

From: sally kincaid [mailto:sallyjkincaid@gmail.com]
Sent: Wednesday, April 14, 2010 12:34 PM
To: SR 520 Bridge SDEIS
Cc: Bill and Dee Goodfellow; Warren & Barbara Chapman; Lana and Stan Schmid; Bud Mary Jean Bushnell; Dick Swanson; Jordan Swanson; Jim and Michelle Jorgenson; John Coker; Steve and Carrie VanRoekel; Wally Fiore; Marcia Dalton; Judy and Joe Eskridge; Drew Eskridge; John Kincaid; Sally Kincaid
Subject: SDEIS Comments

I-270-001

As owners of a houseboat on Portage Bay (1214 E. Hamlin St., #4) we look forward to the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay. We are aware that the increased noise levels the new bridge would present to us and other homeowners in our neighborhood (as confirmed by Michael Minor, noise consultant for the SR520 Bridge Replacement Project) would require that mitigation by noise walls be provided, as is mandated by Federal Highway Administration laws.

John and Sally Kincaid

**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	William Krutch	CommentDate:	4/13/2010 2:41
2. E-mail	billkrutch@msn.com	Comment Source:	Online Comment Form
3. Address:	1891 E Hamlin St		
4. City:	Seattle		
5. State:	Washington		
* 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-271-001 | In reading the EIS, I'm struck by the absence of any mention of the impacts on adjacent neighborhoods. I do not think of myself as a NIMBY but, I do think that some consideration should be shown towards those who will be stuck living next to an ugly, widened Montlake Boulevard and 520 footprint. My property is adjacent to both. I can expect increased noise, soot and reduced property value. I think that DOT should consider the excellent example set by Port of Seattle in their successful program to mitigate against jet noise by insulating and retrofitting homes in flight paths. I understand the need for increased capacity on 520 and have no objection to the concept of expansion. However, not addressing the reality that those of us that live next to it will be impacted seems illogical and counterproductive. Honesty in addressing these issues will lead to much less resistance and resentment.

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.

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

From: linda little [mailto:lindalittle@mac.com]

Sent: Wednesday, April 14, 2010 11:09 AM

To: SR 520 Bridge SDEIS

Subject: Comment on the new bridge

I-272-001

I'm hoping 2 things will not be forgotten --

1. Seeing beautiful views while crossing the lake is one of the most special things in our area. We hope the sides of the new bridge will not be so high that the water, wildlife, boats, etc. are not blocked from view.

and

I-272-002

2. We hope the new bridge will be beautiful -- a memorable addition to our area. (Not ONLY functional.)

Thanks for letting "citizens" comment --

Sincerely,
Linda and Ed Little -- West Bellevue

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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** Stacy McCarthy **CommentDate:** 4/13/2010 23:06
 2. **E-mail** mccarthy_stacy@yahoo.com **Comment Source:** Online Comment Form
 3. **Address:** 2822 Boyer Avenue East #5
 4. **City:** Seattle
 5. **State:** wa
 * 6. **Zip Code:** 98102

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-273-001 | There are a number of things wrong with the current 520 plan and I want to express my concerns. It is ambiguous and has been interpreted (and CAN be interpreted) differently by those living on the East and West sides of the lake. East-siders say the plans are for a six-lane bridge now that would become eight lanes later when light rail is added. West-siders say the plan will only ever be six lanes and the HOV lanes will become light rail lanes when the time is right. BOTH are wrong.

This plan is NOT designed to include light rail now and in the future it would take a great deal of money and construction time to add light rail.

I-273-002 | The studies done in planning the 520 rebuild do not take into account the changing patterns of travel needed over that bridge. It used to be folks coming into Seattle in the morning and leaving to go to Bellevue and east in the afternoon. That is the design of the bridge right now. The HOV/Transit lanes only to west in the morning and east in the afternoon!! A preliminary study of traffic needs done by Nelson/Nygaard for the mayor show that traffic volumes goe BOTH ways across the bridge and much of it goes either directly TO or away from the UW area. Plan A+ does not take any of that into account. The key interchange at Montlake as it is designed is car-friendly and not at all helpful to pedestrians, bikers or those riding transit.

The A+ plan dumps more traffic onto I-5 without a way to deal with that and encourage more high occupancy transit. Take the time to get it right. We don't get to do this often and to retro fit is prohibitively expensive. Let's tak a bit more time and do the right thing.

SR 520 Bridge Replacement and HOV Program



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1. Name	Stacy McCarthy	CommentDate:	4/13/2010 23:06
2. E-mail	mccarthy_stacy@yahoo.com	Comment Source:	Online Comment Form

Thank you,
Stacy McCarthy

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

From: Merrick, Scot [mailto:Scot.Merrick@ucsfmedctr.org]

Sent: Tuesday, April 13, 2010 10:53 PM

To: SR 520 Bridge SDEIS

Subject: 520 project

I-274-001 | I grew up in the house that my grandfather built on East Lake Washington Boulevard in 1920. Three generations of my family have lived there. Until 1960, my front yard was the arboretum with the lake in the distance. That all changed with the current 520 footprint. In 2006, I had the house painted and the first comment by the contractor after powerwashing the front of the house (facing 520) was that the paint was actually in good condition, but covered by layers of grim and soot.

