



SR 520 Bridge Replacement and HOV Project

COMMENT FORM

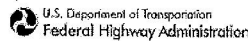
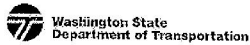
Additional Sheet:

Last Name: DECKER Zip Code: 98112 Page 1 of 1

I-1006-001 THE ESSENCE OF MY COMMENT(S) IS THE HORRIFIC IMPACT TO THE 5 WAY INTERSECTION AT LYNN/BOYER/DELMAR DRIVE - CAUSING THIS IMPACT IS TRAFFIC THAT'S PERMITTED FROM THE MONTAKE BRIDGE ORIGINATING FROM CAPITAL HILL ①, MONTAKE CENTER ② MADISON PARK/BROADMOOR ③ AND 23RD ④ ON OCCASION WITHOUT THE S22, PROJECT CARS ARE BACKED UP AT THE 5WAY INTERSECTION UP TO TWO/THREE BLOCKS. MY RECOMMENDATION IS TO INSTALL A TRAFFIC LIGHT AT THE 5WAY INTERSECTION

I-1006-002 AND SCHEDULE THE HAULING OF "CONSTRUCTION MATERIALS" OUTLINED ON PAGE 8-15 (SEE ATTACHED) DURING THE MID-DAY HOURS.

I-1006-003 ON AN ITEM OF CORRECTION, PAGE 8-15 REFERS TO *11TH AVE EAST - I THINK YOU MEAN 12TH AVE EAST.



I-1006-001
Comment Summary:
 Local Street Network

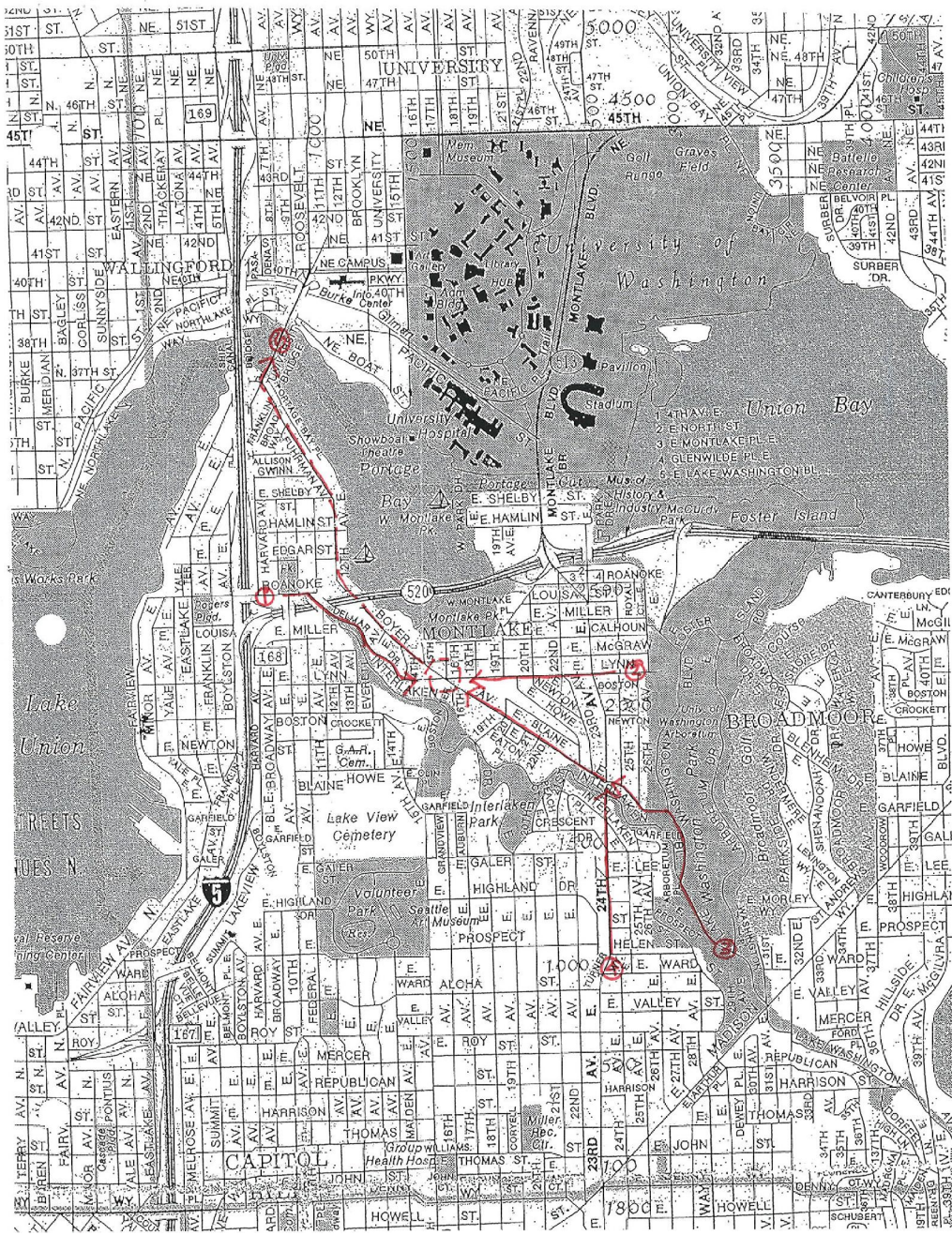
Response:
 See Section 5.3 of the 2006 Draft EIS Comment Response Report.

