



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

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS 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.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

Name

joan zegree

Organization/Membership Affiliation:

E-mail

otterville@comcast.net

Address: 1210 f east shelby

City: seattle

State:

Zip Code: 98102

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

I-180-001 |

Sr 520 Please insure that the design of the bascule in Option A does not exceed the current profile in both mass, height, width, and desgin so the existing historic landmark bridge and the views through it are not destroyed.

I-180-002 |

Please work to improve the sound mitigation for the reidential communities of Montlake, Portage Bay and North Capitol Hill in option A. Thanks

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Betsy Darrah
826-37th Ave.
Seattle WA 98122

February 26, 2010

Jenifer Young
SDEIS Environmental Manager
SR 520 Program Office
600 Stewart Street, Suite 520
Seattle WA 98101

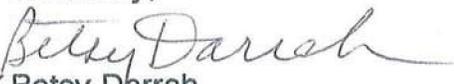
Dear Project Team:

I-181-001 | I strongly favor the selection of option K for the design of the west end of the 520 corridor. The long-range benefits to all present and future users of the Arboretum and especially Foster Island far outweigh the short term drawbacks such as greater cost, construction period and acreage of disruption.

I-181-002 | Having arrived in Seattle in 1960 and having lived in the Madrona neighborhood ever since, I had the great good fortune to visit Foster Island a number of times before the 520 bridge was built. Since the construction of the highway this experience has never been the same, especially the formerly undisturbed wetlands. Nevertheless my family and I have walked under 520 frequently over the past 47 years.

Easy access to public parks and open space is essential for our city's residents to offset many of the area's urban problems. Undergrounding the highway below Foster Island will restore precious open space along the water even though it will never replace the wetlands of fifty years ago. Please create and preserve whatever green space you can. Option K is our best hope.

Sincerely,


Betsy Darrah


Betsy Darrah
826 37th Ave.
Seattle, WA 98122-5225

Received

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SR520 Document

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SEATTLE WA 981



*Jennifer Young
SDEIS Environmental Manager
SR 520 Program Office
600 Stewart St. Suite 520
Seattle WA 98101*

9810181217



VERBAL COMMENT#2

I-182-001

NOAM GUNDLE: I speak as a citizen and as a resident of Seattle for 23 years. I'm an educator and a concerned citizen.

I believe that the A+ Option that's being put forward by the State and supported by most of our City Council is a step backwards for Seattle. I believe that we can do better than 1950's thinking about transportation. We need to be focusing on any kind of

I-182-002

transportation option which is not carbon-emitting and which is not destructive to our neighborhoods or the Arboretum.

I-182-003

We, absolutely, must have transit connectivity with the light-rail University of Washington. We must preserve the Flyer Station on Montlake Boulevard. I'm also against the Arboretum

I-182-004

exit lanes because it would funnel a lot of traffic through the Arboretum, and that's a sensitive area, and I don't think that's a good idea to do that.

I-182-005

I think that what we should do is have lanes for transit, period. Whether it's light-rail or high speed bus, it needs to be for transit. And we need to

I-182-006

have bike lanes, absolutely, so people can commute. A lot of people would commute if they had bike lanes.

* * *

VERBAL COMMENT #3

I-183-001

MEGAN JOHNSON: My concern is tolling. My husband has a small construction company. His trucks are going back and forth constantly on 520. Our concern is that he managed to — he still is in business, with everything that's going on; and now his concern is the toll for every truck that's going back and forth, because his company is on the Eastside and most of his work is in Seattle. The tolling, if he has to be charged every time a truck goes through, will put him out of business.

So is there any way you can, if you have a company where you have trucks going back and forth, whether it's construction, whatever, do they have, have they thought about it and are they going to maybe have it so if they can prove that he does have this company and that he is working in Seattle all the time, that they're not going to get charged for each truck that goes back and forth? There's 14 trucks. That's our concern, because it will put him out of business or, you know, or at least he'll have to let go some employees, which defeats the whole purpose of trying to get our economy going. Like I said, he's still here, and we just want him to stay.

* * *



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Supplemental Draft Environmental Impact Statement SDEIS Comment Form

Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and March 8, 2010 in making its final decision in the environmental review process. Thank you for your comments.

You can provide comments through one of the following methods:

- **Complete this form** and place it in the comment box. Please write clearly.
- **Mail** your comments to Jenifer Young, SR 520, I-5 to Medina 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.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name Jane Koenig E-mail jg_koenig@gmail.com
 Address 7743 31st NE
 City Seattle State WA Zip 98115

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, meeting comments may be made available to anyone requesting them for non-commercial purposes.

Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-184-001

I am in favor of light rail on the
bridge.
Also in favor of programs to reduce single
occupancy vehicles.

I-184-002

I am against a tunnel unless the footprint
will be too large w/out



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25 FEB 2010 PM 4 T



Received

FEB 26 2010

SR520 Document Control

Jennifer Yuany

SR 520

Wash St Dept of Transportation

600 Stewart St. Suite 520

Seattle WA 98101

9810191230



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.

<p>1. Name Chris Falco</p> <p>2. E-mail chrisf@falcosult.com</p> <p>3. Address: 16150 NE 85th St #203</p> <p>4. City: Redmond</p> <p>5. State: WA</p> <p>* 6. Zip Code: 98052</p>	<p>CommentDate: 3/8/2010 16:04</p> <p>Comment Source: Online Comment Form</p>
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7. Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

while I would prefer the 8 lane concept, this project needs to get started so don't hold it up any longer.

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I-185-001

VERBAL COMMENT #4

I-186-001

BOB MESSINA: I would like to support going ahead with planning without including light-rail right now.

In other words, light-rail could be a possibility for the future, but I would not like this process held up by having to restudy it and present another option that includes light-rail.

