Washington State Department of Transportation

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 Eric Hartsfield **CommentDate:** 4/10/2010 16:05

2. E-mail **Comment Source:** Online Comment Form

3. Address:

4. City:

5. State:

*** 6. Zip Code:** 98026

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-241-001 Remove any I-5 lids from the SR 520 project. I-5 is the most important corridor in the state and needs to be considered all on its own. A lid over I-5 at the SR 520 interchange preclude ever reconfiguring I-5. Given the high societal cost (collisions and delay) of the current I-5/SR 520 interchange deficiencies a lid would be CRIMINAL!

I-241-002 Currently the southbound I-5 exit to SR 520 is a left-hand exit, is only one lane, and has a tight curve in a tunnel. The congestion due to these three deficiencies on this one ramp extends to 50th Street on a daily basis and often extends as far as Northgate or even Shoreline. This congestion comes at a high societal cost due to the many collisions and long delays. This congestion does not occur when the Evergreen Point Bridge is closed.

Then there is the "Mercer Weave". This also causes congestion and collisions. The project does propose to add an HOV ramp between SR 520 and the I-5 reversible lanes. This will not remove the "Mercer Weave".

I-241-003 Given the high societal cost due to the I-5 deficiencies cited above, it would be CRIMINAL to preclude the possibility of ever addressing them by building a lid over I-5.

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-241-001

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative that includes an enhanced bicycle and pedestrian crossing of I-5 at East Roanoke Street instead of a lid over I-5. See Chapter 2 of the Final EIS for further information.

I-241-002

Improvements on I-5 are not included as part of the SR 520, I-5 to Medina project. However, to help improve the connection between SR 520 and I-5, the SR 520, I-5 to Medina project includes a new reversible HOV ramp that will connect to the existing I-5 reversible express lanes south of SR 520. The project will not preclude future modifications to the SR 520/I-5 interchange. Additionally, instead of a lid over I-5 at Roanoke Street, which was part of the SDEIS design options, the Preferred Alternative would include an enhanced bicycle/pedestrian path adjacent to the existing Roanoke Street Bridge.

Effects of the SR 520, I-5 to Medina project on the I-5/SR 520/Roanoke interchange are discussed in Section 5.1 of the SDEIS and Final EIS, and Chapters 5 and 6 of the Transportation Discipline Report (Attachment 7 to the SDEIS) and Final Transportation Discipline Report (Attachment 7 to the Final EIS).

I-241-003

See the response to comment I-241-001.