

-----Original Message-----

From: Richard Dunn [mailto:richardrdunn@comcast.net]

Sent: Tuesday, April 13, 2010 3:07 PM

To: SR 520 Bridge SDEIS (2)

Cc: Jon H. Decker; Gary Stone; Dick Dunn

Subject: 520 Project Haul Routes

I-252-001

Jenifer, I'm a resident of E. Shelby Street in Montlake. I live about 200 feet from the Museum of History and Industry, soon to become a staging area for the 520 project. I have serious concerns for this neighborhood, particularly during the construction phase, and I've tried to express them in the attached cover letter and discipline report. I've also attempted to offer a couple of alternative hauling methods and routes.

Thank you for taking the time to consider what I've done here.

Richard Dunn
2143 E. Shelby St.
Seattle WA 98112

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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.

I-252-002

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
- 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

I-252-001

Comment noted.

I-252-002

Your comments about effects on life in the East Hamlin/East Shelby area of the Montlake neighborhood are noted. The updated text in Chapter 6 of the Final EIS describes the effects of construction on the resources in neighborhoods resulting from project construction. Since publication of the SDEIS, WSDOT and FHWA have identified a Preferred Alternative, and have further refined the construction sequencing for the corridor to address construction effects. In spring 2011, residents adjacent to the project corridor were invited to help develop a Community Construction Management Plan (outlined in Attachment 9 to the Final EIS). This offered an opportunity for members of the community to influence how construction noise and other potential construction effects (dust, visual quality, etc.) are managed. The plan will be structured to be adaptable, so it can handle unanticipated issues that could arise as design and construction proceeds. WSDOT will continue to work with the communities to update the plan as design and contracting progresses and as more detailed information becomes available about how the project will be built.

I-252-002

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."

I-252-003

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.

I-252-004

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 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.

I-252-003

Chapter 6 of the SDEIS discusses potential construction effects in the project area and mitigation and minimization measures to lessen these effects. Mitigation measures and best management practices for the Preferred Alternative are located in the mitigation sections of the addenda to the Social Elements, Cultural Resources, Noise, Air Quality, Visual Quality and Aesthetics, Transportation, and Recreation Discipline Reports. The addenda are located in Attachment 7 of the Final EIS.

Regarding property values, the value of real estate cannot be predicted with any certainty; thus assessing a project's effect on the value of private property would be speculation at best. The NEPA process avoids such speculation when supporting evidence is lacking. Regarding access to local streets, WSDOT will maintain access to local streets wherever feasible. If detours are necessary during construction, access to businesses and private properties will be maintained, although they may be different from current access points.

I-252-004

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 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

I-252-005

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"

I-252-006

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.
- 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.

I-252-007

I-252-008

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.

Since the SDEIS was published, WSDOT has revised the potential haul routes. East Shelby and East Hamlin streets were identified as potential haul routes only for Options K and L and continue to be identified for those options in the Final EIS; however, they are not identified as potential haul routes for Option A or the Preferred Alternative.. See Chapter 3 of the Final EIS for additional information about potential haul routes identified for construction of the Preferred Alternative. Your comments about the condition of both streets are noted.

I-252-005

A quantitative analysis of construction air quality effects is included in the Air Quality Discipline Report Addendum (Attachment 7 to the Final EIS). The analysis shows annual emissions during peak construction years. Emission factors typically decrease by year during construction as older and less efficient equipment are phased out. The greatest amount of emissions during construction would be produced at the Evergreen Point Bridge and Eastside Transition areas because this location requires the most support equipment, haul truck trips, and worker commute trips. The tug boats used for this construction area contribute the majority of the NOx and CO emissions. There are no state or local guidelines for evaluating the degree of impact from construction pollutant emissions.

I-252-006

Although vegetation may be removed during construction, measures would be taken to minimize these effects, including the possibility of revegetating the area. See the Mitigation section of the Visual Quality and Aesthetics Discipline Report Addendum (Attachment 7 to the Final EIS) for more information.

I-252-009

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.

I-252-010

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.

I-252-011

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.