I am a strong supporter of light-rail. For example, San Francisco has many bridges across its bay without light-rail, but they do have a very efficient BART system that has been in use for a very long time. And I think our first system across the lake is going to be across I-90, and we should stick with that light-rail plan and not try to work light-rail into the 520 plan at this juncture.

I-186-002

I like the carpool and transit-dedicated lanes, and that makes a big impact on me, to see buses being able to travel in dedicated lanes. If they can keep that option in there, I think it's a more reliable commute across the bridges.

* * *

VERBAL COMMENT #1

VICTOR ODLIVAK: My name is Victor Oddivak.

I have lived 21 years in Seattle, Washington and Wallingford. I've been a bicyclist/vehiclist for 25 years. I say the word "bicyclist/vehiclist" with intention. My bicycle is as big as a BMW. It can carry passengers, and has a 7-and-a-half-feet wheel base and it is 4-feet wide.

It's really important that we do everything we can to encourage cycling and pedestrians. All of these plans involve more cars, more pollution, more waste.

I think the best and the simplest thing to do is take what you have now, make one lane in each direction be bicycles on each side, and then you have the two lanes left over, which you currently have. You have one lane in each direction with your bus and your high occupancy vehicles. That's it.

So only buses and high occupancy vehicles, you know, two or more people, should go on that bridge. And bikes in each direction. Nothing more. To do anything else, will just increase the pollution.

If you did this, there would be a great increase in ridership. The reason so many people — just to go to Kirkland or Bellevue, it's not even 10

2/23/2010 Environmental Hearing/Comment by Victor Oddivak

I-187-003

miles. It's 3 and a half miles from University of Washington to Kirkland — is because we do not make it easy for people to use their bicycles.

So, again, very simple. Keep it as it is.

One lane each direction for bikes, with a concrete barrier divide so that the cars and trucks can never go into the bikes. One lane each direction, buses and high occupancy vehicles only. Do not let single vehicles go across the 520 bridge unless they have a handicapped sticker. But that's it. So that is my proposal.

I-187-004

* * *

2/27/2010

Dear Jennifer Young, it

I-188-001
is fine to replace an old-unsafe
I-188-002
Bridge. It is unexceptable to
destroy the wetland area of the
arboretum park waterfront. What
ever traffic issues exist now, will
be about the same regardless of new
lanes added to the new design.

I-188-003
People need to wait longer if they
are one person per car no matter
what happens! Protect that shoreline
or leave a legacy of more destruction.

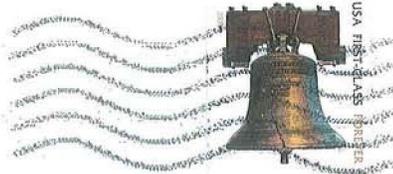
Renate Puich - 2211 E. MCGRAW
(206) 3231199 SEATTLE, WA. 98112



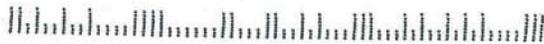
Renate M. and Berry Pinch
2211 E McGraw St
Seattle, WA 98112-2631

SEATTLE WA 981

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JENNIFER YOUNG - SDEIS ENVIR. MGR.
600 STEWART ST.
SUITE 520
SEATTLE, WA. 98101



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	Laura Hurtado-Webb	CommentDate:	3/14/2010 0:09
2. E-mail	laurahw@earthlink.net	Comment Source:	Online Comment Form
3. Address:	2349 42nd Ave 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 am opposed to the current plan for SR 520 replacement with a 6 lane bridge higher in elevation than the current one. I live in Madison Park, and this design would impact the noise close to the lake and the Arboretum area.

Please reconsider another proposed design.

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I-189-001

2/26/10

①

TO: JENIFER YOUNG

~~Hi~~

PLEASE EXCUSE THE
HAND WRITTEN NOTE. AT
75 YEARS OLD I DO
NOT MESS WITH COMPUTERS
ANY MORE. OVER 50 YEARS
OF COMPUTERS IS PLENTY

A FEW COMMENTS ON
THE SR 520 BRIDGE

① ON THE EAST SIDE
OF THE BRIDGE ORIGINALLY
WAS A TOLL STATION (
NOW A BUS STOP) THIS
STATION WOULD BACK
UP TRAFFIC. IT WAS
WORSE FROM EAST TO WEST
WEST

I-190-001

I-190-001

FOR SOME UNKNOWN REASON ⁽²⁾
WHEN THE TOLL STATION
WAS REMOVED THE TRAFFIC
~~EST~~ EAST TO WEST STILL
BACKED UP. AS IT DOES
TO DAY AROUND 4 TO 6 PM.

IF YOU ADD A NEW TOLL
STATION TRAFFIC WILL
BACK UP CLEAR TO REDMOND
AT NIGHT. A PERSON

COMES UP A SLIGHT
RISE (~~ES~~ EAST TO WEST)
MAY BE THAT IS THE
REASON FOR PEOPLE SLOWING
DOWN EVEN WHEN THE
ROAD ON THE BRIDGE (EAST
SIDE) IS CLEAR.

I-190-002

I-190-002

I THINK IF I WAS
IN CHARGE I WOULD
TAKE THAT RISE OUT
SO PEOPLE COULD SEE
THE ROAD WAS OPEN.

I-190-003

② THE HOV LANE GOES
FROM 2 PEOPLE ON
THE 405 SIDE TO 3 OR
4 PEOPLE ON THE MEDINA
SIDE. SO YOU HAVE A
LOT OF FOLKS SWITCHING
LANES FOR NOTHING.

