From:	David Allen
To:	SR 520 DEIS Comments;
CC:	Babuca, Daniel; Krueger, Paul W (UCO);
Subject:	comment letter on 520 DEIS from City of Seattle
Date:	Tuesday, October 31, 2006 3:50:12 PM
Attachments:	Seattle 520 DEIS comment let FINAL.pdf

** Reply Requested When Convenient **

Paul,
Please find attached our comment letter.

This is a pdf and may be large, so I am sending the attachments
mentioned in the letter in separate emails.

thank you,
David

David Allen, MCP
Senior Planner, Seattle Dept. of Transportation (SDOT)
Mailing address: PO Box 34996 / Seattle, WA 98124-4996
Physical address: 700 5th Ave. Ste. 3800 / Seattle, WA
206/733-9302 (v) 206/684-3635 (f)

Our offices are located on the 38th floor of Key Tower, 700 5th Ave,
Seattle

SDOT

Seattle Department of Transportation

Gregory J. Nickels, Mayor

Grace Crunican, Director

October 31, 2006

Paul Krueger
Environmental Manager
SR 520 Project Office
414 Olive Way, Suite 400
Seattle, WA 98101

Dear Mr. Krueger,

I am writing on behalf of the Mayor to comment on the SR 520 Bridge Replacement and HOV Project Draft Environmental Impact Statement (DEIS.) The City appreciates the opportunity to comment on this important regional project and also appreciates the State's on-going involvement with the affected jurisdictions as this project moves forward. The City's detailed comments are attached for your consideration. I would like to highlight our key concerns as follows.

SIZE

L-012-001

Size of the facility must be reduced and more clearly conveyed in the EIS documents. As the City has discussed with WSDOT, the width of the facility must be reduced. We request that WSDOT continue working with the City of Seattle on design modifications to narrow the facility through Seattle. Also, the FEIS should provide information on the width and height of the alternatives in more locations. The FEIS should also provide more visual renderings of the alternatives from various angles to provide a better understanding of the scale of the project.

IMPACTS

L-012-002

- **More examination of impacts to parkland and the Arboretum is required.** Examples of affected parklands which should receive closer examination include but are not limited to the following:

Seattle Municipal Tower, 700 5th Avenue, Suite 3900, PO Box 34996 Seattle, WA 98124-4996
Tel: (206) 684-ROAD (684-7623), TTY/TDD (206) 684-4009, FAX: (206) 684-5180
Internet address: http://www.seattle.gov/transportation

L-012-001

Comment Summary:

6-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-002

Comment Summary:

Arboretum (Concerns)

Response:

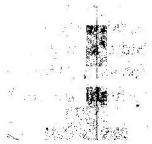
See Section 9.3 of the 2006 Draft EIS Comment Response Report.

L-012-003
- The current model shows that the Pacific Street Interchange Option will increase traffic through the Arboretum. Traffic and noise impacts should be identified and assessed.

L-012-004
- Seattle Parks Department owns submerged lands which are used for aquatic recreation such as boating, fishing and wildlife viewing. These submerged lands are 4(f) resources and should be included in the assessment of impacts and potential mitigation.

L-012-005
- East Montlake and McCurdy Parks both contain SEPA protected views. These views are amenities of these parks and should be considered 4(f) resources. The Pacific Street interchange will directly impact these views and thus the 4(f) resource. Analysis of these impacts must be provided and the impacts addressed.

L-012-006
- **The FEIS should provide more information on construction impacts.**
  The State should provide information on the full impacts of construction on and from:
  - Temporary construction bridges
  - Possible closure of Lake Washington Boulevard ramps
  - The University of Washington
  - The Arboretum
  - Seattle neighborhoods
  - Local streets



L-012-007
- **The FEIS should provide more details on mitigation.**
  The State should provide detailed information on mitigation plans during and after construction for:
  - The University of Washington
  - The Arboretum
  - Seattle neighborhoods
  - Local streets

L-012-008
- **Fireboat issues**
  The Seattle Fire Department has raised concerns about the height of the mainline bridge, which would require certain fire boats to travel to the east side of the lake to cross under the new eastern high-rise. This would require additional minutes in travel time in each direction, costing precious time in responding to emergencies. In order to prevent this, the western high-rise would need to be higher than proposed. Please continue to work with the Seattle Fire Department on this issue.

L-012-003

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-004

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-005

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-006

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-007

Comment Summary:

Format and Content

L-012-009

- **Replacement, relocation and protection of utilities owned by Seattle Public Utilities (SPU)**

SPU will want to identify broken facilities, facilities that need replacement due to corrosion or other damage, or utilities which are undersized and need replacement. SPU would like to replace those utilities as needed during the project construction. SPU will also want to work closely with the project to identify which SPU utility facilities will need to be relocated due to project impacts and which SPU utilities can be protected in place.

PROJECT ASSUMPTIONS AND OUTPUTS

L-012-010

- **Some of the outputs of the transportation forecasting model do not appear realistic.**
  - The DEIS forecasts that in 2030 it will take approximately 100 minutes for a single occupancy vehicle to travel on SR 520 from Bellevue to I-5 in the morning peak hour. What does the model forecast for total travel time (from origin to destination) for the average SR 520 SOV commuter westbound in the morning peak hour?

L-012-011

  - The model shows an unrealistically high number of car trips traveling on Boyer Avenue East to and from the Arboretum. Boyer Avenue East is not designed to carry such a high volume of vehicles, the City has concerns about increased traffic through any part of the Arboretum, and the south entrance of the Arboretum at East Madison Street has constrained access. Given these factors, how will most of these trips be accommodated, if not on Boyer Avenue East?

L-012-012

- **The effects of important developments in regional planning and transportation policy could affect project need and design.**

The travel forecasting approach used in this DEIS for predicting 2030 bridge travel has not taken into account certain important initiatives currently under consideration in the region. The city is interested in the potential impact of these initiatives to help guide decision-making on this project. PSRC is currently considering an important shift in land use strategy for the region as part of their Vision 2020 update process. We believe that one of the alternatives in that process, "Metropolitan Cities," would have a substantial impact on the conclusions stated in this DEIS, especially mode share and total travel demand. We suggest that for the FEIS, WSDOT research the transportation results to date of PSRC's Vision 2020 update. Then, apply the conclusions about transportation impacts in the update to the SR 520 Project's assumptions. Would implementation of the

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-008

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-009

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-010

Comment Summary:

Freeway Operations (I-5 Area)

Response:

See Section 5.2 of the 2006 Draft EIS Comment Response Report.

L-012-011

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

L-012-012

"Metropolitan Cities" alternative change the DEIS conclusions about travel demand and mode share on SR 520 in 2030?

L-012-013

- **The project as designed is not consistent with the realities of global warming or the Mayor's Climate Action Plan goals.**

The realities of global warming and the Mayor's Climate Action Plan call for the reduction of global warming gas emissions. The Mayor's Climate Action Plan calls for reduced driving. While the 6-lane alternative does not add general purpose lanes, it does not reduce SOV driving. The Climate Action Plan also calls for regional congestion pricing. (See comment on regional congestion pricing, below.)

L-012-014

- **Regional congestion pricing should be examined.**

The project model includes tolls on SR 520 in 2030 which are not optimized to manage demand on SR 520. The project model does not assume tolling on any other roadways and WSDOT wants to limit spillover effects from SR 520 onto other roadways. We believe this is an unrealistic assumption, given the intense interest that regional pricing is currently receiving from policy makers as a congestion management tool. Also, WSDOT's Congestion Relief Analysis study (March 2006) showed that, compared to a baseline condition, that pricing travel in 2030 on the major highway facilities around Puget Sound would substantially reduce the number of person trips across Lake Washington. The FEIS should investigate how implementing the pricing scenarios described in the WSDOT study would affect the traffic conditions on the SR 520 alternatives being evaluated in this DEIS.

L-012-015

- **Flexible Transportation Plan (FTP)**

Please confirm that the FTP only accounts for the demand management programs that are already assumed in the regional model and which are represented in the model as higher parking costs. Did WSDOT consider an FTP in the SR 520 corridor that surpasses the outcomes of the demand management program in the region in general? As one of only two transportation corridors across Lake Washington, SR 520 has great potential for demand management to have a strong impact. Are there reasons to assume that SR 520 would have no more robust a set of demand management programs than the region as a whole?

Attached is a matrix of more detailed comments on the DEIS from City departments.

L-012-012

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-012-013

Comment Summary:

Energy and Greenhouse Gases

Response:

See Section 14.0 of the 2006 Draft EIS Comment Response Report.

L-012-014

Comment Summary:

Tolling Scenarios, Pricing, and Revenue

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

L-012-015

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

Please note that I also sent a letter to David Dye, WSDOT's Urban Corridors Administrator, asking for additional information on the SR 520 Project. The City needs this information to make an informed decision on a preferred alternative recommendation. For your convenience, that letter is attached.

The City appreciates the State's consideration of these comments. The City looks forward to continuing to work with WSDOT and other parties to move forward on this important regional project.

