDRIO DE OPINION**

Environmental Hearing Audiencia de Efectos Ambientales

May 8, 2008

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Por favor describa su opinión y crítica del reporte efectos ambientales y mitigación propuestos para el proyecto de ampliación de la Ruta 522.

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**COMMENTS COMMENTARIO:**

1 - a pedestrian passage needs to be made from the new Roundabout to Currie Rd. Currently students are going through <sup>the</sup> car dealership to make a shortcut to the Frylands.

2 - Bridge - Pedestrian - bicycle access. As fuel costs continue to increase, pedestrian access will become much more important in the future. It would help to have ped/bike access from Elliot to Testor Road across the Bridge. Expecting non car traffic to route around the 6+ miles over High Bridge Rd. is not realistic.

My concern is that when the 522 - Paradise Lake overpass is finished, 522 will be changed to 'limited access' and pedestrians + bikes will be banned!

Name Nombre (please print)

Mark Spland

Address Dirección

22006 E Lost Lake Rd

City Ciudad Snohomish

State Estado WA

Zip código postal

98296



**Washington State  
Department of Transportation**  
**Douglas B. MacDonald**  
Secretary of Transportation

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June 4, 2008

Mark Apland  
22006 E. Lost Lk. Rd.  
Snohomish, WA 98296

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Apland,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment.

You wrote:

*"1) A pedestrian passage needs to be made from the new roundabout to Currie Rd. Currently, students are going through the car dealership to make a shortcut to the Fryelands. 2) Bridge—Pedestrian—Bicycle access. As fuel costs continue to increase, pedestrian access will become much more important in the future. It would help to have ped/bike access from Elliot to Tester Road across the bridge. Expecting non-car traffic to route around the 6+ miles over High Bridge Rd. is not realistic. My concern is that when the 522 –Paradise Lake overpass is finished, 522 will be changed to "limited access" and pedestrians and bikes will be banned!"*

WSDOT will consider the feasibility of the suggested pedestrian passage from the proposed roundabout at Main Street to Currie road. We agree that there are potential benefits to pedestrians, and we will further explore how to best advantage them.

While SR522 is currently a limited access highway, it is still available for use by pedestrians and bicyclists. This project will continue to allow pedestrian and bicycle use of the highway. WSDOT recognizes the importance of different modes of travel for highway users. For example, a user that is traveling for leisure may choose an alternate route compared to a commuter that may be concerned about their travel time. We do not foresee a change to the limited access status of the SR 522 highway at this time.

Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get

more information about our efforts to improve safety on SR 522 at the project web page  
<http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by  
email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Edwards". The signature is fluid and cursive, with the first name "David" being the most prominent.

David L. Edwards, P.E.  
WSDOT Project Engineer

KT:mt

cc: Project files

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May 8, 2008

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**COMMENTS COMMENTARIO:**

ATTN: MARIA LADRA MUSSO-ESCUDE

GOOD DAY,

MY QUESTION ADDRESSES THE ADDED NOISE (ACOUSTIC SIGNATURE) OF THE CONSTRUCTION AND MORE SPECIFICALLY THE INCREASED NOISE COUPLED WITH THE BURLINGTON NORTHERN RAILROAD/TRUCK. WOULD WSDOT CONSIDER LEADING AN ATTEMPT TO WORK WITH BNSF IN INTRODUCING QUIET ZONES? WHERE THE TRAIN CROSSINGS HAVE LOCALIZED ALARMS/WARNINGS; AS OPPOSED TO THE ACTUAL AIR WHISTLE/HORN BEING UTILIZED, WE MAY BE ABLE TO FURTHER MITIGATE THE NOISE OF ADDED TRAFFIC AND TRANSIENT CONSTRUCTION.

