Report from the

# Washington State Department of Transportation

**Environmental Services Office** 

Lynn Peterson,

Secretary of Transportation

Transportation Research Board ADC40 2014 Summer Meeting

Portsmouth, NH

July 20-23, 2014





# Washington State DOT

The Environmental Services Office provides central support to six Regional Offices.

Most Air, Acoustics, and Energy work is located in the Seattle metropolitan area, so that Program is located in Seattle at the Northwest Region Office. The rest of the Environmental Services Office is in Olympia (the State Capitol)



#### **Organizational Background**

#### Air, Acoustics, & Energy Program

**HQ Environmental Services** 

Policy Manager Technical Manager

Air Quality /
Acoustics Specialist

Air Quality /
Acoustics Specialist

Air Quality /
Acoustics Specialist



#### **Noise & Vibration**

- Ferry
- Transit
- Light Rail
- Heavy Rail
- High Speed Rail



#### **Noise**

- Interstate Hwy
- State Hwy
- Major Arterials



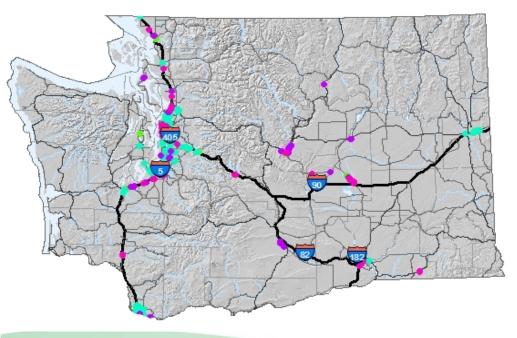
#### Overview of Current GIS Workbench Noise Data

**In 2005**, we had someone work through the project sheets and define locations for existing and proposed noise walls. Those locations were used to build two GIS data sets:

Proposed

Existing

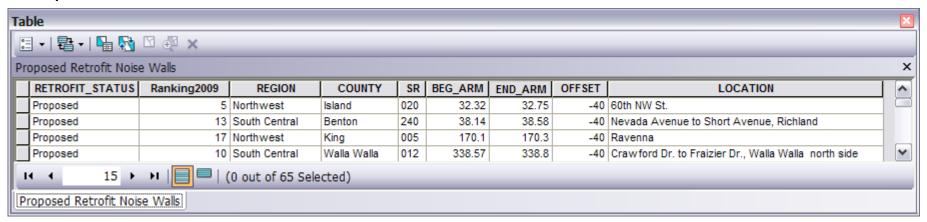
These are maintained in coordination with the three year reporting to FHWA.



