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From: Merrick, Scot [mailto:Scot.Merrick@ucsfmedctr.org]

Sent: Tuesday, April 13, 2010 10:53 PM

To: SR 520 Bridge SDEIS

Subject: 520 project

I-274-001

I grew up in the house that my grandfather built on East Lake Washington Boulevard in 1920. Three generations of my family have lived there. Until 1960, my front yard was the arboretum with the lake in the distance. That all changed with the current 520 footprint. In 2006, I had the house painted and the first comment by the contractor after powerwashing the front of the house (facing 520) was that the paint was actually in good condition, but covered by layers of grim and soot.

East Lake Washington Boulevard is truly ground zero along the 520 corridor. Most homes are a mere 50 to 70 feet from a sunken freeway, where sound is amplified and pollutants stagnate, only to blow south to the homes facing the freeway with the prevailing winds.

I have measure sound at my home and it is currently well in excess on FHWA standards. I am not surprised, therefore, by the findings of the SDEIS publications, which confirm my findings. The Noise Discipline Report clearly documents that NO alternative will solve the noise violations along the boulevard, even with the proposed lid options.

More importantly, the topography of the area, prevailing winds, and depressed freeway structure will prevent adequate noise abatement.

There are no plans for noise walls along the most vulnerable area of the 520 corridor. It makes no sense to lid the corridor west of Montlake Boulevard, as there are few homes there.

I-274-002

Information on pollutants (MSATs, CO, PM, Ozone, NOx, VOC, SO2 and lead) for the area encompassing East Lake Washington Boulevard are conspicuously absent, with the nearest monitoring station some 5 miles away on Beacon Hill. Previous measurements have shown the Montlake interchange to be a "hotspot" and this will not change with any proposed build alternative.

I-274-003

The SDEIS information shows that none of the 520 build alternatives will have substantial noise, chemical or visual improvement to the lake washington boulevard area--the area most severely affected by the original 520 construction. The effects of years of construction activity make any plan immeasurably worse, having lived thorough that before.

I-274-004

Lake Washington Boulevard residents have lost the most, endured the worst and deserve the best solution to the 520 rebuild. Those of you who are in leadership positions must ask of yourselves if you would be willing to live in the area. If not, then provide us with better lidding, noise abatement and quiet pavement. If that cost a dollar more in tolls, then so be it.

Scot H. Merrick, MD
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I-274-001

Measurements of existing noise levels and modeling of future noise under the Preferred Alternative were conducted near your location (see Exhibit 22 of the Noise Discipline Report Addendum). The existing sound levels are 61 dB, which is under FHWA's Noise Abatement Criteria. Noise levels with the Preferred Alternative would be similar to existing conditions near your location.

I-274-002

The SR 520 corridor west of Montlake Boulevard in the Portage Bay area would not be lidded. However, in the Roanoke area, the project does include a new 10th Avenue East/Delmar Drive East lid. See Chapter 2 of the Final EIS for further information.

I-274-003

A quantitative mobile source air toxics (MSAT) emissions analysis is included in the Air Quality Discipline Report Addendum (Attachment 7 to the Final EIS). This analysis calculates regional air quality effects. MSAT emissions would be lower for the Preferred Alternative than emissions for the No Build Alternative in 2030. The emissions in 2030 would be significantly lower than existing emissions. The Preferred Alternative would not cause an adverse effect due to MSAT emissions.

The reason for not studying local air quality effects on East Lake Washington Boulevard is documented on pages 24 through 25 of the Air Quality Discipline Report (Attachment 7 to the SDEIS). In summary, a screening analysis was conducted to determine the five worst-case intersections. Those intersections were modeled for CO emissions, and none of them exceeded the NAAQS for CO. it was assumed that if the modeled intersections do not cause a violation of the NAAQS, then the other intersections in the study area also would not.

The Montlake Boulevard/Pacific Street intersection was modeled for

local air quality effects in the Air Quality Discipline Report (for Options A, K, and L) and the Air Quality Discipline Report Addendum (for the Preferred Alternative). The analysis of this intersection showed that under all options CO concentrations would decrease compared to existing conditions. Further, emissions at this intersection under existing conditions do not violate the NAAQS, nor would they with the No Build Alternative, Options A, K, and L, or the Preferred Alternative.

EPA standards for ozone are implemented through regional analysis rather than through project-level analysis. Accordingly, ozone was analyzed as part of the Environmental Impact Statement for Transportation 2040, the regional transportation plan, and is not required to be addressed in this project-level analysis.

Lead and SO₂ are not pollutants of air quality concern for transportation-related projects (see page 16 of the Air Quality Discipline Report).

I-274-004

Since the SDEIS was published, FHWA and WSDOT have identified a Preferred Alternative that is similar to Option A, but incorporates design refinements that respond to community and stakeholder reaction to the SDEIS. Changes include a revised and expanded Montlake Lid, new noise reduction strategies, and reduction of the floating bridge height. These modifications included in the Preferred Alternative are intended to minimize the effects presented in the SDEIS. WSDOT will continue to work with communities affected by the SR 520, I-5 to Medina Bridge Replacement and HOV Project to minimize, avoid, and/or mitigate the effects of construction and operation. Please see Chapter 2 of the Final EIS for a description of the Preferred Alternative.

The Preferred Alternative also removes the existing Lake Washington Boulevard ramps. The result of this and other features of the Preferred Alternative is a reduction in the trip volumes on Lake Washington

Boulevard in the Arboretum compared to the No Build Alternative. Under the Preferred Alternative in 2030, a.m. peak hour volumes on Lake Washington Boulevard through the Arboretum would be 1,330 vehicles per hour, compared to 1,950 vehicles per hour with the No Build Alternative. P.m. peak hour volumes would be 1,410 vehicles per hour compared to 1,730 with the No Build Alternative. See the Final Transportation Discipline Report (Attachment 7 to the Final EIS) for further discussion of trip volumes. As part of the Arboretum Mitigation Plan (Attachment 9 to the Final EIS), WSDOT has also committed to fund traffic calming measures along Lake Washington Boulevard and to work with the Seattle Department of Transportation on further measures to manage traffic in the Arboretum.