

REVISED PRELIMINARY REPORT TO THE HEARING EXAMINER

A. SUMMARY AND PURPOSE OF REQUEST

REPORT DATE:	November 1, 2016
Project Name:	WSDOT I-405/SR 167 Direct Connect (aka I-405/SR 167 Direct Connector Interchange) Noise Variance, LUA16-000770 VH
Project Number:	LUA16-000770, V-H
Hearing Date:	November 8, 2016
Project Manager:	Rohini Nair, Civil Engineer III
Owner:	Washington State Department of Transportation
Applicant:	Linda Cooley, WSDOT, 600 108 th Ave NE, Suite 405, Bellevue, WA 98004
Contact:	Same as Applicant

Project Summary: Washington State Department of Transportation (WSDOT) is requesting a noise variance from RMC 8-7-2 (Noise Regulations, Maximum Environmental Noise Levels) to allow for 845 non-consecutive nights of construction work over 36 months, for the I-405/SR167 Direct Connect project. The work includes construction & hauling over a 36-month period at different locations along the project limits. The project includes work from 8pm to 5am on weekdays, Saturdays, and Sundays, which will require a variance from RMC 4-4-030C.2&3 to perform the above construction outside of code established work days. Construction is proposed from November 22, 2016 to November 21, 2019.

WSDOT would build a new flyover ramp connecting the High Occupancy Toll (HOT) lanes on SR 167 to the High Occupancy Vehicle (HOV) lanes on I-405. The proposed work includes geotechnical drilling, demolition, building a fly-over ramp, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water facilities, water facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. Noise levels resulting from the project's construction activities will generate peak noise levels of 64 to 85 dBA as perceived at 50 feet from the WSDOT property line.

Project Location: SR 167 from milepost (MP) 24.5 at S 180th St to MP 27.3, and on I-405 from MP 1.3 to MP 4.3 at N 4th St. The project also includes work on S 14th St., and on small portions of Smithers, Morris, Whitworth and Shattuck near S 14th Street.

Site Area:	12,615 Lineal Feet	Total Building Area GSF:	N/A
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B. PROJECT DESCRIPTION/BACKGROUND:

Washington State Department of Transportation (WSDOT) is requesting a noise variance from RMC 8-7-2 (Noise Regulations, Maximum Environmental Noise Levels) to allow for 845 non-consecutive nights of intermittent construction work over 36 months, for the I-405/SR167 Direct Connect aka the I405/SR 167 Direct Connector Interchange project. The construction work would occur from November 22, 2016 to November 21, 2019. The project includes work from 8 pm to 5 am on weekdays, Saturdays, and Sundays, which requires a variance from the allowed construction work days in RMC 4.4.030.C.2&3 (Development code).

The project is located on SR 167 from milepost (MP) 24.5 at S 180th St to MP 27.3, and on I-405 from MP 1.3 to MP 4.3 at N 4th St. The project also includes work on the City right of way (ROW) on S 14th St., and on small portions of Smithers, Morris, Whitworth and Shattuck near S 14th Street. WSDOT would build a new flyover ramp connecting the High Occupancy Toll (HOT) lanes on SR 167 to the High Occupancy Vehicle (HOV) lanes on I-405. The proposed work includes geotechnical drilling on the highways and the shoulders of the on-ramps and off-ramps, demolishing existing roadwork, building of a fly-over ramp, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water treatment facilities, water facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. Nighttime and weekend work will minimize congestion impacts to drivers, businesses, school buses and local commuters during the day, and is safer for workers and traveling public.

Construction equipment used during nighttime operations will include, but is not limited to pickup trucks, dump trucks, paving machines, planning grinder, air compressors, asphalt saw cutters, portable light plants and generators, compaction rollers, flat bed/ cement mixer trucks, truck mounted attenuators, sweepers, striping remover, and grinders, drill rigs, excavators, drills, cranes, and saw cutting machines. Noise levels resulting from the project's construction activities will generate peak noise levels of 64 to 85 dBA as perceived at 50 feet from the WSDOT property line.

WSDOT has proposed that all vehicles shall be equipped with ambient sensitive backup warning devices. To the extent possible, stationary equipment will be located away or shielded from sensitive receptors such as residences. The construction of new noise wall shafts will be scheduled prior to removing the existing noise wall. In addition, the proponent proposes to implement other measures to mitigate noise impacts. Truck tailgate banging will be prohibited. A WSDOT complaint number as well as a list of designated contact persons for forwarding complaints will be provided to the residents affected by the project. The project also requires Street Use and detour permits.

