

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.

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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-104-001

With reference to the future construction of the 520 bridge I would like to bring to your attention the recently completed Golden Ears Bridge in British Columbia. This is a beautiful bridge, slightly longer (2410 m) than the 520 (2285 m) and it was built for C\$ 808 Million while the estimated cost for the SR 520 bridge is about 4 or 5 times more. Life span of an elevated bridge would also be much more favorable, and no problems with winter storms or marine traffic passing below.

The bridge is only about 2 hours drive from Seattle and it would be a worthwhile visit if you have not already done so. It is also well described on the Web.

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-104-001

The Golden Ears Bridge is indeed a beautiful bridge – highly visible with its tall towers and cable stays. Early in the scoping phase for this project, WSDOT screened out the cable-stayed bridge and a stacked bridge on the basis of costs and environmental effects. A cable-stayed bridge would have very tall towers and would be a dominating feature on the landscape. With such high bridges (either cable-stayed or stacked), noise would reach a larger group of neighborhoods in the area than the currently planned structure. Noise walls could likely not be installed on these types of structures due to instability that would be created with wind. Without noise walls, it could be difficult to mitigate noise issues. The size and scale of the cable-stayed support towers and stacking the freeway would create a much larger project footprint horizontally and vertically for the connections with the interchanges, compared with other feasible alternatives evaluated for this project.