

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.

1. Name: Sean Riley CommentDate: 3/29/2010 21:02
2. E-mail: Comment Source: Online Comment
3. Address: 2465 E. Lake Washington Boulevard
4. City: Seattle
5. State: WA
* 6. Zip Code: 98112

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

Hello,

As residents of Montlake, specifically East Lake Washington Boulevard in the Arboretum, my wife (Morgan Riley) and I (Sean Riley) would like to submit our feedback on the proposed SR 520 Bridge solution. The feedback is broken down into several categories below: Noise After Construction, Noise During Construction, Visual Effects, Traffic Flow and Misc.

Our ask is that you answer our questions/concerns and work with affected neighborhoods to construct a solution that is a benefit to our beautiful, historic (Montlake Historical District, house number 188) community.

Thank you for your time,
Sean and Morgan Riley

I-231-001

NOISE AFTER CONSTRUCTION: Noise levels for several homes on LWB, LWBE, and ELWB are significantly above FHWA's criteria of 67dB. For LWB residents, how do you plan to mitigate noise levels above FHWA regulations in addition to noise reducing pavement and sound walls? When will you start working with LWB residents? How will you identify which LWB residents to work with? What is the process for identifying additional mitigation measures?

Section 1-25 states option A is defined as including noise walls and/or quieter, rubberized asphalt pavement. Does the mediation group recommend noise walls and/or quieter,

I-231-001

Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative which is similar to Option A but with a number of design refinements to address community and stakeholder concerns. These include expanding the Montlake lid to include a full rather than partial lid and to extend it east to the Lake Washington shoreline. The Preferred Alternative also includes a number of noise reduction strategies such as 4-foot concrete traffic barriers with noise-absorptive coating throughout the corridor, encapsulating expansion joints, and noise-absorptive coating around lid portals. 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); Exhibit 22 in the addendum shows some reduction in noise levels in your area of East Lake Washington Boulevard compared to existing conditions and the No Build Alternative.

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.

WSDOT used the noise expert review panel to identify possible noise reduction strategies and considered ideas for noise reduction from other sources, such as comments received on the Draft EIS and SDEIS. WSDOT also relies on its experience in mitigating noise effects for similar highway projects. The noise expert review panel report does list a number of quieter concrete pavement options and innovative pavement technologies. The noise expert review panel report lists 40 different strategies for reducing noise, some of which are now incorporated into the project. WSDOT will continue to evaluate these strategies as the project design development progresses.

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1. Name Sean Riley CommentDate: 3/29/2010 21:02
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- I-231-004 TRAFFIC FLOW: LWB and ELWB residents experience severe traffic back ups on LWB and EWLB during weekends, peak traffic hours, when the Montlake bridge goes up and during frequent sporting events held at the UW. The backups often prevent residents along LWB and ELWB from safely using their driveways to access their homes. How does plan A+ reduce traffic jams after adding three additional ramps to LWB? How will traffic flow on LWB and EWLB differ with plan A+ versus today?
I-231-005 MISC: How are you evaluating and compensating for environmental affects/quality of life during and after construction (traffic, air quality, visual impact, property devaluation)? An email string we had going with Daniel Babuca, Jim Salter, Amanda Phily and Marsha Tolon regarding home value still needs to be addressed. Specifically, how with WSDOT compensate homeowners in affected neighborhoods for the devaluation of their home? If a home on ELWB is worth \$1M today, but post construction is worth \$600K due to changes from WSDOT, specifically, how do you plan on compensating these homeowners through mitigation?
I-231-006

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.

install temporary or portable acoustic barriers around stationary equipment; shut off idling equipment, restrict use of back up alarms during evening hours; schedule construction operations to avoid periods when noise would create an annoyance; establish a complaint hotline to investigate noise complaints; and monitor noise and vibration levels to so that any issues that arise with noise or vibration can be quickly resolved with the contractor. The existing Lake Washington Boulevard SR 520 ramps would be removed as part of the project.