East Lake Washington Boulevard is truly ground zero along the 520 corridor. Most homes are a mere 50 to 70 feet from a sunken freeway, where sound is amplified and pollutants stagnate, only to blow south to the homes facing the freeway with the prevailing winds.

I have measure sound at my home and it is currently well in excess on FHWA standards. I am not surprised, therefore, by the findings of the SDEIS publications, which confirm my findings. The Noise Discipline Report clearly documents that NO alternative will solve the noise violations along the boulevard, even with the proposed lid options.

More importantly, the topography of the area, prevailing winds, and depressed freeway structure will prevent adequate noise abatement.

I-274-002 | There are no plans for noise walls along the most vulnerable area of the 520 corridor. It makes no sense to lid the corridor west of Montlake Boulevard, as there are few homes there.

I-274-003 | Information on pollutants (MSATs, CO, PM, Ozone, NOx, VOC, SO2 and lead) for the area encompassing East Lake Washington Boulevard are conspicuously absent, with the nearest monitoring station some 5 miles away on Beacon Hill. Previous measurements have shown the Montlake interchange to be a "hotspot" and this will not change with any proposed build alternative.

I-274-004 | The SDEIS information shows that none of the 520 build alternatives will have substantial noise, chemical or visual improvement to the lake washington boulevard area--the area most severely affected by the original 520 construction. The effects of years of construction activity make any plan immeasurably worse, having lived thorough that before.

Lake Washington Boulevard residents have lost the most, endured the worst and deserve the best solution to the 520 rebuild. Those of you who are in leadership positions must ask of yourselves if you would be willing to live in the area. If not, then provide us with better lidding, noise abatement and quiet pavement. If that cost a dollar more in tolls, then so be it.

Scot H. Merrick, MD
2409 East Lake Washington Blvd.

From: rpattenaia@comcast.net [mailto:rpattenaia@comcast.net]
Sent: Wednesday, April 14, 2010 10:45 AM
To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Clark Sally; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: It would appear wsdot has missed the boat

I-275-001 |

Let's put the government (wsdot) 520 floating bridge idea back in the box and start a new enterprise. Roger

*** eSafe1 scanned this email for malicious content ***
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From: rpattenaia@comcast.net [mailto:rpattenaia@comcast.net]
Sent: Wednesday, April 14, 2010 10:55 AM
To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Clark Sally; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: missing the boat

I-275-002 |

Put (wsdot) 520 floating bridge idea back in the box!

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

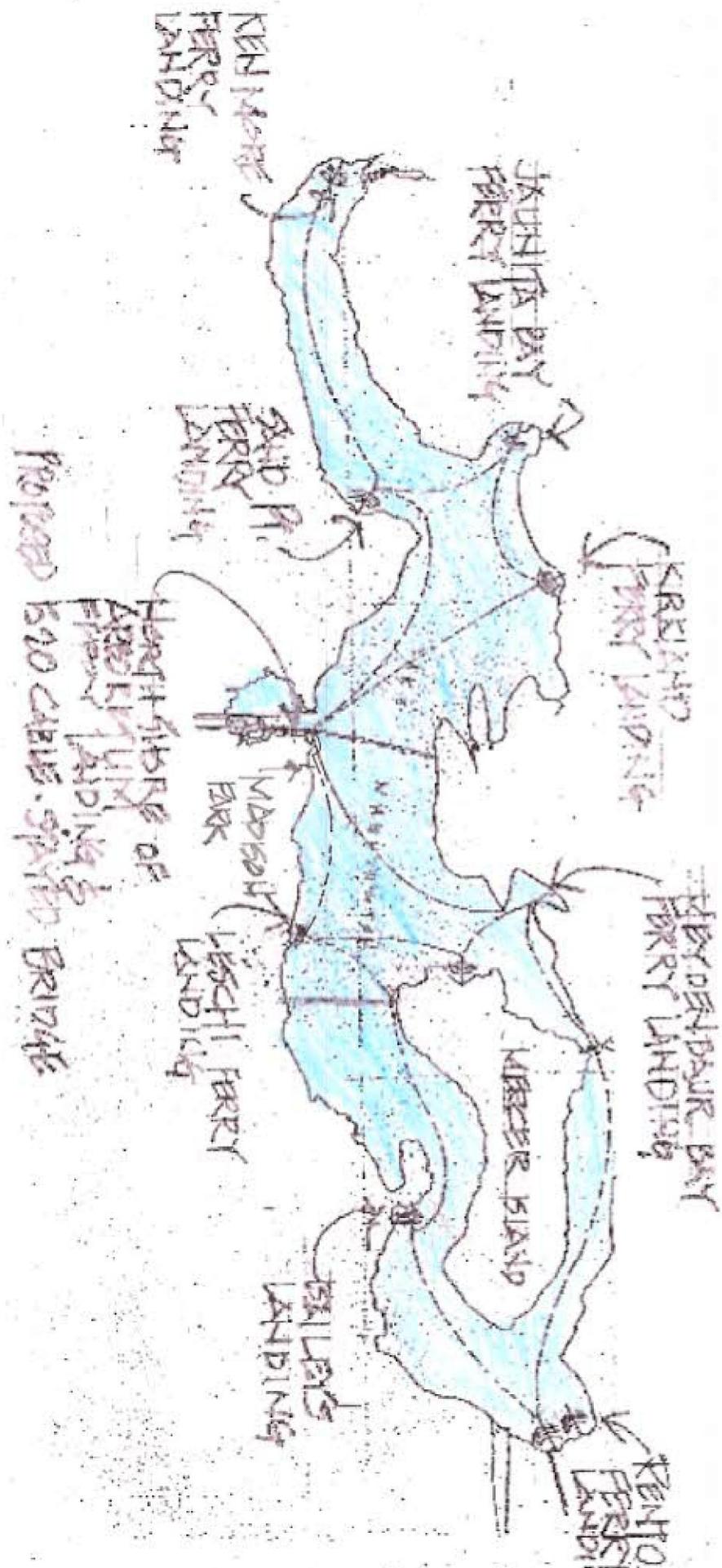
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To: SR 520 Bridge SDEIS; Richard Conlin; sally bagshaw; Burgess Tim; Jean Godden; Harrell Bruce; Licata Nick; Rasmussen Tom
Cc: Blair Walt; Paananen, Ron; Roger Patten AIA
Subject: wsdot has missed the boat. how about adding marine traffic to Seattle waterfront too