I-190-004

③ JUST BEFORE THE
EST EAST SIDE OF
THE BRIDGE A BIG
CURVE FROM MEDINA
EMPTIES A LOT OF CARS

I-190-004

③ CONTINUED

④

ON TO THE BRIDGE LANES. THIS SLOWS UP ALL THE RIGHT LANES. IF I WERE DOING THE DESIGN DESIGN I WOULD SWING THE MEDINA ROAD MORE TO 405 (A HALF A MILE) TO "FEATHER" THE TRAFFIC IN OVER A LONGER DISTANCE

I-190-005

④ THE ORIGINAL "DESIGN CRITERION" OF THE 520 BRIDGE WAS MORE CARS FROM "EAST TO WEST" NOW WITH MICROSOFT IT APPEARS MORE CARS FROM "WEST TO EAST."

④ (CONT)

⑤

If so, this change would make the "LEAD IN" TO THE EAST SIDE IN THE EVENING (NIGHT) MORE CRITICAL. IN THE WINTER (FOG & RAIN) MORE SO. TAKE

FROM 405 EAST TO MEDINA & SEE IF YOU CAN

"SMOOTH OUT" THE APPROACH ROADS AND FLOWS. ONCE

ON THE 520 BRIDGE A PERSON MOVES ALONG

PRETTY GOOD, GETTING "ON

THE BRIDGE" AND "OFF

THE BRIDGE" IS THE PROBLEM.

IF YOU ADD MORE

I-190-005

I-190-005

(4) (cont)

(6)

LANES TO THE 520
BRIDGE WITHOUT WORKING
"GET ON & GET OFF"
PROBLEM, THEN YOU WILL
HAVE A NICE BRIDGE
WITH THE SAME PROBLEMS
AS YOU HAVE TO DAY. YOU
WILL HAVE SPENT A LOT
OF MONEY WITH NO OVERAL
OVERAL GAIN TO THE
COMMUTE.

HOPE SOME OF THIS
MIGHT BE ~~HELPFUL~~ HELPFUL.
HAVE FUN & GOOD LUCK
AL SKEWIS
425-885-6910



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program

I-5 to Medina: Bridge Replacement and HOV Project



IMPORTANT UPDATE: *Comment period extension! – April 15, 2010*

The comment period for the Supplemental Draft Environmental Impact Statement for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has been **extended to April 15, 2010**. You previously received a notification from us about the availability of the document and information on how to comment.

This important safety and mobility project would replace the vulnerable SR 520 floating bridge and build a new roadway from I-5 to Medina with two general-purpose lanes and one transit/HOV lane in each direction.

Review our environmental analysis:

- View online at the SR 520 Web page: www.wsdot.wa.gov/projects/sr520bridge/sdeis
- Visit local libraries in the greater Seattle area. A full list is on our Web page.
- Call the project office at 206-770-3500 to request a free executive summary and CD or to purchase a printed copy of the document.

Comment on our environmental analysis:

- **E-mail:** sr520bridge_SDEIS@wsdot.wa.gov
- **Online:** www.wsdot.wa.gov/projects/sr520bridge/sdeis
- **Mail:** Jenifer Young, SDEIS Environmental Manager
600 Stewart St., Suite 520, Seattle, WA 98101

WSDOT and FHWA hosted an environmental hearing and public open house on Feb. 23, 2010. Meeting materials are available on our project Web page: www.wsdot.wa.gov/projects/sr520bridge

VERBAL COMMENT #5

GENEVIEVE VAYDA: My name is Genevieve Vayda,
and my address is 3800 Lynden Avenue North, Apt. 3,
98103. Seattle.

I-191-001 | I would like to register my extreme and grave
disappointment in the process that WSDOT has conducted
over the years regarding 520 and other major
transportation projects around the area.

The citizen comes in their off-hours to
attend what are called "open houses," where there's a
divide-and-conquer system ongoing that prevents us
fully learning about each of the projects and
especially how they relate to one another, which is a
key feature in making a decision as to which might be
the preferred option.

We are not able to take in all of the
information because it's being repeated 150 times here
in a different way each time. It's not presented in a
format where we can sit and listen to A, B, C, then D,
E, and F, by the professionals who created this plan,
and then have an opportunity to raise our hands and
ask questions in a large audience, hearing one
another's questions and hearing the answers of the
professionals who put these plans together.

The taxpayer is paying for all of this time,
and paying again in attending these open houses which,

I-191-001

I will repeat, are simply a divide-and-conquer method. They're entirely manipulative. We're being sold a bill of goods, and we can't even learn from our fellow citizens.

So the press can take this away and say what they will, and we won't know what the outcome was of this public meeting even though we were here, because we couldn't hear one another.

I would suggest that the process of learning about 520 hasn't begun, because the citizens who come here haven't learned what these different options are and which options haven't even been thought of.

I'm infuriated by this process. My time is wasted, and I can't learn from my fellow citizens.

Thank you.

* * *

VERBAL COMMENT #6

I-192-001

MEREDITH WENGER: It's been my observation that yet, again, Seattle is forsaking the promise of connected rapid transit in the new 520 plans.

We need a plan that includes specific direct and easy connection with mass transit to the north-south light-rail system that we have going in there. And based on what I've seen, we are not thinking properly about a specific way to do that. We're expecting too much from people to walk too far, if we're even thinking about it, at all.

And I want to see a direct specific plan to connect the north-south link light-rail with east-west transit on 520.

And I also want to make sure that we fund 520 in a way that makes light-rail feasible in the future.

(Hearing concluded at 7:00 p.m.)

* * *

From: Robert & Odile Buchanan [mailto:odibob@hotmail.com]
Sent: Saturday, March 06, 2010 8:52 AM
To: SR 520 Bridge SDEIS
Cc: Theodore Lane
Subject: 520 EIS COMMENTS

Robert Buchanan
2632 10th Ave. E.
Seattle, WA 98102

March 4, 2010

Jenifer Young
Environmental Manager
SR 520 Program Office
SR520Bridge SDEIS@wsdot.wa.gov

The following comments on the SR520 Bridge SDEIS are offered by Robert Buchanan Professor Emeritus and past Department Chair of Landscape Architecture at the University of Washington.

