

Noise

- Because of future traffic growth, we expect that the SR 520 corridor will be louder than it is today. Our analysis has shown that noise walls would be the most effective tool to reduce increased traffic noise.
- We modeled each option with and without noise walls and found that all options would be significantly quieter with noise walls.
- Mediation members expressed support for other approaches, such as quieter pavement, and included them in the design options.
- Under all design options, community members will have additional opportunity to provide input on noise wall installation, location and/or other emerging noise reduction technologies.

Option	Noise reducing design options defined during mediation	Community input	Consideration of other technologies
Option A	May or may not have noise walls, depending on community preferences.	X	X
Option K	Quieter pavement. May or may not have noise walls, depending on community preferences. <i>Note: Quieter pavement does not provide long-term reductions and does not meet FHWA's DOT criteria for mitigation.</i>	X	X
Option L	May or may not have noise walls, depending on community preferences	X	X

Noise effects with and without noise walls

