

From: Jean Amick [mailto:jeanseattle@earthlink.net]
Sent: Friday, March 26, 2010 1:37 AM
To: SR 520 Bridge SDEIS
Subject: Noise and I-5 interchange

Dear WSDOT 520 SDEIS staff:

I-207-001

The traffic noise is magnified across the water/lake. I don't think this has been properly considered in the SDEIS. Presently homes to the north, maybe to the south, get a huge vibration whenever a truck or bus goes over the connection between the floating bridge and the part that opens. General noise can be heard for miles (especially since the pavement around Foster Island is abysmal.)

I-207-002

Also, the HOV connection from 520 to I-5 is not adequate to continually move traffic. In the evening when there are Mariner games, etc, and the eastside traffic is headed south from 520 where is all the HOV traffic going to go??? No point in moving the present Medina eastbound traffic backup over to the Roanoke viaduct...the 520 traffic is 50-50 for employment so why is a reversible lane designed?

I-207-003

The Arboretum will loose lots of property to a larger highway if a new 520 is built. It deserves compensation and mitigation for all the noise and increased traffic through it on Lake Washington Blvd. We do not see how this can be properly done.

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I-207-001

The Laurelhurst neighborhood was included in the noise modeling for the project. As discussed on page 103 of the Noise Discipline Report (Attachment 7 to the SDEIS), existing sound levels in Laurelhurst would be similar to existing levels with all of the SDEIS options.

The Preferred Alternative includes several noise reduction strategies, such as 4-foot concrete traffic barriers with noise-absorptive coating and encapsulating expansion joints, which would generally reduce noise in the project area compared to the No Build Alternative; noise levels in Laurelhurst would be similar to existing conditions. 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).

Quieter concrete pavement is included as a design feature for Option A, Option K, and the Preferred Alternative; however, because it is not an FHWA-approved mitigation measure and because future pavement surface conditions cannot be determined with certainty, it is not included in the noise model for the project.

I-207-002

Transit service that operates on the SR 520 corridor primarily operates with westbound service during the morning and eastbound service during the afternoon. The HOV lane direct connection with the I-5 express lanes is configured to operate in the same manner, thus providing the benefit for transit service on the SR 520 corridor.

I-207-003

Since the SDEIS was published, WSDOT has identified a Preferred Alternative that is similar to Option A, but with a number of design refinements. The Preferred Alternative reduces the land acquisition in the Arboretum from all options evaluated in the SDEIS. The Preferred

Alternative includes a narrow footprint across Foster Island, with reduced right-of-way acquisition in the Arboretum compared to the SDEIS options.

In early 2010, the Washington State Legislature passed and Governor Gregoire signed Engrossed Substitute Senate Bill (ESSB) 6392, which directed WSDOT to develop a mitigation plan for the Washington Park Arboretum. To develop that plan, WSDOT worked collaboratively over an eight-month period with the Arboretum and Botanical Gardens Committee to develop mitigation for the Preferred Alternative and identified a number of potential mitigation projects for the Arboretum. The Arboretum Mitigation Plan is included in Attachment 9 of the Final EIS.