Sincerely,

Grace Crunican, SDOT Director

K:\MajorProjects\SR520\Existing SR 520\EIS\3 DEIS Fall 2006\Comments\Grace Letter\Crunican Draft 520 DEIS comment letter 2006 10 23 v9.doc

SDOT

Gregory J. Nickels, Mayor

Seattle Department of Transportation

Grace Crunican, Director

September 29, 2006

Mr. Dave Dye
Urban Corridor Administrator
401 Second Ave. South, Ste 560
Seattle, WA 98104

Dear Dave:

L-012-016

This letter is to inform WSDOT of the City of Seattle's *draft* of a preferred alternative on the SR 520 Project and the criteria required for Seattle to support an alternative other than the Four-Lane Base Alternative. See attached draft resolution.

As the draft resolution indicates, the preferred alternative for the City of Seattle is the Six-Lane Pacific Street Interchange Option, but the City's fallback position is to preserve the current capacity of the existing facility with the Four-Lane Base Alternative.

More information is needed by the City of Seattle to make an informed decision on a recommendation on a preferred alternative. The City cannot select a final preferred alternative until we receive a satisfactory response on the following unresolved issues:

L-012-017

1. **Construction**
   - What are the construction impacts on Seattle neighborhoods?
   - What are the construction impacts on the University of Washington?
   - What are the construction impacts on the Arboretum, other parks and wetlands ?
   - What are the construction impacts on the Seattle transportation network, especially if the Lake Washington Boulevard ramps are closed during construction?

L-012-018

2. **Construction Coordination** How will WSDOT coordinate SR 520 construction with other construction projects by the University of Washington, Sound Transit and WSDOT?

L-012-019

3 **Mitigation and Addressing Impacts** What are the proposed mitigation packages and project designs to address impacts on the following areas?
   - Seattle neighborhoods
   - the University of Washington
   - the Arboretum
   - the Seattle transportation network, especially if the Lake Washington Boulevard ramps are closed during construction

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L-012-016

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-017

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-018

Comment Summary:

Schedule

Response:

See Section 4.1 of the 2006 Draft EIS Comment Response Report.

L-012-019

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-020

4. **Cost Estimates and Finance Plan**
   - What is the complete financial plan to fund the SR 520 Project in light of the recently increased cost estimates? In order to be realistic, the financial plan must include the additional costs of addressing impacts to the University of Washington, the Arboretum and Seattle neighborhoods.
   - What were the assumptions used in generating the new cost estimates? It is very unclear what was and was not included in these new estimates.

L-012-021

5. **Regional Tolling** How and when could the State employ tolls on multiple regional facilities in a coordinated system? How could regional tolling fit into the SR 520 finance plan?

Responses to these questions will provide fundamental information required to make a decision on a preferred alternative. Thank you in advance for your cooperation.

Sincerely,

Grace Crunican, Director
Seattle Dept. of Transportation

L-012-020

Comment Summary:

Project Costs

Response:

See Section 3.1 of the 2006 Draft EIS Comment Response Report.

L-012-021

Comment Summary:

Tolling Scenarios, Pricing, and Revenue

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-022	1. DEIS doc	1	1 - 6		1st full paragraph - The discussion of two-way congestion should be expanded to discuss what the traffic modeling shows for unconstrained demand - that is, even though peak hour flows are more or less equal in both directions, would that be the case if the current capacity constraints were removed.
L-012-023	1. DEIS doc	2	2 - 16		Paragraph under "What is traffic like on SR 520 today?" Again, the discussion of two-way peak travel should emphasize that it is capacity-constrained. (see comment on page 1-6 above)
L-012-024	1. DEIS doc	3	3 - 38		Paragraph under "Seattle." Where would treated stormwater from this facility be discharged to? Do Seattle Stormwater regulations apply to any of the runoff generated by this project?
L-012-025	1. DEIS doc	4	4 - 24		1st partial paragraph (discussing Energy). The reduction in annual vehicle miles traveled over SR-520 due to tolling should not be viewed in isolation. Would some of the traffic no longer taking SR-520 take other roads instead, such as I-90 or around-the-lake routes? And if so, would total annual vehicle miles increase due to the project?
L-012-026	1. DEIS doc	4	4 - 26		In the discussion of sound walls for the project, consideration should be given to potential uses of transparent sound walls in certain locations. This recent innovation can open up views from the highway and/or minimize view blockage from nearby residences yet still achieve substantial sound attenuation. The City would be happy to work with the project team to identify potential locations for such sound walls. (Comment applies to multiple locations in document, including 5-3 and 8-4.
L-012-027	1. DEIS Doc	4	4-14	8	Is there any other way to avoid bus stop and layover relocations caused by the Pacific Interchange option? What are the exact number of stops and layover spaces that will be affected? Is there adequate replacement space in the area? If not, will there be additional transit operating costs incurred?
L-012-028	1. DEIS Doc	4	4-33	14	What is the HOV lane definition? Is the project legally required to maintain a HOV lane definition indefinitely? If not, please provide impact information for each possible HOV lane definition, e.g. 2+, 3+.
L-012-029	1. DEIS Doc	4	4 15	Navigation	Identify the types of marine traffic using the Ship Canal, with a general description of vessel height, trip frequency, type of use (freight, government or other vessel use). The interest here specifically relates to freight demand and potential impact on freight movement.
L-012-030	1. DEIS doc	5	5 - 2		1st bullet point discussing actions to reduce project's visual effects. The City would appreciate being involved in the development, refinement and implementation of the design guidelines as it affects improvements within the City limits.
L-012-031	1. DEIS doc	5	5 - 6		1st partial paragraph on views. Discussion of vegetation replacement "in accordance with its (WSDOT) existing policies" should be expanded to include compliance with City policies and regulations as well.

L-012-022

Comment Summary:

Freeway Operations (I-5 Area)

Response:

See Section 5.2 of the 2006 Draft EIS Comment Response Report.

L-012-023

Comment Summary:

Freeway Operations (I-5 Area)

Response:

See Section 5.2 of the 2006 Draft EIS Comment Response Report.

L-012-024

Comment Summary:

Stormwater Treatment

Response:

See Section 15.3 of the 2006 Draft EIS Comment Response Report.

L-012-025

Comment Summary:

Energy and Greenhouse Gases

Response:

See Section 14.0 of the 2006 Draft EIS Comment Response Report.

L-012-026

Comment Summary:

Noise Walls (Aesthetics)

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-032	1. DEIS doc	5	5 - 13		First bullet point concerning Fairview/Valley intersection. What does the DEIS and its traffic model assume concerning the City's Mercer Corridor project? The City is proposing major changes in the Mercer/Valley area between I-5 and Dexter Avenue North that would route both eastbound and westbound traffic on Mercer and turn Valley into a local, two-lane street. Its unclear from the DEIS text whether this is assumed in future year travel forecasts or not. And if not, the FEIS should model this scenario.
L-012-033	1. DEIS doc	5	5 - 15		First full paragraph - why is the bus trip demand nearly the same for the 4 and 6 lane alternatives, since the 6-lane alternative includes HOV facilities in both directions that should result in higher transit ridership?
L-012-034	1. DEIS doc	5	5 - 19		1st paragraph. The 2nd sentence states the wrong cause of noise. It should read: "This noise results from the proximity of SR-520 and/or I-5 to the many neighborhoods." The neighborhoods were here long before either freeway was built.
L-012-035	1. DEIS Doc	5	5-15	21-38	The FEIS should provide more specific information about the higher transit operating and capital costs associated with moving the Montlake Freeway Station and what the impact will be on Montlake and Capitol Hill residents. What is the impact on travel choices for people who live in these neighborhoods if the operating and capital improvements are not provided? Be more specific about the impact on transit riders south of the Montlake Cut under the No Freeway Station and the Pacific Interchange option who will have to cross the Montlake Bridge that opens for boat traffic, creating greater unreliability in a trip that previously did not have to cross the Montlake Cut.
L-012-036	1. DEIS doc	8	8 - 5		3rd paragraph under "Bridge Foundations." Are there other pile placement techniques that can be used in this situation, such as oscillating pile installation?
	1. DEIS doc	8	8 - 9 and 8 - 10		Discussion of staging areas should also discuss the impacts of the staging areas on surrounding land uses. Impacts include noise, light and glare, impacts on wildlife, ...
	1. DEIS doc	8	8 - 15		First paragraph under "What routes would WSDOT use to haul construction materials?" The discussion mentions that during peak construction activities, 3 to 12 truck trips per hour could be generated by the project. When during the project would this occur and for how many months?
	1. DEIS doc	8	8 - 16 and 8 - 17		Discussion of "What would the project area look like while the project is being built" should include impacts of construction lighting and glare on surrounding land uses and mitigation to minimize such impacts.
	1. DEIS doc	8	8 - 19		Whether a noise variance is required or not, the project should commit to preparing a noise mitigation plan to address construction noise on surrounding neighborhoods.
	1. DEIS doc	8	8 - 20		First full paragraph - last sentence. How would noise impacts of this demolition work be mitigated for the Portage Bay Condominiums?

Response:

See Section 12.3 of the 2006 Draft EIS Comment Response Report.

L-012-027

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-028

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

L-012-029

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-030

Comment Summary:

Context Sensitive Solutions

Response:

See Section 10.2 of the 2006 Draft EIS Comment Response Report.