Comments on Attachment 7: Discipline Reports:

"Visual Quality and Aesthetics Discipline Report"

- - page 42 pp. For visual quality ratings, based on the discussion above, vividness is high because of the picturesque character of the bay; the scenic panoramas to the east of the Cascade Mountains, Lake Washington, and the Washington Park Arboretum from certain vantage points; and the homes on the Roanoke hillside. *(The homes on the western side of Portage Bay help make the scenery picturesque. There is no mention of the degradation of the view over Portage Bay from these homes that results from the increased scale of the proposed bridge and roadway.)* Intactness is moderate because so much of the surface of Portage Bay is covered with roofed docks and marinas (Exhibit 2-4, Attachment 2). *(The increase in size of the roadway and the area of shadow will certainly reduce even more the intactness of the view.)* Unity is generally high because the collection of the features that creates high vividness also unites them in a pleasing composition.

- - p 53 pp. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this currently is an abandoned landscape. *(This area may look unmaintained, but it is still open space and provides view to the water, and the area should be replanted appropriately after construction is completed.)*

- - p 62 pp 5
Portage Bay Landscape Unit
Option A
The primary effects on visual quality and character from operation of the facility would result from the following:
•••
The character and quality of the new Portage Bay Bridge, wider spaces between columns, and a wider road deck (*new*), landscaping under the Portage Bay Bridge west of Boyer Avenue

I-193-001

I-193-002

I-193-003

I-193-003

The overall character and quality of this landscape unit would change as a result of the Portage Bay Bridge, but views from water or ground level near the new bridge would be more open. *(Views from the higher elevations would be more degraded by the width of the bridge and by the increase in traffic that would be seen.)* The greater column spacing (from 100 feet on-center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 2-5, Attachment 2). The east end of the new bridge near NOAA would be farther north, which could have a moderately positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the views in this area (Exhibit 2-4, Attachment 2). *(Due to the increase in coverage of the water area, and the location of the bridge more to the center of the perceived water basin and closer to the covered boat moorages, the visual quality will be compromised and lose intactness and vividness and could be construed not as a body of water intersected by a bridge but as a paved surface with minor water areas.)*

Supplemental Draft EIS - Full Document
Chapter 5: Project Operation & Permanent Effects:

I-193-004

- ■ 5-51 last pp Heavy earthwork equipment would be required to excavate the bridge piers near Boyer and contour the terrain near Boyer Avenue East and Montlake Playfield for stormwater and landscaping. This equipment would be visible from nearby locations. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this area is currently an unmaintained landscape. *(This area may look unmaintained, but it is still open space and provides views to the water, and the area should be replanted appropriately after construction is completed.)*

I-193-005

- ■ 5.4-1 p---- Bagley Viewpoint page 5-54
All of the options would result in the complete acquisition of Bagley Viewpoint (Exhibit 5.4-1). WSDOT proposes to replace the function of the viewpoint on the new 10th and Delmar lid. *(It would be difficult to replace the automobile oriented function of the viewpoint on the new lid, and incorporating the viewpoint within the lid landscape would not replicate the experience of the present overlook. Delmar Bridge would be a barrier to the viewer on the lid. The best place for a new overlook would be at the south end of the new Delmar Bridge on the east side of Delmar Drive E.) Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge.*

I-193-006

- ■ 5-65
The landscaped lid could also recreate a more substantial connection between Interlaken Park and Bagley Viewpoint. *(There is little documentation as to the funding for the lids or the construction budgets based on certain design features, or for the finished landscaping for those lids. This lack of information suggests lack of commitment to the idea that the lids are integral to the completion of the freeway itself.) If the support of the citizens affected by the expansion of SR 520 is to be obtained, the lids should have adequate funding consistent with the intended mitigation purposes and the community standards for design of Seattle's public parks.)*

I-193-007

A new Bagley Viewpoint would be different from the original park, but could be designed to take advantage of the extra space created by the lid for the panoramic vista of Lake Washington and the Cascade Mountains. *The best place for a new overlook would be at the south end of the new Delmar bridge on the east side of Delmar Drive E.) Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge.*

The view is currently screened by tree canopy. The areas to the north and south of the lid surface would be planted to reestablish the tree buffer and street trees that were removed for construction.

I-193-008

- **Portage Bay Landscape Unit**

Under all options, the overall character and quality of this landscape unit would not change as a result of the Portage Bay Bridge, but views in the vicinity of the new bridge would be more open (Table 5.5-2). *(Views from the Portage Bay basin hillsides would change radically from the wider Portage Bay Bridge, higher, and moved north.)*

The greater column spacing (from 100 feet on center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 5.5-2).

The east end of the new bridge would be farther north, which could have a positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the southern half of their views. *(Shadowing from the wider Portage Bay Bridge would affect views from these homes and would put some of these homes themselves in shadow.)* The areas under the west end of the bridge would be re-landscaped to open up views into those landscapes and along Boyer Avenue.

