From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Tuesday, April 13, 2010 11:54 PM
To: SR 520 Bridge SDEIS
Subject: comment on 520 SDEIS

I-257-001

Here are just a few comments. My main comment is that it is going to be a huge, ugly, noisy, dirt producting viaduct across beautiful Lake Washington.

Jean Amick
3008 E Laurelhurst Dr NE
Seattle WA 98105
206-525-7065
jeanseattle@earthlink.net

I-257-001

Comment noted.

Because the following pages of this item are difficult to read, a full page version of this item is included at the end of the response to comments on the SDEIS in the printed version, and in a separate PDF file in the DVD and online version.

Discipline Report Comment Summary

Discipline Report: _____

	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-002	Const Techniques	15		Jean Amick		Const of temp roadways. Where?
I-257-003		17		Jean Amick		2 types paving. Hot mix asphalt & concrete. Where will lane widening occur?
		18		Jean Amick		Closure & Demo of some roads & ramps. ID'd in const. activites
I-257-004				Jean Amick		* Sound walls cast into traffic barriers (in median?)...will this be on entire length of 520?
I-257-005				Jean Amick		Location of barges with tall cranes floating on lake?
		20		Jean Amick		Piling installation
I-257-006		22		Jean Amick		* Decking for Montlake (new & old?) bridges. Open vs closed? Is closed safer/fewer accidents?
I-257-007		30		Jean Amick		* Do stormwater treatment ponds/wetlands breed mesquitos?
I-257-008		31		Jean Amick		* Staging areas: Haul routes vehicle access that intersects with roadway network to be monitored by flaggers, police, etc. Designated haul route through Seattle to 520, 1-5, 405 (Exh. 15). Will Montlake Blvd be used? Hours?
I-257-009	Demolition old	34		Jean Amick		Demo NOISE?
I-257-010		40		Jean Amick		"A" adds SB traffic capacity on Montlake Place E & 24th Ave E?
I-257-011				Jean Amick		WHAT IS THE % GRADE OF HIGH RISE NOW? COMPARED TO FUTURE? I didn't understand the -.5% in exhibit.
I-257-012		43		Jean Amick		When 24th Ave Bridge closed at start of construction, what do the many bikers do?
I-257-013				Jean Amick		What do bus riders do in 1st yr of construction when Flyer Stop closed? Alternative route suggestion in SDEIS are not adequate for bus riders to continue on buses.
		55		Jean Amick		New bridge will be 190 feet N of old in W, 160 feet N on East side.
I-257-014				Jean Amick		How close are the 10 ft high concrete columns atop the pontoons? Then deck is 22 ft above these 10 ft so bridge is 32 ft high off water, plus footage for side rails???
I-257-015		59		Jean Amick Jean Amick		Portage Bay Viaduct - "north half 4 lanes, south half 6 lanes". How many total lanes?

I-257-002

Temporary roadway construction is discussed later in the report on pages 42 and 45 of the 2009 SDEIS Construction Techniques and Activities Discipline Report. An update to this information is provided in Chapter 3 of the Final EIS.

I-257-003

This comment asks where lane widening and roadway improvements occur. For specific information about SDEIS Options A,K, and L, please see Chapter 2 of the SDEIS, which describes in detail where new roadways would be constructed under each option, and also identifies where other roadways would be widened. The intent of the Construction Techniques and Activities Discipline Report is to provide the reader with a general understanding of the types of activities taking place during construction. Therefore, this report is meant to supplement the Description of Alternatives Report, which provides additional design detail about the alternatives that could be constructed. See Chapters 2 and 3 of the Final EIS for information provided for the Preferred Alternative.

I-257-004

With the Preferred Alternative, noise walls are not recommended in Seattle, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still be evaluated (see Section 5.7 of the Final EIS). Instead, 4-foot concrete traffic barriers with noise-absorptive coating will be used throughout the corridor (see Chapter 2 of the Final EIS for a description of the noise reduction features that are included in the Preferred Alternative).