I-275-003 |

See Elliott Bay Bridge for possible marine ferry boats to Seattle Central Waterfront (attached)

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

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



Proposed 520 Lake Washington Cable-Stayed Bridge & New Ferry Landings

I have devised a new concept in bridge foundation design with a "Shoeway Stabilized Pier". This new technology will allow the construction of a cable-stayed suspension bridge across Lake Washington. A new and inventive cable-stayed structure that will out perform a floating concrete spanned bridge for life of the structure, cost, and usefulness, and its beauty.

This new technology will open many doors, but one I am interested in is how this will affect the development of Lake Washington and the cities on its shores. The proposed new 520 Cable-Stayed Bridge across Lake Washington will open a new corridor for mass transportation, bus and light rail into the new bridges and will make a ferry landing connection on the North Shore of the Arboretum with direct connection to the I-5 and the Seattle bus tunnel and all of downtown Seattle. See proposed new ferry landings and marine facilities about

Roger Warren AIA (American Institute of Architects)

SmartZone Communications Center Collaboration Suite

rpattenaia@comcast.net

How can we pay for the 520 Cable Stayed Bridge by
Roger Patten

Tuesday, April 13, 2010
10:44:26 AM

From: rpattenaia@comcast.net

Cc: blairhall33@excite.com

Attachments: AcroRd32.exe (344.2KB)
scan0001.pdf (1385.8KB)

Proposed 520 Cable-Stayed Bridge

I-275-004 | What if we show some imagination, initiative, and venture forward on a design concept that has some community push, punch, bang! let's say backing. If you don't like it ...don't buy it attitude. A project that we can afford! One that is a complete solution, not a complete compromise. Rewrite the program, get it straight, then open the door to a free, enterprising, amazing project for Seattle

A big question is "how can we pay for the 520 bridge and how can we keep the noise out of the community, our homes, business, parks and streets"? The Architects plan call for a free enterprise solution. Take a second look at Architect's model (see attached).

See how small the footprint is under the cable-stayed bridge. Do you see any money making ideas shown under the bridge that might be built besides just building a roadway across Lake Washington. Do you think it will pay for us to consider increasing the enjoyment and use of the Lake, and this estuary, the 520 corridor with connections to summertime small boat marinas between Seattle and Medina, all connected to bus and light rail services and what is this ...look closely and you will see docks with ferry terminals. Why would someone encourage the use of water transportation in the grand scheme of things? Why, you would you build new ferry docks at Madison Park like it use to be and perhaps put back the old street car tracks from Seattles waterfront to Madison Park and connect Seattle downtown Residences to a five minuet ferry boat ridge to the 520 corridor and ferry boat landing. A light rail corridor connected to U of W,

I think you get the point (idea). It's to help pay for the bridge. Lets not toll the bridge, let private enterprise in, make some money, pay some taxes, help pay for the new bridge and provide a better world. Think of it as our life style. Think of it as our survival!

Roger Patten AIA

Dear Mayor James Lauinger:

I-275-005

Thank you for your prompt reply. If I might take this opportunity to describe my interest in Kirkland and Lake Washington. With respect to my proposed 520 Cable-Stayed Bridge design.

We need a new bridge over Lake Washington. The 60th Legislature has set the Laws of 2007 Chapter 517 that requires a new bridge be built...and now we are in the planning phase of just how we do this.

The different types of construction available for WSDOT to build a bridge across Lake Washington is very limited. The lake is 200 feet deep (in the bridge location) and the lake bottom is a mixture of clay and sand (mud) with poor bearing qualities for a conventional bridge foundation. WSDOT has no other option than a concrete floating pontoon bridge.

The Lacey V. Murrow Floating bridge, 1940 was an engineering marvel. At 200 feet deep, Lake Washington could not be bridge with pilings, and the shores lack good anchoring for suspension bridge.

I have devised a new concept in bridge foundation design with a "Buoyancy Stabilized Pier". This new technology will allow the construction of a cable-stayed suspension bridge across Lake Washington. A new and inventive cable-stayed structure, that will out perform a floating concrete pontoon bridge for life of the structure, cost, and usefulness, not to mention its beauty.