The project will include nighttime work 7 days a week including work on Sundays in areas where the zoning varies from Commercial Office (CO), Medium Industrial (IM), Commercial Downtown (CD), Commercial Arterial (CA), Residential du/ac (R-6, R-8, R-10), Residential Multi-Family (RMF). A variance from RMC 8-7-2 is necessary in order to conduct the nighttime work, as maximum permissible environmental noise levels (per WAC 173-60-040, incorporated by reference in RMC 8-7) limit extended periods of noise from 10:00 pm to 7:00 am to levels between 45 dBA and 60 dBA, with exceedances of 5 to 15 dBA permitted for periods of 1.5 to 15 minutes in any one-hour period (WAC 173-60-040). A variance from RMC 4.4.030 is required for the night time work hours after 8 pm on weekdays and Saturdays and for the work on Sundays.

C. EXHIBITS:

The following exhibits were entered into the record:

- Exhibit 1: Report to Hearing Examiner
- Exhibit 2: Location of proposed WSDOT I-405/SR 167 Direct Connect aka I-405/SR 167 Direct Connector Interchange project, and associated work on City Street
- Exhibit 3: Table – Types of equipment - Noise Levels (dBA) - Proposed Mitigation Measures.
- Exhibit 4: Plans of proposed WSDOT I-405/SR 167 Direct Connect aka I-405/SR 167 Direct Connector Interchange project work
- Exhibit 5: Project narrative from WSDOT on September 30, 2016, requesting the variance and Justification for the Noise Variance Request
- Exhibit 6: Clarification email from WSDOT regarding work days, work hours, and work in City ROW
- Exhibit 7: Noise Monitoring Plan for nighttime construction from WSDOT

D. FINDINGS:

Having reviewed the written record in the matter, the City now makes and enters the following:

1. Request:

- A. Variance from RMC 8-7-2 (Maximum Environmental Noise Levels) for intermittent work between 8:00 pm and 5:00 am on Mondays thru Sundays, over 845 non-consecutive nights over a period of 36 months from November 22nd 2016 to November 21st 2019. Noise Variance is required for work between 10:00 pm and 7:00 am.
- B. Variance from RMC 4.4.030.C.2&3 (Construction Standards). The project proposes intermittent work between 8:00 pm and 5:00 am on Mondays thru Sundays, from November 22nd 2016 to November 21st 2019. A variance is required for construction work anytime on Sundays, for work between 8:00 pm to 7:00 am Monday to Friday, and for work between 8:00pm and 9:00 am on Saturday.

2. Variances: The proposal requires a public hearing with the Hearing Examiner in order to consider the two variances.

3. Existing Land Uses: I-405 roadway and associated off/on ramps are within State roadway right of way and do not have a City zoning designation. Beyond the State roadway right of way the land use is designated Commercial Office (CO), Medium Industrial (IM), Commercial Downtown (CD), Commercial Arterial (CA), Residential du/ac (R-6, R-8, R-10), and Residential Multi-Family (RMF).

4. Zoning: The zoning of the areas within the City limits that may be impacted by the proposed work include Commercial Office (CO), Medium Industrial (IM), Commercial Downtown (CD), Commercial Arterial (CA), Residential du/ac (R-6, R-8, R-10), Residential Multi-Family (RMF).

E. CONSISTENCY WITH VARIANCE CRITERIA:**A. NOISE VARIANCE**

Section 8-7-8.D. Lists 7 criteria that the Hearing Examiner is asked to consider, along with all other relevant information, in making a decision on a Noise Variance application. These include the following:

The Hearing Examiner shall have authority to grant a variance upon making a determination, in writing, that the conditions specified below have been found to exist:

- 1. That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to the applicant's property or project, and that the strict application of this Chapter will deprive the subject property owner or applicant of rights and privileges enjoyed by others.***

