From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Monday, February 22, 2010 3:06 PM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

I hear that potentially two lanes of the proposed new bridge that were original slated for carpool may be converted to transit only and am definitely against this option. I would like for transit & carpool to share these lanes to ensure the traffic flow is more optimal. I would also like to see that the carpool is 2+ occupants similar to other highways in Washington state vs. 3+ occupants. I definitely also want to see a bike lane as currently it is a huge detour to have to bike to I-90 or around the lake.
From: Corinna Bolender [mailto:Corinna.Bolender@microsoft.com]
Sent: Monday, February 22, 2010 9:28 PM
To: Corinna Bolender; SR 520 Bridge SDEIS
Subject: RE: 520 bridge

Also, I want to ensure the bicycle/pedestrian traffic is safe & separated in the areas of the off-ramps and want to ensure this is going to be part of the final design.

From: Corinna Bolender
Sent: Monday, February 22, 2010 3:06 PM
To: 'SR520Bridge_SDEIS@wsdot.wa.gov'
Subject: 520 bridge

I hear that potentially two lanes of the proposed new bridge that were original slated for carpool may be converted to transit only and am definitely against this option. I would like for transit & carpool to share these lanes to ensure the traffic flow is more optimal. I would also like to see that the carpool is 2+ occupants similar to other highways in Washington state vs. 3+ occupants. I definitely also want to see a bike lane as currently it is a huge detour to have to bike to I-90 or around the lake.
From: Eshbaugh, James [mailto:James.Eshbaugh@parsons.com]
Sent: Friday, February 19, 2010 1:45 PM
To: SR 520 Bridge SDEIS
Subject: 520 Comment

Enough of the reviews and discussion. Build it. Now
From: Bill [mailto:waherzog@comcast.net]
Sent: Friday, February 19, 2010 8:03 PM
To: SR 520 Bridge SDEIS
Subject: I live in Montlake near the bridge

I think one thing that would help is rerouting the I-5 south bound exit #168 so it leaves on the west side of I-5 instead of the center lane. Every afternoon people get on I-5 at 45th and slowly creep across to exit on 520. I can't remember a day that I-5 isn't clogged here.

My feelings are that if you corrected this by tunneling under I-5 there would be such a ground swell of support your project would be unstoppable.

Of course living along the water of Portage bay, I would give anything for sound walls built on that portion of the project.
Thanks for reading
Bill Herzog
2350 Boyer E
Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

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.

You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. 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**  Matt Bowman  **E-mail** matth@scougeadrubber.com

**Address**  6857 17th Ave. 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 support Option A+
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________

________________________________________________________________________________________
From: Mary Ellen Hunter [mailto:maryellenhunter@yahoo.com]
Sent: Tuesday, February 23, 2010 8:34 AM
To: SR 520 Bridge SDEIS
Subject: 520 bridge

Dear Ms. Young:

Thank you for this opportunity to express a thought that comes to mind each time I cross the 520 bridge.

How nice would it be if there was a spur that would link up with Madison at the edge of Lake Washington. Think of how that would ease the traffic congestion through the Montlake area and ultimately I-5.

I don't know if this idea has been discussed previously and ruled out for some reason. It would be expensive, but very helpful in eliminating congestion.

Thanks for reading!

Best,

Mary Ellen Hunter
To whom it may concern:

My wife, Gillian, and I are writing to express our concern about the SR 520 solution. We strongly support design Plan M and oppose Option A+ because:

1) Plan M "aligns with that of the Seattle City Council's resolution to balance the new design for the Westside portal of SR 520 with reasonable balance for the neighborhoods that will bear the brunt of its expansion" (Laurelhurst Letter, Dec. 20, 2009).

2) A tunnel under the Montlake Cut will offer continuous access to SR520 and will not require a drawbridge. Plan M "aligns with that of the Seattle City Council's resolution to balance the new design for the Westside portal of SR 520 with reasonable balance for the neighborhoods that will bear the brunt of its expansion" (Laurelhurst Letter, Dec. 20, 2009)

3) Plan M offers a narrower footprint than Option A+.