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-036	1. DEIS doc	8	8 - 20		Again, how would light and glare impact the neighborhoods and parks and what mitigation is proposed to address these impacts?
	1. DEIS doc	8	8 - 21		How would recreational human-powered boat traffic (canoes, kayaks, rowboats) be impacted by construction, esp. in the area of the Arboretum?
	1. DEIS doc	8	8 - 22		Bullet points on top of page addressing mitigation of neighborhood impacts. Suggest preparing neighborhood-specific mitigation plans that would consolidate mitigation measures across discipline lines and add specificity to address neighborhood-specific impacts.
	1. DEIS doc	8	8 - 25		First full paragraph - how would the mitigation measures in the SPCC differ from those in the TESC? Examples would be helpful for the lay reader.
	1. DEIS doc	8	15		Add language that barges and water based construction will not interfere with emergency responses. If this is impossible, then specify how this will be mitigated.
	1. DEIS doc	8	29		Although the document talks about construction spills into water, it does not discuss how it will handle this problem. Please specify who will handle cleanup
	1. DEIS doc	8	33		Providing notice of the street closures is inadequate. Specify steps that will be taken to mitigate the negative impact on response times.
L-012-037	1. DEIS doc	9	9 - 5		Under "Transportation Projects," there would seem to be some potential cumulative impacts from the Alaskan Way Viaduct and Seawall Replacement Project and the Mercer Corridor project.
L-012-038	1. DEIS Doc	4 & 5	4-11 & 5-15	5-13	The FEIS should include an analysis of how the project will impact traffic/transit if the additional transit demand, 30% higher for the 4 lane alternative and 31 percent higher for the 6-lane alternative, is not met. Currently, the document only says that volumes and travel times will change. Will they go up or down? What is the size of the change? The document says that the additional transit service needed is neither planned or funded. This is partially true. The City of Seattle has a Seattle Transit Plan identifying an Urban Village Transit Network with high frequency, all day, all week, transit service. A major service funding gap needs to be filled to complete the network, however. Currently, if Metro tries to meet the service demand identified in the EIS, they would likely have to reduce service elsewhere in King County's west subarea (Seattle, Shoreline, and Lake Forest Park) given current service allocation policies, which have been adopted by the King County Council.
L-012-039	1. DEIS doc	Chapter 4	Page 4-23	2nd prgrph	The statement indicates that utility service could be disrupted or closed. Sewer service and storm drain service are not to be disrupted or closed. This expectation is justified because these services are essential, and temporary piping or bypass pumping to maintain service is practical, economical, and an established standard practice in the construction industry.

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L-012-031

Comment Summary:

Context Sensitive Solutions

Response:

See Section 10.2 of the 2006 Draft EIS Comment Response Report.

L-012-032

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-012-033

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-012-034

Comment Summary:

Noise (Methodology)

Response:

See Section 12.1 of the 2006 Draft EIS Comment Response Report.

L-012-035

Comment Summary:

Montlake Freeway Transit Station

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-040	1. DEIS doc	General			For large portions of the day, Lake Washington Blvd. through the Arboretum functions predominantly as a route to and from SR 520. All of the alternatives as designed will increase traffic through the Arboretum. Increased traffic and associated noise will negatively impact the visitor experience in the Arboretum, particularly at the Japanese Garden.
L-012-041	1. DEIS doc	General			If the Lake Washington Boulevard ramps must be re-opened upon completion of construction then other traffic management strategies should be included in the project design such as: Allow east bound traffic on Lake Washington Blvd. (LWB) to access SR 520 via a roundabout at the intersection of LWB and the SR 520 on/off ramp; repave LWB with "quiet" pavement; noise walls in sections of the Arboretum should be investigated, especially adjacent to the Japanese Garden; incorporate other traffic calming measures in LWB south of the Arboretum interchange to discourage through traffic movements, e.g., a traffic island at the intersection of Boyer Avenue E and LWB; and, toll the Arboretum ramps.
L-012-042	1. DEIS doc	General			By the term "local streets" the DEIS means arterial streets as opposed to the freeway facility. Most Seattle residents would define local streets as the non-arterial streets of the transportation system and might question why the DEIS does not appear to address possible impacts to this street classification. Specifically, residents of the neighborhoods within the study area are likely to be concerned about increased traffic volume and speeds on their streets.
L-012-043	1. DEIS doc	General			All of the project alternatives assume a growth in traffic and varying levels of congestion at key arterial intersections. The Pacific Interchange Option with its added capacity to Montlake Blvd. appears to show the fewest number of congestion intersections. In other words, this option maintains the best conditions for the arterial network overall. Each of the other alternatives show several severely congested intersections but it is not at all apparent how such congestion might influence traffic diversion through residential neighborhoods. One approach to address these concerns might be to reference any previous SDOT efforts to analyze and reduce traffic volumes and speeds in the adjacent residential neighborhoods; and indicate that SDOT (with WSDOT support) will continue to monitor potential "hot spots" and other streets where the department believes cut-through traffic might be likely to occur, both during construction and afterwards. Construction mitigation should include a plan and funds to undertake such monitoring and intervene if necessary, either with temporary or even permanent traffic calming devices.
L-012-044	1. DEIS doc	General			Once the 520 project is completed monitoring could continue for another year as traffic adjusts to the new facility. SDOT and WSDOT might consider a post-construction mitigation fund to meet the need for traffic calming intervention.

Co-Leads Review 4 of 22 11/2/2006

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

L-012-036

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-037

Comment Summary:

Indirect and Cumulative Effects Methods of Analysis

Response:

See Section 20.1 of the 2006 Draft EIS Comment Response Report.

L-012-038

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-012-039

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-045	1. DEIS Doc	general			Please discuss impacts of tolling on the different alternatives and the possibility of using toll revenues to fund needed transit improvements. Also, please discuss environmental justice impacts of tolling.
L-012-046	1. DEIS Doc	General Comments			The document present minimal information on and discussion of freight mobility. We suggest that more information be provided on current and future demand for commercial vehicles and trucks in general , including volumes and time of day characteristics.
L-012-047	1. DEIS Doc	General Comments			Identify the anticipated change in truck travel times associated with the alternatives.
	1. DEIS Doc	General Comments			Chapters 4 and 5 do not discuss freight mobility. Discussion of freight mobility use, needs, changes, impacts and mitigation measures should be included in both chapters. The discussion should apply to proposed improvements on both the state highway system and the Seattle street system.
	1. DEIS Doc	General Comments			as primary routes for the movement of good and services. The specific network of Major Truck Streets is defined in Seattle's *Transportation Strategic Plan* (TSP). A Major Truck Street is a street classification for an arterial street that accommodates significant freight movement through the City, and to and from major freight traffic generators. Some state routes and highways are also designated as Major Truck Streets on the network map. SDOT uses the designation as an important criterion for street design, traffic management decisions, and pavement design and repair. 2. Note that all Seattle arterials are considered to be truck routes, which are streets where trucks are allowed and encouraged to travel. 3. Note that the City of Seattle has designated SR 520, I 5, NE Pacific Street and Montlake Blvd NE (SR 520 to Pacific) as Major Truck Streets. The city's policy is to protect and improve freight mobility on Major Truck Streets. This would be achieved via appropriate design measures and traffic management practices. For example, where lar
	1. DEIS Doc	General Comments			
	1. DEIS Doc	General Comments			
	1. DEIS Doc	General Comments			Keep grades as level as possible for maintaining truck speeds. Discuss with SDOT the locations where vertical grades exceed 5% and the consequences of such a design.

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L-012-040

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

L-012-041

Comment Summary:

Arboretum Area (Local Streets)

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

L-012-042

Comment Summary:

Local Street Network

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

L-012-043

Comment Summary:

Local Street Network

Response:

See Section 5.3 of the 2006 Draft EIS Comment Response Report.

L-012-044

Comment Summary:

Traffic Management (Construction)

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-047	1. DEIS Doc	General Comments			Note that the City of Seattle considers a truck design envelope of a 20' high X 20' wide vehicle for overlegal (oversize) loads on major truck routes. Vehicles in this category operate under permit, often with an escort. It would be beneficial where feasible to have the physical capability to accommodate an overlegal load on those routes anticipated for this trip type. The 20' clearance need should be considered under both roadway and pedestrian bridge structures. This would include SR 520, I 5, and Montlake Boulevard. Where routes are not amenable to allow this trip type, an alternative route would have to be used and identified.
	1. DEIS Doc	General Comments			All covered roadways and tunnel sections should be designed so as to avoid requiring restrictions on the transport of hazardous materials as defined by the Seattle Fire Code. Note that trucks transporting hazardous materials have certain time restrictions on I 90, which requires such trucks to take alternative routes, such as SR 520. Future lane management changes proposed for I 90 may restrict the transport of hazardous materials on a permanent basis. Identify the current and future demand levels for these types of trips, and estimate the impact on travel time for these type trips which take alternative routes.
L-012-048	1. DEIS Doc	General Comments			Traveler information is an important component of system success. Consideration should be given to having electronic message signs present combined messages on general traffic travel time and public transportation passenger travel time.
L-012-049	1. DEIS Doc	General Comments			Describe the characteristics of special event traffic that would use the facility, including number of significant events, general timeframes, anticipated impacts on non-event traffic, in particular truck traffic on freeway mainline, ramps and on arterial streets in the project area. Identify mitigation measures for truck impacts. These may include improved message signing, improved highway advisory radio (HAR), and timely travel alerts by other mechanisms.
L-012-050	1. DEIS doc	General, design, Pac I/C			Ramps to the Pacific Street Interchange should have the design characteristics, lane widths, and speeds of urban streets, as they must transition the motorists from a freeway designed, grade separated facility to a dense pedestrian urban setting. The design characteristics should relay this message.
	1. DEIS doc	General, non motorized, Pac I/C			Pac. St. I/C : Briefly outline the considerations for including a bicycle/pedestrian facility on or parallel to the Lake Washington Boulevard Ramps. This would connect to the bicycle/pedestrian facility on the Union Bay Bridge, creating a non-motorized connection from the University to the Arboretum. Because the interchange has the three signalized intersections, would pedestrians and bicyclists be able to cross the ramps at the same grade at the interchange? If not, what opportunities are there for grade separation?