I-275-006

This new technology will open many doors, but one I am interested in is how this will affect the development of Lake Washington and the cities on its shores. The proposed new 520 Cable-Stayed Bridge across Lake Washington will open a new corridor for mass transportation, bus and light rail built into the new bridge and will make a ferry landing connection on the North Shore of the Arboretum with direct connection to the U of W and the Seattle bus tunnel and all of downtown Seattle. The new bridge will revive a ferry system along the shores of Lake Washington. Effective, economical, safe, and some what romantic. Can you imagine the possibilities with water transportation form Kirkland to Union Bay with connections to Seattle waterfront and U of W .

Now imagine a new Port of Kirkland with a new ferry landing and a marine development of Lake Washington with expanded facilities for boats, swimmers (summer time) and travelers for the enjoyment of Lake Washington with connections to Meydenbauer Bay, Medina, Mercer Island, Renton, Luschi, Sand Point, Kenmore and Juanita Bay all by an inland water ferry system (private or state operated)

I would suggest that the inland cities and communities of Lake Washington get together and provide this facility.



Roger Patten AIA (American Institute of Architects)



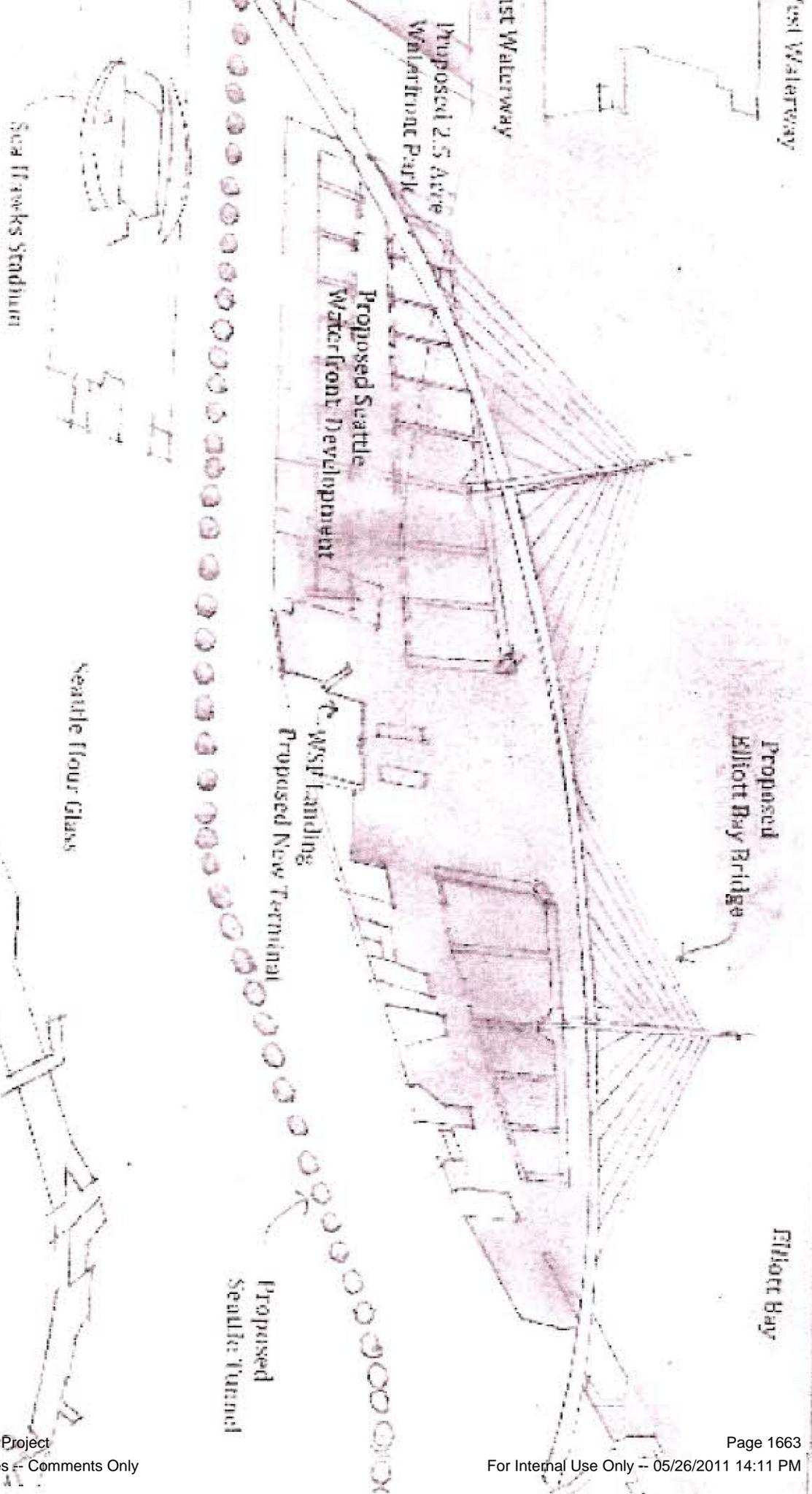
Seattle WA, “520 Bridge Patent Allowed” 3.31.2010

A Seattle Architect's plan for the 520 bridge replacement with a Cable-Stayed six lane bridge supported by “Buoyancy Stabilized Piers” has been notified by the United State Patent and Trademark Office of Notice of Allowance for issuance as a patent. The Architect, Roger Patten AIA, said this new technology has the potential of saving Seattle and Washington State citizens billions of dollars in the construction costs of the state proposed “520 Floating Bridge” and brings with it a solution to the West Side/Montlake Corridor.

