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Sent: Sunday, March 07, 2010 11:20 AM
To: SR 520 Bridge Replacement & HOV Project
Subject: SR 520 Bridge Replacement and HOV Program Feedback

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I-087-001

Comments:

Whatever option is decided, it is critically important that a noise barrier be included on the south side of the Portage Bay viaduct. The current traffic noise is in violation of city noise ordinance for residential neighborhoods. Although it was fine when built, this is no longer acceptable. More importantly, with current proof that these noise levels increase stress and blood pressure and can even cause early death, any option that does not include noise barrier walls on the south of the viaduct in the face of proof that you were aware of this during this planning stage would be grounds for huge class action lawsuits due to severe health impacts and early death. Foresight and vision is hugely financially valuable to the city and state as well as ethically mandated.

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The Preferred Alternative includes several noise reduction strategies, such as 4-foot concrete traffic barriers with noise-absorptive coating, reducing the speed limit 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 noise modeling for the area on the south side of the Portage Bay Bridge indicated that, with one exception, future (2030) sound levels in this area will not exceed FHWA noise abatement criteria if the proposed noise reduction strategies are implemented with the Preferred Alternative. The noise reduction strategies included in the Preferred Alternative would reduce noise levels along the corridor to the point that noise walls are not recommended in the Seattle portion of the project area, except potentially along I-5 in the North Capitol Hill area where the reasonableness and feasibility of a noise wall is still to be evaluated. 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).