I-257-005

Barges would be located on the north and south side of the existing west approach bridge and floating bridge. See the 2011 Construction

Discipline Report Comment Summary

Discipline Report: _____

	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-016	Exhibit 1-3			Jean Amick		Option A - has ramp designed right through middle of Montlake lid - BAD for peds and bikes if they can't cross without jumping traffic!
	Visual Quality & Aesthetics Discipline Report					
I-257-017	Intro	1		Jean Amick		"on behalf of the communities in proximity" to proposed project. Define: "in proximity" ?
I-257-018		2		Jean Amick		construction impacts **"temporary"** changes to visual quality and character for up to **4 years**
I-257-019				Jean Amick		Why wouldn't A have same visual effects as L and K as due to presence of construction barges for porposed new bascule bridge across cut. What does LOWEST mean for A? Lowest in time? Heighth of barge? time barge there?
I-257-020		3		Jean Amick		The addition of lids ...at Montlake Blvd would hide the roadway and provide landscaped connection between the communities. Option A has roadway (ramp) directly across middle of lid at this location so roadway not hidden.
I-257-021				Jean Amick		Option K removes more woodlands than what?
I-257-022				Jean Amick		Option L bridge over Foster Is may (what does this mean?) pass under 520 via tunnel as today. **Give us the final design so we can make an intelligent comment on this design.**
I-257-023		3,4		Jean Amick		..addition of sound walls...would eliminate ... scenic views to drivers on 520. This is meant to be a transportation project, not an outdoor sculpture park...Drivers should not be distracted by the lovely views.
I-257-024		7		Jean Amick		**In this exhibit/illustration, there are 6 vehicle lanes. In other exhibits there are 8 & 10. What is accurate?**
I-257-025				Jean Amick		New reversible HOV ramp to HOV/Express I-5 lanes. This does not work in the evening.
I-257-026		8		Jean Amick		..would maintain a low profile through the ..Arboretum. **How low is low?**
I-257-027	Exhibit 4.			Jean Amick		A, K, L Bike Ped Path very unclear. Is there a GP lane across the lid at Montlake in A K & L in brown?

Techniques and Activities Discipline Report Addendum and Errata for an updated discussion about barge use and construction along the SR 520 corridor. See Chapter 3 of the Final EIS for an integrated discussion of construction activities along the corridor, including anticipated barge activity on Lake Washington. The exact locations and type of barge cannot be predicted at this time, though project construction schedules assume that barges would be staged and located within the established Limit of Construction line, depicted in many construction-related graphics throughout the Final EIS.

I-257-006

Regardless of whether an open or closed deck is used for the new bascule bridge, the bridge will be designed to meet modern safety standards.

I-257-007

Wetlands in general including constructed wetlands for the treatment of stormwater can provide habitat for mosquitoes. WSDOT facility maintenance policies include procedures to address, in part, mosquito habitat within these types of facilities.

I-257-008

Construction assumptions developed for the project identify major freeways such as I-5, SR 520, and I-405 as primary haul routes intended to carry most project truck traffic. However, there will be times when city streets will need to be used as secondary haul routes. Secondary haul routes for the SR 520, I-5 to Medina project were identified based on criteria such as shortest off-highway mileage, and providing access to locations needed for construction where direct highway access is unavailable.

Since publication of the SDEIS, WSDOT has refined potential haul

Discipline Report Comment Summary

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	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-028		11	11	Jean Amick		Rows of 3 10' tall ..columns...above pontoons..new spans aprx 22 ft higher than existing. How close together ate these 10' columns?
I-257-029		14		Jean Amick		project omponent construction priorities: **Is this correct?** 1. Floating portion 2. Portage Bay Bridge 3. West approach at Evergreen Pt? Thus WSDOT would not do floating, eastside, then westside??
I-257-030		16	26	Jean Amick		there is a huge difference whether one is looking AT or FROM the roadway
I-257-031		17		Jean Amick		1. - ... 6. The new bridge as designed in A will make a HUGE visual difference - not appealing to anyone looking at it.
I-257-032			last line	Jean Amick		Views...deifne study area please
I-257-033			23	Jean Amick		This project is of **HIGH** VIEWER SENSITIVITY
I-257-034		19	28	Jean Amick		**There is ZERO intactness for this project.** It is ruining the natural landscape of Lake Washington by putting a 32 foot high viaduct all across it. Breaking up the Lake by "features which are out of place".
I-257-035		20		Jean Amick		**Breaking a lake into two parts shows LOW UNITY of project components in relationship in the landscape.**
				Jean Amick		
I-257-036		22	4	Jean Amick		Correct: SR520 is visible from locations beyond the limits of the project vicinity.
I-257-037		26		Jean Amick		Exhibit # 2-19 and 2-20 View from Webster Pt looking SE and looking SW to Arboretum
I-257-038		57	19	Jean Amick		...park users ... and boaters' views. VERY IMPORTANT
I-257-039		62	6	Jean Amick		new HOV..ramps might be more visible...WELL, WILL THEY?
I-257-040		65	15	Jean Amick		**Vividness, intactness, and unity would not change from exisiting levels??? Why not, the roadway will be twice as wide?**
I-257-041		70	17	Jean Amick		YES - noticeably greater width and ..noticeably greater height of the west approach.