Response:

See Section 4.2 of the 2006 Draft EIS Comment Response Report.

L-012-045

Comment Summary:

Tolling Scenarios, Pricing, and Revenue

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

L-012-046

Comment Summary:

Freight

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-047

Comment Summary:

Freight

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-048

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-051	1. DEIS doc	Overall			Suggested mitigation measures located throughout the DEIS and its technical appendices should be presented in greater detail in the FEIS and committed to in the Record of Decision. In a number of areas, including but not limited to transportation, noise, land use, water resources and visual quality, the City would appreciate being actively involved in the detailing of the mitigation measures as they impact City neighborhoods, traffic network and aquatic resources.
	1. DEIS doc				
	1. DEIS doc				
L-012-052	1. DEIS doc (ecosystems focus.)	General			Landscaping: large trees will be removed near the shoreline. The project should minimize the number of large trees to be removed and will need to discuss appropriate mitigation.
L-012-053	1. DEIS doc (ecosystems focus.)	General			Need to include specific information regarding the project impacts, both construction impacts and permanent long term impacts on juvenile and adult salmonid migration and on all other aquatic species that are expected to be in the project area. The report is vague on these impacts and it is difficult to compare the impacts of each alternative on the aquatic habitat and the aquatic species that depend on this habitat. A suggestion is to include tables that list the type of impacts that can be expected for construction and for the permanent operation of the highway. Construction impacts at a minimum should include: overwater coverage, (timing, size and location), staging (where and for how long), pile driving (location, size, timing, method, need to meet a performance standard for sound levels produced), and lighting (what kind, when operational, location), and water quality (contamination issues/risks, treatments to be used, location, timing).
	1. DEIS doc (ecosystems focus.)	General			The permanent impacts should be compared to the existing conditions and any change in location of structures should be clearly identified. Where new structures are proposed (where no structures currently exist) a detailed discussion on the impacts of these new structures needs to be included.
	1. DEIS doc (ecosystems focus.)	General			What lighting will be included on the new bridge and how will this impact both the aquatic and terrestrial environment. What lighting from vehicle use of the bridge will result and how will this impact the aquatic and terrestrial environment.
	1. DEIS doc (ecosystems focus.)	general			Potential mitigation for unavoidable impacts needs to be included for impacts to the aquatic environment.
L-012-054	1. DEIS doc (ecosystems focus.)	general			**Habitat** The potential impacts are not clearly identified in a summary to help the reader the issues. Having to look through multiple chapters of the DEIS and through the appendices is difficult and may allow the reader to miss critical information. SPU suggests adding a summary on habitat issues. There also does not seem to be a place in the document where unavoidable, negative impacts are identified or how potential impacts are being addressed (e.g., applicable best management practices and/or mitigation).

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L-012-049

Comment Summary:

Methodology (Freeway)

Response:

See Section 5.1 of the 2006 Draft EIS Comment Response Report.

L-012-050

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-051

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-052

Comment Summary:

Fish and Wildlife (Mitigation)

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-053

Comment Summary:

Fish Effects

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-055	1. DEIS doc (ecosystems focus.)	general			**Habitat** Impacts to fish should be thought of in terms of impact duration and intensity. From the document, it is difficult to identify a list of expected impacts. Adding a table that identifies potential impacts, their duration, intensity and consequences on fish would be very helpful for the reader. Are the impacts lethal or sub-lethal for salmon. How would construction only during the fish window alleviate impacts? What impact could using BMPs have? Which potential impacts need more information to adequately assess? Which potential impacts cannot be avoided?
L-012-056	1. DEIS doc (ecosystems focus.)	general			**Habitat** SPU has put together a sample table on tab [FISH IMPACTS] based on what we pulled out of the document. We caution that this table may not be accurate or complete and that the project should prepare one on its own.
L-012-057	1. DEIS doc (ecosystems focus.)	general			**Habitat** SPU would also suggest that there be detailed discussion added on potential impacts, what their consequences could be, and why/why not they were considered a large problem. The discussion about new support columns for the Pacific Interchange alternative and the effect upon predatory fish is an example where there is not any information to support the statement that "Designing the bridge columns with smooth vertical surfaces would not likely provide attractive habitat for predatory species… (Page 5-48)" What information was used to make that conclusion? A second example is the temporary low-level work bridges (appendix E page 136) – how would the bridges affect juvenile Chinook salmon and bull trout?
L-012-058	1. DEIS doc (ecosystems focus.)	general			**Habitat** It does not appear that the potential impacts of lighting, both during construction and operation of the bridge, were assessed for impacts to fish. A brief mention in the discussion of construction impacts in appendix E is the only information available. Given that lighting can attract fish and allow predators to feed throughout the night, lighting, both temporary and permanent, could be a very substantial impact of the project. This needs substantially more analysis and detailed discussion.
L-012-059	1. DEIS doc (ecosystems focus.)	general			**Habitat** The document repeatedly asserts that temporary unavoidable impacts would be "ultimately…offset by the overall improvement in water quality when the project is completed." That may not hold true for salmon, where one or two years of very poor water quality or other construction related conditions could cause severe mortality in the project area, which could wipe out a significant portion of the brood year of salmon in the basin. Recovery of an impacted brood year could take decades.
L-012-060	1. DEIS doc (ecosystems focus.)	general			**Habitat** The project should be monitored during construction and operation to ensure that project impacts are reasonable. For example, pile driving activities should be monitored for fish mortality and injury to ensure that mitigation measures, such as bubble curtains, are working as intended. Should the Pacific Interchange option be installed, juvenile and adult salmon movements through the area should be monitored for a number of years after the project is completed to ensure that fish are not being delayed in the project area or facing high predation pressure.

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-054

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-055

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-056

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-057

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-061	1. DEIS doc (ecosystems focus.)	general			**Habitat** There is no discussion of how the project may affect other important fish species, such as long-fin smelt, which can provide a predation buffer for juvenile salmon. The document should include some discussion of predators and competitors with juvenile salmon, and how impacts that benefit or are detrimental to them play out for salmon.
L-012-062	1. DEIS doc (ecosystems focus.)	general			**Habitat** The document does not mention Puget Sound steelhead which are proposed for listing under the Endangered Species Act.
L-012-063	1. Des Doc (F	3	24		The lower 43rd St bridge would prevent either the Chief Seattle or the newer Leschi from passing. The premise that the 'fast attack boat' would be a satisfactory solution is incorrect. We need more information on the draft west of the 43rd St. bridge.
L-012-064	1. Des Doc (F	3	31		Under the 6 lane alternative, it should be clearly stated that there will be boat height clearance and draft for the largest Seattle Fire Boat. This removes the potential doubt.
	1. Des Doc (F	3	Feb-00		There may be a need to establish an emergency response boat on the East side of Lk Washington. Using the 520 water based site may be an appropriate use for this purpose. This would likely be an unstaffed boat therefore requiring minimal landside support.
	1. Des Doc (F	3	45		The clearance mentioned are inadequate for the fire boat. Unless WSDOT plans to pay for and staff a large platform fireboat south of SR-520, they should make plans for adequate height clearance with appropriate draft for the larger SFD fireboats.
L-012-065	1. Des Doc (F	3	48		The incident response plan will need to include specific language as required by NFPA 502 for emergency responses. There is no mention of a plan to handle a major flammable liquid spill on the floating bridge. Having a few hundred to potentially 10,000+ gallons of gas dumped onto the bridge is significant and will need to be included in planning and design documents.
L-012-066	1. Des Doc (F	4	23, 33		The document glosses over the significant negative impact that closing streets, bridges (Delmar) and general construction will have on emergency responses. A separate section should be set aside to address this concern and the specific mitigation efforts that will be taken. Working closely for notifications does not begin to address the impacts.
L-012-067	1. Des Doc (F	5	3		It is possible that the combination of a Lid and Sound Wall will create a space that will need mechanical ventilation, additional exits, fire suppression systems, etc.
L-012-068	1. Des Doc (F	5	34		The Pacific St Interchange 'increase travel time to Montlake' will need to be researched to determine the impact on emergency service providers.
L-012-069	1. Des Doc (F	6	5		The CURRENT fireboat cannot go under a 25 foot clearance. The current and new fireboats will need substantially more height with corresponding draft. This issues must be addressed with Seattle Fire Department well before final designs are made.