The Architects plan calls for a six lane cable-Stayed bridge across Lake Washington between Medina and Seattle connecting directly to I-5, with on and off ramps connecting at Montlake, and the University of Washington allowing for the major portion of traffic to pass over Montlake and go straight to I-5 and light rail to the Seattle bus tunnel. The bridge design will support future light rail and bus service on a lower deck as well as a bike and pedestrian walkway and bike way each side of the structure. The bridge structure is composed of 12 identical bridge spans with buoyant piers placed into Lake Washington sea floor that support the bridge structure and foundations. See Architect's model above

Also Included in his plan is the development of the North Shore of the Arboretum. It will include a marine entrance to the Arboretum for small boats with canoe canals and walkway/bike-way trails. This entrance will also include a new ferry landing for commuters from Lake Washington to connect to the new 520 bridge deck for bus and light rail. At Montlake, the bridge tower will have a light rail Station that connects to ground transportation and the University of Washington.

How would you like to view Seattle... A trip through the Seattle Tunnel or A trip over the Elliott Bay Bridge.



Proposed Elliott Bay Bridge

Rogee Patten Sr. AIA Architect
121 S.W. 149th Burien WA

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

From: Amy Payne [mailto:agpayne@comcast.net]

Sent: Tuesday, April 13, 2010 8:49 PM

To: SR 520 Bridge SDEIS

Subject: not well designed

I-276-001

As a Montlake resident, I am concerned with the proposed 6 lane 520 bridge with indefinite proposals on how to handle the Montlake interchange. I noted a few days ago when one lane on Montlake Blvd. was closed to construction by the Husky stadium, the back up of traffic that occurred at 10 am. A low volume traffic time. Next let us imagine if we have even more lanes coming off the 520 bridge and what the back-up would look. As it is now, sometimes the back up on Montlake is up to the Boyer/Montlake intersection.

I-276-002

I must also agree with a statement from an attendee at one of the meetings. I think NOT including light rail is a big mistake and will make the bridge obsolete before it is built.

We have a beautiful vibrant community this side of the bridge with so many assets. A plan for fewer cars, a plan for the future, a plan for a healthier Seattle is what we need not a car choked bridge across Lake Washington.

Amy Payne

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

From: anne.preston@kerry.com [mailto:anne.preston@kerry.com]

Sent: Tuesday, April 13, 2010 8:34 PM

To: SR 520 Bridge SDEIS

Subject: EIS Comment

I-277-001

The A+ option takes acres of Seattle Park lands and will harm plans for new connector trails from South Portage Bay Park to the Bill Dawson trail and on to West and East Montlake Park. We have researched some of this land was purchased with Federal Funds. We will be asking for the following:

Light rail ready construction to connect from the East side to Sound Transit at Husky Stadium. No ramps to or from the Arboretum and four lanes only from Foster Island to I-5

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

From: Robin Randels [mailto:rkrandels@comcast.net]

Sent: Wednesday, April 14, 2010 11:32 AM

To: SR 520 Bridge SDEIS

Subject: 520 bridge

I-278-001 | Please, please, please put light rail on this bridge as well as the I-90. If we are to make a commitment to move people out of cars and reduce the negative effects on the planet and it's people, we need to get serious about providing people with real and viable transit options. Transit needs to become a priority, not an after thought.

Busses are great but they still use diesel fuel and are subject to traffic even with hov.

Build the light rail and they will come, but build it smart. Expecting north end residents to travel downtown in order to get to the East side rail connection is not viable. Light Rail should go where people want to go and not end short of it's final destination (i.e the airport. Why not go right into the airport and take an elevator to the ticketing like they do in Europe? The long walk through the garage discourages use when toting baggage for elderly and even able bodied people.) Let's make our new light rail system useful by being able to hop on and hop off without being stranded for another 15 minutes and adding extra waiting time to our already busy days. Lets have special carriages for wheeled vehicles like strollers, bikes and wheelchairs so they don't impede the foot passengers. When light rail can compete with SOV in terms of convenience, cost and time saved, we will have a truly useful system.

Now is the time to implement the light rail on 520 even if it means a delay in the design and build process. Seattle traditionally talks and talks and eventually builds something that is so compromised that it doesn't really serve it's purpose. Let's break with tradition and build it right this time.

Thank you for your consideration,

Robin Randels
rkrandels@gmail.com

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1. **Name** Pamela Schwartz **CommentDate:** 4/14/2010 5:33
 2. **E-mail** pamfrick@hotmail.com **Comment Source:** Online Comment Form
 3. **Address:** 2523 Royal CT 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?

To Whom it May Concern,

I would like to express my concerns about the placement of on and off-ramps to Hwy 520 at Roanoke and Lake Washington Blvd and effectively making Lake Washington Blvd through the Arboretum an highway on-ramp. The Arboretum and the local wet lands are beautiful spaces of nature meant to be a peaceful respite enjoyed by all visitors to Seattle as well as it's neighbors, not to mention serving as the home for abundant wild life. These areas should be preserved as such. In addition, Olmstead's historical Lake Washington Blvd was never meant to be an on-ramp for a highway, it should remain the peaceful winding drive through an otherwise bustling city and not turned into part of a major highway.