I-252-012

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 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

I-252-007

With the Preferred Alternative, WSDOT has minimized the footprint of the project, which would help protect vegetation in the vicinity of the project; however, some effects to vegetation are unavoidable. See Chapter 2 for a description of the Preferred Alternative. Under the Preferred Alternative, specimen trees would not be removed from the Waterfront Activities Center. However, as with Option A, specimen trees would be removed in the UW Open Space Area for construction of the second bascule bridge. WSDOT would take all due care during construction to keep clearing to a minimum and protect areas adjacent to construction from disturbance. Any collection specimens damaged or removed during construction would be replanted or replaced in coordination with the University of Washington Curation Committee.

I-252-008

The SDEIS, section 5.2 explained that WSDOT would conduct property acquisition and relocations in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. Since publication of the SDEIS, WSDOT has identified a Preferred Alternative which is similar to Option A, and requires the acquisitions of the same two properties as that option. Effects of acquisitions included in the Preferred Alternative are discussed in the Land Use, Economics, and Relocations Discipline Report Addendum.

Exhibit 21 of the Noise Discipline Report Addendum (Attachment 7 to the Final EIS) shows the modeled noise levels for the Montlake area north of SR 520. For the modeled locations nearest to the new bascule bridge, noise levels would be similar to the No Build Alternative, but vary depending on location. WSDOT will continue to work with communities and will continue to consider potential noise reduction methods as design development progresses.

I-252-012 | 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.

I-252-013 | 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.

I-252-014 | 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.

I-252-015 | 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.

I-252-009

Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative that is most similar to Option A, but includes a number of design refinements that minimize the effects presented in the SDEIS. These refinements respond to comments made on the SDEIS and to WSDOT's work with many project stakeholders under Engrossed Substitute Senate Bill (ESSB) 6392, which was passed by the Washington State Legislature in 2010. See Chapter 2 of the Final EIS for a description of the planning process and the Preferred Alternative.

One of WSDOT's key efforts under ESSB 6392 was to work with the Arboretum and Botanical Garden Committee (ABCG), of which the Arboretum Foundation is a member, to identify appropriate mitigation for the impacts of the I-5 to Medina project on the Arboretum. This work involved review of the Arboretum Master Plan and commitments by WSDOT to provide funding toward a number of projects in the plan. This 8-month coordination effort resulted in the Arboretum Mitigation Plan, which is included in Attachment 9 of the Final EIS.

I-252-010

Please see the response to Comment I-252-003 regarding property values.

Additionally, mitigation measures and best management practices for various effects are located in the mitigation sections of the addenda to the Social Elements, Cultural Resources, Noise, Air Quality, Visual Quality and Aesthetics, Transportation, and Recreation Discipline Reports. The addenda are located in Attachment 7 of the Final EIS.

I-252-011

See the response to comment I-252-004 regarding potential haul routes.

I-252-016	Report	Page	Line #’s	Reviewer	Comment
	SDEIS	3.4		Dunn	The use of E. Hamlin and E. Shelby as haul routes, even intermittently, is an unacceptable plan to the residents of these neighborhood streets. The SDEIS says an access ramp may be provided directly into the construction zone from the SR 520 westbound Montlake off-ramp. Outbound trucks could also re-enter the westbound Montlake near the intersection with Montlake Blvd. These trucks could either go straight to access the 520 westbound on-ramp or turn left and travel to the 520 eastbound on-ramp to reach their final destinations.
	SDEIS	6.7	6		
	SDEIS	3.4	13	Dunn	<p>The use of E. Hamlin and E. Shelby streets as haul routes should not be undertaken, even intermittently, for the following reasons:</p> <p>DANGER TO CHILDREN: Thirty eight children live in the 47 houses on E. Hamlin and E. Shelby Streets. This does not count the children who come to the house at Montlake Blvd and E. Hamlin each school day. This house is a daycare/school. Every weekday morning 56 families drop off children ranging in age from three to five at that intersection. Every weekday afternoon the same parents return to pick up the children. Visibility at the intersection is not good because of the high fence around the day care center. Merging traffic coming off the northbound Montlake exit from 520 mixes with bicycle and pedestrian traffic at this intersection. Delivery trucks choosing to use E. Hamlin/E. Shelby instead of the U-turn signal at E. Hamlin and neighborhood traffic also turn right at the intersection. This is already a challenging intersection for safety. Adding haul route trucks to it will increase the danger.</p>

I-252-012

With the Preferred Alternative and Option A, the second bascule bridge across the Montlake Cut would allow for lane continuity between the Montlake Cut and the SR 520 Montlake interchange, which would improve traffic operations compared to the No Build Alternative. The bridge would provide additional capacity for transit/HOV, bicycles, and pedestrians across the Montlake Cut. Most notably, overall delay related to bridge openings would decrease for all vehicles because the additional capacity would allow congestion to clear more quickly. See Section 5.1 of the Final EIS and Chapters 5 and 6 of the Final Transportation Discipline Report for further information. In particular, Chapter 6 describes the changes in traffic volumes and operations on the local streets in the Montlake interchange area. Chapter 3 of the Final EIS provides updated information on construction techniques for the new bascule bridge.

