-----Original Message-----
From: Richard Dunn [mailto:richardrdunn@comcast.net]
Sent: Tuesday, April 13, 2010 9:58 PM
To: SR 520 Bridge SDEIS (2)
Cc: Dick Dunn
Subject: Response to 520 SDEIS

Ms. Jenifer Young, Environmental Manager SR 520 Project Office 600 Stewart Street, Suite 520 Seattle,WA 98101

Dear Ms. Young

I-261-001

I am a resident of the E. Hamlin/E. Shelby neighborhood of Montlake.
I have some serious concerns about the impact of the project on our two streets for the duration of the job. These concerns are spelled out in the first attachment dealing with the effects of the project during construction. I have also attached a neighbor's response to the Discipline Report.

Thank you for the opportunity to express ourselves on this matter.

Sincerely,

Richard R. Dunn
2143 E. Shelby St
Seattle, WA 98101

*** eSafe2 scanned this email for malicious content ***
*** IMPORTANT: Do not open attachments from unrecognized senders ***

The Effects of the SR 520 Project on E. Hamlin/E. Shelby

The effects of the current 6-lane A+ proposal will be to destroy life in this area of Montlake for up to six years—eight or nine if one counts the Sound Transit project which is underway now. No ordinary mitigation measures will be sufficient to alter this fact. Nor will ordinary financial compensation be sufficient to remedy the fact.

Point 1: There will be an extreme adverse impact on life in the E. Hamlin/E. Shelby area of Montlake for most of the years of construction:

Five staging areas in the immediate vicinity of residences

a. UW open area adjacent to the UW Light Rail Station
b. Mohai parking lot and building location

I-261-001

This letter is a duplicate of the letter submitted separately by Richard Dunn (Item Number I-252). Please refer to that letter for responses.

I-261-001

c. Lake Washington Blvd adjacent to 520
d. Lake Washington Blvd adjacent to exit ramp
e. Montlake Blvd (site of second bascule bridge under A+)

Three of the staging areas are close enough to homes to be significant sources of loud noise, dust and pollution. The UW open area, Montlake Blvd and Mohai staging areas are within 500 feet of several houses in the neighborhood. The demolition of Mohai, construction of 520 lids, ramps, and all of the other construction activities will be drawn out for years. The project Transportation Discipline Report (Chapt 10-3) points out that "construction would typically occur 6 days per week and daily construction durations would be 16 hours. Most construction hauling would last 10 hours each day. The contractor would have access to the site 24 hours a day." "The Sound Transit University Link Station construction, which started in early 2010 would be constructed before construction begins on I-5 to Medina: Bridge Replacement and HOV Project."

For option A+, construction of the west approach and Montlake interchange and lid will encompass all of the six anticipated construction years. This will come after the 27 months of construction on Sound Transit. Assuming construction starts in 2012, that means even with no overruns or delays , the neighborhood will experience construction activities from 2010 to 2017, eight construction years for 16 hours a day—much of it within 500 feet of homes. It will be longer than that if construction work is done on a phased basis. These activities will negatively effect local resident's lives through noise, increased toxic emissions, reduced property values (it may not even be possible to sell a house during the construction period), dust and lack of access to local streets.

Haul route impact

East Hamlin and East Shelby streets are proposed to be used as truck haul routes for the staging area at Mohai. Chapter 6, page 6-7 states that "peak-hour traffic on E. Hamlin and E. Shelby is currently low, approximately 40-50 vehicles per hour during the morning and afternoon peak hours. Construction truck volumes would increase traffic by approximately 10 to 40 percent on these streets during peak construction periods" An increase of 40% on 50 vehicles is 20 vehicles, making a total of 70 an hour—more than one every minute. People who live on these streets will find it difficult to use them to access Montlake Blvd, especially when truck traffic backs up into the U that forms E. Hamlin, E. Park E. and E. Shelby, as it surly will when all of the vehicles reach the traffic light at Montlake Blvd.

East Hamlin and E. Shelby are 25 feet wide. Many residents must park their cars on the streets due to inadequate or no garages. Many homes on these streets are within 35 feet of the street. Large trucks making frequent trips past these houses will cause vibration and damage to the homes, many of which were built on uncompacted spoils from digging the Montlake Cut 95 years ago. Large trucks

I-261-001

hauling uphill on Shelby as they leave the staging area will stop and start up again at the traffic light on Montlake causing extreme noise and diesel fumes for the residents on this street. This noise will exceed the allowable 86 dBA stipulated in the Noise Discipline Report, page 60.