The environmental impact statement clearly shows many areas of significant noise pollution in and around the Montlake neighborhood, not to mention the visual impact on the neighborhood as well as the arboretum. I understand the need to move traffic and transit, but placing the on-ramps at the end of Roanoke Ave. and parallel to Lake Washington Blvd. effectively adds on-ramps that will not (nor should be meant to) move large amounts of traffic. The current idea in the SR520 Project Enhancement from the Nelson/Nygaard Consulting Associates to limit noise pollution by implementing a "Traffic Management Plan", designed to set goals for vehicle volume and speeds speaks strongly to why these ramps should not be included. If you build it, they will come. If you don't want them to come or you think it's a good idea to limit them.....they should never be built in the first place!!!!

DO NOT BUILD ON AND OFF-RAMPS ON LAKE WASHINGTON BLVD AS PART OF THE A+

SR 520 Bridge Replacement and HOV Program



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1. Name	Pamela Schwartz	CommentDate:	4/14/2010 5:33
2. E-mail	pamfrick@hotmail.com	Comment Source:	Online Comment Form

DESIGN!!!! REMOVE OPTION A+ RAMPS!!!! Lastly, light rail should be part of the 520 expansion plan before anything begins to be built, not merely considered later for retrofit. It is completely backward thinking to not include light rail in this plan. Seattle has major traffic problems and one reason for this is the lack of recognition of anticipated demand and creating a plan that looks more than 20 years into the future.

Thank you for your consideration. Decisions are difficult, money is tight but when there's a will, there's a way. Let's consider a way that will benefit ours and future generations. Preserve the arboretum, connect neighborhoods not divide them, support mass transit and pedestrian and bicycle lanes.

Sincerely,
Pamela Schwartz

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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** Greg Oaksen **CommentDate:** 4/13/2010 23:17
 2. **E-mail** goaks@juno.com **Comment Source:** Online Comment Form
 3. **Address:** 1937 11th Avenue East
 4. **City:** Seattle
 5. **State:** Wa
 * 6. **Zip Code:** 98102

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I think it is outrageous that light rail is not part of the proposed project at the outset. Further I favor a 4 lane + light rail option!

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

From: Kevin Steffa [mailto:kevinsteffa@gmail.com]

Sent: Tuesday, April 13, 2010 11:54 PM

To: SR 520 Bridge SDEIS

Subject: Comments on draft EIS

I-281-001

Here are my comments regarding the Montlake Interchange design options. I have submitted more general comments on transit 'BRT' connections, but these comments here are more specific to alternatives A and K.

A bit about myself. I have lived in NE Seattle my entire life, and I have commuted regularly from the Bryant Neighborhood to the eastside for the past 12 years. I have used just about every form of transit connection in the Montlake area, as well as bicycle and vehicle options.

In the document, it is stated that option K will offer the best general traffic flow, as well as the best potential restoration of green-space through the Montlake corridor. Here are the points which I think are further missing from the discussion:

I-281-002

- Montlake bascule bridge opening effects on off-peak travel. While the bridge will generally be down during rush-hour, the possibility of it being up can cause a large disruption at any other time. This is a regular issue today, and the traffic times and gridlock this causes in non-peak times do not appear to be analysed in the traffic statistics.

Option K is the only plan to address this.

I-281-003

- Stadium events which can cause gridlock are likewise not mentioned in the document. Currently, an evening event just at the smaller Hec-Ed facility, can easily cause enough congestion to spill across Montlake, and back up 520 itself. A Husky stadium event can cause congestion all the way to I405 and I5. Option K presents an opportunity to more efficiently direct stadium traffic to its final destination, which will reduce this possibility of gridlock spilling over. The effect of this on travel times is not analyzed, and would give option K more favor over option A.

- Stress levels on all parties travelling through Montlake under Option A. Option A puts all the competing traffic, cars, busses, pedestrians, cyclists in one corridor. Simply packing that much commotion together will increase stress on all parties, which has a lasting cumulative effect from repeated exposure. This is beyond just the time lost in travel due to gridlock. This relative societal 'cost' for stress exposure should be added onto the overall cost of option A. Since option K separates local traffic from highway ramps, as well as creating a more continuous park space in the corridor, it will have significantly less stress to travellers. This is a net positive societal effect in addition to faster travel times, regardless of their destination. I think that the document does not properly

I-281-003 | account for the effect of travel-stress in the cost-benefit process - it only evaluates travel time and relative 'parkland acreage' loss/gained. A much better metric would be a traveller's exposure over time to each element along the path and its relative stress cost.

I-281-004 | - Cost of options A vs K. K is generally considered 'too expensive', however, this also includes the cost of more extensive lids, which when compared to Option A, are less expensive. If both options are to be evaluated for cost vs effectiveness, then Option A should be given the full set of lids as well. This includes a larger cover at Montlake, a Pedestrian crossing at Pacific St, and a Foster Island lid. The options for each lid should be considered independently of A vs K, as well as their cost. If A is selected, for example, the lid over Pacific Street should still be considered. Likewise, K should not be rejected solely on the basis of higher cost, as with all the lids, it comes with a good deal more in addition to just the tunnel vs second bridge.

