

How would the project affect noise?

Existing Conditions

- The SR 520 project area currently has no noise abatement features, such as sound walls, installed.
- Currently 409 noise-sensitive locations approach or exceed federal noise abatement criteria.

Project Effects

- Noise would be dramatically reduced throughout most of the SR 520 corridor, with the inclusion of sound walls in the project design.
- Depending on the build alternative, the number of locations that approach or exceed noise abatement criteria would drop by up to 71%.
- During construction, people living and working near the construction areas would be affected by noise from a variety of activities and equipment.

Mitigation

- Sound walls would be installed throughout the project corridor in consultation with adjacent neighborhoods on placement and design.
- During construction, WSDOT would require contractors to abide by state noise regulations and to mitigate noise in a variety of other ways.
- WSDOT is currently studying quieter pavement to see if it is appropriate for SR 520 and other corridors.



Example of a sound wall recently installed along I-5.

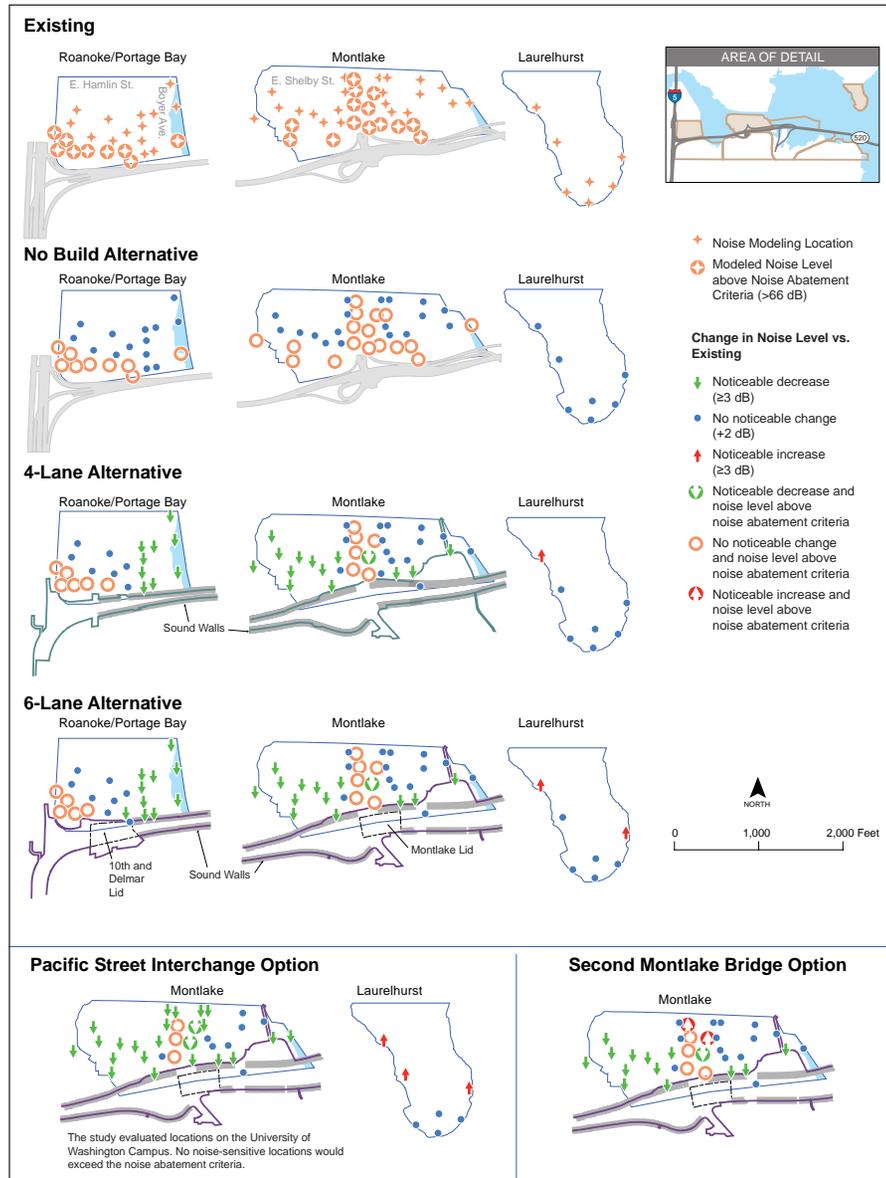
Number of Residences That Would Approach or Exceed Noise Abatement Criteria