I-1006-002
Comment Summary:
 Schedule

Response:
 See Section 4.1 of the 2006 Draft EIS Comment Response Report.

I-1006-003
Comment Summary:
 Format and Content

Response:
 See Section 23.1 of the 2006 Draft EIS Comment Response Report.



would require temporary closure of the east end of Northeast Pacific Street, preventing transit use of the eastbound HOV lane that connects to Montlake Boulevard. Unlike the 4-Lane and 6-Lane Alternatives, this option would not affect Sound Transit's proposed vent facility near the Hop-in Market, so no design coordination would be required for that location. Instead, this option would require coordination in the vicinity of the University Link light rail station to identify and avoid potential design and construction conflicts between the two projects.

What routes would WSDOT use to haul construction materials?

Seattle local arterials that may be used as part of a haul route include Montlake Boulevard, 24th Avenue East, East Roanoke Street, Harvard Avenue East, Boylston Avenue East, East Miller Street, East Newton Street, Fuhrman Avenue East, Eastlake Avenue East, Northeast 45th Street, Boyer Avenue East, Northeast Pacific Street, 10th Avenue East, *11th Avenue East, and 15th Avenue East. Construction is not anticipated to substantially affect traffic on the local arterial network. On average, truck trips during work hours would range from about two to three trips per hour for the 4-Lane Alternative, and two to five trips per hour for the 6-Lane Alternative. During the peak of construction activity, there could be as many as 3 to 12 trips per hour for each alternative. Overall effects on these roadways would be minor. WSDOT would work with the Seattle Department of Transportation (SDOT) to identify appropriate haul routes and identify any existing regulations that could affect construction. WSDOT would also work with SDOT to reduce and/or mitigate damage to pavement caused by construction vehicles on local streets.

Local Eastside arterials that could be affected as part of haul routes include Evergreen Point Road, 84th Avenue Northeast, 92nd Avenue Northeast, Bellevue Way Northeast, and Northeast 24th Street. Under both build alternatives, two to eight truck trips per hour, on average, are expected to use Eastside arterials. In the peak of the construction period, trips along these arterials might range from three to nine trips per hour, or one truck trip every 6 to 20 minutes. Even during the peak of construction activity, construction traffic would not substantially affect the overall traffic flow. As discussed for Seattle effects, WSDOT would work with local jurisdictions to reduce and/or mitigate other potential effects.

Would project construction affect navigation channels?

As described above, construction of the 4-Lane and 6-Lane Alternatives would take place within the open waters of Lake Washington and Portage Bay. None of these construction activities are expected to create more than minor temporary effects on navigation channels in these water bodies. However, two of the 6-Lane Alternative options—the Pacific Street Interchange option and the Second Montlake Bridge option—would use barges during new bridge construction. Construction for both of these

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 7 Project Construction of the Alternatives
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 9 Other Considerations