REGARDS,

Name Nombre (please print)

DAVID HOPKINS

Address Dirección

firmament@gotsky.com

City Ciudad

MORSE

State Estado 522 Address Dirección Postal Road Vicinity to US 2  
A5-43 Zip Código Postal 98272  
November 2008

## Tolon, Marsha

---

**From:** Edwards, David L  
**Sent:** Tuesday, July 29, 2008 3:17 PM  
**To:** Tolon, Marsha; Escude, Laura  
**Cc:** Tobin, Kevin  
**Subject:** FW: SR 522 Snohomish River Bridge to US 2 - Your Environmental Assessment Hearing

FYI

*David L. Edwards, P.E.*

WSDOT Project Engineer  
Phone: 425-225-8744  
Email: [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov)

---

**From:** Edwards, David L  
**Sent:** Tuesday, July 29, 2008 3:16 PM  
**To:** David Hopkins (firmament@gotsky.com)  
**Cc:** Escude, Laura  
**Subject:** SR 522 Snohomish River Bridge to US 2 - Your Environmental Assessment Hearing

Hello Mr. Hopkins,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment. You wrote:

*With the added noise (acoustic signature) of the construction and more specifically the increased noise coupled with the Burlington Northern Railroad/train would WSDOT consider leading an attempt to work with BNSF in introducing quiet zones? Where the train crossings have localized alarms/warnings; as opposed to the actual air whistle/horn being utilized, we may be able to further mitigate the noise of added traffic and transient construction."*

WSDOT completed a traffic noise analysis, which addressed temporary construction noise and projected traffic noise impacts caused by the proposed widening and increased traffic. Sounds emitted by railroad operations were not included in the analysis per the WSDOT Traffic noise policy.

Quiet Zones are created in communities who wish to mitigate noise from railroad crossings, especially train horn noises. The Federal regulation citation for Railroad Quiet Zone establishment is 49 CFR 222 and 229. Currently, Washington State has four designated Quiet Zone locations. Neither the city of Monroe, Snohomish County, nor a community group have pursued establishment of a Quiet Zone for any area of the railroad traveling adjacent to SR 522 and US 2. WSDOT cannot lead such an effort because it is the responsibility of the municipality or county. Following are the steps a citizen may take with a local jurisdiction to establish a quiet zone.

1. Consult the Federal Rail Administration (FRA) Quiet Zone Calculator at <http://www.fra.dot.gov/us/content/1318>.
2. Calculate the number of trains and vehicles per day traveling through a specific location/crossing. If the resulting number falls below the national average a quiet zone may be justified.
3. The citizen or community group approaches the municipality or county with jurisdiction over the rail location/crossing to apply for a Quiet Zone.

4. The local jurisdiction files a letter of intent with the railroads company, public highway authority, law enforcement agencies and any landowners in the area before the application is considered.
5. The citizen/community, along with the local jurisdiction, submits the application.
6. The railroad company considers the request based on the calculation results (step 2) and the cost, and either accepts or denies the request.

If you have further questions about Quiet Zone establishment please contact Darryl Morrow of FRA at 360-253-7508, or by email at [Darryl.Morrow@dot.gov](mailto:Darryl.Morrow@dot.gov).

Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>.

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov).

Sincerely,

*David L. Edwards, P.E.*  
WSDOT Project Engineer

**COMMENT SHEET / FORUMLDRIO DE OPINION**Environmental Hearing *Audiencia de Efectos Ambientales*

May 8, 2008

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**COMMENTS COMMENTARIO:**

GRACE & GERHARD      GERTSCHITZ  
 17260 KERI PL SE      360 805 5297  
 HONROE 98272

NOISE LEVEL FROM OUR HOMES (21)  
 TO NEW ROAD CONSTRUCTION

Return to L. Escude,

Name Nombre (please print)

Address Dirección

City Ciudad      State Estado

Zip código postal



**Washington State  
Department of Transportation**  
**Paula J. Hammond, P.E.**  
Secretary of Transportation

**Northwest Region**  
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425-405-1786 / Fax 425-405-1802  
TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

October 6, 2008

Gerhard Gertschitz  
17260 Keri Place SE  
Monroe, WA 98272

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Gertschitz:

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions, the Washington State Department of Transportation (WSDOT) particularly appreciates your effort to provide comment. Your testimony to the Court Reporter was:

*"We live at 17260 Keri Place, Southeast. That is a 21 home development that has not been recorded in any of your maps or any of your sites, and I brought it to the attention in the last meeting, and you still have the old photographs as well as now the noise level study supposedly done does not show there was a noise level study done of that particular area.*