I-281-005 | - Transit operations on Montlake Boulevard North. This has been left out of the discussion. It is assumed that transit riders all come from the U-district. In general, there is inadequate transit service from NE Seattle (through Bryant/Ravenna/Laurelhurst) to Montlake. This is because transit agencies cannot put bus lines along Montlake Boulevard due to the gridlock from non-transit users. Regardless of which option is selected, transit service should be added from NE Seattle through Montlake Boulevard. This will require an HOV lane southbound from the U-village to the Triangle. This option is missing from the DEIS completely, yet it is an integral part of the picture. This should be considered in the project regardless of Option A vs Option K. Option K however gives more efficient flow from the north, so future transit in this corridor would also get a better boost from this design. This analysis is missing from the transit-specific attachment discipline.

Thanks for your time and consideration -

Kevin Steffa
4715 38th AVE NE
Seattle WA 98105

**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 Carl Stork CommentDate: 4/13/2010 5:17
 2. E-mail carl@ciconiaco.com Comment Source: Online Comment Form
 3. Address: 4451 91st Ave NE
 4. City: Yarrow Point
 5. State: WA
 * 6. Zip Code: 98004

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 have two primary comments:

1. The roadway design through the Montlake interchange should provide for the "Montlake Flyer Freeway station" to continue to serve transit riders. The transit mode supported on the 520 bridge is bus transit, and the roadway design needs to enable efficient transit service, not just at peak periods but also evenings and weekends. With the addition of tolls, the provision of efficient transit service becomes even more important. Enabling transit operators to provide direct routes from Eastside destinations which allow a transfer at Montlake while providing direct service to Seattle is the only way to allow for efficient bus routes during evening and weekend periods. There is not sufficient demand to provide high frequency service on separate routes to the U-District and to downtown Seattle, and the entire transfer experience has not been designed to terminate buses at Husky stadium for transfers to downtown. With several good bus routes going from Montlake to the U-District, as well as to Capitol Hill and the Central District, the transfer option should be retained at Montlake for buses coming from Kirkland and Redmond and headed downtown and vice versa.

There is no reason, with a \$4 billion investment in a new bridge that will last 75 years and has a vastly greater footprint, that transit users should have to give up an excellent facility that has worked well for 40 years. In fact, it is not a realistic reallocation of real estate away from transit, given that the importance of transit will increase as the region grows and energy must be used more efficiently.

2. The bridge structure should be built from the beginning to support light rail operation on

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1. Name	Carl Stork	CommentDate:	4/13/2010 5:17
2. E-mail	carl@ciconiaco.com	Comment Source:	Online Comment Form

I-282-002 | the bridge. That means the width of the structure and pontoons should support light rail, and there should be provision for light rail to leave the center roadway in the Foster Island area. It may be 20 years before we build light rail but eventually light rail will be needed to provide high capacity transit across the 520 corridor. I don't think there will be another Lake Washington crossing, and I can't imagine it will be possible to add more pontoons or widen the bridge without causing massive disruptions; therefore this relatively small cost should be spent now and the bridge should be build with the capability to support light rail.

Carl Stork

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

From: Jordan Swanson [mailto:jswans@gmail.com]
Sent: Wednesday, April 14, 2010 1:48 PM
To: SR 520 Bridge SDEIS
Cc: Dick Swanson; Magda Guillen Swanson
Subject: Response to SR 520 DEIS

Dear Sir or Madam,

I-283-001 | Being full-time residents and owner of a houseboat in Portage Bay,
1214 East Hamlin Street, Houseboat 6, we strongly support the incorporation of
noise walls in the design of the 520 replacement bridge portion which spans
Portage Bay.

Based on analysis by Michael Minor, Noise Consultant for the SR520 project, 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 Administration laws.

Sincerely,
Jordan & Magda Swanson
Dick Swanson

From: Kath or Mike Wagner [mailto:mewagner5@comcast.net]
Sent: Wednesday, April 14, 2010 2:19 PM
To: SR 520 Bridge SDEIS
Subject: Please add another exit for southbound 15

I-284-001

please add another exit on the right side to east bound 520. There is a congestion problem between NW 45 and the left exit to 520. People enter the freeway on the right and have to cross all the lanes to get to 520. If you give them a right hand exit it would stop and this crossover congestion. Traffic would move smoother in southbound 15

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

From: swelch@windermere.com [mailto:swelch@windermere.com]

Sent: Wednesday, April 14, 2010 9:31 AM

To: SR 520 Bridge SDEIS

Subject: SDEISComments

I-285-001 |

thanks for revisiting issues regarding 520 and adding lids...less concrete more green is the progressive way to proceed.....sally welch

From: Francie Williams [mailto:FEvans@nwadmin.com]
Sent: Wednesday, April 14, 2010 10:45 AM
To: SR 520 Bridge SDEIS
Subject: 520 Bridge Replacement

April 14, 2010

To Whom It May Concern:

I-286-001

This letter is to supplement our earlier letter in which we stated our support for Option A with the strong recommendation that the on-ramps providing access to and from 520 stay at their present location rather than attaching to Lake Washington Boulevard near Roanoke Street as is currently planned.

