

-----Original Message-----

From: Jordan Swanson [mailto:jswans@gmail.com]

Sent: Wednesday, April 14, 2010 1:48 PM

To: SR 520 Bridge SDEIS

Cc: Dick Swanson; Magda Guillen Swanson

Subject: Response to SR 520 DEIS

Dear Sir or Madam,

I-283-001

Being full-time residents and owner of a houseboat in Portage Bay, 1214 East Hamlin Street, Houseboat 6, we strongly support the incorporation of noise walls in the design of the 520 replacement bridge portion which spans Portage Bay.

Based on analysis by Michael Minor, Noise Consultant for the SR520 project, 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 Administration laws.

Sincerely,

Jordan & Magda Swanson

Dick Swanson

I-283-001

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 the National 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. Based on modeling results accounting for noise reduction features included in 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 (see Section 5.7 of the Final EIS). 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 on the Portage Bay bridge; 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).