The construction period for the Montlake lid/Lake Washington Boulevard area is approximately five years. A Community Construction Management Plan (outlined in Attachment 9 to the Final EIS) is being prepared and will contain specific measures designed to protect affected properties during construction and to address quality of life issues. Additionally, WSDOT will develop a construction vibration monitoring plan that will provide guidelines for monitoring construction vibration at sensitive properties and structures to avoid damage during construction in the Montlake area. Monitoring would take place if vibration from impact construction methods is expected to exceed a certain threshold. Such methods include pile driving, and vibratory sheet pile installation.

I-231-003

Since publication of the SDEIS, FHWA and WSDOT have identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that respond to public and stakeholder concerns. The Preferred Alternative would physically remove the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. Access to Lake Washington Boulevard by westbound SR 520 traffic would be moved to a new intersection located on the Montlake Boulevard lid at 24th Avenue East. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

The Visual Quality and Aesthetics Discipline Report Addendum includes visualizations from several viewpoints along Lake Washington Boulevard and Montlake Boulevard, some of which indicate what views from residences could be. Requests for individual visualizations are not possible to meet because there are more views and viewers in the project area than can be modeled. Visualization viewpoints are carefully selected to capture typical, representative views, which give an indication of what a view from a residence would resemble. See Section 5.5 of the Final EIS and the Visual Quality and Aesthetic Discipline Report Addendum (Attachment 7 to the Final EIS) for further information.

I-231-004

Since publication of the SDEIS, FHWA and WSDOT have 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. The Preferred Alternative would eliminate the existing Lake Washington Boulevard eastbound on-ramp and westbound off-ramp and the R.H. Thomson Expressway ramps. Westbound SR 520 traffic would access Lake Washington Boulevard via a new intersection located on the Montlake Boulevard lid at 24th Avenue East (see Chapter 2 of the Final EIS). This would shift the access that has been provided via the Lake Washington Boulevard ramps closer to Montlake Boulevard. With modifications in the Montlake area that are part of the Preferred Alternative, traffic volumes on East Lake Washington Boulevard in the year 2030 would be higher than both existing and 2030 No Build conditions, because approximately half of the trips that had used the Lake Washington Boulevard ramps would use Montlake Boulevard instead of Lake Washington Boulevard for access to/from areas south of the interchange. Traffic volumes on Lake Washington Boulevard in the year 2030 would be similar to existing volumes with the Preferred Alternative configuration.

In the Montlake interchange area, the improvements to local streets and

intersections, in addition to the improvements proposed for the SR 520 freeway mainline and ramps, would improve traffic flow on SR 520 as well as the local streets that feed traffic to the freeway. The new bascule bridge across the Montlake Cut would allow for lane continuity between the Montlake Cut and the SR 520 Montlake interchange, which would improve traffic operations compared to the No Build Alternative. The bridge would provide additional capacity for transit/HOV, bicycles, and pedestrians across the Montlake Cut. Most notably, overall delay related to bridge openings would decrease for all vehicles because the additional capacity would allow congestion to clear more quickly. See Section 5.1 of the Final EIS and Chapters 5 and 6 of the Final Transportation Discipline Report for further information. In particular, Chapter 6 of the Final Transportation Discipline Report describes the changes in traffic volumes and operations on the local streets in the Montlake interchange area.

The transportation analysis conducted for the project focuses on the effects of the build and No Build Alternatives on weekday peak period traffic operations in the year 2030. This provides a comparison of relative effects between the alternatives. However, the Final EIS transportation analysis includes an evaluation of the effects of Montlake Bridge openings on traffic and transit operations during the off-peak hours, allowing for a comparison of these effects between the No Build Alternative and Preferred Alternative.

I-231-005

Construction effects on neighborhoods are discussed in Section 6.3 of the SDEIS. Project operation and permanent effects are discussed in Section 5.3 of the SDEIS. Issues such as transportation, air quality, visual quality, and economic effects and mitigation measures are discussed in greater detail in their respective discipline reports (Attachment 7 to the SDEIS). The Final EIS and the addenda to the

discipline reports discuss the preferred alternative and include any changes in analysis, effects, and mitigation.

I-231-006

The value of real estate cannot be predicted with any certainty; thus assessing a project's effect on the value of private property would be speculation at best. The NEPA process avoids such speculation when supporting evidence is lacking.