Staff Analysis: I-405 and SR 167 are heavily travelled routes as they serve as main corridors for motorist uses, mass transit and freight and commercial within the Puget Sound area. WSDOT will build a new flyover ramp connecting the HOT lanes on SR 167 to the car pool lanes on I-405, improving flow at this critical interchange. The project also includes geotechnical explorations on the shoulder of both the on-ramps and off-ramps of the highways, demolishing existing roadwork, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water treatment facilities, water facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. Day time closures, full or partial to perform this work, would have the potential to spike congestion on these busy highways and City streets negatively, and would affect the City of Renton arterials and local streets. Consequently, working at nights on weekdays and weekends will allow residents, businesses and drivers to be able to maintain adequate travel times while using these corridors. The contractor on this project is required to provide the safe and efficient movement of people, goods, and services through and around the project, while minimizing negative impacts to residents, commuters, and businesses. In order to meet these requirements, it is necessary that the work for this project be done at nights on Monday thru Sunday. Working at night is the best way to minimize negative effects as a result of construction which would only exacerbate the existing traffic conditions mentioned above. WSDOT has indicated that safety for drivers and construction workers improves when work is conducted at night. Permitted noise levels will be exceeded during construction, in the area where the work is occurring. The type of equipment used to drill, excavate, saw cut, mix cement, and dump materials, will generate noise that will exceed the allowed noise limits. The applicant has proposed mitigation measures that will reduce the impact of the noise generated by the construction activities. Therefore, staff concurs that the practical difficulties exist which prevent the applicant from complying with the code.

- 2. That the granting of the variance will not be materially detrimental to the public health, welfare or safety, or unduly injurious to the property or improvements in the vicinity of the location for which this variance is sought.***

Staff Analysis: Granting of the variance will minimize risk to travelling public and construction workers, and reduce risks to property because nighttime traffic volumes are lighter. Performing the work during

nighttime hours and during weekends, when the least amount of traffic is present will minimize the risks to the travelling public and construction workers. Temporary nighttime construction is one of the few tools that WSDOT employs to lessen traffic congestion and disruption to highway users while improving the roadway. The proposed work will be an intermittent mobile construction operation, meaning that noise sources and construction equipment will be operating up and down the corridors and will not be focused on one particular property within the project area during project duration. While some residents may be inconvenienced, WSDOT has proposed mitigation to reduce the noise impacts. Work is not proposed on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving, and on December 25th. Consequently, the adjacent residents will not have any significant impacts during these holidays. Staff recommends that work not be allowed on the above mentioned seven holidays to prevent hardship to the residents on holidays.

The noise levels coming from construction equipment will diminish with distance. A 6 dBA noise level decrease will occur with the doubling of distance from a stationary noise source. For example, a noise level of 70 dBA measured at 50 feet would be 64 dBA at 100 feet, 58 dBA at 200 feet and 52 dBA at 400 feet. Noise also decreases if an object interferes with the receiver's line of sight to the noise source. For residents within the city limits, this attenuation depends on the relative elevation of the source and the receiver, and the height and location of the intervening object. Noise levels projected for this project have been estimated that some activities may generate peak noise levels of 64 to 85 dBA heard at 50 feet. Existing ambient traffic noise levels in the range of 70 to 80 dBA on the corridors may aid in masking the construction noise. WSDOT has also included noise mitigation measures for the construction which will aid to reduce the noise generated by the construction equipment. Some residents may be impacted during construction; however, WSDOT has proposed mitigation measures to reduce the impacts. Staff does not anticipate that public health or safety will be diminished. If any noise related complaints are received, the contractor along with the WSDOT will work on alternative mitigation measures to reduce or stop the disruption. The applicant has submitted a noise monitoring plan for nighttime construction that outlines how WSDOT's contractor will proceed with noise measurements and nighttime noise complaint response.

Information regarding the proposed noise variance project was posted and notification was mailed to residents within 300 feet of the project corridor. One party of record request has been received from the public as of today. No comments were received from the public as of today, during the public comment period.

3. That the variance sought is the minimum variance which will accomplish the desired purpose.

Staff Analysis: The work will occur over 36 months on 845 non-consecutive nights. The work limits include work on SR 167 from milepost (MP) 24.5 at S 180th St to MP 27.3, and on I-405 from MP 1.3 to MP 4.3 at N 4th St, which include the construction of a new flyover interchange. The project also includes geotechnical explorations on the shoulder of both the on-ramps and off-ramps of the highways, demolishing existing roadwork, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water treatment facilities, water facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. Work is also planned on S 14th St., and on small portions of Smithers, Morris, Whitworth and Shattuck near S 14th Street. The work is proposed for approximately 12,615 lineal feet. Mitigation measures are proposed by the applicant to diminish the noise impact on the surrounding area. Staff believes that the request is the minimum needed to accomplish the necessary construction and geotechnical exploration activities.