I-286-002

We would also like to comment that we agree with the efforts of Mayor Mike McGinn that a light rail system be designed into the 520 Bridge Project at this time rather than as a future add-on. We do not believe that the State's claim that the current design will accommodate the light rail addition is correct. The failure to design light rail now is a major flaw for an infrastructure improvement intended for the next fifty years. The disruption that will be caused by this construction should not be repeated for a light rail add-on that should be done in conjunction with the current project. We should be trying to get more cars off the roads not put more cars on the roads.

Thank you for your consideration of this letter.

Sincerely,

John and Francie Williams
Montlake Neighbors

< Disclaimer >

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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** John A. Wott **CommentDate:** 4/14/2010 1:26
 2. **E-mail** jwott10623@aol.com **Comment Source:** Online Comment Form
 3. **Address:** 6021 Wellesley Way NE
 4. **City:** Seattle
 5. **State:** WA
 * 6. **Zip Code:** 98115

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

Anything over the current 4 lane bridge is way too large and will causing irreparable damage to the west edge of the Lake, the Montlake Neighborhood, and the Washington Park Arboretum. We spent 7 years and several million dollars during the 1990s to write and approve a Master Plan for WPA. It was accepted by the City Council, mayor, Regents and public. You should pay attention to this plan. It calls for downsizing (or eliminating) the ramps into the Arboretum, and reducing the traffic. The WPA is an internation treasure , one of a kind and any further impacts into it are clearly environmentally irresponsible. You need to find other avenues for this traffic and work to get people out of their cars. To enlarge the bridge, put more traffic into and through the Arboretum as well as reduce our useable green space is not the way to to.

Stick with the original plan.

John Wott, Director of WPA , 1993 - 2004.

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I-287-001

From: Dan McCarty [mailto:danm@ckgraphics.com]
Sent: Wednesday, April 14, 2010 6:28 PM
To: SR 520 Bridge SDEIS
Subject: 520 COMMENTS

April 14, 2010

To Whom it may concern:

I-288-001 | I wish to express my views on the 520 project, the part which will affect me. I live
in the 2300 block of Harvard Avenue East and the freeway is basically my front
yard. A neighbor of mine brought me a copy of the artists rendition of the
reversible transit/hov ramp to / from I-5. This rendering was done by Washington
State Department of Transportation. For my neighborhood and all of the
residents there, this is a horrible and unacceptable change to our neighborhood.

I-288-002 | Here are the impacts as I see them:

The elevated ramp will not only contribute more noise but also I would expect
that it will reflect noise from below up to the houses, noise which is already to the
point of being unhealthy.

I-288-003 | It is also going to bring more dirt and pollution to the neighborhood.

In addition to these concerns, the view, which is one of the high points of the
neighborhood will be substantially impacted.

I am concerned that I will have an estimated loss of about \$ 200,000.00 when I
go to sell the house, because of the above listed issues.

This reversible HOV lane will have a substantial impact on my property and all of
the property in the neighborhood.

I-288-004 | I feel that the elevated HOV ramp is a poor solution to the problem and I urge the
DOT to work on other ways to solve the problem that will not impact so many
people negatively.

Sincerely,

Dan McCarty
2344 Harvard Avenue E
Seattle, WA 98102
206-947-2038
danm@ckgraphics.com

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

From: Richard Dunn [mailto:richardrdunn@comcast.net]

Sent: Thursday, April 15, 2010 9:46 AM

To: SR 520 Bridge SDEIS (2)

Cc: Dick Dunn

Subject: Comments on 520 Project

Jenifer Young, Environmental Manager

SR 520 Project Office

600 Stewart Street, Suite 520

Seattle, WA 98101

Dear Ms. young

Here is a letter I have transcribed for a E. Shelby St. neighbor.

Also attached is a discipline report on the matter. Thank you for the opportunity to make these comments.

Sincerely,

Richard Dunn

2143 E. Shelby St

Seattle, WA 98112

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

Dear Ms Young

I-289-001

Speaking on behalf of the neighbors who live on E. Hamlin and E. Shelby Streets I am writing to express our concerns regarding the use of the Mohai site as a staging area and to ask that mitigation in the form a sound walls be erected prior to construction activity actually starting. These two streets will be two of the most adversely effected streets in the project and we assume that WSDOT recognizes that fact and will take this step to help reduce the noise level.

Sincerely,

Richard R. Dunn
2143 E. Shelby St.
Seattle, WA 98112

Discipline Report Comment Summary

I-289

05/26/2011 13:11:16

Discipline Report: Noise

I-289-001

Report	Page #	Line #'s	Reviewer	Comment
Noise	56	10	Dunn	Between 10:00 p.m. and 7:00 a.m. the maximum dBA allowed is 55 for resi-
Disc Rep				<i>dential areas. To exceed this a variance must be obtained. To get the vari-</i>
				<i>ance noise walls must be built to protect residential neighborhoods. These</i>
				walls should be built prior to setting up the staging area at
				are many houses in the E. Hamlin/E. Shelby neighborhood
				500 feet of this area.
Effects	120	27	Dunn	"Major non-impact noise-producing equipment includes
				Cranes, excavators, haul trucks, etc." Hual trucks can
				produce noise levels in excess of 92 dBA.--the same as a
				motor cycle at 25 feet. Most houses on E. Hamlin/E. Shelby
During Constr				are within 35 feet of the streets. Have financial incentives or
				penalties been put in contracts with contractors to keep noise