routes to avoid using non-arterial neighborhood streets. Local jurisdictions can limit the use of non-arterial streets for truck traffic; therefore, efforts were made to identify designated arterial streets for potential use as haul routes. Local jurisdictions will determine final haul routes for those actions and activities that require a street use or other jurisdictional permit. The permit process typically takes place during the final design phase and prior to construction.

As discussed in Chapter 3 of the SDEIS, some portion of Montlake Boulevard could be used to support construction, pending approval. Table 6.1-3 of the SDEIS shows the estimated number of truck trips and the potential haul routes during construction. See Chapters 3 and 6 of the Final EIS for updated information regarding potential haul routes and truck trips.

I-257-009

Demolition noise is addressed in Chapter 6 of the SDEIS. It is anticipated that the maximum noise levels from demolition will range from 82 to 92 dB at the nearest residences.

I-257-010

A third southbound lane on Montlake Boulevard between Lake Washington Boulevard and E Louisa Street was included in Option A in the SDEIS. This third lane was added during the ESSB 6099 mediation process to help alleviate the effects of southbound intersection delays and queuing through the Montlake Interchange area, due to added traffic associated with the removal of the Lake Washington Boulevard ramps. This configuration is not included in the Preferred Alternative, evaluated in this Final EIS.

I-257-011

The Preferred Alternative modifies the profile of the bridge in the west

Discipline Report Comment Summary

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	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-042			20	Jean Amick		this is transportation project, the panoramic and scenic views of motorists and transit riders are NOT a goal of this project.
I-257-043			23	Jean Amick		**The new path under the bridge??? Specifically HOW is this different from the going through a tunnel as it does now?**
I-257-044		72	12	Jean Amick		Is it six lanes or really 11 (including shoulders and bike.ped) or MORE? It is proposed to be 32 ft off the water. That is only 14 ft higher than existing??
I-257-045			18	Jean Amick		Floating part will have columns 250 ft apart?
I-257-046			21	Jean Amick		Changes to quality or character of neighborhood views would be slight to moderate because bridge is an existing element. **NEW BRIDGE WILL BE MORE THAN TWICE AS WIDE AND TWICE AS HIGH AND 100-190 FEET CLOSER TO NORTH (LAURELHURST COMMUNITY)...ERROR TO SAY CHANGES WILL BE SLIGHT FROM ADJACENT HOMES.**
I-257-047		73	16	Jean Amick		Overall vividness, intactness, and unity for the Lake Washington landscape ..would remain high for all options... **WRONG** when looking at it from the north.
I-257-048		75	6	Jean Amick		**How many additional and/or brighter light sources will there be along the floating part of bridge? What % increase of light pollution will there be for surrounding neighborhoods? Reading further..**it says the floating bridge will not be illuminated except for navigation safety lights and lighting on the bike/ped path. **Your description of bike path lighting indicates that it will not be seen from adjacent communities. Correct?**
I-257-049		77	19	Jean Amick		by cutting off views.." THIS IS NOT IMPORTANT. THE LESS THE VIEW THE MORE THE DRIVER WILL CONCENTRATE ON THE ROAD.
I-257-050		78	LAST PARAGRAPH			PUBLIC ART IN CORRIDOR....ZERO PRIORITY WITH State Budget Crunch. ADD IT WHEN ECONOMY PICKS UP and all the westside mitigation has been implemented. Emphasis Is on safety and mobility for this project.

approach, compared to Option A. The bridge deck has also been lowered across the floating bridge in comparison to Option A. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-257-012

Bicycles and pedestrians affected by the temporary closure of the 24th Avenue Bridge during construction would need to use Montlake Boulevard to cross SR 520.