The frequent and extended use of these streets as haul routes by diesel trucks, and their proximity to construction/staging sites, raises the specter of air pollutants.

"The regulated pollutants of concern for fugitive dust are PM2.5 and PM10. Engine and motor vehicle exhaust would result in emissions of VOC, NOX, PM10, PM2.5 and MSATs. Construction would be phased over a period of approximately 7 years.

For conformity purposes, emissions from construction activities that exceed 5 years must be evaluated. When a design option is selected and if its construction will last for 5 or more years, a detailed construction emissions analysis will be included in the Final EIS." (Air Quality Discipline Report, page 27)

In simpler words, no evaluation of the local effects of air pollutants during construction has been performed, and policy decisions will be made before these are performed, despite known health problems associated with extended proximity to diesel fumes:

[from a summary of the health risks associated with diesel fumes, not from the SDEIS["Breathing diesel exhaust is the most common method of exposure. As we breathe, the fine particles and toxic gases in diesel exhaust can enter into the lungs. Being exposed to diesel exhaust for short periods of time may cause headaches, nausea, chest tightness, wheezing, coughing and irritation of the eyes, nose and throat.

Exposure to diesel exhaust over long periods of time (usually years) may increase the chances of getting cancer. Those workers who already have respiratory illnesses, such as bronchitis, emphysema and/or asthma, may be adversely affected if they are exposed to long-term, or chronic exposure to diesel exhaust"

Point 2: There will be extreme long-term harm to E. Hamlin/E. Shelby:

a) Many of the mature trees and greenery that define the neighborhood, especially in the greenery between 520 and E. Hamlin, will be lost (some have already been taken out and more will be with the 520 width expansion). The widened footprint of the 520 bridge and Montlake exit will encroach on the back yards of the people who live on south side of E. Hamlin. Beautiful trees in the UW open area have been cut down by Sound Transit and more will be with the second bascule bridge across the Montlake Cut.

I-261-001

b) A small neighborhood will be further reduced in size due to the loss of houses to be taken out by the additional bascule bridge. Additional houses near the second bridge will be rendered unlivable due to noise.
c) The increase in the 520 bridge width will harm plant and animal life within the Arboretum waterfront park that is part of daily neighborhood life.
d) The E. Hamlin/E. Shelby neighborhood has several residents who have lived there for decades, with many social ties between neighbors. The extended nature of the 520 construction project will drive many people away, destroying much of the social fabric of the neighborhood. Those who can will move during the construction period.

Combined with the Sound Transit project, the minimum projected duration of the construction activity for the Sound Transit/520 projects exceeds the duration of home ownership for some residents of the neighborhood. For elderly residents, there will be no future after the 520 construction project: the construction project will define their experience in the neighborhood. Further, some will need to sell their residences at some point across the project duration, which may not be possible without taking a significant financial loss—if, indeed, it is possible to sell at all.

For these reasons, we believe the 6-lane 520 construction project as currently envisioned must be considered as destroying the E. Hamlin/E. Shelby neighborhood, or at least rendering the neighborhood unlivable for close to a decade. No ordinary mitigation measures will be sufficient to alter this fact, nor will ordinary financial methods be sufficient to compensate residents for the local effects of this massive undertaking.

Actions:

E. Hamlin and E. Shelby cannot be used as haul routes. Barges would be far more efficient, economically and practically. And, they are provided for in the SDEIS, Chapter 3, 3.9. Direct access to and egress from the Mohai staging area via the westbound Montlake Blvd off ramp would be much more efficient and less dangerous and this is provided for in the SDEIS, Chapter 3, 3.4. Absent these, the use of 24th Avenue East to Lake Washington Blvd to Montlake Blvd would be the preferred haul route from the Mohai staging area. Twenty fourth Ave East is an arterial. East Hamlin and East Shelby are neighborhood streets.

No second bascule bridge which destroys houses should be built. A second bridge will simply get twice as many northbound vehicles to the Pacific Avenue intersection faster where they will encounter a traffic light. Pacific Ave. will be widened but, as yet, there are no plans to widen Montlake north of Pacific. Definitely, no second bascule bridge should be built as part of option L. Option L would have a devastating impact during and after construction on the residents of E. Hamlin, E. Park and E. Shelby nearest Mohai (as pointed out in the SDEIS, Chapt 5, 5-93) much as option A+ will for residents of Shelby Street

I-261-001

who live near the bascule bridge (SDEIS, chapt 5, 5-88). If a second Montlake Blvd bascule bridge must be built, it should be constructed offsite and be barged to its position and be erected from crane-mounted barges, as provided for in the SDEIS, Chapter 3, 3-22. The tunnel under Option K, although painful during its construction, would be the far better Montlake Cut crossing as compared with A+ and L.