L-012-058

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-059

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-060

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-061

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-062

Comment Summary:

Fish Effects

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-070	1. Deis Doc (F	6	5		Although the need to provide clearances and draft for the fireboat is ignored in earlier chapters, the problem is mentioned here. SFD will need to be able move their largest platform boats under the West end. The concept that there is room to decide "which fireboat in its fleet will serve Lake Washington in the future and ensure that it can navigate under the west approach structure in an emergency for negotiation" is incorrect. Currently, the longer range plan is to have the Chief Seattle assigned to fresh water at Fishermans Terminal. They would respond to all Lake WA emergencies. However, due to events e.g. Seafair, or maintenance issues we could place the new Leschi into the freshwater. BOTH of these boats are higher than 25 feet. SFD registers concerns that the height limits on a new SR 520 bridge will adversely affect response times. SFD has found through experience that water based fire resources are critical to our ability to control fire in waterfront locations. The marinas and other large structures along Lake Washington need fireboat coverage.
L-012-071	1. Deis Doc (F	General			The document needs to recognize that NFPA 502 will be utilized to regulate the fire and life safety systems. 502 specifically addressed elevated and limited access highways.
L-012-072	1. DEIS doc (Public Services & Utilities focus)	general			**Replacement of Damaged, Broken, or Undersized SPU Utilities:** SPU would want to TV (use a robot with TV cameras) the utilities in the project area to identify broken facilities, or facilities that need replacement due to corrosion or other damage, or replace undersized utilities if needed other things. SPU would like to replace those utilities as needed them during the project construction.
	1. DEIS doc (Public Services & Utilities focus)	general			**Relocations of impacted SPU Utilities:** Seattle Public Utilities will want to work closely with the project to identify which SPU utility facilities will need to be relocated due to project impacts.
	1. DEIS doc (Public Services & Utilities focus)	general			**Protection of Impacted SPU Utilities:** Seattle Public Utilities will want to work closely with the project to identify which SPU utilities can be protected in place, rather than relocated due to project impacts.
L-012-073	1. DEIS doc (Public Services & Utilities focus)	general			**Water Quality and Aquatic Habitat**: Seattle Public Utilities is concerned about the impact of project construction, operation, and structures on both short term and long term water quality and habitat in Lake Union, Portage Bay, Union Bay and Lake Washington. These areas represent significant portions of the City's freshwater shoreline and it is important to maintain or improve the functions and values that these critical areas provide to salmonids.

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-063

Comment Summary:

Madison Park Bicycle/Pedestrian Connection

Response:

See Section 24.1 of the 2006 Draft EIS Comment Response Report.

L-012-064

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-065

Comment Summary:

Police and Fire

Response:

See Section 7.3 of the 2006 Draft EIS Comment Response Report.

L-012-066

Comment Summary:

Police and Fire

Response:

See Section 7.3 of the 2006 Draft EIS Comment Response Report.

"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
1. DEIS doc (Public Services & Utilities focus)	general			**Drainage** SPU would like clarity from WSDOT on future ownership and maintenance of the project's stormwater treatment facilities including the drains on the bridge. SPU has been responsible for maintenance of WSDOT facilities on the Alaskan Way Viaduct and other WSDOT facilities within the City of Seattle. Should that be a direction that WSDOT wishes to explore with SPU, we would request that SPU participate in the design of facilities that SPU may maintain at some point in the future Clarity on who maintains the actual facilities themselves, the facilities that the drainage systems may drain into, and who pays for potential upgrades is needed. Maintenance requirements/expectations must be clearly stated and designation of paying party clarified. SPU's GIS database indicates that the existing bridge does not have an elaborate system to maintain, but a new bridge will.
1. DEIS doc (Public Services & Utilities focus)	general			**Drainage** It appears that the project team is aware of the City of Seattle's stormwater code and other city regulations and requirements. SPU recommends checking code requirements at key intervals to make sure that federal, state, and local regulations are met and notes that the City of Seattle's stormwater code is slated for revision in the near future.
1. DEIS doc (Public Services & Utilities focus)	general			**Combined Sewer Overflow** The project does not have any significant impact to the combined sewer system. The existing bridge drains into storm drain pipes that drain directly into Lake Washington. Around the Montlake Interchange, the highway drainage also drains into storm drain pipes which discharge into three (3) outfalls into the Union Bay Area. These storm drains are maintained by City crews in the Montlake Interchange area.
1. DEIS doc (Public Services & Utilities focus)	general			**Water System** The water system impacts are not very large since the project area stays within the WSDOT R-O-W. There are some areas where the project area increases from the existing size may impact new areas. It may be too early to pinpoint the impacts or betterments from a water system standpoint. With the information available today there may be a need for some minor extensions.
1. DEIS doc (Public Services & Utilities focus)	general			**Water Utility Impacts** The area involved is already built up and the water system impacts are related mainly to relocation of facilities potentially in conflict with the proposed SR 520 Project, service outages, and depending on schedules, and overlapping impacts between the SR 520 Project, and Sound Transit's University Link Light Rail. A summary of possible affected water lines is presented in the on tab [WATER LINES]
1. DEIS doc (Public Services & Utilities focus)	general			In summary, we anticipate impacts, at a minimum, to SPU's water distribution system of 2- 12 inch water mains. In addition, two large pipelines are potentially affected (at Federal Ave. E. and Montlake Blvd.) and these will be more complex in managing project impacts.

L-012-074

L-012-075

L-012-067

Comment Summary:

Police and Fire

Response:

See Section 7.3 of the 2006 Draft EIS Comment Response Report.

L-012-068

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-069

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-070

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-071

Comment Summary:

Navigation (During Operation)

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-075	1. DEIS doc (Public Services & Utilities focus)	general			**Drainage Impacts** Drainage System conveyances that connect to an SPU system need to comply with the City of Seattle Stormwater, Grading and Drainage Control Code. SPU is anticipating that the Stormwater, Grading and Drainage Control Code will be revised before the SR 520 is initiated, but it is not known today what revisions will be adopted. Under today's code, generally, redevelopment requires stormwater water-quality facilities and an evaluation of downstream capacity of the existing storm drain. If capacity is inadequate, appropriate mitigation is required. Mitigation may be detention or increasing conveyance capacity. SPU may reject reconnection of areas to the combined sewer or require detention prior to connections. Specific requirements will depend on the specifics of the project and the code that is in place at the time.
	1. DEIS doc (Public Services & Utilities focus)	general			**Drainage Impacts** The existing 520 roadway east and west of the Montlake interchange drains to systems that are displayed on City geographic information system database as SPU owned or maintained. Agreements for any project areas that will drain to City owned or maintained systems will need to be negotiated.
L-012-076	1. DEIS doc (Public Services & Utilities focus)	general			**Drainage Impacts** Pg 47, exhibits 42 and 43: Soil nails or tiebacks for retaining walls cannot be installed over or within excavation access zones of City of Seattle sewer or drain pipes.
	1. DEIS doc (Public Services & Utilities focus)	general			**Drainage Impacts** The document contains statements that indicate that utility service could be disrupted or closed. Sewer service and storm drain service cannot be disrupted or closed. These services are essential and temporary piping or bypass pumping to maintain service is needed and an established standard practice in the construction industry.
	1. DEIS doc (Public Services & Utilities focus)	general			**Drainage Impacts** The following combined sewer pipes need to be accommodated in the design and protected during construction:. • A 24-inch diameter combined sewer crosses SR520 just east of the 24th Ave. E. overpass. • A n SPU 66-inch combined sewer connects to a King County interceptor within the southbound Montlake Blvd to eastbound 520 on-ramp area. • An 8-inch combined sewer crosses SR-520 in the area of 19th Ave. E. • Combined sewers and sanitary sewers connect to the King county interceptor in the Pacific St, Pacific Pl., Montlake Blvd triangle area (Pg 4-23 2nd paragraph):

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-072

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-073

Comment Summary:

Water Resource Effects During Operation

Response:

See Section 15.2 of the 2006 Draft EIS Comment Response Report.

L-012-074

Comment Summary:

Stormwater Treatment

Response:

See Section 15.3 of the 2006 Draft EIS Comment Response Report.

L-012-075

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-077	1. DEIS doc (Transportation focus)	general			The project should design the bus stops on 520 to BRT standards (attractive, well lighted, real time information)
L-012-078	1. DEIS doc (Transportation focus)	general			Describe the pros and cons of converting part of the existing lanes in the Pacific Street Interchange option to HOV lanes; specifically, assess converting lanes on the Union Bay Bridge and on Montlake Blvd. If the model does not show an obvious need in 2030 but converting the lanes would not dramatically affect overall person throughput, it is better to reserve the lanes when the project opens rather than trying to convert GP lanes to HOV lanes in 20-30 years when the those lanes are crowded with SOVs.
L-012-079	1. DEIS doc (water resources focus.)	General			Additionally, how will the larger floating bridge designs for each alternative affect water quality in Lake Washington such as water circulation (and therefore temperature)? How do juvenile and adult Chinook travel across the lake in the vicinity of the bridge and how will the new bridge affect this? How do juvenile and adult Chinook migrate and use the Ship Canal in the vicinity of the project and how will each alternative affect this behavior.
L-012-080	1. DEIS doc and Transportation Discipline Report	Index			Include "freight mobility" in the Index, with associated page numbers, similar to references to pedestrian and bicycle considerations.
L-012-081	1. DEIS doc and Transportation Discipline Report	References			The reference list makes does not include the *Seattle Comprehensive Plan*, *Transportation Strategic Plan* or the *Seattle Freight Mobility Strategic Action Plan* . It does include a reference to the Seattle Bicycle and Pedestrian Program.
L-012-082	1. DEIS doc and Transportation Discipline Report				If there are references to "heavy vehicles" as a descriptors for trucks, I recommend that this be strongly avoided. Besides trucks that carry goods and services, vehicles that are technically heavy vehicles are passenger buses and fire trucks. I suggest that the authors avoid this inaccurate and oversimplification for the word "truck".