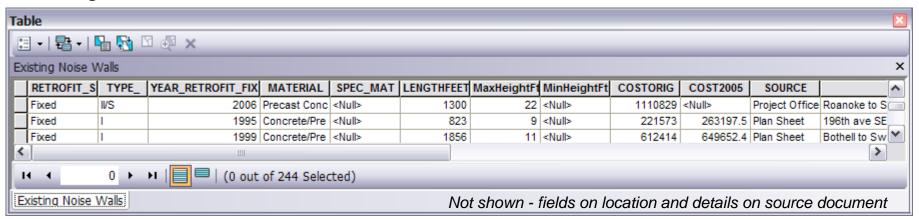


#### **Noise Wall Data Fields**

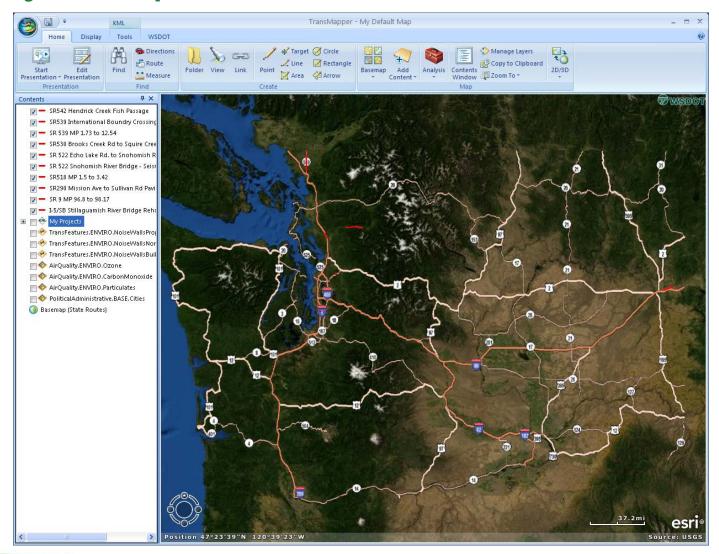
#### **Proposed Walls**



#### **Existing Walls**

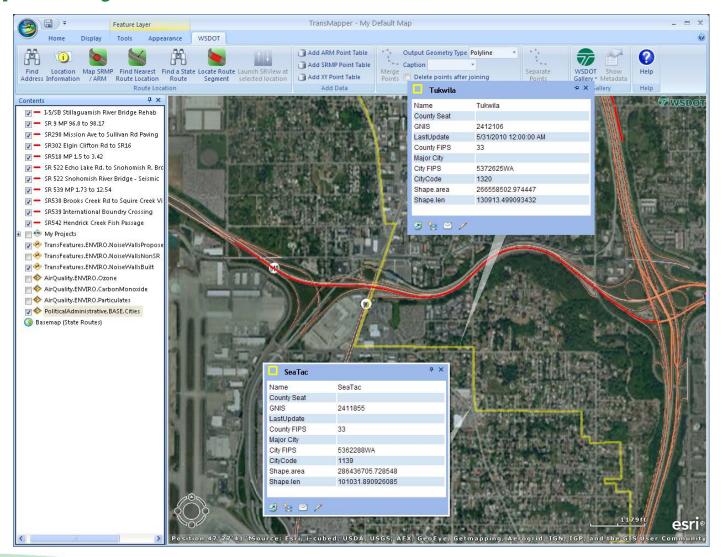


#### My Projects map





#### **Example Project**



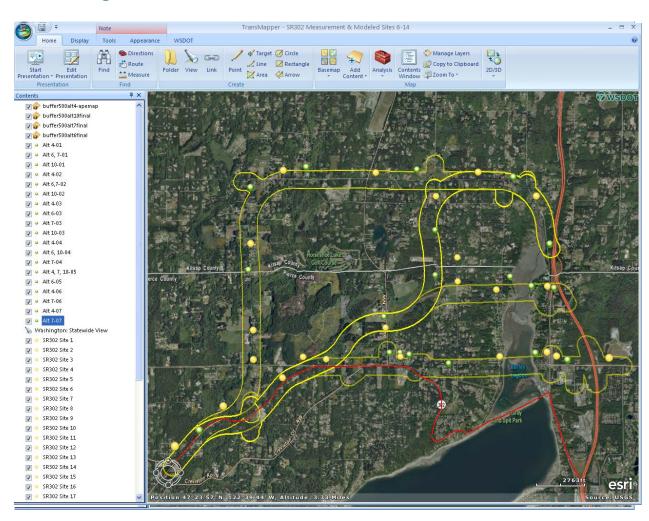


#### **Working the Noise Analysis**

Select Preliminary Measurement sites

Produce Project Alternative Areas of Influence

Select Additional Noise Receptors to Model



#### **Noise GIS Effort In Progress...**

To assist project scoping, we are developing noise abatement zone data to flag areas that will likely need abatement structures so we can plan an estimate for wall design and construction costs.

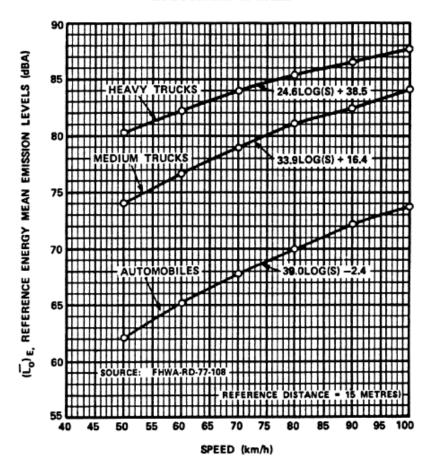
Using AADT, speed limits, road class, and vehicle class to estimate the distance to 65 dBA and create a buffer zone for use in project scoping.