I-193-009

- **page 5-81 pp 6**

Replace the Bagley Viewpoint Park either on the new lid or reconstructed bridge. WSDOT would work with the Seattle Parks Department to identify an appropriate site. *(The best place for a new overlook would be at the south end of the new Delmar bridge on the east side of Delmar Drive E., where the view would be across the freeway to the northeast instead of to the east onto the freeway. Parking for this viewpoint should be accommodated on the east side of the new Delmar Bridge. A new viewpoint located on the lid would not function as an automobile oriented feature and therefore would not be an adequate mitigation for the loss of Bagley Viewpoint Park.*

I-193-010

- **page 5-132 Portage Bay Area**

Through Portage Bay, Option A would result in slightly more shading than Options K and L because it includes a westbound auxiliary lane (see Table 5.11-2). All of the options would

I-193-010 | be similar in elevation. Approximately 800 linear feet of overwater roadway on the west side of Portage Bay would be constructed on an alignment slightly lower than the existing profile; the remaining proposed 1,200-linear-foot bridge structure at the east end would be about twice the height of the existing bridge (see Table 5.11-3). *(This would be good overall as it would allow more small boat traffic under the east end of the bridge and reduce the noise associated with the cars going up the lesser incline.)*

- ■
6-3 Closure of Delmar Drive East

I-193-011 | The Delmar Drive East bridge over SR 520 would be closed temporarily under all options to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue and Delmar Drive East lid. The Delmar Drive East bridge would be closed for approximately 12 months for Options A, K, and L. *(If the new Delmar Bridge were constructed just west of the existing Delmar Bridge which could then be removed once the new bridge was completed, this would make the lid slightly smaller.)* Traffic would be

I-193-012 | required to detour via 10th Avenue East or Boyer Ave East, which would increase travel times for all vehicles including transit and nonmotorized. *(The detour route described here is confusing as to what section of 10th Ave. E. would be used. It is only feasible to use 10th Ave. E. south of E. Roanoke St. to access Delmar Dr. E. via E. Miller St and 11th Ave. E. The reference to Boyer Ave E. must mean a route that uses Eastlake to Boyer. To access Boyer from 10th or 11th on the north side of Roanoke St. is not feasible due to the extreme gradients and narrow roadway on both of these routes.*

Chapter 6: Effects During Construction of Project

I-193-013 | • ■
6-5 6-6 See also Exhibit 6.1-3 How would construction haul routes affect traffic?

Local Roads

Haul Routes

All options would require construction-related truck traffic on local streets. Most of the trips would use Montlake Boulevard to access SR 520. A few other arterials would be affected, and the estimated number of truck trips along these arterials would be relatively low compared to overall arterial volumes. *(Include current numbers for these truck trips and numbers for peak construction periods for all three options.)*

I-193-014 | • ■
6-5
. . . during construction of nearby facilities. Residential streets that might be used for truck haul routes include 11th Avenue East between Delmar Drive and East Miller Street, East Miller Street between 11th Avenue East and 10th Avenue East, East Shelby Street east of Montlake Boulevard (Options K and L), and East Hamlin Street east of Montlake Boulevard (Options K and L). Haul routes on local roads would be subject to review and approval by the City of Seattle. Exhibit 6.1-3 illustrates the potential haul routes that could be used for all

I-193-014 | options, and Table 6.1-3 estimates the number of truck trips. *(This clearly states a haul route on 10th Ave. E and E. Miller St. to 11th Ave. E., which must be on the south side of E. Roanoke St. There is no mention of any haul route north of E. Roanoke St.)*

I-193-015 | • ■
6-13 Delmar Drive Bridge
When Delmar Drive is closed during construction, bicyclists and pedestrians would need to use alternative routes such as Boyer Avenue East on the east side of Delmar Drive and 11th Avenue East to 10th Avenue East on the west side of Delmar Drive. Both routes are feasible for bicycle and pedestrian traffic; however, 11th Avenue East is particularly steep. Depending upon the route traveled, the Boyer Ave East detour could require longer out-of-direction travel. *(This indicates a bike route on the south side of Roanoke that uses 10th Ave. E. and E. Miller St. to 11th Ave. E.)*

I-193-016 | • ■
6-27 pp 5&6 As described in Chapter 3 and Section 6.1, Transportation, haul routes and detour routes would follow arterials and/or designated truck routes wherever possible. WSDOT has attempted to minimize truck trips on the non-arterial neighborhood streets; however, portions of neighborhood . . .
(This would seem to indicate the use of 11th Ave. E. and 10th Ave. E. north of E. Roanoke St. as a detour route, which corresponds to the diagram on page 6-28)

I-193-017 | • ■ 6-87 & 6-88
Effects from shading and temporary support piers would be the same for all 6-Lane Alternative options in Portage Bay. The construction work bridges constructed within Portage Bay would result in approximately 3 acres of temporary overwater shading (Table 6.11-3). Although these work bridges are relatively narrow (typically 30 feet), the combined shading effects of the existing bridge structure, the two work bridges, and the new highway bridge structures could result in shading an area as wide as approximately 350 feet. The construction work bridge would remain in place for more than 5 years in Portage Bay. *(350 feet of concrete structure will surely degrade the Portage Bay basin, both its viewshed and water surface use for the 5 years)*

I-193-018 | • ■ page 6-113 pp.
• ■ Road Closures and Detours, Haul Routes, Parking, Pedestrian and Bicycles, Transit
All options would have similar construction effects on transportation through most of the project area, with differences in the vicinity of the Montlake Boulevard interchange. Options K and L would result in more effects than Option A because of the amount of truck traffic required for construction of the new SPU and the traffic effects during the closure of NE Pacific Street.
All options would close the Lake Washington Boulevard ramps for some period of time during construction. The ramp closures would mostly affect local street operations and are not expected to have a substantial effect on SR 520 operations. Traffic that currently uses the Lake Washington Boulevard ramps would be detoured to use the ramps at Montlake Boulevard. A number of improvements would be made to the ramps at Montlake Boulevard in order to accommodate the detour traffic.