I-257-013

Construction sequencing has been updated in this Final EIS. Construction closure of the Montlake Freeway Transit Station is no longer planned under Options A, K or L, or the Preferred Alternative, except for brief periods. Section 6.1 of the Final EIS and Chapter 10 of the Final Transportation Discipline Report (Attachment 7 to the Final EIS) provide additional information. Information about temporary closures and transportation options during construction would be provided through public outreach prior to and during construction. This outreach would be a coordinated effort between WSDOT, Sound Transit, and King County Metro Transit.

I-257-014

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative with a floating bridge deck that addresses community concerns while providing for bridge maintenance needs. The columns located at the ends of the floating bridge would be approximately 10 feet high, and columns within a pier group would be spaced 30 to 35 feet apart (perpendicular to the roadway). Spans of columns on the pontoons would be approximately 90 feet between piers. Columns would be necessary at each end of the floating bridge to transition traffic from the high points located on the transition spans down to the 20-foot bridge height across the midspan. The height of the floating bridge at the

Discipline Report Comment Summary

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	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-257-051		79	LAST PARAGRAPH			Design lids to reconnect divided communities…THE MONTLAKE LID HAS A VEHICLE RAMP GOING ACROSS IT…THUS NOT RECONNECTING THE COMMUNITY and thus NOT A LID as defined by WSDOT in the vocabulary terms in the SDEIS
I-257-052	CONSTRUCTION IMPACTS Discipline Report					There is no mention of lights or lighting. Does this mean that all work will be done in the daylight hours and there will be no temporary lights as we now see Sound Transit using at night at Husky Stadium ?

midspan would be approximately 20 feet above the water. It would be approximately 10 feet higher than the existing bridge, and approximately 5 to 10 feet lower than previous designs considered in the DEIS and the SDEIS. The bridge will include 4-foot traffic barriers with noise-absorptive coating.

I-257-015

The SDEIS acknowledged that Portage Bay Bridge would have seven lanes under Option A and six lanes under Options K and L (see Exhibit 2-6 in the SDEIS). With the Preferred Alternative it would have six lanes and a managed shoulder (see Chapter 2 of the Final EIS).

I-257-016

Since publication of the SDEIS, WSDOT has identified a Preferred Alternative, which is similar to Option A but with a number of design refinements that would improve mobility and safety while reducing negative effects. Chapter 2 of the Final EIS describes the Preferred Alternative.

In accordance with the requirements of ESSB 6392, WSDOT has worked collaboratively with SDOT, the City of Seattle Pedestrian Advisory Board, and Seattle Bicycle Advisory Board to develop design refinements for pedestrian and bicycle facilities. These design refinements would improve safety and enhance the pedestrian and bicycle experience in the Montlake interchange area. The resulting design refinements are included in the 6392: Design Refinements and Transit Connections Workgroup Recommendations Report (Attachment 16 of the Final EIS) and described in Chapter 7 of the Final Transportation Discipline Report.

I-257-017

Using the FHWA methodology, “in proximity” is defined for each project

Discipline Report Comment Summary

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Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment

being evaluated. The Landscape Unit and Viewshed are the tools that define ‘in proximity’ for visual quality assessment.

I-257-018

With the exception of travel routes, barges used for the construction of the Option A new bascule bridge would only be visible from the immediate area around the bascules and looking due east-west along the Cut from Portage and Union Bays. The new bascule bridge in Option L is a longer bridge - starting in the MOHAI area and spanning East Montlake Park to the Husky Stadium parking lot. The entire construction sequence for Option K or L would be visible from the Union Bay area.

“Lowest” means that Option A would have the shortest duration, be the least visible from residences and recreation areas, and require the least land for construction work compared to Options K and L. Options K and L would have widely visible effects on visual quality above and beyond lid construction that they all share, due to:

- the removal of East Montlake Park for construction of the mouth of the tunnel or the approach bridge;
- tunnel construction activities for the Montlake Cut or bridge construction activities in East Montlake Park,
- barges and coffer dams for the tunnel and tunnel approach for Option K, and
- removal and hauling of excavation materials by barge or truck for Option K.