4) Option A+’s plan for bridge 30 feet above Lake Washington affords a significantly ugly solution which sacrifices the beauty of the area without relieving congestion along Montlake Boulevard.

In addition, we strongly support a light rail for the bridge with an easy connection to the planned University light rail station. Hopefully, a narrow footprint and light rail are not mutually exclusive! The fact is making more lanes for vehicles is the answer of the past.

As homeowners in the Laurelhurst neighborhood, we are well aware of the need to improve traffic flow on the 520 floating bridge and along Montlake Boulevard. However we also believe that it is well worth the investment that Plan M requires to preserve the magnificence of this part of the City. The charm and beauty of Seattle--the San Francisco of the Northwest--is not just its downtown center with its wonderful architecture, but also its special geographical setting, its neighborhoods, its parks, and the waters of Puget Sound and the lakes that give the City its character. These are tremendous assets of irreplaceable value. We strongly support design Plan M because it has the least impact on the neighborhoods of Madison Park, Laurelhurst, Montlake, Portage Bay, and North Capital Hill. It also has the least impact on use of the Arboretum by pedestrians, and it preserves the Montlake Bridge, which is an architectural gem. Seattle deserves preservation and Washington deserves a Seattle that is not degraded.

Mattison and Gillian Mines
4532 E. Laurel Dr. N.E.
Seattle, WA 98105
From: stixrood@comcast.net [mailto:stixrood@comcast.net]
Sent: Sunday, February 21, 2010 2:21 PM
To: SR 520 Bridge SDEIS (2)
Cc: mike.mcginn@seattle.gov; richard.conlin@seattle.gov; sally.bagshaw@seattle.gov;
tom.rasmussen@seattle.gov; nick.licata@seattle.gov; jean.godden@seattle.gov;
sally.clark@seattle.gov; bruce.harrell@seattle.gov; tim.burgess@seattle.gov;
mike.obrien@seattle.gov
Subject: 520 SDEIS South Portage Bay area Comments

Please see attached comments on 520 SDEIS.

Carl and Annie Stixrood
2510 Boyer Avenue East
Residents adjacent to 520 Portage Bay Viaduct

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***
Carl and Annie Stixrood  
2510 Boyer Avenue East  
Seattle, WA 98102  
February 21, 2010  

Randolph L. Everett  
Seattle Major Projects Oversight Manager  
Federal Highway Administration  

Jennifer Young  
Environmental Manager  
Washington State Department of Transportation  
SR 520 Project Office  
600 Stewart Street, Suite 520  
Seattle, WA 98101  

RE: SDEIS COMMENT LETTER, NOISE WALLS; PORTAGE BAY VIADUCT  
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS  

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. This area forms a topographic “bowl” focused on the 2,500 foot long Viaduct. There are over 60 single family residences and approximately 100 multi family units in this area that would achieve a 7-dba reduction from noise wall mitigation. Approximately 100 of these units are “first row” properties, most of which were developed prior to Highway 520. In addition, the Queen City Yacht Club and Seattle Yacht club which border the viaduct on the northwest near the bridge ends predated viaduct construction.  

My wife and I have lived next to the Portage Bay Viaduct since 1985. We are writing to express a request for noise walls on the Portage Bay Viaduct and to express concern about the vagueness in the SDEIS about the provision of noise walls on the Portage Bay Viaduct.  

This letter is a formal request from first row property owners that noise walls be included in the 520 project on the Portage Bay viaduct. Noise walls should be provided for the following reasons:  

- Exhibits in the SDEIS show a dramatic positive benefit from noise walls.  
- My wife and I are requesting the provision of noise walls, in writing, after having reviewed the information in the SDEIS. We are “first row” property owners of three properties.
• This is a Type 1 project for which noise walls appear to meet the “reasonable and feasible” criteria consistent with WSDOT policy, implemented in accordance with 23 CFR part 772.