I-193-018 | All options would close Delmar Drive East for 9 months to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue East/Delmar Drive East lid. Traffic would be detoured to 10th Avenue NE. *(Should read 10th Ave. E, not NE.)*

I-193-019 |

- - page 6-1-1 Closure of Delmar Drive East

The Delmar Drive East bridge over SR 520 would be closed temporarily under all options to accommodate construction on SR 520 beneath the bridge, as well as construction of the 10th Avenue and Delmar Drive East lid. The Delmar Drive East bridge would be closed for approximately 12 months for Options A, K, and L. Traffic would be required to detour via 10th Avenue East or Boyer Ave East, which would increase travel times for all vehicles including transit and nonmotorized. *(Depending on when the lid will be constructed—will be deferred in the Phased Implementation scenario—the closure might be more than the 12 months.)*

I-193-020 |

- - 6-5 Haul Routes

All options would require construction-related truck traffic on local streets. Most of the trips would use Montlake Boulevard to access SR 520. A few other arterials would be affected, and the estimated number of truck trips along these arterials would be relatively low compared to overall arterial volumes. *(Include current numbers for truck trips and numbers of truck trips for peak periods in all options.)*

. . . during construction of nearby facilities. Residential streets that might be used for truck haul routes include 11th Avenue East between Delmar Drive and East Miller Street, East Miller Street between 11th Avenue East and 10th Avenue East, East Shelby Street east of Montlake Boulevard (Options K and L), and East Hamlin Street east of Montlake Boulevard (Options K and L). Haul routes on local roads would be subject to review and approval by the City of Seattle. Exhibit 6.1-3 illustrates the potential haul routes that could be used for all options, and Table 6.1-3 estimates the number of truck trips that could be generated as a result of construction activities. For the purpose of developing construction duration estimates that meet the current schedule, it was assumed that construction activities would typically occur 16 hours a day, with 10 hours each day to haul material for most construction activities. *(Is this peak construction activity or normal construction activity?)* East Roanoke Street, Harvard Avenue East, 10th Avenue East *(south of Roanoke Street)* , 11th Avenue East *(south of Roanoke Street)* , East Miller Street, Boylston Avenue East, Boyer Avenue East, Fuhrman Avenue East, Eastlake Avenue East *(would all experience this increased and prolonged truck traffic.)*

I-193-021 |

- - Chapter 6 Exhibit 2-1
- - Construction activities would occur adjacent to Seattle Fire Station 22 on East Roanoke Street (Exhibit 6.2-1). However, during construction, the station would be fully operational, access would be maintained, and emergency response would not be affected. See Section 6.3, Social Elements, for a detailed description of potential effects on area neighborhoods.

I-193-022 |

- - tip 6...effects of construction

The proposed haul route for material transport is along East Roanoke Street and Boylston Avenue East to access I-5. As part of construction in this area, Boylston Avenue would be narrowed temporarily and shifted to the west. Trucks would use Boylston Avenue East adjacent to the TOPS school. The school and Rogers Playground (located a block west of the

I-193-022 | interchange) could also experience increased noise and dust (*and vibrations damaging to the historic buildings*). Rogers Playground is located over 500 feet from where lid construction would occur. Noise and dust effects on the park are expected to be minor. (*The school playground is immediately behind the school, and Rogers Playfield will be only a block away from the increased noise, dust, and diesel emissions.*)

I-193-023 | North Capitol Hill

▪ Construction of the 10th Avenue East/Delmar Drive East lid would affect North Capitol Hill residences adjacent to SR 520 and along proposed haul routes. Seattle Preparatory School, a private high school, is located on 11th Avenue East and could (*would*) also experience increased traffic volumes from haul truck trips.

I-193-024 | ▪ Construction activities would require the Delmar Drive bridge to be closed for approximately 9 months. A temporary bridge at 10th Avenue East would cross SR 520 and include sidewalks for safe pedestrian and bicyclist movements. All construction activities in this area are common to Options A, K, and L and would occur over a 27-month period.

I-193-025 | Portage Bay/Roanoke

Construction of the 10th Avenue East /Delmar Drive East lid and the Portage Bay Bridge would affect the Portage Bay/Roanoke neighborhood near the I-5/SR 520 interchange for up to 27 months and residences along the east shore of Portage Bay for up to 42 months. These elements are common to Options A, K, and L. Roanoke Park (*The Roanoke Park Historic District, Roanoke Park itself,*) and the surrounding neighborhoods would experience construction noise and dust, especially in the southern part(s) of the neighborhood(s) near Roanoke Street. The haul routes along (*Harvard Ave. E.,*) 10th Avenue East and Roanoke Street would increase truck traffic along the borders of the neighborhood(s), although these are both arterial streets with high volumes of existing traffic. (*This seems to indicate that the haul route is on 10th Ave. E. south of E. Roanoke Street.*) These effects would be temporary and would occur during construction.

I-193-027 | Interlaken Park is divided into two portions by Delmar Drive East. Construction would occur within the park while curbs and sidewalks are replaced along Delmar Drive East. A small portion (0.05 acre) of Interlaken Park would be temporarily used as a construction easement under all design options (Exhibit 6.4-2 and Table 6.4-1). This area would be returned to park use after construction.

Bicyclists and pedestrians who currently use the on-street bike path to access the park would be routed along the 10th Avenue East construction (*detour?*). This area of the park would also experience noise and dust from construction activity associated with the construction of the 10th Avenue East/East Delmar Drive lid for approximately 15 to 24 months. Construction noise is discussed in Section 6.7.

I-193-028 | All options would acquire Bagley Viewpoint in its entirety, and all options include a proposed haul route adjacent to Roanoke Park. Construction effects on these parks would be the same for all options and would last approximately 2 years.

