



SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

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.

Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.

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Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-164-001

Make the new bascule bridge have a clearance 22' higher than the current Montlake Cut bridge. Every sailboat in the region, except one at Shilshole Marina, could clear such bridge without opening.

I-164-002

Also keep in mind that the Car Bus* transit system- now being considered in transportation research projects- will add up to 20 lanes of capacity each way with one lane (current HOV) dedicated for that purpose. Circa 2020.

*Transporting 32 8' long EV microcars at 80-mph. Stations located above the freeway every five miles. Check website [http:// evworld.com](http://evworld.com) for more info.

These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. 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.

I-164-001

The Preferred Alternative includes a second bascule bridge parallel to the existing Montlake bridge, similar to SDEIS Option A. Bridge height would be similar to the existing Montlake bridge, and operational effects on navigation would be minimal due to the similarity of design parameters and the ability to synchronize openings of the existing and proposed bridges. Even if the second bascule bridge had a higher clearance, navigation in the Montlake Cut would still be limited by the existing Montlake bridge. See Chapter 2 of the Final EIS for a description of the Preferred Alternative, and page 46 of the Navigable Waterways Discipline Report (Attachment 7 to the SDEIS) for a discussion of operational effects. Also see the Navigable Waterways Discipline Report Addendum (Attachment 7 to the Final EIS) for a discussion of the effects of Preferred Alternative.

I-164-002

WSDOT has identified a Preferred Alternative that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternatives and Chapters 5 and 6 describe its environmental effects.