# **Buffer based upon Reference Emission Equations**

Federal Highway Administration, DOT

Pt. 772, Nt.

APPENDIX A TO PART 772—NATIONAL REFERENCE ENERGY MEAN EMISSION LEVELS AS A FUNCTION OF SPEED



#### LEGEND:

- 1. AUTOMOBILES: ALL VEHICLES WITH TWO AXLES AND FOUR WHEELS.
- 2. MEDIUM TRUCKS: ALL VEHICLES WITH TWO AXLES AND SIX WHEELS.
- HEAVY TRUCKS: ALL VEHICLES WITH THREE OR MORE AXLES.

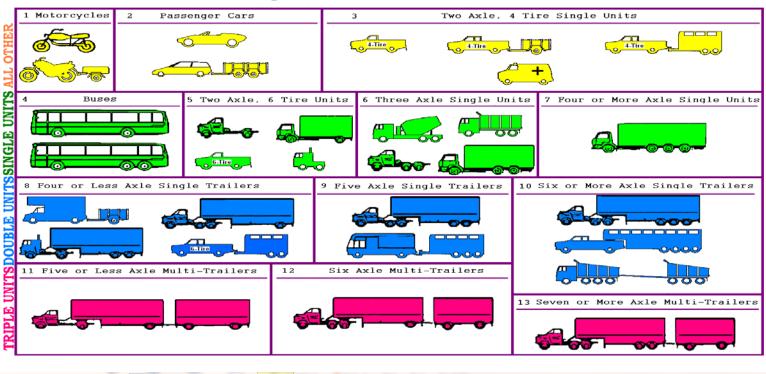
#### National Reference Energy Mean Emission Levels as a Function of Speed

13, 2010, part 772 was revised, effective July revised text is set forth as follows:

EFFECTIVE DATE NOTE: At 75 FR 39834, July 13, 2011. For the convenience of the user, the