L-012-076

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-077

Comment Summary:

Regional Land Use and Transportation Planning

Response:

See Section 2.1 of the 2006 Draft EIS Comment Response Report.

L-012-078

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-079

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-080

Comment Summary:

Freight

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-083	1. DEIS doc and Transportation Discipline Report				The City of Seattle has a Freight Mobility Advisory Committee. We suggest that WSDOT continue to confer with the Committee about any anticipated freight mobility problems in Seattle to obtain their feedback.
L-012-084	4(f)	General			Specific views from Bagley Viewpoint, Montlake Playfield, East Montlake Park, McCurdy Park are SEPA protected views under the City's SEPA Ordinance which should be identified as 4(f) resources. The DEIS has failed to address the impacts of the project on these views, particularly the impact of the Pacific Street Interchange on the SEPA protected views from McCurdy and East Montlake Parks. The view from Bagley viewpoint could be replaced on the proposed lid in that area. Options to replace the views (or mitigate the intrusion into the viewshed) from East Montlake & McCurdy Parks should be investigated by WSDOT and solutions proposed.
L-012-085	4(f) DR		2		Parks owns submerged lands which are used for aquatic recreation such as boating, fishing and wildlife viewing. These submerged lands are 4(f) resources and should be included in the assessment of impacts and potential mitigation.
	4(f) DR		15		The submerged lands associated with Montlake Playfield are used for aquatic recreational purposes. People launch canoes and kayaks from a put-in at the playfield and use the area for boating, fishing and wildlife viewing. These lands should be considered a 4(f) resource and protected accordingly.
	4(f) DR		39		The submerged lands associated with the Arboretum are used for aquatic recreational purposes. People launch canoes and kayaks from a put-in at East Montlake Park or from the University of Washington Canoe Center and use the area for boating, fishing and wildlife viewing. These lands should be considered a 4(f) resource and protected accordingly.

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-081

Comment Summary:

Format and Content

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-082

Comment Summary:

Freight

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-083

Comment Summary:

Freight

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-084

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-086	4(f) DR		93		Parking located in East Montlake Park is used by MOHAI patrons, but it is also used by individuals and groups to access the Arboretum Waterfront Trail and to launch boats from the hand carried boat access point. This parking and access point will be inaccessible during construction and permanently lost upon completion of the project. These impacts have not been identified by WSDOT and no mitigation has yet to be proposed.
L-012-087	4(f) Addendum		3		Potential impacts to the Japanese Garden due to increased noise & traffic on Lake Washington Blvd should be included in the analysis.
L-012-088	4(f) Addendum		20		East Montlake and McCurdy Parks both contain SEPA protected views. These views are amenities of these parks and should be considered 4(f) resources. The Pacific Street interchange will directly impact these views and thus the 4(f) resource. Analysis of these impacts must be provided and the impacts addressed.
L-012-089	4(f) Addendum		25		During construction, the detour bridge will preclude north south access along the Arboretum Waterfront Trail between Foster Island and the rest of the Arboretum. This impact to a 4(f) resource should be analyzed and the impact(s) addressed.
L-012-090	4(f) Addendum		49		Sound walls may reduce noise impacts, but the visual impacts of these walls through the Arboretum may outweigh the benefits.
L-012-091	Air QUALITY DR		26		How will WSDOT make the decision as to which actions will be taken to control fugitive dust? How will this decision be conveyed to the City of Seattle and neighborhood residents?
L-012-092	Appendix A: Description of Alternatives and Construction Techniques		47	Exhibits 42, 43	Soil nails or tiebacks for retaining walls cannot be installed over or within excavation access zones of City of Seattle sewer or drain pipes.
L-012-093	Appendix D		2	Box	Title: What are the Criteria for Listing in NRHP? ("in", not "on") Same comment for first sentence of that paragraph, "To qualify for listing in the NRHP, ..."
L-012-094	Cult Resource DR		1		8 lines from the bottom: Delete "Historic Preservation Program" and substitute "Landmarks Preservation Board

L-012-085

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-086

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-087

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-088

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-089

Comment Summary:

Section 4(f)

Response:

See Section 21 of the 2006 Draft EIS Comment Response Report.

L-012-090

Comment Summary:

SR 520 Bridge Replacement and HOV Project

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-095	tural Resource DR		14		First paragraph: Delete first two sentences and substitute the following sentences: Historic properties within the City of Seattle may be designated as local landmarks by the Seattle Landmarks Preservation Board. Once a property is either nominated, designated, protected by a Controls & Incentives agreement or by a City Council designating ordinance, a Certificate of Approval is required for alterations, including demolition, of the features described at any state of the above landmark designation process.
L-012-096	DEIS Doc	General, non motorized, Pac I/C			Discuss the advantages and disadvantages of designing the crossing for pedestrians and bicyclists at the Pacific St./Montlake Blvd. intersection to separate pedestrian and bicycle movements from each other, as this is the connection from the Burke-Gilman Trail to SR-520 and can potentially draw significant bicycle volumes.
L-012-097	DEIS doc (ecosystems focus.)	general			**Habitat** Fish, and salmon in particular, could be substantially impacted by this project temporarily during construction and permanently once the new bridge is completed. Adult salmon returning to the Lake Washington watershed currently are migrating through a warm temperature Ship Canal a stressful environment. Juvenile salmon, and Chinook in particular, are also migrating through the project area during warmer months (June and some in July), as well as interacting with predators that thrive in warmer environments. The proposed alternatives, particularly the new Pacific interchange option, could add to stressful conditions for migrating salmon in the project area
L-012-098	DEIS doc (ecosystems focus.)	general			**Habitat** Construction of the bridge is likely to use barges to stage and deliver equipment and construction materials. Blocking the migration channel is briefly mentioned on page 8-25 and use of barges is discussed in appendix E, but there is no discussion of the consequences of barges and how it they may impact migratory salmon (e.g., delay or increased predation). This may be a substantial impact and may require mitigation.
L-012-099	DEIS document	General Comments			Trucks tend to slow down on an upgrade. Consequently, the truck travel speed decreases, and vehicles behind the truck also slow down, creating a temporary bottleneck. Discuss with SDOT the pros and cons of providing a truck climbing lane wherever a significant grade and associated problem is expected.
L-012-100	Ecosystems DR		118	paragrap h 1	There is a statement that says the increase in height of the proposed new structure will reduce shading affects but the width of the structure will offset the "decrease" in shading effect caused by the increase in height. However, in other sections of the document the assertion that the increase in height will offset the shading impacts caused by increase in width of the structure is made. These assertions are vague. Please provide specific information regarding what the shading affects of the new structure will be.
L-012-101	Ecosystems DR		120	3rd paragrap h	Under 6 Lane Alternative: How will there be an increase in riparian vegetation as a result of the project? Need additional information regarding how much, where, etc.

Noise Walls (Aesthetics)

Response:

See Section 12.3 of the 2006 Draft EIS Comment Response Report.

L-012-091

Comment Summary:

Air Quality (Construction)

Response:

See Section 13.2 of the 2006 Draft EIS Comment Response Report.

L-012-092

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-093

Comment Summary:

Section 106 Process

Response:

See Section 11.1 of the 2006 Draft EIS Comment Response Report.

L-012-094

Comment Summary:

Section 106 Process

Response:

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-102	ENERGY DR		1		With tolls resulting in fewer vehicle trips on SR-520, what is the assumption for the displaced trips? Will they be using other routes? Longer total miles? Would this result in additional energy use attributable to the tolling?
L-012-103	Fact Summary	2	ES2-54		2nd sentence in next to last paragraph: change to "for listing in the National . . . ."
L-012-104	General				The DEIS and Utilities Tech appendix provide a very cursory discussion of Seattle City Light infrastructure. We are concerned that the design & planning team may consequently and inappropriately discount the scope & impact of the project on our infrastructure. We need to have the opportunity to work directly with the design team to avoid costly surprises.
	General				Electric power for the Montlake neighborhood both north and south of SR 520, and west to I-5 is supplied by a single 26,000 Volt distribution feeder. The feeder originates from our University substation on the north side of the I-5 ship canal bridge. The portion of the Montlake neighborhood to the north of SR 520 is fed by a conductor attached to the 24th Ave E bridge over SR 520. Unlike other portions of this neighborhood, there is no alternate power supply source. Design and sequencing of temporary and permanent routes must be carefully thought out in concept engineering stages. Temporary 26 kV overhead distribution lines crossing over SR 520 during construction are probable.
	General				We were unable to find any reference to project bridge power demand. This information will be helpful for our near term planning.
	General				There may be an opportunity to coordinate SR 520 bridge power supply with the power supply for the future Sound Transit Light Rail station planned for the vicinity of the stadium parking lot. Please keep this in mind as design advances (Union Bay Bridge option).
	General				The temporary work bridges in Portage Bay, Union Bay and the Arboretum do not appear to impact City Light but we have concerns that as yet unidentified interim detour routes impact our operational capabilities. We will need to be included in discussions as traffic routing is developed.
L-012-105	GEOLOGY & SOILS DR		60		In the discussion of "Noise," mitigation for pile driving noise "would consist of limiting the working hours of pile drivers." To what hours?
	GEOLOGY & SOILS DR		60		There is considerable discussion of using air bubble curtains to protect fish from pile driving noise. Is WSDOT proposing to do so?
L-012-106	GEOLOGY & SOILS DR		62		The discussion of "Demolition Mitigation" states that contract provisions would specify no visible dust. How would this be measured and enforced?
L-012-107	GEOLOGY & SOILS DR		62		Between limiting pile driving work to daylight hours and avoiding work windows specified by resource/permitting agencies, would the work still be accomplished within the stated schedule?
	GEOLOGY & SOILS DR		64		The discussion of unavoidable negative effects mentions that limiting hours of pile driving could impact the project schedule. Yet it seems that WSDOT is proposing such a limitation. What is WSDOT's proposal in this regard and does the schedule reflect limited pile driving work hours?