Option A would not occupy the north part of East Montlake Park for construction purposes.

I-257-019

The comment is correct: a portion of the highway would be visible in Option A.

I-257-020
The comment is correct: a portion of the highway would be visible in Option A.

I-257-021
Option K would remove more woodlands on Foster Island than both Options A and L.

I-257-022
The Visual Quality and Aesthetics Discipline Report stated that “Option K would result in the greatest effects on visual quality and character on Foster Island because of the removal of naturalized woodlands on both sides of SR 520 for the creation of the land bridge.” It did not compare the amount of woodlands removed with other options. The effects of the Preferred Alternative are described in the Visual Quality and Aesthetics Discipline Report addendum.

I-257-022
The Visual Quality and Aesthetics Discipline Report stated that “Option K would result in the greatest effects on visual quality and character on Foster Island because of the removal of naturalized woodlands on both sides of SR 520 for the creation of the land bridge.” It did not compare the amount of woodlands removed with other options. The effects of the Preferred Alternative are described in the Visual Quality and Aesthetics Discipline Report addendum.

I-257-023
Comment noted.

I-257-024

All exhibits in the Visual Quality and Aesthetics Discipline Report show the 6-lane alternative, which has six through-lanes for vehicles. Extra lanes are specifically for on and off-ramps where traffic enters or exits the mainline.

I-257-025

Transportation analysis completed for the SR 520 corridor did not identify any operational issues associated with the I-5/SR 520 interchange as discussed in Chapter 5 of the SDEIS Transportation Discipline Report. Further analysis of the Preferred Alternative has also found no adverse issues with the northbound evening interchange operations. Updated information has been updated in Chapter 5 of the Final Transportation Discipline Report.

I-257-026

See the response to comment I-257-011.

I-257-027

Please see Chapter 2 of the Final EIS for a depiction of the enhanced and expanded Montlake lid under the Preferred Alternative, including bicycle/pedestrian facilities and a new intersection located on the Montlake Boulevard lid at 24th Avenue East that would provide access to Lake Washington Boulevard for westbound SR 520 traffic.

I-257-028

See the response to comment I-257-028.

I-257-029

The order of priorities shown in the comment is not correct. A Phased Implementation Scenario was discussed in Section 2.4 of the SDEIS. Under this scenario, if funding was not available for the entire project to

be built at once WSDOT proposed to first construct the most vulnerable components of the SR 520 corridor: floating portion of Evergreen Point Bridge (Priority 1), Portage Bay Bridge (Priority 2), and the West Approach (Priority 2).

The SDEIS discussed the possibility of constructing the project in separate phases over time, with the vulnerable structures (the Evergreen Point floating bridge, west approach bridge, and Portage Bay bridge) built first. This “Phased Implementation scenario” was analyzed for each environmental resource. As discussed in Section 2.8 of this Final EIS, due to the funding shortfall, FHWA and WSDOT still believe it is prudent to evaluate the possibility of phased construction of the corridor should full project funding not be available by 2012. Currently committed funding is sufficient to construct the Evergreen Point floating bridge and landings; a Request for Proposals has been issued for this portion of the project, with proposals due in June 2011. Accordingly, this Final EIS discusses the potential for the floating bridge and landings to be built as the first phase of the SR 520, I-5 to Medina project. This differs from the SDEIS Phased Implementation scenario, which included the west approach and the Portage Bay bridge in the first construction phase.

Improvements east of Medina are not part of the SR 520, I-5 to Medina project, and thus are not evaluated in its environmental documents. They are part of the SR 520, Medina to SR 202: Eastside Transit and HOV Project. Information on that project can be found at http://www.wsdot.wa.gov/Projects/SR520Bridge/MedinaTo202/default.htm.

I-257-030
Yes, that is why views from and toward the roadway are evaluated (Step 5).

I-257-031
Comment noted.

I-257-032
The study area is defined on Page 21 and shown in Exhibit 9 of the Visual Quality Discipline Report.

I-257-033
Comment noted.

I-257-034
There are many viewpoints with high viewer sensitivity.