- ▪ 6-40 Roanoke Landscape Unit

I-193-029 Construction activities in the Roanoke landscape unit would be visible from (*quite*) a few homes, the upper floors of Seward School, and nearby roadways and surface streets. The 2 years of construction activity associated with mobilization and construction of the Roanoke lid, eastbound and westbound mainline ramps, and reversible HOV ramp would have a high impact on visual character and quality for all viewers. However, viewpoints with long-distance views across Portage Bay or to the west would be minimally affected by construction in Roanoke because most construction activities would occur along the roadway corridor. (*There are no views of Portage Bay from the I-5 corridor*)

I-193-030 6-50
The greatest effect on views would result from large-scale activities that involve heavy equipment and collectively span 2 years. These would include demolition of ramps and bridge overcrossings; construction of new ramps; replacement of bridges at Roanoke Street, 10th Avenue East, and Delmar Drive East; and construction of the new I-5 and 10th and Delmar lids. Removal of the Delmar Drive East overcrossing and construction of detour bridges would result in the removal of Bagley Viewpoint and the tree buffer below it.
(*This states that a temporary bridge will be constructed as a detour over the Delmar Drive East overcrossing. Good. That illuminates need for a detour route on 10th Ave. E north or south of E. Roanoke St. Note that many homes along I-5 and SR 520 in North Capitol Hill, along E. Roanoke St., in the 2600 blocks of Harvard Ave. E., Broadway Ave. E., and 10th Ave. E., and along both sides of Delmar Dr. E. and in the southern end of the Portage Bay neighborhood would have their views degraded by these large-scale activities.*)

I-193-031 Temporary detour bridges during construction of the new structures would be large, complex structures that would clutter views from the roadways and overcrossings. Construction equipment and activities would be visible from homes along I-5 because (*a few of*) the newly constructed noise walls along Boylston Avenue and Harvard Avenue in the vicinity of Roanoke Street would be removed to build the I-5 lid. (*A new permanent bridge would be constructed just west of the existing bridge and then the existing bridge removed. This would make the lid coverage smaller by the width of the new bridge but should still provide the same noise and visual blockage.*)

I-193-032 Construction would remove some trees and shrubs from the I-5 median and in the I-5/SR 520 interchange. Preparation for constructing the lids would permanently remove mature roadside trees and shrubs along both sides of SR 520. Views from homes that are currently screened by these trees and walls would then overlook ongoing construction actions and equipment.
(*No vegetation should be removed until the construction of the lids is assured by allocation of funding for this purpose, and vegetation removal should be delayed as long as possible.*)

I-193-033 **Portage Bay Landscape Unit**

Construction activities would be visible from most locations around Portage Bay. The greatest change to visual quality would result from the size and complexity of construction bridges on both sides of the Portage Bay Bridge. The later construction of the new Portage Bay Bridge would increase the effects.

The combination of the construction bridges, falsework finger piers, and the phased demolition and reconstruction of the Portage Bay Bridge over the course of more than 6 years would result in substantial degradation of visual character and quality of the south part of Portage Bay. The bridges would block water and ground level views near these structures. The viewers most affected by these changes would be commuters crossing the bridges,

I-193-033 residents on houseboats and near the bridge ends (*and residents along the west side of Portage Bay including the hillsides and the Roanoke plateau*), park users at Montlake Playfield, and boaters at the marinas (Queen City and Seattle yacht clubs).

I-193-034 Heavy earthwork equipment would be required to excavate the bridge piers near Boyer and contour the terrain near Boyer Avenue East and Montlake Playfield for stormwater and landscaping. This equipment would be visible from nearby locations. Vegetation under the west end of the bridge on either side of Boyer Avenue East would be removed, but this area is currently an unmaintained landscape. (*Again this area may look unmaintained, but it is still open space and provides views to the water, and the area should be replanted appropriately after construction is completed.*)

I-193-035 6-51
Portage Bay Landscape Unit section 5

Under all options, the overall character and quality of this landscape unit would not change as a result of the Portage Bay Bridge, but views in the vicinity of the new bridge would be more open (Table 5.5-2).

Existing	High	Moderate	High
All options	High	Moderate to high	High

The greater column spacing (from 100 feet on center currently to as much as 250 feet apart) would open up views under the bridge, especially looking northward from the south side of the bridge (Exhibit 5.5-2). (*Regarding the height of the Portage Bay Bridge: a bridge that is higher at the east end would be less visually intrusive—due to the angle of vision as a function of eye level— as seen from the western side of the bay basin. I feel that the entire Portage Bay should be bridged by a higher level structure, one that goes from the high point below the Bagley Viewpoint to a low point at the Montlake Blvd. underpass in one continuous line. This would not significantly change the view of the western half of the bridge but would alter the view of the eastern half, putting it higher and therefore reducing the view of the roadway from the surrounding residential areas and creating meaningful views under the structure, views of the larger bay areas and boats and allowing more boat traffic under the bridge. A bridge higher on the east end would also allow better pedestrian use between the Montlake Playfield and the public and semi public/private open spaces north of the bridge.*)

I-193-036 The east end of the new bridge would be farther north, which could have a positive effect for Montlake Playfield views. A wider west end of the bridge would affect views from the homes next to the bridge (*and all along the east side of Roanoke and the hillsides on the west of Portage Bay*) on the north side, making the bridge more dominant in eastward views. This would not change visual quality because the bridge is already the dominant structure in the southern half of their views. (*Visual character would be significantly diminished by the increased width of the bridge especially when viewed from the crest of the hill on the west side of Portage Bay.*) The areas under the west end of the bridge would be re-landscaped to open up views into those landscapes and along Boyer Avenue.

Thank you for the opportunity to comment.
Robert Buchanan
Professor of Landscape Architecture Emeritus, University of Washington.
Hotmail: Trusted email with powerful SPAM protection. [Sign up now.](#)

**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** Deb Lawrence **CommentDate:** 3/5/2010 3:40
 2. **E-mail** dr.r.paravecchio@comcast.net **Comment Source:** Online Comment Form
 3. **Address:** P.O. Box 50534
 4. **City:** Bellevue
 5. **State:** wa
 * 6. **Zip Code:** 98015-0534

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

YES!

This project NEEDS to provide for enough NON-HOV lanes sufficient to meet traffic levels 20 years from opening and with a minimum level of service C at year twenty. The new SR520 should be built to the same criteria as that used for the I-90 bridge. Maybe at least 4 non-HOV lanes in each direction? Otherwise, the disruption and expense would not be worthwhile.

