

From: Pedersen, Sen. Jamie [mailto:Jamie.Pedersen@leg.wa.gov]
Sent: Monday, October 20, 2014 12:00 PM
To: Eastlake Community Council (info@eastlakeseattle.org)
Cc: Walkinshaw, Rep. Brady; Cano, Orlando; Plusquellec, Scott (Scott.Plusquellec@seattle.gov)
Subject: FW: WSDOT Materials for Monday's 11:00 Phone Call w/Lynn Peterson & staff

Hi Chris --

I just finished a call with Lynn Peterson, Lorena Eng, and other WSDOT staff. I'm attaching the report that they sent to me. They haven't nailed down the utilities location issue yet (I called Scott Plusquellec this morning and he is following up with SPU on that) -- but the bottom line is that staff are recommending two noise walls extending north from the existing wall on the west side of I-5, south of the bridge. The additional length would be roughly 1000 feet, up to Franklin Ave. E. Even if there is a utilities conflict, there is a sheet metal wall that they can build (it costs more than a concrete wall). The second wall would be a transparent wall attached to the upper deck. Total cost is probably \$2m-\$3.6m (depending on concrete vs. sheet metal). They estimated that the installation of these walls would reduce noise levels by 13 decibels, which is quite substantial.

Staff indicated that they would rank this project very high on their list, which is based on the number of people affected, the noise reduction, and the cost. They expect to provide an updated list, including this project, within the next month. There is no dedicated revenue source for these projects; they have to be line-item funded in the transportation budget.

So I will work with Speaker Chopp and Rep. Walkinshaw on trying to get this funded in the next budget cycle. Please let me know if you have any questions.

Thanks, Jamie

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

From: Aldridge, Jo [mailto:AldridJ@wsdot.wa.gov]

Sent: Friday, October 17, 2014 4:11 PM

To: Pedersen, Sen. Jamie; Buck, Katy

Subject: WSDOT Materials for Monday's 11:00 Phone Call w/Lynn Peterson & staff

Senator Pedersen:

We would like to provide you a couple documents as a pre-read for the 11:00 call you have on Monday at 11:00. The first document is a briefing paper prepared for Lynn by staff, it is a 1 page word document. The second document is a pdf and it's 12 pages and I really hope you are able to open the file.

Please let me know if you have any difficulties, perhaps I can find another manner to get it to you.

PS: We will call your office on Monday once I have the others on the phone. The WSDOT staff on the phone will be:

Lynn Peterson, Secretary of Transportation
Lorena Eng, WSDOT NW Region Administrator
Megan White, WSDOT Environmental Services Director
Tim Sexton, WSDOT Air/Noise & Energy Program Manager

Have a great weekend.

Jo Aldridge
Executive Assistant to
Lynn Peterson, Secretary
Washington State Department of Transportation
310 Maple Park Ave SE/PO Box 47316/Olympia, WA/98504-7316
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BRIEFING PAPER

**I-5 Ship Canal: Noise Reduction Options
Conference call with State Senator Jamie Pedersen
Monday, October 20, 11:00 am**

PURPOSE:

Identify options to reduce traffic noise for people living adjacent to the Ship Canal Bridge.

DISCUSSION:

WSDOT has worked to reducing traffic noise near the Ship Canal Bridge for the past ~20 years using traffic control measures, noise walls, and pilot noise mitigation technology. In 2014, WSDOT responded to community interest and hired a consultant to evaluate additional options.

The attached report provides options to reduce noise and recommends transparent noise walls on the mainline top deck and noise absorbing sheet metal walls along the lower deck express lanes. Cost and benefit estimates are included for the fill portion of the south bridge approach only.

HOW WILL THIS IMPACT THE DEPARTMENT?

The consultant suggests the construction cost for the recommended strategy is ~\$3.5M, not including design costs. WSDOT has previously avoided transparent barriers because of concerns about higher graffiti removal costs.

WHAT ARE THE TRADEOFFS?

Equity -WSDOT has already spent over \$18M on noise mitigation in the area.

Community Input - Previously, community members requested a standard concrete noise wall to shield express lane noise after disappointing results from the hanging noise panels' pilot.

Uncertainty - Other states use transparent noise walls but WSDOT has avoided because of concerns about maintenance costs. Graffiti must be scrubbed off instead of sprayed over.

RECOMMENDATION:

If funding becomes available for additional noise reduction, then recommend the consultant's suggestion of a combination of transparent wall on the upper deck and concrete wall on the lower deck, to address community desire for a "standard" noise wall.

For further information, contact: (name, title and phone number).

Prepared by: Tim Sexton, Air Quality, Noise, and Energy Policy Mgr., 206/440-4549

Reviewed by: Lorena Eng, NWR Regional Administrator, 206/440-4706

Approved by: