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Sent: Wednesday, April 14, 2010 12:34 PM
To: SR 520 Bridge SDEIS
Cc: Bill and Dee Goodfellow; Warren & Barbara Chapman; Lana and Stan Schmid; Bud Mary Jean Bushnell; Dick Swanson; Jordan Swanson; Jim and Michelle Jorgenson; John Coker; Steve and Carrie VanRoekel; Wally Fiore; Marcia Dalton; Judy and Joe Eskridge; Drew Eskridge; John Kincaid; Sally Kincaid
Subject: SDEIS Comments

I-270-001

As owners of a houseboat on Portage Bay (1214 E. Hamlin St., #4) we look forward to the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay. We are aware that the increased noise levels the new bridge would present to us and other homeowners in our neighborhood (as confirmed by Michael Minor, noise consultant for the SR520 Bridge Replacement Project) would require that mitigation by noise walls be provided, as is mandated by Federal Highway Administration laws.

John and Sally Kincaid

I-270-001

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, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still be evaluated, because of the noise reduction strategies, such as 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. 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).