I-257-035
Intactness is generally low for the study area, with the exception of distant views of Lake Washington. Shoreline development around Portage Bay contributed to the low to moderate intactness ratings.

I-257-036
Comment noted.

I-257-037
These views were updated for the Preferred Alternative in the Visual Quality and Aesthetic Discipline Report Addendum (Attachment 7 to the Final EIS).

I-257-038
As demonstrated in the Visual Quality and Aesthetics Discipline Report Addendum (Attachment 7 of the Final EIS), construction activities would degrade all nearby views for varying durations, substantially reducing visual quality during these times because of the proximity of the activities

to residences and recreational resources. To mitigate visual effects resulting from project construction, WSDOT would use standard best management practices to reduce or eliminate construction effects on surrounding neighborhoods and parks, such as use of construction screening, standardized work hours, and low-impact construction methods, materials and tools. As an additional measure, WSDOT would communicate regularly to the public during construction to explain the type and duration of construction work occurring near their homes and describe the effects that will be ameliorated.

I-257-039

The Final EIS provides more information.

I-257-040

The two main changes in the Montlake landscape unit for Option A would be the second bascule bridge over the Montlake Cut and the Montlake Interchange plus lid over SR 520. Visual quality would remain high in the Montlake Cut area because the second bascule bridge, if it is an appropriate architectural companion to the existing historic bridge, would not degrade the scenic character and views of the canal. In the Montlake Interchange area visual quality for residents could increase because of the landscaped lid. Visual quality parameters (vividness, intactness, and unity, are defined and rated according to the FHWA visual quality impacts assessment for highway projects. Also, the visual quality analysis was conducted in accordance with WSDOT's Environmental Procedures Manual, using the checklist provided in Exhibit 459-1 of the manual http://www.wsdot.wa.gov/publications/manuals/fulltext/M31-11/part4.pdf.

The WSDOT Evaluation Matrix was used to conduct the quantitative assessment, the results of which were summarized in text form in Exhibit 1-1 of the Visual Quality and Aesthetics Discipline Report (Attachment 7 of the SDEIS).

I-257-041
Comment noted.

I-257-042
The sentence in the report is not a goal statement; it is an explanation of evaluation results, i.e., that panoramic, scenic views at a certain location would not be removed by the project.

I-257-043
The tunnel is not designed yet, but preliminary design of the west approach bridge indicates that there may be room for a higher and wider pedestrian tunnel than the one on Foster Island today.

I-257-044
The Preferred Alternative includes six vehicle travel lanes: two general purpose and one HOV lane in each direction. It also includes a bicycle/pedestrian lane. Standard engineering terminology includes only through lanes, not ramps or shoulders, in describing the number of lanes in a facility. See Chapter 2 of the Final EIS for a description of the Preferred Alternative.

I-257-045
The sentence should have noted that the column spacing was for the west high rise bridge.

I-257-046
Visualizations indicate that the floating bridge, because of its distance from Laurelhurst, and the east and west approaches, which will not be higher than existing structures, will not interfere with views of Lake Washington, the eastside hills, or Mt Rainier. The floating bridge will be more noticeable because of the increased height, but from Laurelhurst the bridge is still a thin line in a vast landscape. This is consistent with

the results of the rating system, which found slight to moderate visual effects.

I-257-047
Views from the north were considered in the assessment.

I-257-048
The floating bridge would not be illuminated. Please refer to the Transportation Discipline Report.

I-257-049
The FHWA visual quality and aesthetics methodology requires that all viewer groups with views of and from a project be considered.

I-257-050
WSDOT does not commission or install art in its transportation project. Public art beyond WSDOT standard design is typically funded by other sources. To read the WSDOT policy on art within public works projects for which WSDOT is the lead agency please refer to the Design Manual, Section 1360:
http://www.wsdot.wa.gov/publications/manuals/fulltext/M22-01/2007AugustSupplement.pdf

I-257-051
The term “lid” is short for lidded highway and does not imply what, if anything, is on top of the lid. With the Preferred Alternative, the Montlake lid was expanded to enhance community connectivity.

I-257-052
The term “lid” is short for lidded highway and does not imply what, if anything, is on top of the lid.

Page 50 of Visual Quality and Aesthetics Discipline Report states that there could be a potential increase in light and glare from construction of the project, especially if work were performed at night.