

**Online Comment by User: julesjames**

Submitted on: 9/29/2006 10:25:00 AM

Comment Category: Comments on Construction Effects

Comment Location: Chapter-10, Page-1

Address: , , 98102

**Comment:**

I-0621-001

As SR-520 construction and on-going mitigation, WashDoT should offer building the Seattle School District a K-8 school and campus at the MOHAI site. The MOHAI site will be trashed while a construction staging area. The existing Montlake Elementary is too small. A new school at that site would solve many existing cultural problems and likely avoid semi-useful and expense environmental mitigation elsewhere.

To avoid any eleventh-hour underminings of this mitigation, a stipulation that no tolls can be collected on SR-520 until the new school has seated its first class of students.

Comment Category: General Comments

Comment Location: Chapter-11, Page-2

**Comment:**

I-0621-002

How do I verify my comments and questions made on this web-site have become part of the DEIS during the comment period? Is there an automatic e-mailed confirmation with the whole text I have typed?

Comment Category: Noise

Comment Location: Chapter-2, Page-1

**Comment:**

I-0621-003

Is there a specific law which prevents WashDoT from formally studying noise impacts in excess of the "FHWA noise abatement criteria"? For citizens to make an informed decision on this project, we should be provided all of the environmental noise impacts, not just those that required by the Federals.

Specifically, a noise contour map for each alternative contrasting the noise impacts based on noise wall heights of 10, 12, 14 and 18 feet is vital for informed citizen decision-making.

Comment Category: Transportation and Traffic

Comment Location: Chapter-6, Page-15

**Comment:**

I-0621-004

A 14 foot wide bike/pedestrian path? That seems like an exceptionally excessive amount of extra shade cast upon the water (and concrete poured out of the taxpayers' pocket).

A nine foot wide path is plenty enough. Three feet each for east and west biking, three feet for walking. Perhaps even toss in an occasional bulb-out sitting bench or viewing platform. The removal of five feet of concrete roadway the length of the span for either the 4 or 6 lane option would be significant.

Comment Category: Noise

Comment Location: Chapter-7, Page-22

**Comment:**

I-0621-005

I am concerned that there is no study of noise impacts west of I-5. A fly-over ramp connecting SR-520 to the I-5 express lanes is proposed. A specifically noticable SR-520 noise

**I-0621-001**

**Comment Summary:**

Neighborhood Issues

**Response:**

See Section 7.1 of the 2006 Draft EIS Comment Response Report.

**I-0621-002**

**Comment Summary:**

Public and Agency Outreach

**Response:**

See Section 1.3 of the 2006 Draft EIS Comment Response Report.

**I-0621-003**

**Comment Summary:**

Noise (Methodology)

**Response:**

See Section 12.1 of the 2006 Draft EIS Comment Response Report.

**I-0621-004**

**Comment Summary:**

Bicycle/Pedestrian Path

**Response:**

See Section 2.3 of the 2006 Draft EIS Comment Response Report.

**I-0621-005**

**Comment Summary:**

Noise (Methodology)

- I-0621-005** | impact on the Eastlake neighborhood comes from the existing fly-over ramp. Why is there no noise modelling south of Edgar, west of I-5?  
**Comment Category:** Noise  
**Comment Location:** Chapter-7, Page-5  
**Comment:**
- I-0621-006** | Why 10 foot high noise walls? Line-of-sight is a very important consideration with mitigating noise pollution. I'm assuming that ten foot high walls won't block large truck exhaust mufflers. That would be disturbingly bad.  
**Comment Category:** Ecosystems  
**Comment Location:** Chapter-7, Page-6  
**Comment:**
- I-0621-007** | Building a "stormwater treatment wetland" at the MOHAI location is a silly mis-use of valuable urban land. And -- if my calculations are correct -- a scientifically unrealistic method of adequately handling the volumes of storm water coming off even the 4-lane alternative. What are the WASH-DoT gallons-per-square-foot-per-day calculations for storm water needs and the gallons-per-day capacity of the MOHAI "stormwater treatment wetland"?  
**Comment Category:** General Comments  
**Comment Location:** Chapter-7, Page-8  
**Comment:**
- I-0621-008** | Is there a standardized method for illustrating human scale for comparison to the proposed structures? In Chapter 5, Page 8, the canoeists seem to be 12 footers. It seems quite appropriate that realistic human scale be incorporated into any eye-level EIS illustration.

**Response:**

See Section 12.1 of the 2006 Draft EIS Comment Response Report.

**I-0621-006**

**Comment Summary:**

Noise Walls

**Response:**

See Section 12.2 of the 2006 Draft EIS Comment Response Report.

**I-0621-007**

**Comment Summary:**

Stormwater Treatment

**Response:**

See Section 15.3 of the 2006 Draft EIS Comment Response Report.

**I-0621-008**

**Comment Summary:**

Visual Quality Effects

**Response:**

See Section 10.1 of the 2006 Draft EIS Comment Response Report.