*From my house to the present existing roadway is approximately 75 feet. You're going to come closer now by another 40 or 50 or 60 feet. That means you will be close to the homes that are there in that 21 homeowners' association within 35 to 40 feet. And I'm told that the noise level study didn't show there was enough noise on it when I talked to the lady that was in charge of it. However, she did agree that apparently, according to the documents she has, that particular area was given an estimate of the other areas that are left and south and north of us, so she is going to, as she had promised she would, do another noise level study of that particular area.*

*Federal law mandates and says that the homeowners are entitled, when there's a federal highway project going in, that noise level prediction must be given to the citizens of the community. I invoke that right as a citizen, that a study should be done.*

*I understand that these are independent consultants that make the studies. But usually consultants are paid by the project engineers and by the funding that it is, and sometimes are biased by to -- the people that pay them as opposed to the public that they're supposed to be protecting. I'm not saying that this is the case at this time. However, I'd like to get a copy of the noise level study that was done initially and also a copy of the new noise level study that was promised of the community that we live in, those 21 homes that were built within the last three years.*

*I'm very concerned with this because when the road is being placed within 30 or 40 feet from our houses, I'm sure, being as the Highway 522 with the traffic amount that goes through, that unless somebody is deaf they will hear the noise."*

WSDOT undertook additional traffic noise modeling per your request at the 21 residences located in the vicinity of 17200 Keri place SE. Based on the results of the noise modeling analysis, WSDOT has concluded that a variable height noise wall between 8 to 9 feet tall is warranted in this area. This wall will be included in the upcoming construction project to widen SR 522.

Thank you for your comments on the SR 522 environmental assessment. Your input and interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,



David L. Edwards, P.E.  
WSDOT Project Engineer

DLE:mt

cc: Project file



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**Douglas B. MacDonald**  
Secretary of Transportation

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June 4, 2008

Thomas F. Stine  
9415 222nd St. SE  
Woodinville, WA98077

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Stine,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) is particularly appreciates your effort to provide comment. Your testimony to the Court Reporter was:

*“My comment is, my logic tells me that this project should be funded for this stage two through four -- no, stage three through four portion of this project before it's funded for stage five.*

*You're leaving the middle section going 'til the end, and that's kind of ridiculous. We should be doing something, you know, as we continue from Paradise Lake Road down to the bridge, it would be cheaper, less expensive and less time-consuming to do that section because a lot of the work has already been done. This project is going to cost way more than the estimated \$169 million that they've got programmed for it, because there's going to be a lot more work involved in building the bridge and in putting the road base in for the section between 164th and Highway 2.*

*And also, there's going to be an awful lot of drilling and blasting on this section around the corner from the bridge to 164th.*

*There's no road base there at the present time for the other two lanes. There is, however, road base on the majority of the section between the bridge and Paradise Lake Road. And they should have built -- they should have built a four-lane bridge when they built the one over Fales Road. They were shortsighted in not allocating the money to build a second bridge there or a four-lane bridge when they built the original bridge.”*

WSDOT originally divided the SR 522 corridor improvements into five stages. Each stage is an autonomous transportation solution, able to operate independently once constructed without displacing a problem somewhere else. With completion of each stage, SR 522 is incrementally widened from Woodinville to Monroe making it a four lane, divided highway. If one stage is constructed before another, traffic operations should continue without congestion or construction issue at another location.

Widening SR 522 from Snohomish River to US 2 was included as the fifth stage of our corridor plan. WSDOT completed the first stage, widening SR 522 between SR 9 and Paradise Lake Road in 2001. We also built a new Fales/Echo Lake Road interchange in 2006. The Fales/Echo Lake Road interchange was not built to the ultimate width due to the limited funding that was available for the project. Additional funds are required to complete the Fales/Echo Lake Road Interchange and the other remaining stages of the SR 522 project.

In 2003, the Washington State Legislature expected to fund widening SR 522 between Paradise Lake Road and the Snohomish River, including the Paradise Lake Road Interchange with the Regional Transportation Improvement District (RTID) funding package. In November 2007, voters rejected Proposition 1: the RTID funding package. Also in 2003, the Legislature created the Nickel Funding Package for the next logical step, which was to widen SR 522 from the Snohomish River to US 2 in Monroe.