• Noise modeling in the SDEIS shows that noise walls meet all FHWA and WSDOT requirements for avoidance and minimization of negative effects of the 520 viaduct.

• Noise will exceed threshold criteria without walls and will be reduced by walls to a level that meets WSDOT criteria for a decision to provide walls. Modeling done by WSDOT shows a greater than 10 decibel reduction from walls on all three of the properties my wife and I own and a greater than 7-dba reduction in the noise levels for the 160 residences in the South Portage Bay area described above. Under these conditions the WSDOT is required by its policies to make every reasonable effort to achieve these reductions.

• Review of the noise discipline report page 115-117 and modeling results (SDEIS page 5-106) indicates that the following criteria for noise walls are met in the South Portage Bay area:
  
  o Many receivers achieve a 10 DBA reduction

  o A 7-dba reduction appears to be achieved for over 160 single and multifamily residences north and west of Delmar Drive

  o Most of first row properties were developed prior to 520 construction

• As indicated on page 1-26 of the SDEIS “regardless of the preferences of mediation participants, they do not affect FHWA’s and WSDOT’s responsibility to identify and consider effective noise abatement measures under existing laws.” My wife and I agree with this statement that the mediation process does not affect WSDOT obligation to provide noise walls along the Portage Bay viaduct.

• The recently designed and constructed South Portage Bay reclamation/interpretive area fronting the Viaduct and adjacent to Montlake Park is not discussed in the SDEIS. This passive park area was recently designed and constructed under the supervision of a noted Seattle/Bellevue area Landscape Architect in partnership with Seattle Parks and Seattle Green Partnership to provide public access and interpretation and reclaim shoreline wildlife habitat. The park development was funded by a grant from the Seattle Department of Neighborhoods, with contributions from Microsoft, Starbucks, King County Council, Seattle Department of Planning and Development (mitigation funds), Washington Native Plant Society, Montlake Community Council, Montlake Advisory Council, and private cash donations totaling over $15,000. Matching labor hours exceed 3,250
to date. Interpretive signing is being designed, installed and constructed under a grant from the Bullitt Foundation. The South Portage Bay wildlife reclamation project would benefit from a greater than 7 decibel reduction from noise walls. This area should be included in the cost analysis for noise walls on a residential equivalency basis.

Conclusion.

My wife and I agree that this project is needed to increase mobility and access and will bring increased growth, and thus a better economy, to our region. However, consider that roads have impacts and can destroy the goals we are trying to achieve as a region and a nation. By mitigating noise impacts of the Portage Bay viaduct portion of this project, WSDOT can contribute to strengthening a high density neighborhood that provides exceptional owned and rental housing, walk to work, education, recreation and shopping opportunities.

In summary, the viaduct portion of the 520 project, with proper noise mitigation can support a showcase neighborhood that achieves regional and national land use planning “smart growth” goals. Without noise walls on the Viaduct the 520 project will destroy an opportunity in the South Portage Bay neighborhood to achieve national security and health objectives.

We formally request that noise walls be included on the Portage Bay Viaduct.

Sincerely,

[Signature]

Carl and Annie Stixrood

Cc
Mayor Mike McGinn
Seattle City Councilmembers
Representatives Frank Chopp, Jamie Petersen
Governor Chris Gregoire
Madison Park Community Council
Montlake Community Council
Portage Bay Roanoke Park Community Council
Washington Secretary of Transportation Paula Hammond
Queen City Yacht Club
Seattle Yacht Club
Seattle Preparatory Academy
Carl Stixrood
2510 Boyer Avenue East
Seattle, WA 98102
February 15, 2010

Randolph L. Everett
Seattle Major Projects Oversight Manager
Federal Highway Administration

Jennifer Young
Environmental Manager
Washington State Department of Transportation
SR 520 Project Office
600 Stewart Street, Suite 520
Seattle, WA 98101

RE: SDEIS COMMENT LETTER, PEDESTRIAN CONNECTIVITY
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. There are over 60 single family residences and approximately 100 multi-family units in this area. Walking destinations include the bus stop on Tenth and Roanoke, employment and shopping on Capitol Hill, University Village, and University District; the Canal, Hopin and Mont’s Markets, Montlake Elementary School, Montlake Library, Montlake Park and Community Center and many others.

