

**Canterbury Shores Condominium Association  
(Mundy, Bill and Mary Ann)**

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**7/11/11**



Bill Mundy, Chairman  
Canterbury Shores SR520 Committee  
And  
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July 11, 2011

SR520  
Final Environmental Impact Statement Administrator  
Washington State Department of Transportation  
Olympia, WA.

Dear Administrator:

The following are several comments regarding the adequacy of the SR520 FEIS. These are matters that were either not dealt with, such as navigation, or were indirectly and/or inadequately addressed.

- South Lake Union Navigation. Because of the planned construction zone south the of the existing bridge it will not be possible to get sailboats and large power boats to and from the North Madison Park (NMP) area year-around. Also, it will not be possible to get power boats or shallow draft vessels in or out during the summer due to the milfoil and lilies that grow along the shoreline.
- Dust and particulate matter and air pollution during construction and permanent. This was inadequately addressed. Your data uses averages. During the summer dust/particulate matter is a severe problem in northeast Madison Park with the wind blows out of the north.
- Vibration. Inadequately addressed. Best management practices (BMP) will not suffice. During the driving and extracting of piles damage occurs immediately, not incrementally over time. When the threshold is reached that causes mortar and wallboard to crack there is not time to deal with BMP. Either pile driving/extraction should not be allowed or a specific written agreement between WSDOT and NMP property owners prior to construction specifying how damage

- will be quantified and mitigated. This deals with BOTH vibration and noise.
- Transition from old to new bridge. This deals with the fact that the entire project will not be built as one, but will be segmented in two, the second or final segment being the Seattle Segment, from the West Highrise to I-5. There are several problems with this segmentation approach that were not addressed in the SDEIS or FEIS.
    - First, the stated purpose for rebuilding SR520 was for safety reasons, the possibility a floating segment might sink during a storm and the deteriorated poor quality columns the west segment (west highrise to Foster Island and Montlake to I-5) that are not seismically sound and are likely to collapse if there is an earthquake. The earthquake prone segment of 520, that is from the West Highrise to I-5, will not be repaired. Segments that are perfectly sound are being rebuilt instead.
    - Second, the “transition bridge” that will funnel west-bound traffic from the new lanes to the old lanes just east of the West Highrise. We don’t know what this is or where it will be. We don’t know what kind of traffic effects this will have as three westbound lanes are transitioned (via some kind of an “S” curve) and squeezed into two lanes. Traffic effects include:
      - Congestion;
      - Air pollution from idling vehicles;
      - Increased particulate matter, especially from truck exhaust;
      - Accidents due to slowing and/or stopped traffic and the “S” curve.
    - Construction of the "transition" bridge. Nothing was discussed about how long this will take, what the cost will be, what the impact on the environment will be during construction, how it will affect navigation or how it will affect traffic on the existing bridge.

Respectfully submitted,

Bill Mundy, Ph.D.

