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From: Spidermantribal [mailto:spidermantribal@comcast.net]

Sent: Saturday, March 20, 2010 6:45 AM

To: SR 520 Bridge SDEIS

Subject: Comment on 520

**I-205-001** |

1. Build a true 6 lane bridge, not an 8 lane. No big shoulders. 6 lanes. 6 lanes. 6 lanes.

**I-205-002** |

2. Keep the profile as low as possible.

**I-205-003** |

3. NO SECOND MONTLAKE BRIDGE. Find a way to fund the Pedersen concept instead.

**I-205-004** |

4. Lid everything. Keep the noise down.

5. Figure out a way to get the noise mitigating roadway pavement right.

### **I-205-001**

The Preferred Alternative, which is similar to Option A but includes a number of design refinements that minimize the effects presented in the SDEIS, and respond to comments made on the SDEIS and to WSDOT's work with many project stakeholders. The Preferred Alternative has been designed to minimize SR 520's footprint as much as possible while allowing room for HOV lanes and the shoulders required to satisfy current safety standards regulated by FHWA and the Association of American State Highway and Transportation Officials (AASHTO). The width of the new 6-lane SR 520 corridor and the width of the new floating bridge would not allow conversion to eight lanes without physical widening of the roadway. This would result in a new project that would need to undergo separate environmental review. The Portage Bay Bridge was also modified in the Preferred Alternative to include a managed shoulder rather than a seventh, auxiliary lane in the westbound direction.

### **I-205-002**

The height of the floating bridge with the Preferred Alternative would be approximately 10 feet higher than the existing bridge, and approximately 5 to 10 feet lower than previous designs considered in the DEIS and the SDEIS. It would be about 10 feet higher than the existing bridge. The height is needed to allow for bridge maintenance.

### **I-205-003**

Comment noted.

### **I-205-004**

Cost would prohibit building the entire project roadway under a freeway lid. However, two lids are proposed to help reconnect neighborhoods, facilitate traffic movement, and reduce noise. These are located at the Montlake Interchange and 10th Avenue East/Delmar Drive East. The

Preferred Alternative includes a considerably larger Montlake lid, running from Montlake Boulevard to the Lake Washington shoreline.

The Preferred Alternative also includes several noise reduction strategies, such as 4-foot concrete traffic barriers with noise-absorptive coating, reducing 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.

Quieter concrete pavement is included as a design feature for Option A, Option K, and the Preferred Alternative; however, because it is not an FHWA-approved mitigation measure and because future pavement surface conditions cannot be determined with certainty, it is not included in the noise model for the project.