Whatever gets built must feature sound walls. These walls must be installed before construction activity begins. This is particularly important for the Mohai staging area. Residents of E. Shelby, E. Park E. and E. Hamlin will be subjected to a decade of construction noise of one form or another—much of it above the 90 dba, heavy trucks and motorcycles at 25 feet, according to the Noise Discipline Report, page 21. Sound walls along both sides of Montlake Blvd from 520 to the Montlake Cut must be installed prior to the start of construction of any aspect of the project.

There should be strict adherence to hours of operation for construction machinery as pointed out in the SDEIS. No construction machinery within 500 feet of residences should be operated prior to 8:00 a.m. on week days and prior to 9:00 a.m on weekends. No construction machinery should be operated after 5:00 p.m. any night of the week.

Construction workers accessing staging areas cannot be allowed to park on E. Hamlin and E. Shelby nor can they be allowed to drive on these streets to access any staging area. Once the project is completed E. Hamlin and E. Shelby should not be the ingress and egress streets for entering the new East Montlake Park. There will need to be another entrance to the park. E. Hamlin and E. Shelby should be exclusively neighborhood streets and not conduits for park traffic. Parking for users of this park needs to be provided in the park area.

This will be a long and stressful project for the residents of E. Hamlin and E. Shelby, and those who are left in that neighborhood at the completion of the 520 project will be happy to see it end. There are features of the project that are appealing, such as sound walls, lids with green space and the bike trail. Being in the middle of the demolition and construction while all of this is being built will be a nightmare, however.

Discipline Report Comment Summary

Discipline Report: Constructon Techniques and Activities

	Report	Page #	Line #'s	Reviewer	Selected Expertise	Comment
I-261-002	Disc.	55		Bosch		Lid placement will cause trumpeting effect for Montlake homes on East Hamlin between 24th Avenue East and Montlake Blvd. The lid is too short and should be extended farther east beyond 24th
I-261-003	*Disc.*	*19*		*Bosch*		*Foliiage that is dense effectively helps to reduce noise. Trees are already being cut north of 520 at the Montlake off-ramp. Is this necessary?*
I-261-004	*Noise Disc.*	*171*		*Dunn*		*A second bascule bridge across the Montlake cut will create 8 lanes of traffic waiting at two bridges and reprenting twice as many cars. All will be stopped by the same traffic signal at Pacific, causing twice as much noise and*

I-261-002

WSDOT has identified a Preferred Alternative that would expand the Montlake lid to cover a larger portion of SR 520. This would result in lower traffic noise levels. With the Preferred Alternative, the lid would extend from the Montlake interchange to the Lake Washington shoreline. In addition, the lid portals would be coated with noise-absorptive material to reduce noise.

I-261-003

The freeway lids and the median on the Portage Bay Bridge will be landscaped; however, foliage is not considered an active measure to reduce noise from the project. Since construction has not yet begun, any tree cutting occurring is not associated with the SR 520 project.

I-261-004

The Final Transportation Discipline Report indicates that with the Preferred Alternative, transportation operations would be improved in the Montlake area compared to the No Build Alternative. The second bascule bridge would create lane continuity between the Montlake Cut and the SR 520 Montlake interchange, which would improve traffic operations compared to the No Build Alternative. The bridge would provide additional capacity for transit/HOV, bicycles, and pedestrians and would provide bicycle lanes across the Montlake Cut. Most notably, overall delay related to bridge openings would decrease for all vehicles because the additional capacity would help clear congestion more quickly. The ESSB 6392 workgroup considered priority treatments for transit in the project area and the Montlake corridor. Since the SDEIS was published, WSDOT, in collaboration with the City of Seattle, King County Metro, and Sound Transit, has evaluated transit signal priority in the Montlake interchange area. Chapter 6 of the Final Transportation Discipline Report describes the changes in traffic volume and operations on the local streets in the Montlake interchange area with the Preferred Alternative. Chapter 7 describes the effects of the Preferred Alternative

on nonmotorized transportation facilities and connections. Chapter 8 describes the effects of the Preferred Alternative on transit service, facilities, ridership, travel times during a.m., p.m., and off-peak periods, and rider connections.