I totally object to this project if the intent is to benefit METRO/ HOV/ mass transit; and if it is the design/whim of the City of Seattle. METRO/HOV/mass transit needs to operate on its own merits/ profits. The City of Seattle does not represent the rest of King County or the State of Washington, and has demonstrated time and time again their inability to do any thing in a reasonable manner.

SR520 does not belong to Seattle. Let them built their own separate HOV bridge at their expense.

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-194-001

From: jganion@hotmail.com [mailto:jganion@hotmail.com]
Sent: Tuesday, February 23, 2010 8:09 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Jana Ganion
Address:
City:
State: WA
County: King County
Zip:
Email: jganion@hotmail.com
Phone:

Comments:

Why is there no option with mass transit rail infrastructure built in? I would not support any bridge rebuild that did not have a mass transit design - specifically the infrastructure to support light rail for future tie-in to that system.

I-195-001

From: annegantt@gmail.com [mailto:annegantt@gmail.com]
Sent: Monday, February 22, 2010 12:48 PM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

Sent from: Anne Gantt
Address: 4715 8th Avenue NE
City: Seattle
State: WA
County: King County
Zip: 98105
Email: annegantt@gmail.com
Phone:

Comments:

Please, say it isn't too late to rethink the commuting options! Bus lanes are good, but if we don't put in a light-rail option now, we never will. And it should go directly from Seattle into downtown Bellevue and other city centers. I live in the U-District but never cross 520 to Bellevue. If there was a good light rail link, I would go often, and bring my children shopping there. But if there is no transit option, I will stay in Seattle. Please, add a light rail line! Sincerely, Anne Gantt

I-196-001

Ann Rodak
101 No. 50th St.
Seattle, WA 98103

March 13, 2009

Jenifer Young
SR 520 Bridge Replacement and HOV Project
Environmental Manager
SR 520 Project Office
600 Stewart St, Suite 520
Seattle, WA 98101

RE: Arboretum and design of SR 520

Dear Ms. Young:

I-197-001 | *Back again. Those of us who love the Arboretum have to keep writing in at every call for public comment in order to defend it. The Arboretum is too precious for us to let it be despoiled without a protest.*

I-197-002 | *Alternative A is the only way to go. It gets rid of the Arboretum ramps and makes Lake Washington Boulevard more like a park boulevard that the Olmsted plan intended over a century ago. The other alternatives make Lake Washington Boulevard into a freeway access road. Alternative A makes SR 520 much wider through the wetlands than our current bridge, but it's still narrower there than the alternative designs. Alternative A at least avoids the much greater destruction caused by the other options.*

I-197-003 | *The National Environmental Policy Act and the State Environmental Policy Act were enacted principally to preserve our vanishing natural environment: our forests and wetlands, parks and open spaces, wildlife habitats, and in urban areas, our enclaves of nature. Alternative A without any roadways between SR 520 and the Arboretum is the only action that approaches the statutory goals.*

The City can replace a house that has to be taken for the parallel bridge by building another elsewhere. However, damages to the Arboretum and its wetlands are irreparable and therefore must be avoided.

Yours truly

Ann Rodak

From: Paul Nghiem [mailto:pnghiem@u.washington.edu]
Sent: Monday, March 08, 2010 1:11 PM
To: SR 520 Bridge SDEIS
Subject: comment on 520 bridge

My wife and I live in Redmond and work in Seattle. We carpool.

I have a very simple comment:

Please move forward with the existing plans & do not delay for further extensive comment/argument and rehash of the same issues.

Thank you

Paul Nghiem

Paul Nghiem, MD, PhD
Associate Professor, University of Washington Dermatology
Fred Hutchinson Cancer Research Center

UW Medical Center at Lake Union
815 Mercer St, Seattle WA 98109
Phone: 206 221 2632; Fax: 206 221 4364

pnghiem@uw.edu
www.pnlab.org
www.merkelcell.org

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march 7, 2010

DEAR MRS / MS YOUNG

THIS PROPOSAL (2 LANES OF TRAFFIC
EACH DIRECTION AND 1 TRANSIT LANE
EACH DIRECTION) IS A

BIG MISTAKE. IT IS ALSO
AN INSULT TO CITIZENS TO
SPEND UP TO 3 OR 4 BILLION AND
" ONLY GET 2 LANES ". THIS IS
NO TRAFFIC IMPROVEMENT.

There must be 3 car travel lanes in
each direction or no bridge update.

Sincerely
Lynn Lee Thompson

4 B and no emergency measure if on issue to the citizens. NO way on this project



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

IMPORTANT UPDATE: *Comment period extension! – April 15, 2010*

The comment period for the Supplemental Draft Environmental Impact Statement for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project has been extended to April 15, 2010. You previously received a notification from us about the availability of the document and information on how to comment.

This important safety and mobility project would replace the vulnerable SR 520 floating bridge and build a new roadway from I-5 to Medina with two general-purpose lanes and one transit/HOV lane in each direction.

No?

Review our environmental analysis:

- View online at the SR 520 Web page: www.wsdot.wa.gov/projects/sr520bridge/sdeis
- Visit local libraries in the greater Seattle area. A full list is on our Web page.
- Call the project office at 206-770-3500 to request a free executive summary and CD or to purchase a printed copy of the document.

Comment on our environmental analysis:

- **E-mail:** sr520bridge_SDEIS@wsdot.wa.gov
- **Online:** www.wsdot.wa.gov/projects/sr520bridge/sdeis
- **Mail:** Jenifer Young, SDEIS Environmental Manager
600 Stewart St., Suite 520, Seattle, WA 98101

WSDOT and FHWA hosted an environmental hearing and public open house on Feb. 23, 2010. Meeting materials are available on our project Web page: www.wsdot.wa.gov/projects/sr520bridge