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To: SR 520 Bridge SDEIS
Subject: SDEIS Comments

I-259-001

Being full-time residents on a houseboat in Portage Bay, 1214 East Hamlin Street #7, we support the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay.

Michael Minor, Noise Consultant for the SR520 project, has advised us that the noise level from the new replacement bridge warrants noise abatement by the use of noise walls. We are also advised that this requirement is mandated by Federal Highway Adm. laws.

Best Regards,
John and Lin Coker

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Federal and state-funded road projects are required to comply with the WSDOT Traffic Noise Analysis and Abatement Policy and Procedures Manual, which was prepared in compliance with FHWA policy and the requirements set out in 23 CFR 772. Noise levels from new road projects that exceed FHWA's noise abatement criteria must provide noise abatement and/or mitigation. The abatement/mitigation can involve use of noise walls; however, there are many other ways to reduce noise. With the Preferred Alternative, noise walls are not recommended in Seattle because of the noise reduction that would result from the noise reduction strategies, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still be evaluated. These include 4-foot concrete traffic barriers with noise-absorptive coating; reducing speed limits through the Portage Bay area to 45 mph; encapsulating expansion joints; and using noise-absorptive materials around the Montlake and 10th Avenue East/Delmar Drive East lid portals. The Preferred Alternative would reduced the number of residences in your area where noise levels exceed the noise abatement criteria, compared to the No Build Alternative. The modeled future sound levels at your location would be below FHWA's noise abatement criteria of 67 dB. Information on noise modeling results for the Preferred Alternative can be found in Section 5.7 of the Final EIS and the Noise Discipline Report Addendum (Attachment 7 to the Final EIS).