

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-180-001 | Sr 520 Please insure that the design of the bascule in Option A does not exceed the current profile in both mass, height, width, and desgin so the existing historic landmark bridge and the views through it are not destroyed.

I-180-002 | Please work to improve the sound mitigation for the reidental communities of Montlake, Portage Bay and North Capitol Hill in option A. Thanks

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-180-001

The design of the new bascule bridge would be context sensitive to minimize its effect on the setting and view of the historic Carl F. Gould Montlake Bridge. The design would complement the historic bridge and would not detract from the views through the Montlake Cut. Stipulations are provided in the Section 106 Programmatic Agreement (Attachment 9 to the Final EIS) to ensure that the design and proximity of the new bascule bridge does not diminish the integrity of the existing Montlake Bridge.

I-180-002

WSDOT and FHWA are working to develop viable noise reduction strategies for residential communities along SR 520 on both sides of Lake Washington. These strategies include 4-foot concrete traffic barriers with noise-absorptive coating, lowering the speed limit through the Portage Bay area to 45 mph, encapsulating expansion joints, and using noise-absorptive materials around the Montlake and 10th Avenue East/Delmar Drive East lid portals. WSDOT will continue to consider other noise reduction methods as design development progresses. Information on noise modeling results for the Preferred Alternative can be found in Section 5.7 of the Final EIS and the Noise Discipline Report Addendum (Attachment 7 to the Final EIS).