

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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CommentDate: 4/1/2010 15:37
Comment Source: Online Comment

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-223-001** | Could you expand on how the proposed East Lake Washington Blvd westbound off-ramp & eastbound on-ramp will impact traffic both along east Lake Washington Blvd around the Montlake interchange & through the Arboretum? Also, how much will the existing East Lake Washington Blvd need to be enlarged in order to cope with increased traffic brought by these ramps?
- I-223-002** | What are the traffic, environmental & noise implications of these changes to local residents? I can find no mention of these extremely important details anywhere in the Supplemental Draft Environmental Impact Statement.

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-223-001

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. With these design refinements, the Preferred Alternative would have fewer and less severe effects on Lake Washington Boulevard and the Arboretum than the No Build Alternative. The Preferred Alternative would remove the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. As a result of these ramp removals and other design features, in 2030, a.m. peak hour volumes on Lake Washington Boulevard through the Arboretum would be 1,330 vehicles per hour with the Preferred Alternative, compared to 1,950 vehicles per hour with the No Build Alternative. P.m. peak hour volumes would be 1,410 vehicles per hour compared to 1,730 with the No Build Alternative. East Lake Washington Boulevard would be widened between Montlake Boulevard and 24th Avenue E to provide two westbound lanes and one eastbound lane. A separate left, through, and right turn lane would be provided at the westbound approach of the intersection of East Lake Washington Boulevard and Montlake Boulevard, and a left turn pocket would be added at the eastbound approach of the East Lake Washington Boulevard intersection at 24th Avenue E.

Chapter 2 of the Final EIS describes the Preferred Alternative. Chapter 6 of the Final Transportation Discipline Report describes the effects of the No Build and Preferred Alternatives on local traffic volumes and operations in the Montlake interchange area, including Lake Washington Boulevard and East Lake Washington Boulevard. The configuration of East Lake Washington Boulevard between Montlake Boulevard and 24th Avenue E is shown in Exhibit 6-5 of the Final Transportation Discipline Report.

I-223-002

Chapters 5 and 6 of the SDEIS discuss construction and operational effects of the each of the options. This includes transportation, wetlands, aquatic resources, and noise. Updated information can be found in Chapters 5 and 6 of the Final EIS.