

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: 4/14/2010 18:43
Comment Source: Online Comment Form

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-321-001

SDEIS Page 3-3, bottom – The document states that local jurisdictions would have to approve haul routes (also stated on 6-6). There is insufficient detail as to the approval process that would be required for each jurisdiction. The implication is that the approval process includes options for withholding approval. Description of the processes should detail the steps and procedures related to notice, hearing, opportunity for public comment, and appeal. This information should be provided for each jurisdiction.

SDEIS Page 3-4, first full paragraph – The document states that several residential streets would be used as haul routes because arterial streets are insufficient to carry required number of truck trips. On page 6-7, there is insufficient detail as to the number and impact of truck trips on the individually noted residential streets. Given the excavation estimates and the projected construction schedules and staging, estimates should be provided of the timing and frequency of truck trips through these residential streets on a per-street basis. Mitigating measures should be described in detail.

I-321-002

SDEIS Pages 3-6 and 6-13 – The document mentions the closure and replacement of the Delmar Drive bridge and refers to alternative routes that could be used for diverted traffic. There is insufficient detail as to the traffic impacts upon these alternative routes. Trips-per-street projections should be provided and detailed mitigating measures should be detailed.

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-321-001

Information on haul routes and required approvals is provided in the SDEIS and Final EIS at a level of detail consistent with NEPA analysis. Construction assumptions developed for the project identify major freeways such as I-5, SR 520, and I-405 as primary haul routes intended to carry most project truck traffic. However, there will be times when city streets will need to be used as secondary haul routes.

The SDEIS did not state that residential street would be used because arterial streets are insufficient to carry the required number of truck trips. Instead, it stated that there are not enough arterial streets located adjacent to the project where construction access would be needed. Because of this, some residential streets were identified as potential haul routes. However, local jurisdictions can limit the use of non-arterial streets for truck traffic; therefore, efforts were made to identify designated arterial streets for potential use as haul routes. Since publication of the SDEIS, WSDOT has refined potential haul routes to avoid using non-arterial neighborhood streets.

Secondary haul routes for the SR 520, I-5 to Medina project were identified based on criteria such as shortest off-highway mileage, and providing access to locations needed for construction where direct highway access is unavailable. The EIS analysis considers local street routes as possible haul routes for the purposes of estimating and disclosing effects that could occur. Local jurisdictions will determine final haul routes for those actions and activities that require a street use or other jurisdictional permit. The permit process typically takes place during the final design phase and prior to construction.

For this project, those local jurisdictions include the City of Seattle, and the City of Medina. Information on street use permits in the City of Seattle can be found at http://www.seattle.gov/transportation/stuse_permits.htm. Information on

permits in the City of Medina can be found at http://www.medina-wa.gov/index.asp?Type=B_BASIC&SEC={7362CCB3-F1AA-4118-8FBD-85FE36C5FDDF}&DE.

Chapter 3 of the Final EIS provides updated information on proposed haul routes.

The details requested in the comment that were available for the SDEIS analysis can be found throughout Chapter 10 of the 2009 SDEIS Transportation Discipline Report. Haul truck trips, haul route assumptions, and haul routes were further refined after WSDOT and FHWA identified a Preferred Alternative. The haul route volume details requested in the comment can be found in Chapter 6.1 of the Final EIS, and in the Final Transportation Discipline Report.

I-321-002

The Delmar Drive road closure described in the SDEIS is no longer planned. Delmar Drive will be shifted onto a portion of the new lid while the existing bridge is removed and re-constructed.