4. That the variance contains such conditions deemed to be necessary to limit the impact of the variance on the residence or property owners impacted by the variance. The variance approval may be subject to conditions including, but not limited to, the following:

- a. Implementation of a noise monitoring program;**
- b. Maximum noise levels;**
- c. Limitation on types of equipment and use of particular equipment;**
- d. Limitation on back-up beepers for equipment;**
- e. Required use of noise shields or barriers;**
- f. Implementation of "approved" bed liners in dump trucks;**
- g. Restrictions to specific times and days;**
- h. Specific requirements for documentation of compliance with the noise variance conditions;**
- i. Specific requirements for notification to nearby residents;**
- j. Required cash security to pay for inspection services to verify compliance;**
- k. Required access to the project by the City to verify compliance with the noise variance conditions;**
- l. Specific program to allow for temporary hotel vouchers to affected residents;**
- m. Requirements for written verification that all workers understand the noise variance conditions for the project; and**
- n. Provision allowing the City to immediately revoke the variance approval if the variance conditions are violated.**

Staff Analysis: Noise mitigation measures to diminish or eliminate noise during construction shall be implemented by the applicant. The applicant has included a noise monitoring plan for nighttime construction that will be implemented by the contractor. Maximum noise level readings will be included in

the noise monitoring program that will be conducted, and these results with the type of work being conducted during the noise level readings are to be provided to the City's project manager.

All vehicles shall be equipped with ambient sensitive backup warning devices. Truck tailgate banging will not be allowed. An after-hours noise complaint phone number staffed by WSDOT and/or their contractors will be provided. The proposed noise mitigation measures are included in the attached project narrative. Additional mitigation measures to diminish or eliminate noise during construction are to be provided by the applicant as necessary.

Staff recommends as a condition of approval that WSDOT provide the City's project manager with the after-hours noise complaint phone number prior to the start of construction, and a summary of any complaints and the response provided, within 5 days of receiving the complaint. Staff also recommends that WSDOT provide temporary motel vouchers to affected residents for the nights of the proposed noise variance work when noise impacts cannot be reasonably mitigated (by ear plugs or white noise generators) to levels that enable the residents to reasonably sleep at their homes. Staff recommends that a nightly noise monitoring program be implemented by the contractor and the results provided to the City's project manager. Advance notification of the construction work should be provided to the residents. Staff recommends that if complaints are received regarding the work on Saturdays and Sundays near residential zones, the work on Saturdays and Sundays will be restricted to noise levels that will not exceed the requirements of WAC17360-040. In addition, staff recommends that the applicant provide notice to the City's project manager of the date and areas of expected night work, a minimum of 24 hours in advance of the work.

5. *The importance of the services provided by the facility creating the noise and the other impacts caused to the public safety, health and welfare balanced against the harm to be suffered by residents or property owners receiving the increased noise permitted under this variance.*

Staff Analysis: The I-405 / SR 167 Interchange is a heavily congested interchange in the state, with drivers experiencing significant congestion in this area each day. WSDOT proposes to build a new flyover ramp connecting the HOT lanes on SR 167 to the carpool lanes on I-405, which will improve flow at this critical interchange. Consequentially after the flyover is constructed, there will be significant improvement on the travel conditions of the adjacent residents and the general public. Construction noise mitigation measures that will be provided by the contractor should be able to address or minimize any temporary construction inconvenience to the nearby residents. So, granting this variance would not cause WSDOT to adversely affect the general policy and purpose of the ordinance. Improvements to this heavily travelled highly congested interchange outweigh the limited-term noise and construction impacts to residents and property owners.

6. The availability of practicable alternative locations or methods for the proposed use which will generate the noise.

Staff Analysis: The nature of the I-405 and SR 167 routes limits alternative locations for the project work. No alternative locations are possible. Noise mitigation measures will be used to limit disturbance throughout the evening construction work.

7. The extent by which the prescribed noise limitations will be exceeded by the variance and the extent and duration of the variance.

Staff Analysis: The noise variance is requested for 845 non-consecutive nights over a 36 month period from November 22, 2016 to November 21, 2019 for intermittent work. Peak noise levels produced by construction equipment are expected to range from 64 to 85 decibels at a distance of 50 feet from the source of the noise. These sound levels are expected to diminish to a range from 52 to 79 decibels at a distance of 200 feet from the source of the noise. The proposed work will be an intermittent mobile construction operation, meaning that noise sources and construction equipment will be operating at different locations along the project area during the 845 working nights. This mobile operation will mean that each individual resident will not be impacted for all 845 working nights.

B. DEVELOPMENT CODE VARIANCE

Section 4-9-250.5 Lists 4 criteria that the Hearing Examiner is asked to consider, along with all other relevant information, in making a decision on a Variance application. These include the following:

The Hearing Examiner shall have authority to grant a variance upon making a determination, in writing, that the conditions specified below have been found to exist:

1. That the applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to the applicant's property or project, and that the strict application of this Chapter will deprive the subject property owner or applicant of rights and privileges enjoyed by others.

