

From: Dan McCarty [mailto:danm@ckgraphics.com]
Sent: Wednesday, April 14, 2010 6:28 PM
To: SR 520 Bridge SDEIS
Subject: 520 COMMENTS

April 14, 2010

To Whom it may concern:

I-288-001 | I wish to express my views on the 520 project, the part which will affect me. I live in the 2300 block of Harvard Avenue East and the freeway is basically my front yard. A neighbor of mine brought me a copy of the artists rendition of the reversible transit/hov ramp to / from I-5. This rendering was done by Washington State Department of Transportation. For my neighborhood and all of the residents there, this is a horrible and unacceptable change to our neighborhood.

I-288-002 | Here are the impacts as I see them:
The elevated ramp will not only contribute more noise but also I would expect that it will reflect noise from below up to the houses, noise which is already to the point of being unhealthy.

I-288-003 | It is also going to bring more dirt and pollution to the neighborhood.
In addition to these concerns, the view, which is one of the high points of the neighborhood will be substantially impacted.
I am concerned that I will have an estimated loss of about \$ 200,000.00 when I go to sell the house, because of the above listed issues.
This reversible HOV lane will have a substantial impact on my property and all of the property in the neighborhood.

I-288-004 | I feel that the elevated HOV ramp is a poor solution to the problem and I urge the DOT to work on other ways to solve the problem that will not impact so many people negatively.

Sincerely,

Dan McCarty
2344 Harvard Avenue E
Seattle, WA 98102
206-947-2038
danm@ckgraphics.com

I-288-001

Comment noted.

I-288-002

The anticipated noise levels of the raised HOV/transit ramp on I-5 were modeled as part of the noise modeling effort. The noise model indicated that future noise levels would be similar to existing conditions near your location (see Exhibit 20 in the Noise Discipline Report Addendum).

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. WSDOT will continue to consider other noise reduction methods as design development progresses. 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. 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).

I-288-003

The SDEIS addressed air quality effects by conducting analyses to test compliance with national, state, and local air quality standards. The analyses were conducted using accepted methodology and show project conformity with all current air quality standards. See pages 17 through 22 of the Air Quality Discipline Report for a discussion of applicable standards, and pages 23 through 25 for a description of the methodology. On page 29 of the Air Quality Discipline Report, Exhibit 13 provides the anticipated volume of pollutants (carbon monoxide, volatile

organic compounds, nitrogen oxides, and particulates) associated with Options A, K and L and the No Build Alternative. To augment the SDEIS analyses, a quantitative analysis of Mobile Source Air Toxics (MSATs) was conducted for operation impacts of the Preferred Alternative and No Build Alternative, and a quantitative analysis of construction air quality effects was conducted for the Preferred Alternative. See the Air Quality Discipline Report Addendum (in Attachment 7 to the Final EIS) for those analyses. The results of the analyses show that air quality is expected to improve compared to existing conditions. Because the project would not result in exceedances of the NAAQS, no mitigation measures for air quality are proposed. The project will implement best management practices to reduce the potential for air quality effects during construction. See the Air Quality Discipline Report for information on how air quality and pollutant emissions are regulated.

The SR 520 and I-5 interchange ramps would be reconstructed in generally the same configuration as the existing interchange. The only exceptions would be that a new reversible HOV ramp would connect to the existing I-5 reversible express lanes south of SR 520, and the alignment of the ramp from northbound I-5 to eastbound SR 520 would shift to the south. The proposed HOV ramp over I-5 would be roughly 30 feet wide and at approximately the same height as the existing ramp on the east end. It would be approximately 15 feet higher than the existing ramp at the southern end. This new HOV ramp would be adjacent to the existing ramp and would be consistent with the visual quality of the existing interchange. The visual effect would not be a significant change from the existing viewshed of the historic properties and would not alter their integrity.

The value of real estate cannot be predicted with any certainty; thus assessing a project's effect on the value of private property would be speculation at best. The NEPA process avoids such speculation when supporting evidence is lacking.

I-288-004

Comment noted.