



221 First Avenue West Suite 300 • Seattle, WA 98119 • (206) 284-7402 • Fax (206) 282-0457

July 30, 2007

During the wet seasons of 2005-2006 and 2006-2007, I worked with RCI/Herzog/Parsons Joint Venture as the Sediment and Erosion Control/Stormwater Management Lead on the Sound Transit Light Rail Project in Seattle, Washington. Our job was to establish and maintain the sediment and erosion control systems for the on-grade sections of the project. On this long (4.5 mile), linear job, our responsibilities were to keep up with multiple trenching, pipe installation, concrete pour, and light rail construction crews. Track out from these operations was a priority issue, because the project was being constructed in a very densely populated, urban environment that discharged stormwater to both Puget Sound and Lake Washington.

In the winter of 2006-2007, we tested and evaluated Construction Entrance (CE) Plates as a Best Management Practice (BMP) for helping us control track out. Results were very good to excellent when the plate systems were used alone, or in combination with gravel ramps. We found that CE plates are highly mobile, efficient in helping to clean out tires and some track vehicle grit and mud, and easily cleaned and serviced. Especially in circumstances where construction activities require a moving BMP system (e.g. linear projects), CE plates proved to be very efficient. We highly recommend their use as part of a system of BMP's.

A handwritten signature in black ink, appearing to read 'Lyndon C. Lee', written in a cursive style.

Lyndon C. Lee, Ph.D., PWS
Principal Ecologist & Vice President
Ecosystem Science & Restoration Services
WSP Environmental Strategies LLC

cc: WSP/ESR/cf