While it is not clear at present when the remaining stages of the SR 522 improvements will be funded, there is funding to improve the safety and capacity in the northern portion of SR 522 from the Snohomish River to Monroe.

Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov).

Sincerely,



David L. Edwards, P.E.  
WSDOT Project Engineer

KT:mt

cc: Project files



**Washington State  
Department of Transportation**  
Douglas B. MacDonald  
Secretary of Transportation

**Northwest Region**  
15700 Dayton Avenue North  
P.O. Box 330310  
Seattle, WA 98133-9710

206-440-4000  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

June 5, 2008

Steve Jensen  
17041 155th St. SE  
Monroe, WA 98272

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. Jensen,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions the Washington State Department of Transportation (WSDOT) particularly appreciates your effort to provide comment. Your testimony to the court reporter:

*"Just to note that when I look at one of the diagrams and the pictures they show where they're building the roundabout at, what is that -- 164th Street Southeast? It shows a sidewalk being built in on the -- I don't know what side that is now -- I think that's on the north side, coming from the sidewalk it comes very close to Keri [phonetic] Street. And I would like to see that they include a path, a discrete path, between those two sidewalks.*

*Someone was saying that this green area was a sensitive area and people are going to traipse through it which would be environmentally unfriendly, so having a discrete path would be a benefit to the environment, even if it is sensitive ground in that area.*

*And my other comment, if I can make a second comment, is just when they make the new ramp coming from -- at the end of 522 where it meets Highway 2, there's a new flyover ramp coming in, and I just want to be sure that traffic coming down that ramp is not allowed to move over to the left lanes and turn left on Kelsey Street, because there's just not enough space and there will be all kinds of accidents.*

*I just want to make sure the traffic has to take the traditional route around where they'll come in on the left side of the road instead of on the right side of the road. So that's my comments."*

Jensen  
4 June 2008  
Page 2

Thank you for your comment regarding the need for a pedestrian connection from the new roundabout sidewalk on Main Street to Currie Road and your comment about the need to prevent left turns at Kelsey Street for vehicles heading east on US 2 from the new SR 522 flyover ramp.

WSDOT will consider the feasibility of the suggested pedestrian passage from the proposed roundabout at Main Street to Currie Road. We agree that there are potential benefits and we will investigate this suggestion with the City of Monroe Engineering Department.

Regarding your second comment, traffic from the new flyover ramp will be restricted from turning left at Kelsey Street by the use of a curb which will extend between the new lane and the through lanes to a point past Kelsey Street. Vehicles that need to turn left at Kelsey Street on US 2 will need to take the existing loop ramp as they do today.

Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,



David L. Edwards, P.E.  
WSDOT Project Engineer

DE:mt

cc: Project files



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June 5, 2008

Joseph D'Angelo  
15709 Tester Road  
Monroe, WA 98272

**RECEIVED**

**JUN 11 2008**

**ENVIRONMENTAL**

RE: SR 522, Snohomish River Bridge to US 2 Environmental Assessment  
Response to your comments

Dear Mr. D'Angelo,

Thank you for attending the public hearing held May 8, 2008 for the SR 522, Cathcart Rd. (Snohomish River Bridge) to US 2 on the environmental assessment. Since customer input contributes to better transportation solutions, the Washington State Department of Transportation (WSDOT) particularly appreciates your effort to provide comment. Your testimony to the court reporter was:

*"My concerns are about the 24-foot culvert that enters my property into a pond. And it's not the 24-foot culvert; it's the 3-foot culvert on -- as the water exits my pond, which is underneath Tester Road that was built during the first construction phase of the 522.*

*That culvert needs to be enlarged to allow for fish passage. Since we're increasing the creek flow up above river, it makes no sense to not do it on the other side."*

The culvert in question is crosses under Tester Road, which is outside of the State property and is within Snohomish County property. The proposed culverts to be replaced under SR 522 are sized to accommodate both fish and wildlife passage, and not because larger culverts are needed for stream flow. In addition, the amount of flow through the Tester Road culvert will reduce because stormwater from the SR 522 roadway in this area will be diverted westerly to a treatment site in a different drainage basin. Stormwater from the Tester Road culvert flows to another drainage basin. Snohomish County is responsibility for any issues related to the culvert under Tester Road.