My wife and I have lived in the Portage Bay neighborhood since 1985. We are writing to express concern over the lack of discussion of the pedestrian network that will be affected by the project. The analysis of the pedestrian environment in the SDEIS is inadequate. There is no discussion of the existing sidewalk/stair system in the South Portage Bay neighborhood in Chapter 4 or the impacts to it in Chapter 5. Discussion is provided in relation to regional movement, but it is the impact to the fine grain of local movement opportunities that has such a effect on the liveability and walkability of neighborhoods. The WSDOT record with respect to pedestrian facilities in the South Portage Bay neighborhood is one of destruction. The sidewalks and stairways that knitted this neighborhood together and to transit were destroyed by the construction of Highway 520 and were not replaced after construction. Working over many, many years a dedicated group of residents has been able to dig out or rebuild many of the sidewalks, stairs and other facilities destroyed by the construction of 520. In the current era, a national goal of the present administration is for planners and engineers to work together to create walkable communities. The important of this concept is confirmed by the strong attendance at the recent Smart Growth conference in Seattle which attracted 1700 attendees from 46 states and 7 foreign countries with keynote speakers including US Secretaries of Transportation and Housing and Urban Development. Walkable communities are an important national security issue to reduce our country’s reliance on foreign oil. It is also an important national health issue. It is questionable
whether federal dollars should be spent in the current climate on a project that could have such a negative effect on walkability in a neighborhood that exemplifies the goals we are trying to achieve as a nation. Please don’t destroy our neighborhood’s sidewalk and stairway system again.

My wife and I agree that this project is needed to increase mobility and access and will bring increased growth, and thus a better economy, to our region. However, consider that roads have impacts and can destroy the goals we are trying to achieve as a region and a nation. By mitigating pedestrian movement impacts of the Portage Bay viaduct portion of this project, WSDOT can contribute to strengthening a high density neighborhood that provides exceptional owned and rental housing, walk to work, education, recreation and shopping opportunities.

In summary, the viaduct portion of the 520 project, with proper pedestrian mitigation can support a showcase neighborhood that achieves regional and national land use planning “smart growth” goals. Without pedestrian access mitigation the viaduct portion of the 520 project will destroy an opportunity in the south Portage Bay area to achieve national security and health objectives.

We request that the analysis in the FEIS include a map of all existing pedestrian facilities in the South Portage Bay neighborhood, a discussion of project effects on them and proposed mitigating measures.

Sincerely,

Carl and Annie Stixrud

Cc
Transportation Secretary Ray LaHood
Seattle King County Department of Health
Mayor Mike McGinn
Seattle City Councilmembers
Representatives Frank Chopp, Jamie Petersen
Governor Chris Gregoire
Montlake Community Council
Portage Bay Roanoke Park Community Council
Washington Secretary of Transportation Paula Hammond
Queen City Yacht Club
Seattle Yacht Club
Seattle Preparatory Academy
Carl and Annie Stixrood  
2510 Boyer Avenue East  
Seattle, WA 98102  
February 21, 2010

Randolph L. Everett  
Seattle Major Projects Oversight Manager  
Federal Highway Administration

Jennifer Young  
Environmental Manager  
Washington State Department of Transportation  
SR 520 Project Office  
600 Stewart Street, Suite 520  
Seattle, WA 98101

RE: SDEIS COMMENT, SILT IN PORTAGE BAY  
SR 520 Bridge Replacement and HOV Program FHWA-WA-EIS-06-02-DS

Carl and Annie Stixrood are submitting the following comments regarding the above referenced SDEIS. Our comments are primarily focused on our immediate neighborhood of South Portage Bay defined on the north and west by Highway 520, on the south by Delmar Drive and on the east by 15th Avenue and the newly developed south Portage Bay reclamation portion of the Montlake Park. There are over 60 single family residences and approximately 100 multi family units in this area.

