



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.

<i>Name</i>	<i>E-mail</i>	<hr/>	
<i>Address</i>			
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<i>City</i>	<i>State</i>	<i>Zip</i>	
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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-024-001

LIGHT RAIL MUST BE A PRIORITY

I-024-002

ALL PRODUCTS USED TO CONSTRUCT BRIDGE SHOULD BE U.S. MADE

LABOR SHOULD BE 1) UNION LABOR 2) ALL U.S. CITIZENS

I-024-001

Section 2.4 in the Final EIS explains why initial implementation of light rail transit on SR 520 is not planned. The decision to locate Sound Transit's initial east-west light rail transit corridor on I-90 rather than SR 520 has been made through extensive regional deliberation. Table 2-2 of the Final EIS illustrates the history of regional decision making on east-west mass transit routes, which began in 1967 when the Comprehensive Public Transportation Plan for the Seattle Metropolitan Area identified a rail corridor from Seattle to Bellevue and Redmond on I-90. Subsequent studies and agreements over the next 40 years have all continued to identify I-90 as the preferred rail transit corridor, with predicted ridership similar to or more than SR 520 and substantially lower costs and environmental effects. However, through coordination with Sound Transit, WSDOT has designed the Preferred Alternative to have enhanced compatibility with potential future light rail compared to the SDEIS design options. Chapter 2 of the Final EIS provides further discussion.

I-024-002

Your comments about using American labor, materials, and union labor are noted. WSDOT is required by law to purchase many of our goods and services from contracts that are negotiated and administered by the Department of General Administration, Office of State Procurement. For more information on materials used for WSDOT projects, please see the state distributed brochure on the subject at http://www.wsdot.wa.gov/NR/rdonlyres/9222FB80-95AB-4318-9F9B-2B4690A046D4/0/DoingBusinessWSDOT_03032010.pdf.

The economics analysis assumes that construction jobs and spending would occur locally, and that effects from construction spending would result in an increase in jobs and income in the region to support construction (page 49 of the SDEIS Land Use, Economics, and Relocations discipline report).