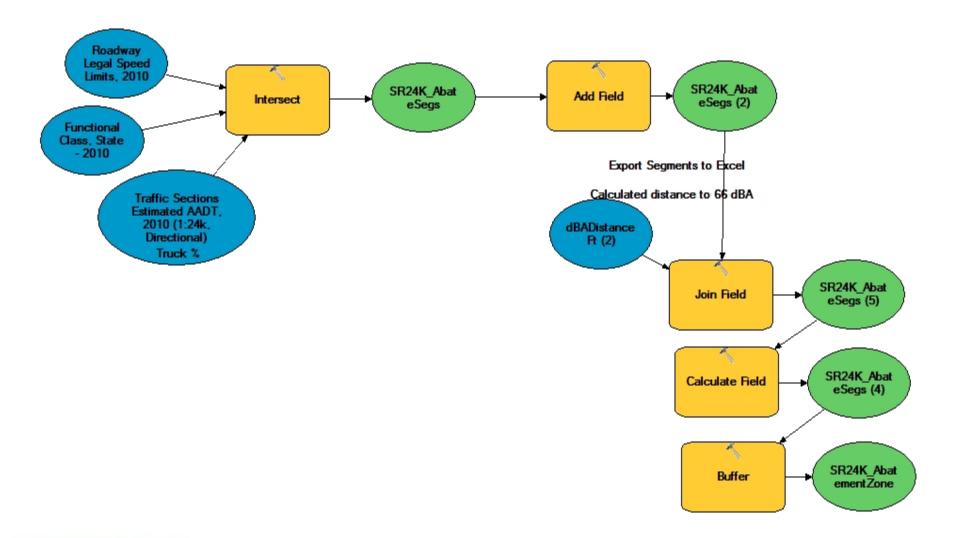
# **Calculation Development**



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5	4 129	7/9/11 0:00	25	361.00	83.50	32.00	2.00	25	361.00	83.50	32.00	2.00	72.20	48.1	16.7	53.8	39.2	64.7	128	65	2054.95	0	51
6	5 129	7/9/11 0:00	25	170.00	39.00	15.00	1.00	25	170.00	39.00	15.00	1.00	34.00	44.8	7.8	50.5	18.5	61.4	60	62	527.00	0	31
7	6 129	7/9/11 0:00	25	276.50	58.00	19.00	0.50	25	276.50	58.00	19.00	0.50	55.30	46.9	11.6	52.2	21.9	62.1	89	63	214.26	0	35
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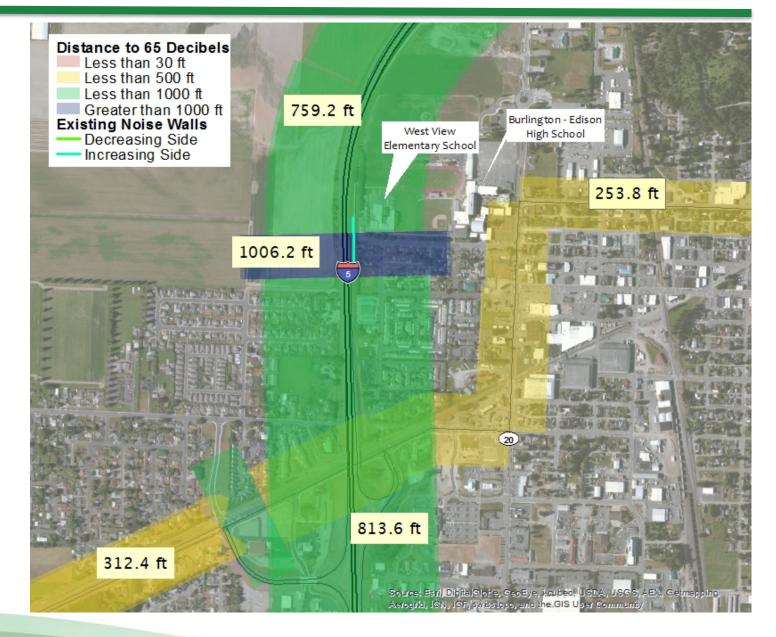


#### **GeoProcessing Model**



## Initial Results

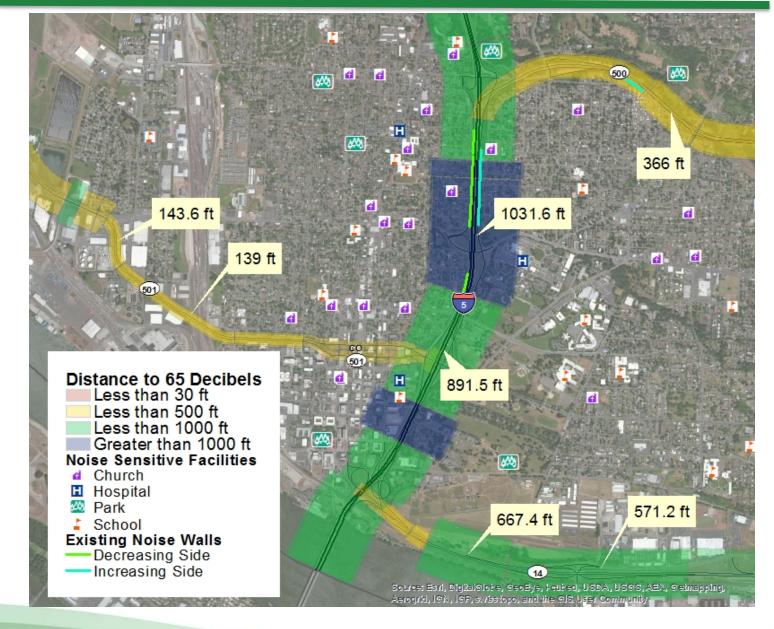
**Burlington** 





#### Initial Results

**Vancouver** 





## More Ideas, Improvements, ....

- ✓ Improve our data update & mapping consistency (existing data).
- ✓ Improve display (use offsets) on the existing wall data.
- Update Equations to current modeling technology.
- Integrate noise wall decision documentation with GIS to improve access on record of decisions.
- Start working on more project scale solutions.
- Expand the user base.

#### **Contact Info**

Larry Magnoni – Air, Acoustics, & Energy Program <u>Larry.Magnoni@wsdot.wa.gov</u> 206.440.4544

Elizabeth Lanzer – Environmental Information Program <u>Elizabeth.Lanzer@wsdot.wa.gov</u> 360.705.7476