Alternative/Option	Seattle	Eastside	Total	% Change
Existing Conditions	274	135	409	--
No Build Alternative	288	154	442	+ 6%
4-Lane Alternative	127	24	151	- 64%
6-Lane Alternative	109	18	127	- 70%
Pacific Street Interchange Option	103	18	121	- 71%
Second Montlake Bridge Option	112	18	130	- 69%

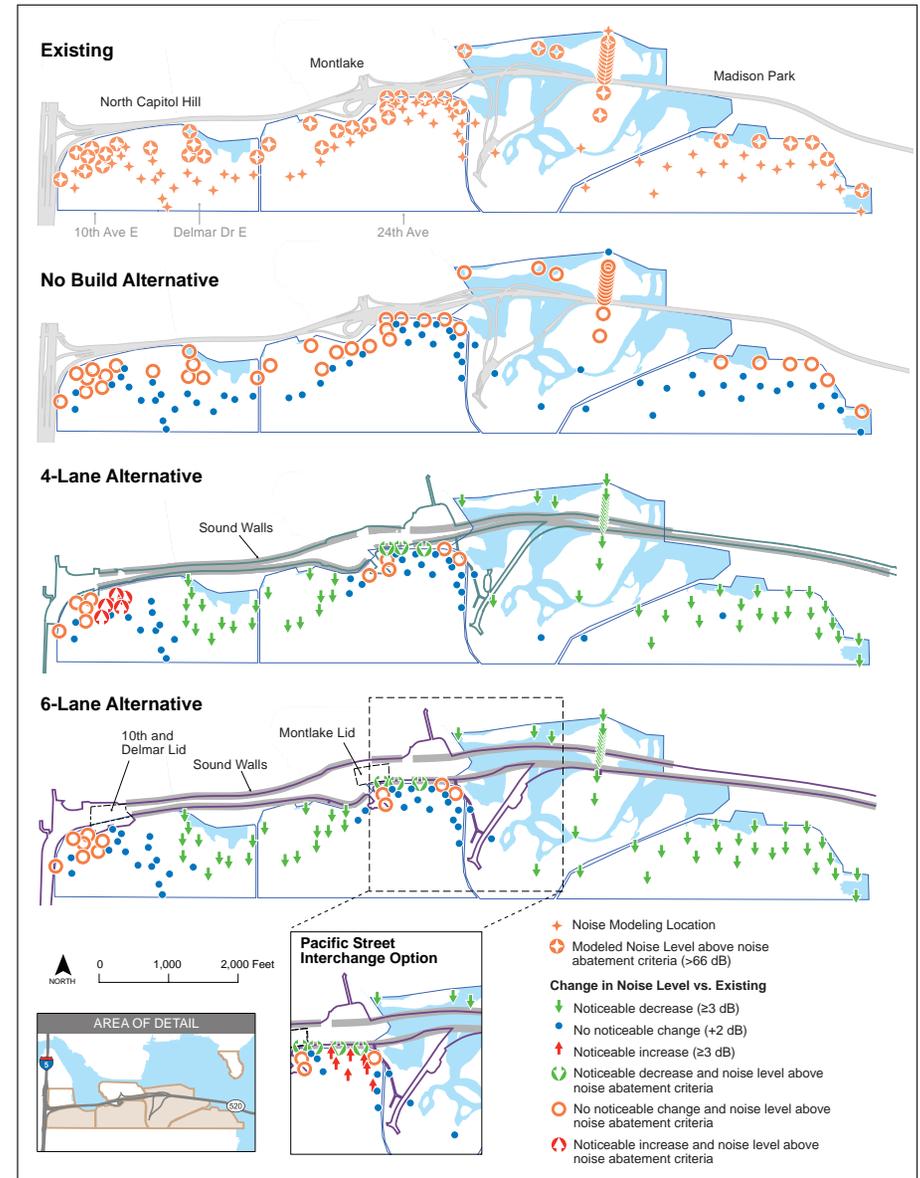


Noise Levels in Seattle

Noise Levels in Seattle North of SR 520

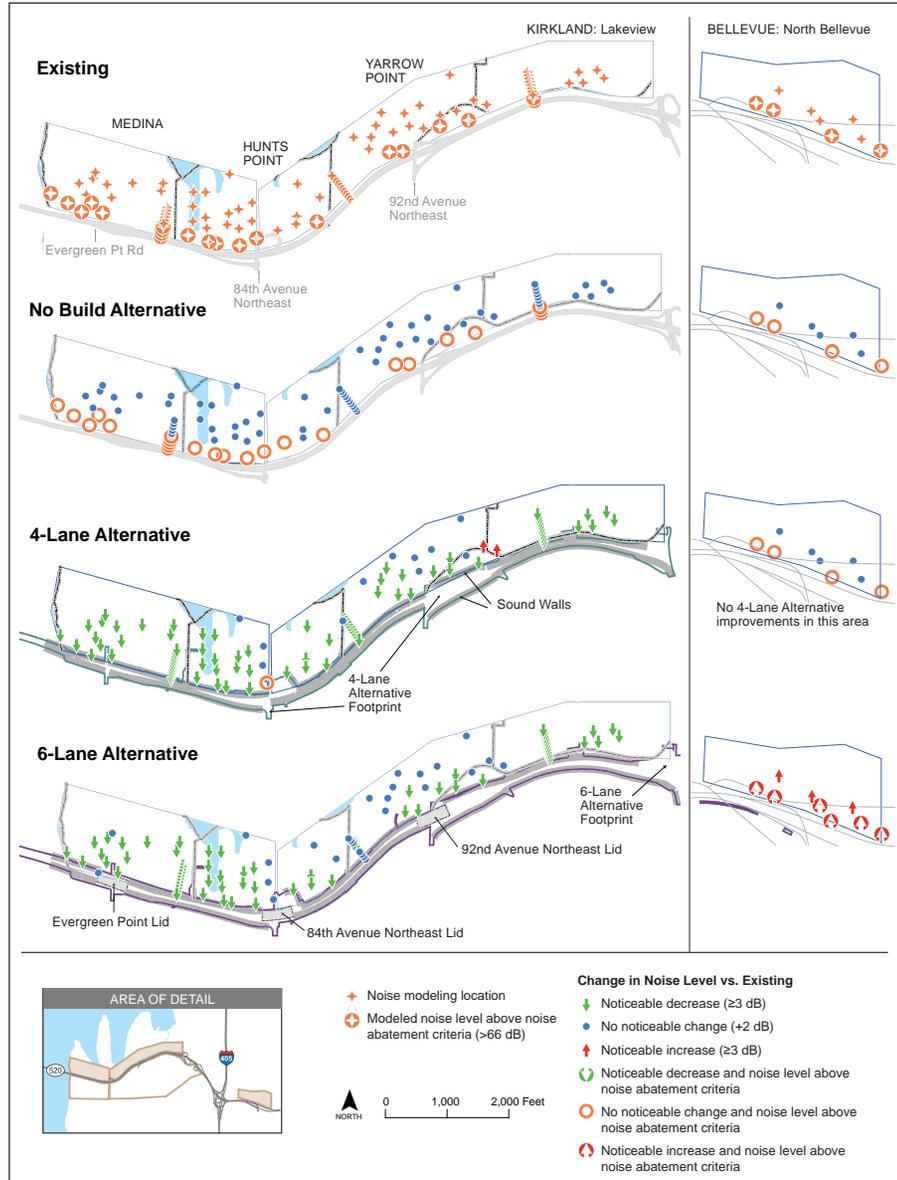


Noise Levels in Seattle South of SR 520



Noise Levels on the Eastside

Noise Levels on the Eastside North of SR 520



Noise Levels on the Eastside South of SR 520

