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The fifteen-night request includes installing the containment structure underneath the structure to protect against falling debris. It's predicted to take roughly six days to install and another four days to remove. The other five days are for paving and grinding the roadway and will happen at the same time.

### **Capitol Hwy. on-ramp**

The noise receivers are far away. The construction noise is predicted to be seventy-four dBA at the source and drops to sixty-two dBA in the distance. Additionally, the residents have a bit of shielding already. There is one receiver ninety feet away. Most of this work will be in the daytime, and ODOT is requesting five nights at this location. Most of the work will occur in the regular construction hours.

### **OR99W Barbur Blvd to I-5 Northbound**

Due to height issues for the bridge, the containment structure will be removed by 5:00 am daily. ODOT is requesting fifty nights for sandblasting and sixty nights of painting but much of the sandblasting and painting will occur on the same nights, and possible light work assembly and demolition to prepare the bridge. Sandblasters will be the loudest noise from the site. Most likely 69-70 dBA for sandblasting and roughly 66 - 67 dBA for painting at the nearest residences.

### **Outreach-Molly Davis**

The first postcard sent out was in the summer of 2020. There were no comments. The second effort was November 2020. That also garnered no comments.

The next notification will be sent closer to the construction starting in July 2021. During the construction there will be a hotline working twenty-four hours, seven days a week. Notification includes a mailer, e-blast, and the project website. This will also be included on ODOT's Trip-Check site.

### **Public testimony**

Shelli Romero - ODOT

Requests an email confirmation by March 19, 2021. This is due to a tight timeline for the project design.

**Destiny Wright** moved to approve the variance as written with fifteen nights at Multnomah Boulevard, five nights at Capital Highway on-ramp, and sixty-five nights at Barbur Blvd.

**Michael Wallace** seconded the motion. **Destiny Wright "Aye"**, **Mary Sipe "Aye"**, **Michael Wright "Aye"**, **Kerrie Standlee "Aye"**, after confirmation that any complaints received are required to be transmitted to the Noise Program Office. The motion passes unanimously, four-zero.

### **Hearing-Oregon Department of Transportation ODOT 99E Bridge over UPRR Lines Upgrade Project**

Presenting from Oregon Department of Transportation: Sarah Eastman Flores- Project Leader, Robert Schiavone-Noise Specialist, Katelyn Jackson - Community Outreach Specialist, Shelli Romero- Area Manager, Jamie Miller – Engineer, Cody Boyd – Project Coordinator.

The Oregon 99E bridge rail retrofit project crosses the Union Pacific Railroad at Fordham Street Bridge.



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