See Section 11.1 of the 2006 Draft EIS Comment Response Report.

L-012-095

Comment Summary:

Section 106 Process

Response:

See Section 11.1 of the 2006 Draft EIS Comment Response Report.

L-012-096

Comment Summary:

Pacific Street Interchange Option

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-097

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

L-012-098

Comment Summary:

Fish Effects

Response:

See Section 16.2 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-108	HAZMATS DR		49		Given the seriousness of a hazardous material spill into Portage Bay, Union Bay or Lake Washington, more specificity in terms of mitigation should be provided. Mere mention of preparing a SPCC plan is insufficient.
	HAZMATS DR		50		Discussion of mitigation in Seattle should also include mention of preventing over-water releases of hazardous materials.
L-012-109	INDIRECT & CUMULATIVE DR		19, 26		What is the assumption for the Mercer Corridor project. The Transportation Discipline Report appears not to assume that the project happens, since there is no EIS issued for the project. Is that the same assumption for this discipline report? If so, the SR-520 FEIS should look at the cumulative and/or indirect impacts both with and without the Mercer Corridor project. That project's NEPA Environmental Assessment is expected out in early-2007.
L-012-110	and Use DI	General			General comment on the Appendix K. No study was done on the effects to the University District businesses or the businesses in and around University Village. There will be an impact to those and should be included in this chapter, especially during but also after construction.
L-012-111	and Use DI	General			There would likely be very positive economic impacts to Seattle after completion, especially with the 6 lane alternative. Construction impacts to businesses are not as bad as with most major projects. My comment was regarding U Dist. Businesses and Univ. Village area impacts during construction.
L-012-112	and Use DR		95		Replacing parking for the Seattle Yacht Club and replacing moorage for the Queen City Yacht Club may require shoreline variances as these private clubs are nonconforming uses (private clubs are considered institutions, and institutions are prohibited in the CM and CN shoreline environments.) This land use impact should be specifically identified.
L-012-113	vigable Waterw	All			There is no specific reference to the SFD requirement to maintain a navigable channel (and height clearance) for the large SFD fireboat to pass under the 520 structure at the West side of Lake Washington. This should be included as part of the document.
L-012-114	Noise DR	general			The four lane alternative should have the same lid construction as the six lane alternative. This would accomplish both reducing noise to the Eastlake neighbors on the south side of the SR 520 and reconnect the neighborhood. Reduced noise levels will occur only at the homes directly behind the noise wall in this area. Obviously noise walls are not effective where the residential structures are higher than SR 520.
L-012-115	Noise DR	general			All retaining and sound walls should have an acoustic retentive surface to capture noise.
L-012-116	Noise DR	general			During construction, the City's Department of Planning & Development would request that several permanent sound level meters be placed in strategic locations to monitor construction noise.

L-012-099

Comment Summary:

Freight

Response:

See Section 5.4 of the 2006 Draft EIS Comment Response Report.

L-012-100

Comment Summary:

Wetland Shading Effects

Response:

See Section 16.1 of the 2006 Draft EIS Comment Response Report.

L-012-101

Comment Summary:

Wetland Shading Effects

Response:

See Section 16.1 of the 2006 Draft EIS Comment Response Report.

L-012-102

Comment Summary:

Tolling Scenarios, Pricing, and Revenue

Response:

See Section 3.3 of the 2006 Draft EIS Comment Response Report.

L-012-103

Comment Summary:

Format and Content

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-116	Noise DR	general			The Department of Planning & Development requests that sound walls be installed around construction sites when effective; for example where staging is taking place (long term construction areas), laydown yards, material storage sites, fabrication areas, equipment bullpens, etc.
L-012-117	Noise DR				It is my understanding FHWA and WSDOT do not use occupied spaces above grade level in evaluating the effectiveness of sound walls. At night ambient levels are lower, traffic speeds are higher (louder tire noise) and random (differs from a constant hum). People trying to sleep in the upper floors will be impacted more than ground level receivers. The effect of the project on these users needs to be included and mitigation proposed for adverse impacts.
	Noise DR				Please investigate the use of quieter pavement for the project.
	Noise DR		102	exhibit 36	Exhibit 36 is used when using exhibit 35, construction noise is measured in Leq, exhibit 36 cannot be used in conjunction with exhibit 35 for a Leq measurement. Construction noise is measured in L eq, the exemptions are already included in the L eq measurement ("L eq" means the constant sound level that, in a given situation and time period, conveys the same sound energy as the actual time-varying A-weighted sound. The time period applicable must be specified.). You can't use the exemptions in a metric where the exemption is already included. Don't use Exhibit 36 when calculating construction noise levels.
L-012-118	Noise DR		103	op of page	Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
	Noise DR		103	Alarms	All backup alarms will be required to be the "broadband type" backup alarm. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
	Noise DR		106	Exhibit 40	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
	Noise DR		107	op of page	Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
	Noise DR		107	onstructio	The term should be "concrete mixer" not cement mixer.

Response:

See Section 23.1 of the 2006 Draft EIS Comment Response Report.

L-012-104

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-105

Comment Summary:

Noise and Vibration During Construction

Response:

See Section 12.4 of the 2006 Draft EIS Comment Response Report.

L-012-106

Comment Summary:

Air Quality (Construction)

Response:

See Section 13.2 of the 2006 Draft EIS Comment Response Report.

L-012-107

Comment Summary:

Schedule

Response:

See Section 4.1 of the 2006 Draft EIS Comment Response Report.

"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
Noise DR		107	tion and D	82-94 dBA is too loud for residential receivers; effective mitigation would be required at each affected residence.
Noise DR		108	Pile Drivin	Sound levels in excess of L eq ninety-nine (99) dB(A) are prohibited. Per 25.08.425 of Seattle Municipal Code.
Noise DR		110	ruction Vit	Mitigating impact noise can be reduced for sheet piling installation by using a silent piler (GIKEN or equivalent). The City would recommend the use of this type of pile installation system. This system doesn't require a staging area, and works well in environmentally sensitive areas.
Noise DR		116	Mitigation	Nighttime Hours in the noise ordinance are from 10 PM to 7 AM weekdays and 10 PM to 9 AM Saturdays and Sundays
Noise DR		116	Mitigation	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard.
Noise DR		116	Mitigation	Impact work can take place in the city of Seattle 8 AM to 5 PM M-F and 9 AM to 5 PM Sat. and Sun.
Noise DR		116	n Mitigatic	Sound levels in excess of L eq ninety-nine (99) dB(A) are prohibited unless authorized by variance obtained from the
Noise DR		116	Mitigation	The city of Seattle will manage the noise control and complaint program during construction of SR 520, though the project is encouraged to do their own monitoring to minimize the need for City enforcement activities
Noise DR		117	Mitigation	All fossil fuel powered equipment will be required to use mufflers that are 5% quieter than the industry standard.
Noise DR		117	Mitigation	Limit impact equipment to the stated hours 8 AM to 5 PM, Seattle Noise Ordinance limits that type of work to those exact hours M-F. What is the mitigation in this statement?
Noise DR		117	n Mitigatic	Notification to nearby neighbors; by what means will that communication take place?
Noise DR		117	n Mitigatic	Back-up alarms; only broadband back-up alarms will be permitted on this project. If the WSDOT desires to work past 10 PM, they will need a noise variance issued by the city of Seattle. The noise variance will have performance conditions that make it mandatory that backup alarms be broadband and silencers on fossil fuel powered equipment be 5% quieter than the standard federal requirements.
Noise DR		116		The use of transparent noise walls should be discussed here as an option to address potential visual impacts of the noise walls.
Noise DR		117		Ambient back-up alarms should be considered for use both day and night, since such alarms can meet OSHA safety standards and reduce noise impacts on surrounding neighborhoods.
L-012-111 PUBLIC SERVICES & UTILITIES DR	General			The rebuilt 24th Ave E bridge must be designed to accommodate SCL distribution lines, and we may also wish to coordinate with the project to allow a contingency for the Montlake Blvd and Union Bay bridges to accommodate distribution lines as well. Please keep us informed/included in this aspect of bridge design.