I-252-013

With the noise reduction strategies associated with the Preferred Alternative (see Chapter 2), noise walls are not recommended in the Seattle portion of the project, 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). In the spring of 2011, neighborhoods along the corridor, including residents in the Montlake area north of SR 520 (e.g., Shelby, Park and Hamlin Streets), were invited to help develop a Community Construction Management Plan (outlined in Attachment 9 to the Final EIS). The Community Construction Management Plan will contain specific measures designed to protect affected properties during construction and to address quality of life issues. This outreach effort offered an opportunity for individuals to provide input on how construction noise and other potential construction impacts (dust, visual quality, etc.) are managed. The plan is being structured to be adaptable, so it can handle unanticipated issues that may arise as design and construction proceeds. WSDOT will continue to

I-252-017	SDEIS	3.4	13	Dunn	BICYCLE TRAFFIC: As stated above, there is a lot of bicycle traffic on E. Hamlin and E. Shelby. These streets are part of the popular Lake Washington Bicycle Loop and every day hundreds of commuters to the UW and recreational bikers ride these streets.
I-252-018	SDEIS	3.4	13	Dunn	DISPLACEMENT OF ON—STREET PARKING: E. Hamlin and E. Shelby are narrow neighborhood streets—25 feet wide. Many residents along them park their cars on them because their garages are either inadequate or non-existent. Those who are able to use their garages as garages access them via alleys which run east and west behind their houses. The alleys are accessed by shorter north/south alleys at the ends of the streets. The use of E. Hamlin and E. Shelby would eliminate parking for many people who have no option other than to park on the streets.
I-252-019	SDEIS	3.4	13	Dunn	CONGESTION/EMERGENCY VEHICLES: E. Hamlin and E. Shelby are one-way streets which combine with E. Park E. to form a U. E. Hamlin heading east, E. Park E. Heading north/south and E. Shelby heading west. The exit traffic signal at Montlake Blvd and E. Shelby St. is a bottle neck at times currently. Add 120 to 300 construction trucks per day to what already exists and the backup of vehicles into the U will be severe, effecting emergency and delivery vehicles and everyone who lives on the streets.

work with the communities to update the plan as design and contracting progresses and as more detailed information becomes available about how the project will be built. The construction contract will include restrictions on timing as applicable, which will be monitored and enforced.

I-252-014

See the response to comment I-252-004 regarding potential haul routes. Contractors working for WSDOT will be required to adhere to City of Seattle policies for street use as well as apply for and obtain required permits for construction. The Preferred Alternative provides parking for East Montlake Park and access to the park via 24th Avenue East as it exists today.

I-252-015

Comment noted. WSDOT will continue to work with affected communities to develop mitigation and minimization measures throughout the duration of the project.

I-252-016

See the response to comment I-252-004 regarding potential haul routes.

I-252-017

See the response to comment I-252-004 regarding potential haul routes.

I-252-018

See the response to comment I-252-004 regarding potential haul routes.

I-252-019

The volume of trucks required for excavation in Options K and L would not be required for the Preferred Alternative. There are currently

I-252-020	SDEIS	3.4	13	Dunn	VIBRATION: Houses on E. Hamlin and E. Shelby were built on uncompacted spoils from digging the Montlake Cut 95 years ago. These houses are especially vulnerable to vibration. One hundred twenty to three hundred large trucks a day will create vibration. Many houses along the proposed haul are within 35 feet of the street. Years of vibration will take a toll on many of these homes—some of serious historical significance and many built in the 1920's.
	Disc Report Noise	P 60	1		NOISE: Mohai is to be used for parking and staging the 520 Project. If E. Shelby is used as a haul route out of the staging area to Montlake Blvd, trucks leaving the staging area will go west up the E. Shelby grade to the traffic signal on Montlake. They will do so in lower and noisier gears. As they stop and start up again at the traffic signal on Montlake they will produce noise that will not meet the 86 dBA standard for noise.
I-252-021	SDEIS	6.6	18	Dunn	A major concern to the residents of E. Hamlin and E. Shelby deals with what happens to the neighborhood after the 520 construction project is completed. If E. Hamlin and E. Shelby are used as access/haul routes from Montlake Blvd to and from the staging area at Mohai, this would probably result in taking out the curbs on E. Park E. and opening up direct access to the staging area. This will be terrible for the neighbors. Almost as bad would be a situation at the project's completion where the curbs are not replaced and Hamlin/Shelby become what they are today—an alternate for those who prefer not to use the U-turn light at Hamlin. Or, they could become ingress and egress streets for the new East Montlake Park. That would be bad as well.