Staff Analysis: I-405 and SR 167 are heavily travelled routes as they serve as main corridors for motorist uses, mass transit and freight and commercial within the Puget Sound area. WSDOT will build a new flyover ramp connecting the HOT lanes on SR 167 to the car pool lanes on I-405, improving flow at this critical interchange. The project also includes geotechnical explorations on the shoulder of both the on-ramps and off-ramps of the highways, demolishing existing roadwork, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water treatment facilities, water facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. Day time closures, full or partial to perform this work, would have the potential to spike congestion on these busy highways and City streets

negatively, and would affect the City of Renton arterials and local streets. Consequently, working at nights on weekdays and weekends will allow residents, businesses and drivers to be able to maintain adequate travel times while using these corridors. The contractor on this project is required to provide the safe and efficient movement of people, goods, and services through and around the project, while minimizing negative impacts to residents, commuters, and businesses. In order to meet these requirements, it is necessary that the work for this project be done at nights on Monday thru Sunday. Working at night is the best way to minimize negative effects as a result of construction which would only exacerbate the existing traffic conditions mentioned above. WSDOT has indicated that safety for drivers and construction workers improves when work is conducted at night.

2. That the granting of the variance will not be materially detrimental to the public health, welfare or safety, or unduly injurious to the property or improvements in the vicinity of the location for which this variance is sought.

Staff Analysis: Granting of the variance will minimize risk to travelling public and construction workers, and reduce risks to property because nighttime traffic volumes are lighter. Performing the work during nighttime hours and during weekends, when the least amount of traffic is present will minimize the risks to the travelling public and construction workers. Temporary nighttime construction is one of the few tools that WSDOT employs to lessen traffic congestion and disruption to highway users while improving the roadway. The proposed work will be an intermittent mobile construction operation, meaning that noise sources and construction equipment will be operating up and down the corridors and will not be focused on one particular neighbor within the project area during project duration. Work is not proposed on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving, and on December 25th. Consequently, the adjacent residents will not have any significant impacts during these holidays. Staff recommends that work not be allowed on the above mentioned seven holidays to prevent hardship to the residents on holidays. Staff recommends that if complaints are received regarding the construction work on Saturdays and Sundays near residential zones, the work on Saturdays and Sundays will be restricted to work that will not significantly impact local traffic and the work will be restricted to noise levels that will not exceed the requirements of WAC17360-040. Staff also recommends that advance notification of the construction work should be provided to the residents two weeks ahead of the work by door hangers and/or mailings.

Citizens will be impacted to the minimum extent and staff does not anticipate that public health or safety will be diminished. Staff recommends that for the work on City streets, traffic control plans are to be submitted by the contractor and approved by the City Transportation section prior to start of construction work. If any complaints are received from residents, the contractor along with the WSDOT will work on measures to minimize the disruption.

Information regarding the proposed variance project was posted and notification was mailed to residents within 300 feet of the project corridor. One party of record request has been received from the public as of today. No comments were received from the public as of today, during the public comment period.

3. That approval shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is situated.

Staff Analysis: The construction work is proposed in the state right of way and within the City of Renton right of way. WSDOT would build a new flyover ramp connecting the High Occupancy Toll (HOT) lanes on SR 167 to the High Occupancy Vehicle (HOV) lanes on I-405. The proposed work includes geotechnical drilling on the highways and the shoulders of the onramps and off ramps, demolishing existing roadwork, building of a fly-over ramp, rebuilding existing on and off-ramps, reconstructing portions of nearby local streets, relocating a noise wall, adding a raised earthen berm, ditches, culverts, catch basins, storm water treatment facilities, pavement markings, traffic signals, signs, ramp meters, and rebuilding electrical cabinetry and wiring. The completed project will benefit the travel and conditions of life style of the other properties in the vicinity and the general public. This work will not constitute any special privileges that will limit the use of other properties in the vicinity of the project site.