My wife and I have lived next to the Portage Bay Viaduct since 1985. We are writing to express concern about the lack of discussion of sediment issues in Portage Bay. Discussion with long time residents of the area indicates that the water depth in the Bay appears to have decreased since construction of Highway 520. Our investigation suggests two possibilities for this: 1) Fill placed in Montlake Park as a disposal site for 520 construction may be pushing soft underlying peat into the Bay and 2) sediment laden stormwater collected in storm drains on the viaduct is discharged directly to the Bay.

Discussion in the SDEIS of the sediment effects of the project appears inadequate. We cannot find any discussion of the change in Portage Bay depths, siltation and silt pollution from the construction and operation of the current viaduct. Page 4-77 indicates that additional sediment quality information will be available at the time of the FEIS. This approach will not meet required environmental procedures as there will not be adequate opportunity for public comment on this important project affect as a basis for formulating a Record of Decision.

We request that a supplemental DEIS address sediment issues in Portage Bay to allow public comment prior to issuing a record of decision for this project.

Sincerely,

Carl and Annie Stixrood
Jennifer Young  
February 13, 2010  
Page 2

Cc  
Mayor Mike McGinn  
Seattle City Councilmembers  
Representatives Frank Chopp, Jamie Petersen  
Governor Chris Gregoire  
Montlake Community Council  
Portage Bay Roanoke Park Community Council  
Washington Secretary of Transportation Paula Hammond  
Queen City Yacht Club  
Seattle Yacht Club
From: Doug Armintrout [mailto:dougarmintrout@hotmail.com]
Sent: Wednesday, February 24, 2010 10:08 AM
To: SR 520 Bridge SDEIS
Subject: comment on 520 bridge replacement

I am a 20+ year resident of Laurelhurst. My home faces the 520 bridge. I am writing to say that the position taken by the Laurelhurst Community Club does not represent my opinion. I am for beginning the A+ replacement option as soon as possible.

Sincerely,

Doug Armintrout
3509 43rd Ave NE
Seattle, WA 98105

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Hotmail: Trusted email with Microsoft’s powerful SPAM protection. Sign up now.
Supplemental Draft EIS Environmental Hearing
Comment Form – Feb. 23, 2010

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.

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

**Name**

Bruce Balick

**E-mail**

della.balick@comcast.net

**Address**

City

State

Zip

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?

**Question:** I seek the exact reference (volume and page number) where the need for the second bridge over the Montlake Cut is assessed, and it effectiveness and cost are fully justified.
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

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________________________________________________________________________
From: Jacobsen, Michelle [mailto:mcjacobsen@seattleschools.org]
Sent: Wednesday, February 24, 2010 12:35 PM
To: SR 520 Bridge SDEIS
Subject: SR520

To Whom This May Concern,

Before you commit to a design for a new SR520 bridge, please consider the future and how your decision will be perceived over the next 50 years...

It is not too late to consider building a “signature” aesthetically exciting bridge that will connect the Eastside and Microsoft to Seattle and the UW. With new technologies there should be ways to build a gorgeous new bridge and ramps that enhance the views and communities rather than building a 1950s era concrete 30 foot wall that almost makes the current bridge almost look beautiful.

Since Microsoft is in a hurry to build a bridge, perhaps someone could approach Microsoft and suggest that they front the extra $$$ to build a really beautiful bridge and name it the Microsoft Bridge. Why not?

Sincerely,

Michelle Jacobsen
2006 Boyer Ave. E.
Seattle, Wa 98112
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.

