

Supplemental Draft EIS Environmental Hearing Comment Form – Feb. 23, 2010

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). 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 April 15, 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 one of the comment boxes during the meeting. 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.

Name Barrett Taylor E-mail _____
Address _____
City Redmond State WA Zip _____

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-068-001

The idea of 'quiet pavement' is a waste of money. Keeping the road low is

I-068-002

good. Remove the lights @ Hamlin + Shelby to improve flow on Montlake.

I-068-003

*If the SR Wash Blvd ramps are skipped, the merge across
Montlake Blvd. Build the bridge NOW. (So with 12 lanes- its silly
to go w/ a substandard product. Also, plan to keep the tolls forever.*

I-068-001

Quieter concrete pavement is included as a design feature for Option A, Option K, and the Preferred Alternative, and WSDOT will continue to monitor innovations in pavement materials that are designed to dampen road noise.

I-068-002

Since publication of the SDEIS, WSDOT has developed a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative.

The Preferred Alternative would improve traffic operations in the SR 520 corridor as a result of improved shoulders, lane configurations, and ramp designs. This improvement would benefit traffic operations on Montlake Boulevard by reducing the level of congestion from SR 520 that affects Montlake Boulevard traffic flow. The Preferred Alternative would also improve access to SR 520 from Montlake Boulevard and from SR 520 to the north via the new bascule bridge, enhancing traffic circulation and alleviating some congestion in the Shelby/Hamlin area. In addition, the Hamlin Street U-turn would be removed and replaced with better access for northbound traffic. Section 5.1 of the Final EIS and Chapters 5 and 6 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) describe improvements that are part of the Preferred Alternative in the Montlake area and their effects on traffic operations.

I-068-003

Your comment about extending tolling on the SR 520 bridge forever is noted. The legislation authorizing tolling on the SR 520 bridge does not specify an end date. It is expected that tolls will continue on the bridge at least until the 30 year bonds are paid off. Revenue from tolling the bridge will only be used as authorized by the Legislature for bond payments, operations and maintenance within the SR 520 corridor.