Thank you again for your comments. Your interests, whether through community groups or individually, make a real difference as we continue to make improvements to this highway corridor. You can get more information about our efforts to improve safety on SR 522 at the project web page <http://www.wsdot.wa.gov/Projects/SR522/Widen/>

D'Angelo  
5 June 2008  
Page 2

If you have any other questions, please contact me by phone at 425-225-8744, or by email at [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov) .

Sincerely,

A handwritten signature in black ink that reads "David L. Edwards". The signature is written in a cursive style with a large initial "D" and "E".

David L. Edwards, P.E.  
WSDOT Project Engineer

DE:mt

cc: Project files

SR522EA-Heinrich.txt

From: Edwards, David L  
Sent: Monday, June 02, 2008 10:08 AM  
To: 'harley\_heinrich2003@yahoo.com'  
Subject: RE: Upgrades to 522

Dear Mr. Heinrich,

Thank you for your interest in WSDOT's SR 522 and US 2 projects. You may recall that Reader's Digest warned

drivers in November 2000 that the 10 mile stretch of SR 522 between Woodinville and Monroe was among America's

most dangerous highways and we have been working hard to improve safety and reduce congestion on this

increasingly busy corridor. When we widen SR 522 between the Snohomish River and US 2 in 2010, we will build a

median to separate opposing lanes of traffic, reducing the potential for head-on collisions.

Much of our funding comes from gas taxes passed in 2003 and 2005, and that funding is directed by the state

legislature. In 2003, the Washington State Legislature allocated money to widen SR 522 from Snohomish River to

US 2 using the Nickel Funding Package. Other road work, such as improvements on US 2 were included the

Regional Transportation Improvement District (RTID) funding package. In November 2007, voters rejected

Proposition 1, the RTID funding package that included money for US 2 safety and congestion improvements.

WSDOT can recommend where we think projects should be built, however, the legislature has the ultimate say to

where we spend the money. Unfortunately, there are very limited resources available for projects statewide

right now and there is a long list of needed projects that are not funded.

Looking ahead, it is not clear when there will be additional funding for US 2 or the remaining SR 522

improvements. In the meantime, we completed the US 2 route development plan that will help legislators and

local agencies make future funding decisions. This 18-month study enabled us to put together a list of 56

projects that could improve mobility and safety along US 2. While only one of these projects is currently

funded, the plan provides a blueprint for legislators and local agencies as

Page 1

SR522EA-Heinrich.txt

they make future funding

decisions. You can learn more about the route development plan and see the list of identified projects on our

Web site: [www.wsdot.wa.gov/Projects/US2/RDP/](http://www.wsdot.wa.gov/Projects/US2/RDP/)

I encourage you to speak with your local legislators and encourage them to fund projects along US 2. Your

efforts, whether through community groups or individually, make a real difference as we continue to make

improvements to this highway corridor.

You can also get more information about our efforts to improve safety on SR 522 at the project web page

<http://www.wsdot.wa.gov/Projects/SR522/Widen/>

If you have any other questions, please contact me.

Sincerely,

David L. Edwards, P.E.  
WSDOT Project Engineer  
Phone: 425-225-8744  
Email: [edwardd@wsdot.wa.gov](mailto:edwardd@wsdot.wa.gov)

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From: Harley Heinrich [[mailto:harley\\_heinrich2003@yahoo.com](mailto:harley_heinrich2003@yahoo.com)]  
Sent: Wednesday, May 21, 2008 7:58 AM  
To: Edwards, David L; [County.executive@co.snohomish.wa.us](mailto:County.executive@co.snohomish.wa.us)  
Subject: Upgrades to 522

I read in the Monroe Monitor that WSDOT is spending \$169M to upgrade hwy 522. I commute this way

frequently and believe that upgrades to 522 are needed. However, it seems wrong to me that we would only

spend \$10M to fix the more than \$1B worth of issues with HWY2 that are causing dozens of deaths a year. Do

our politicians and WSDOT not care about the HWY2 death trap? Or is this a political issue?