4. That the approval is a minimum variance that will accomplish the desired purpose.

Staff Analysis: The work will occur over 36 months on 845 non-consecutive nights. The work limits include work on SR 167 from milepost (MP) 24.5 at S 180th St to MP 27.3, and on I-405 from MP 1.3 to MP 4.3 at N 4th St, which include the construction of a new flyover interchange. The project also includes geotechnical explorations on the shoulders of the on-ramps and off-ramps necessary for this project. Work is also planned on S 14th St., and on small portions of Smithers, Morris, Whitworth and Shattuck near S 14th Street. The work is proposed for approximately 12,615 lineal feet. Mitigation measures are proposed by the applicant to diminish the noise impact on the surrounding area. Staff believes that the request is the minimum needed to accomplish the necessary construction and geotechnical exploration activities

F. CONCLUSIONS: THE WORK WOULD OCCUR ON SR 167 FROM MILEPOST (MP) 24.5 AT S 180TH ST TO MP 27.3, AND ON I-405 FROM MP 1.3 TO MP 4.3 AT N 4TH ST. THE PROJECT ALSO INCLUDES WORK ON S 14TH ST., AND ON SMALL PORTIONS OF SMITHERS, MORRIS, WHITWORTH AND SHATTUCK NEAR S 14TH STREET. THE WORKS WOULD OCCUR OVER 36 MONTHS ON 845 NON-CONSECUTIVE NIGHTS.

1. The work requires a variance from RMC 8-7-2 (Noise Regulations, Maximum Environmental Noise Levels) as levels of noise for night time would be exceeded.
2. The work requires a variance from RMC 4.4.030.C.2&3 as construction work is proposed on days and hours not allowed in the code.

3. Analysis of the proposal according to variance criteria of RMC 8-7-8-D is also included in the Staff Report.

4. The analysis is provided for the proposed work outside of the construction hours mentioned in RMC 4-4-030.

G. RECOMMENDATION:

Staff recommends that the Variances for the Noise Variance I-405/SR167 Direct Connect (aka I-405/SR167 Direct Connector Interchange) project listed in RMC8-7-2, and the variance from the allowed construction work days and hours of RMC4.4.030, File No. LUA16-000616, V-H be approved subject to the following conditions:

1. The applicant shall provide the City of Renton project manager with the phone number for after-hours noise complaints prior to commencement of construction. Any complaints within the Renton city limits will be summarized and reported to the City's project manager within 5 days of the complaint.

2. The applicant shall implement proposed noise mitigation measures to diminish or eliminate noise during construction. Additional mitigation measures to diminish or eliminate noise during construction are to be provided by the applicant as necessary.

3. The applicant shall notify the City of Renton project manager with the date and areas of expected night work prior to commencement of night work, a minimum of 24 hours in advance of the work.

4. Implementation of a noise monitoring program will be conducted nightly by the contractor and the results provided to the City's project manager. Maximum noise level readings will be included in the noise monitoring program that will be conducted nightly and these results with the type of work being conducted during the noise level readings are to be provided to the City's project manager. The applicant's submitted project monitoring plan for nighttime construction noise in the event of a complaint should also be implemented.

5. The applicant shall provide temporary motel vouchers to affected residents for the nights of the proposed noise variance work when noise impacts cannot be reasonably mitigated (by ear plugs or white noise generators) to levels that enable the residents to reasonably sleep at their homes.