L-012-108

Comment Summary:

Hazardous Materials

Response:

See Section 18.0 of the 2006 Draft EIS Comment Response Report.

L-012-109

Comment Summary:

Indirect and Cumulative Effects Methods of Analysis

Response:

See Section 20.1 of the 2006 Draft EIS Comment Response Report.

L-012-110

Comment Summary:

Economic Effects

Response:

See Section 6.2 of the 2006 Draft EIS Comment Response Report.

L-012-111

Comment Summary:

Economic Effects

Response:

See Section 6.2 of the 2006 Draft EIS Comment Response Report.

L-012-112

Comment Summary:

Permitting

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-120	PUBLIC SERVICES & UTILITIES DR	General	17, 18		Pacific Ave and Montlake Blvd (north of the Montlake bridge) are a major corridor for 3 underground feeders serving areas north and east of the UW. Underground system relocation work is considerably more difficult and time consuming than overhead relocation work. A design which minimized or eliminated any relocation of these underground facilities (such as the Pacific St Interchange option) would simplify the project.
L-012-121	PUBLIC SERVICES & UTILITIES DR	General	1		Presently reads "No utilities would be affected by either of the build alternatives." This is not correct. Please revise to something like "Some utilities would need to be temporarily or permanently relocated during construction but there is no substantial difference in utility impacts for either design concept and the overall impact is expected to be moderate."
	PUBLIC SERVICES & UTILITIES DR		30		The mitigation discussion for impacts to service and utility providers mentions "Ensure that BMPs are used at all times." What type of BMPs are contemplated here? Specific examples would be helpful to clarify the meaning.
L-012-122	PUBLIC SERVICES & UTILITIES DR		31		Emergency response vehicles will need access to construction sites, including temporary bridges, etc. The project should closely with SPD and SFD to ensure adequate access to all areas of the project in case of emergencies.
	PUBLIC SERVICES & UTILITIES DR		28		Text reads "Access to the project area could be temporarily disrupted." Please note that City Light must have access to all of its infrastructure 24 hours/day, 7 days/week.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Does the project comply with NFPA 502? This will affect emergency plans, hydrants, etc. An elevated road with a lid and sound walls could create a 'tunnel effect' which brings in a host of other requirements.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Construction will have a far greater impact than conveyed in the document. Closing the Delmar would have significant impacts to response time for the Fire Department.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				WSDOT should keep in mind that the construction impacts also impact fireboat responses.

Response:

See Section 6.5 of the 2006 Draft EIS Comment Response Report.

L-012-113

Comment Summary:

Navigation (During Operation)

Response:

See Section 19.1 of the 2006 Draft EIS Comment Response Report.

L-012-114

Comment Summary:

4-Lane Alternative

Response:

See Section 1.2 of the 2006 Draft EIS Comment Response Report.

L-012-115

Comment Summary:

Noise Walls

Response:

See Section 12.2 of the 2006 Draft EIS Comment Response Report.

L-012-116

Comment Summary:

Noise and Vibration During Construction

Response:

See Section 12.4 of the 2006 Draft EIS Comment Response Report.

	"DEIS Document" or Disc. Report Name	Chapter	Page #	Line #	Comment
L-012-123	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Where is there discussion about controlling a hazardous material spill on the floating or elevated bridge. The holding system should be large enough to hold spills or hazardous materials.
L-012-124	PUBLIC SERVICES & UTILITIES DR (Fire focus)				SFD fully plans to expand Fire Station 22 on site using additional property adjacent to the site. Negotiations have been underway to accomplish this. If this is not feasible, significant additional costs will occur.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Impact of construction will be considerable and may necessitate specific mitigation measures
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				Closure of the Delmar bridge for even a few hours will create the need for additional fire units to be added or other measures taken.
	PUBLIC SERVICES & UTILITIES DR (Fire focus)				For Seattle Fire Dept. the problem with construction on or around water is primarily moving pontoons and equipment through narrow waterways which impede fire boats. WSDOT will need to coordinate with SFD and limit number and times of blocked access for fireboats.
L-012-125	Public Services and Utilities Attachment A		1 to 5		The "franchise holder" chart has several lines for City Light. It's not clear what this is identifying or if it accurately captures everything. Need to discuss this with project.

L-012-117

Comment Summary:

Noise (Methodology)

Response:

See Section 12.1 of the 2006 Draft EIS Comment Response Report.

L-012-118

Comment Summary:

Noise and Vibration During Construction

Response:

See Section 12.4 of the 2006 Draft EIS Comment Response Report.

L-012-119

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-120

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-121

Comment Summary:

Utilities

SPU has put together a sample table on tab [FISH IMPACTS] based on what we pulled out of the document. We caution that this table may not be accu

Potential Impact	Duration	Intensity	Consequences
New bridge structure over Union Bay	Permanent	?	Could delay salmon migration. For adult this could be very harmful, causing fish to hold in very warm waters until they are comfortable to pass
New support columns in Union Bay	Permanent	?	Could attract predators, leading to increased predation on juvenile salmon during out migration
Lighting of roadways	Permanent	High	Light tends to cause fish to aggregate, and also can allow predators to feed throughout the night, leading to increased predation on smaller fish.
Construction lighting	3-5 years	High	See above
Construction barges	3-5 years	?	Barges cause direct shading of in-water areas, which will affect how juvenile salmon and predator behave, could increase predation or otherwise decrease salmon survival
* for illustration purposes only, this table is not complete or accurate			

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-122

Comment Summary:

Police and Fire

Response:

See Section 7.3 of the 2006 Draft EIS Comment Response Report.

L-012-123

Comment Summary:

Hazardous Materials

Response:

See Section 18.0 of the 2006 Draft EIS Comment Response Report.

L-012-124

Comment Summary:

Police and Fire

Response:

See Section 7.3 of the 2006 Draft EIS Comment Response Report.

L-012-125

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

urate or complete and that the project should prepare one on its own.

L-012-126

Affected Water Lines The area involved is already built up and the water system impacts are related mainly to relocation of facilities potentially in conflict with the

Streets	Pipe Size	Pipe Type	Comment
MONTLAKE NEIGHBORHOOD			
Montlake Blvd NE.	54-inch	Steel – Lock bar joints	This is a major transmission line which cannot be shutdown easily and requires long lead times for shutdowns. Long lead time also required in any relocation or replacement is needed. Settlement and vibration needs to be avoided. Also this line is in a tunnel under the Ship Canal and construction and new facilities need to avoid the tunnel that lies at the bottom of the Ship Canal.
E. Shelby St./W. Park Dr. – E. Park Dr.	6-inch	Cast iron – lead joints	Impact depends on area of construction. Impacts such as direct conflicts, concrete paving removal/replacement or other heavy impact construction work may lead to relocation/replacement. Vibration and settlement issues are of particular concern.
E. Hamlin St./W. Park Dr. – E. Park Dr.	6-inch	Cast iron – lead joints	"
W. Park Dr. E./Shelby – Hamlin	6-inch	Cast iron- lead joint	"
E. Park Dr. E./Shelby – Hamlin	6 –inch	Cast iron – lead joint	"
Montlake Blvd. NE./from Ship Canal and south	2, 10 & 12-inch	Cast iron –lead joint and galvanized	"
E. Lake Washington Blvd./Montlake Blvd.	1-inch & 4-inch	Copper & Ductile iron	Relocation/replacement needed if conflicts or construction impacts. SPU may elect to increase size of this main if warranted.
24th Ave. E./E. Lake Washington Bl. – E. University Bl.	8-inch	Ductile iron	Impact concerns mainly with direct conflicts and construction impacts.
E. University Blvd. – east of 22nd Ave. E.	2-inch & 8-inch	Galvanized iron and ductile iron.	Impact concerns mainly direct conflicts and construction impacts. SPU may elect to increase size of 2-inch main and add approx. 1 block of additional water main.
E. Roanoke St. / 22nd Ave. E. – E. Lake. Wash Bl.	Cast iron – lead joint, ductile iron	8-inch	Impacts due to direct conflicts, construction impacts, or excessive vibration and settlement may trigger need for replacement/relocation.

L-012-126

Comment Summary:

Utilities

Response:

See Section 7.4 of the 2006 Draft EIS Comment Response Report.

L-012-126

I-5 to PORTAGE BAY				
Boyer Ave. E. @ SR 520		20-inch	Ductile iron	Direct conflict or construction impacts may require either protection, replacement or relocation.
Federal Ave. E.		42-inch and 20-inch	Steel and cast iron-lead joint	Direct conflict or construction impacts may require either protection, replacement or relocation. This line may be difficult to shutdown due to it being a transmission line and
E. Roanoke St./I-5 – Boyer Av. E.		12-inch	Cast iron-lead joint	Impacts due to construction or direct conflicts may require replacement/relocation. Vibration or settlement monitoring may be required.

Since this project is at an early stage, this listing of potentially affected water lines is only an estimate and there may be other facilities affected. For instance, in construction the impact area for water utilities is larger than the area of direct impact, because the impacted service line may serve more than the area of direct impact.

proposed SR 520 Project, service outages, and depending on schedules, and overlapping impacts between the SR 520 Project, and Sound Transit's University Link Li

ight Rail. A summary of possible affected water lines is presented in the on tab [WATER LINES