approximately 1400 trucks and buses per day on Montlake Boulevard East at East Shelby Street. The Preferred Alternative would add about 10 trucks per day during typical construction days when the second bascule bridge is under construction. During infrequent peak construction activities, there could be approximately 100 trucks per day for 1-2 days duration.

I-252-020

It is not anticipated that vibration would adversely affect any of the houses in the Montlake area as construction generated vibration is not expected to exceed 0.5 inch per second. However, WSDOT will develop a construction vibration monitoring plan that will provide guidelines for monitoring construction vibration at sensitive properties and structures to avoid damage during construction in the Montlake area. Monitoring would take place if vibration from impact construction methods is expected to exceed a certain threshold. Such methods include pile driving, and vibratory sheet pile installation. There are no noise restrictions, per se for haul trucks. The level of noise produced by a haul truck is shown in the SDEIS in Table 6.7-1 and is 86 dB. This is the typical average maximum noise level for a haul truck under normal operation. Haul trucks slowly ascending a steep grade may generate noise levels above 86 dB; however, this noise is not regulated.

I-252-021

Under the Preferred Alternative, the permanent access to East Montlake Park will be via 24th Avenue East. The u-turn at East Hamlin Street would not be required because the turning movements would be provided at the Montlake interchange.

I-252-022	SDEIS	6-27	14	Dunn	For the residents of E. Hamlin and E. Shelby the six years of construction on the 520 project will be extremely unpleasant. Haul routes, staging area at Mohai, demolition of Mohai, demolition of the 24 th Street bridge, demolition of the Montlake Bridge, demolition of the 520 bridge and then the construction of the lids and bridges that will replace everything that has been destroyed will subject these people to pressures unlike any associated with any other construction project in Seattle's history. What financial mitigation doses WSDOT have in mind for the E. Hamlin/E. Shelby neighbors that can possibly compensate for the loss of property value and health that will come from all of this?
I-252-023					On the drawing of new trails, parks, streets, etc. it looks like Lake Washington Blvd or some other street goes north directly into E. Park E. then goes on to E. Shelby St. Can that be? Currently, it is not possible to access E. Hamlin, E. Park E. or E. Shelby accept via Montlake Avenue. It once was, but because so many people who came from Broadmoor and Madison Park used these streets as a shortcut to get to Montlake via E. Shelby, 24 th Ave East was divided (the right hand street went into Mohai and the left hand street was closed off). One of the great injustices will be if E. Hamlin/E. Shelby residents endure six years of construction in our front yards and then have E. Hamlin and E. Shelby become access streets to to East Montlake Park or a short cut to Montlake from Lake Washington Blvd.

I-252-022

Please see the response to comment I-252-003 for information regarding why analysis of property values is not included as part of the EIS process.

If the project results in “real” property impacts (fee area acquisitions) the owner will be compensated fairly. In addition to paying the owner the market value for the property needed for the project, owners are also to be paid for any loss in market value (damages) to the remaining portion of the affected property. As noted in comment I-252-008, two properties in the Montlake area would be acquired with the Preferred Alternative. Please see the Land Use, Economics, and Relocations Discipline Report Addendum (Attachment 7 to the Final EIS) for more information.

I-252-023

Traffic movements along 24th Avenue East will not include traffic movements to East Hamlin and East Shelby street. Roadway improvements provided in this area will be similar to existing conditions today, except that instead of providing access to MOHAI, northbound access along 24th Avenue East from the new lid will be to the new parking lot at East Montlake Park only. East Hamlin and East Shelby streets will not become access streets to Montlake Boulevard from Lake Washington Boulevard.