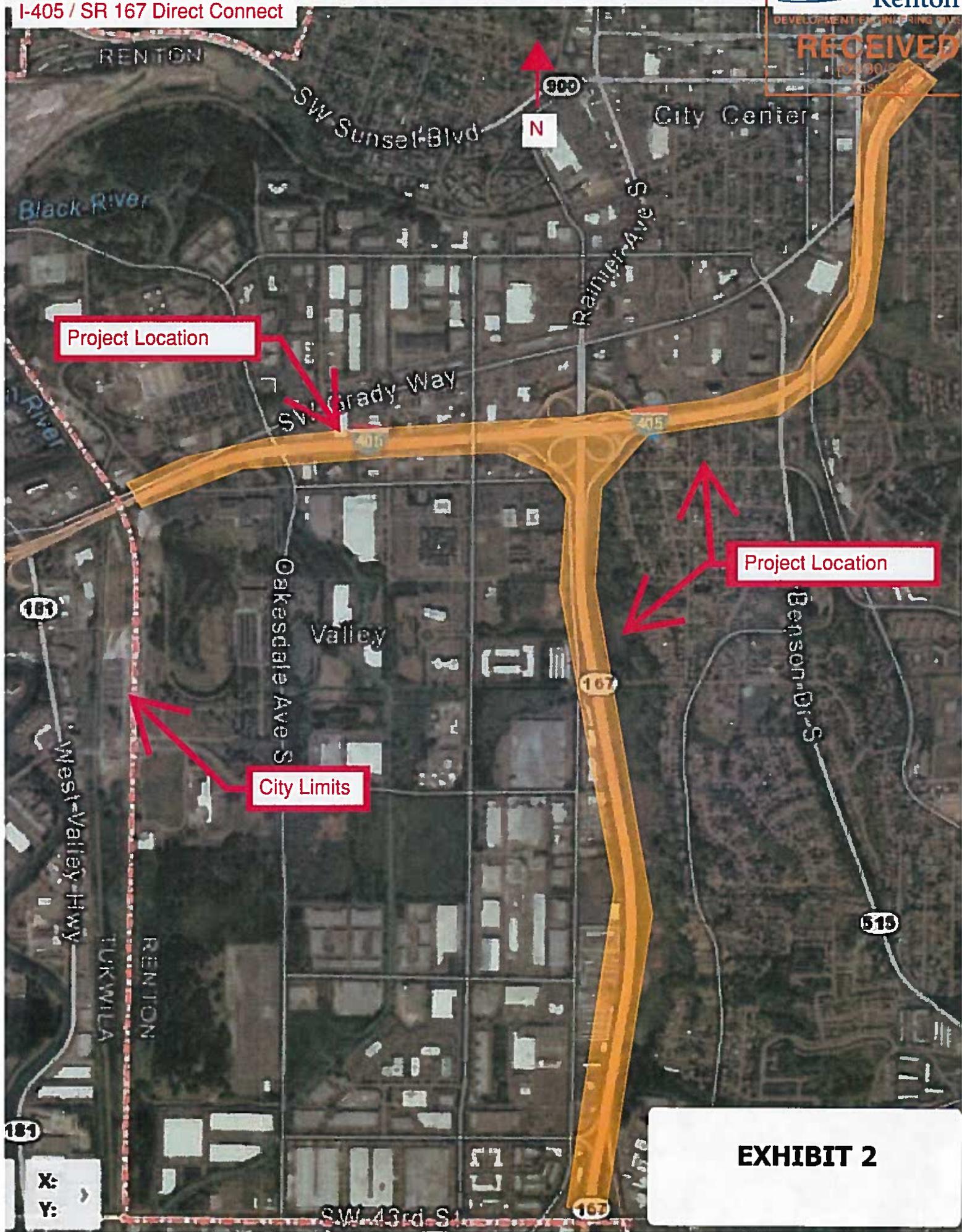
6. Work shall not be allowed on the following seven holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, the day after Thanksgiving, and on December 25th to prevent hardship to the residents.

7. Staff recommends that if complaints are received by WSDOT and/or the City regarding the construction work on Saturdays and Sundays near residential zones, the work on Saturdays and Sundays will

be restricted to work that will not significantly impact local traffic, and the work will be restricted to noise levels that will not exceed the requirements of WAC17360-040.

8. Advance notification of the construction work should be provided to the residents two weeks ahead of the work by door hangers and/or mailings.

9. For the work on City streets, traffic control plans are to be submitted by the contractor and approved by the City Transportation section prior to start of construction work. If any complaints are received from residents, the contractor along with WSDOT will work on measures to minimize the disruption



Project Location

Project Location

City Limits

EXHIBIT 2

X:
Y:

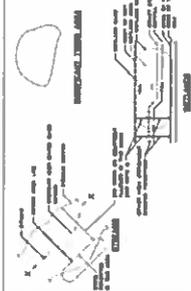
Types of vehicles - anticipated noise levels – Mitigation measures planned to minimize the impact.