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-- 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 SRS20Bridge_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  David Fugate
2. E-mail  midnightdf@yahoo.com
3. Address:
4. City:  Kirkland
5. State:  WA
6. Zip Code:  98034

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

The replacement for this bridge should have at least EIGHT lanes of traffic. The four lanes we currently have cause gridlock nearly every day, and only providing six lanes (two of which will be for transit only) fixes nothing! There needs to be at least six lanes of traffic open to everyone.

These comments will become part of the public record for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington’s Public Records Act (RCW 42.56). Therefore, comments may be made available to anyone requesting them for non-commercial purposes.
From: Barb [mailto:boleson02@hotmail.com]
Sent: Tuesday, February 23, 2010 11:00 AM
To: SR 520 Bridge SDEIS
Subject: Microsoft

They took out a full page ad to push a new bridge. Let them help foot the bill. It's their staff who benefit hugely from that bridge.
Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

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- **E-mail** your comments to SR520Bridge_SDEIS@wsdot.wa.gov.
- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

**Name**
Will Affleck-Auch

**E-mail**
willaffleck@yahoo.com

**Address**
3648 8th Ave. S, Apt. B

**City**
Seattle

**State**
WA

**Zip**
98103

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

1. Needs to have any lanes beyond the current design 4 lanes to be transit-only lanes (BRT buses at least with light rail as possible).
2. Needs figures on light emissions for each construction alternative not just during operation lifetime.
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

3. Love the stormwater runoff catchment! Design for more frequent storms though.
Supplemental Draft EIS Environmental Hearing
Comment Form – Feb. 23, 2010

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HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form
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  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** CORY A. ALBRIGHT  
**E-mail** albrightadamitis@msn.com

**Address** 2427 E. LOUISA ST.

**City** SEATTLE  
**State** WA  
**Zip** 98112

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?

1. **Removal of all existing arborvitae ramps** is essential.

2. **Current (or functionally similar) bus stops** should be retained at Montlake.
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)

I-044-002

INTERCHANGE - VERY CRITICAL FOR
MONTVALE COMMUTERS TO DOWNTOWN
& EASTSIDE

I-044-003

③ THERE SHOULD BE DISINCENTIVES TO THROUGH
TRAFFIC IN ARBORETUM (I.E., USE OF
ARBORETUM ROAD AS EXTENSION OF on/off RAMPS)

I-044-004

AT THIS POINT, OPTION A IS
THE BEST OPTION WITH
COMMENTS ② AND ③ ABOVE
Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

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- E-mail your comments to SR520Bridge_SDEIS@wsdot.wa.gov.

Name: [Signature]

Address: [Address]

City: [City]
State: [State]
Zip: [Zip]

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

[Handwritten comments:]

Keep the HOV lane as is in the EIS. No light rail in the HOV lane.
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)
Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

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You can provide comments through one of the following methods:

- **Complete this form** and place it in one of the comment boxes during the meeting. 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.

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No. Appel Room Ramps
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*The West Side working group chose appropriately - A+ is the best option - meets Trans., Flow requirements, least expensive, least environmental impact, shorter construction period. Let's get going on A++!*
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**Name**

**E-mail**

**Address**

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**Zip 98112**

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

**PLAN A IS AN ABOMINATION WRITTEN BY SUBURBANITES & THE CONCRETE MAFIA. VANCOUVER MAKES US LOOK STUPID. YOUNG CIVIL SERVANTS, ATTACK YOURSELF TO PLAN A AT YOUR FUTURE POLITICAL PERIL.**
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- **Visit the Web page** at www.wsdot.wa.gov/projects/SR520Bridge.

Name: Bruce Belick  
E-mail: d ella.b elick@ comcast. net

Address: 218 E Shelby St
City: Seattle  
State: WA  
Zip: 98112

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There is no obvious justification for the 2nd bascule bridge in chapter 6. I would like to know how capacity, travel times, and level of service would be affected if the bridge were dropped from option A. I would also like to know the cost of the bascule bridge.
Do you have any comments on the Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement? (continued from page 1)