Item #	Equipment	Sound level (dBA) at 50'	Sound level (dBA) at 100'	Sound level (dBA) at 200'	Sound level (dBA) at 300'	Type of Construction work	Mitigation measures
1	1-ton pickup trucks	68	62	56	53	Supports various construction activities.	The sounds from pick-up trucks would have a volume and sound similar to that of existing nighttime traffic from the freeway. The Contractor will avoid parking and idling vehicles next to residences. An after-hours noise complaint telephone number will be made available to residents.
2	Dump trucks	85	79	73	70	General construction operations	Construction equipment sounds emitted from this mobile operation will likely be noticeable by residents during nighttime operations but dissipated as the dump truck moves along completing tasks. Ambient sensitive backup alarms are required and truck tailgate banging is not allowed. An after-hours noise complaint telephone number will be available to residents.
3	Paving machines	74	68	62	59	Paving operations.	Construction equipment sounds emitted from this mobile operation will likely be noticeable by residents during nighttime operations but dissipated as paving machines move along completing tasks. Ambient sensitive backup alarms are required and truck tailgate banging is not allowed. An after-hours noise complaint telephone number will be available to residents.
4	Planing grinder	85	79	73	70	Paving operations	Construction equipment sounds emitted from this mobile operation will likely be noticeable by residents during nighttime operations but dissipated as planing grinder machines move along completing tasks. Ambient sensitive backup alarms are required and truck tailgate banging is not allowed. An after-hours noise complaint telephone number will be available to residents.
5	Air compressor	68	62	56	53	Pavement repair and Support various construction activities.	Equipment will be parked outside of the line of site from residences and temporary noise shields will be used when feasible. An after-hours noise complaint phone number will be available to residents.
6	Asphalt saw cut.	85	79	73	70	Pavement repair and ITS loop placement	An after-hours noise complaint phone number will be available to residents.
7	Portable Light plants and generators	64	58	52	49	Paving operations and support various construction activities.	The Contractor will be required to redirect temporary lights away from residences and avoid parking and idling vehicles next to residences. The contractor will be required to provide shielded generator type portable lights. An after-hours noise complaint telephone number will be available to residents.
8	Compaction Rollers and Hand compactor for	77	71	65	62	Pavement repair	An after-hours noise complaint telephone number will be available to residents.
9	Flat bed/Cement mixer trucks	83	77	71	68	Paving operation and support various construction activities.	Sounds emitted from this stationary operation will likely be noticeable by residents during nighttime operations. Ambient sensitive backup alarms are required and truck tailgate banging is not allowed. An after-hours noise complaint phone number will be available to residents.
10	Truck Mounted Attenuators	68	62	56	53	Paving operations and support various construction activities and traffic control.	Traffic control drivers will park at least 500' away from residences, when feasible. An after-hours noise complaint phone number will be available to residents.

11	Sweeper	69	63	57	54	Paving operations	Residents will notice this mobile operation while the equipment is moving along the highway completing their task so the sound will dissipate as they move along from the sensitive receiver. The sounds from the sweeper would have a volume and sound similar to that of existing nighttime traffic from the freeway.
12	Stripe removal	76	70	64	61	Removal existing pavement striping or pavement markers	Residents will notice this mobile operation while the equipment is moving along the highway completing its task. The sound will dissipate as the stripe removal equipment moves along and away from the sensitive receiver.
13	Stripe grinder	82	76	70	67	Placing of MMA Durable and visible delineation	Residents will notice this mobile operation while the equipment is moving along the highway completing its tasks so the sound will dissipate as they move along and away from the sensitive receiver.
14	Auger & Hollow Stem drill rig	85	79	73	70	Drilling for installation of soldier pile wall, subsurface exploration, and for luminaire	An after-hours noise complaint phone number will be available to residents.
15	Medium size excavator	85	79	73	70	May be used in wall footing excavation	An after-hours noise complaint phone number will be available to residents. May be used in wall and shaft excavation.
16	Small excavator	85	79	73	70	May be used in trenching	An after-hours noise complaint phone number will be available to residents. May be used for trenching.
17	Horizontal Directional Drills	82	76	70	67	May be used for directional boring	An after-hours noise complaint phone number will be available to residents. May be used for trenching.
18	Cranes	70	64	58	55	Structure Construction	An after-hours noise complaint phone number will be available to residents.
19	Pneumatic power tools	67	61	55	52	Partial demolition of existing structures.	An after-hours noise complaint phone number will be available to residents.
20	Saw-cutting machines	85	79	73	70	Partial demolition of existing structures.	An after-hours noise complaint phone number will be available to residents.

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING CODES AND SPECIFICATIONS UNLESS OTHERWISE NOTED:
 A. AIAA 308.0-2005
 B. AIAA 309.0-2005
 C. AIAA 310.0-2005
 D. AIAA 311.0-2005
 E. AIAA 312.0-2005
 F. AIAA 313.0-2005
 G. AIAA 314.0-2005
 H. AIAA 315.0-2005
 I. AIAA 316.0-2005
 J. AIAA 317.0-2005
 K. AIAA 318.0-2005
 L. AIAA 319.0-2005
 M. AIAA 320.0-2005
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 O. AIAA 322.0-2005
 P. AIAA 323.0-2005
 Q. AIAA 324.0-2005
 R. AIAA 325.0-2005
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 T. AIAA 327.0-2005
 U. AIAA 328.0-2005
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 CO. AIAA 400.0-2005



GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING CODES AND SPECIFICATIONS UNLESS OTHERWISE NOTED:
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20. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE FOLLOWING CODES AND SPECIFICATIONS UNLESS OTHERWISE NOTED:

GENERAL NOTES

NO.	DESCRIPTION	REMARKS
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GENERAL NOTES

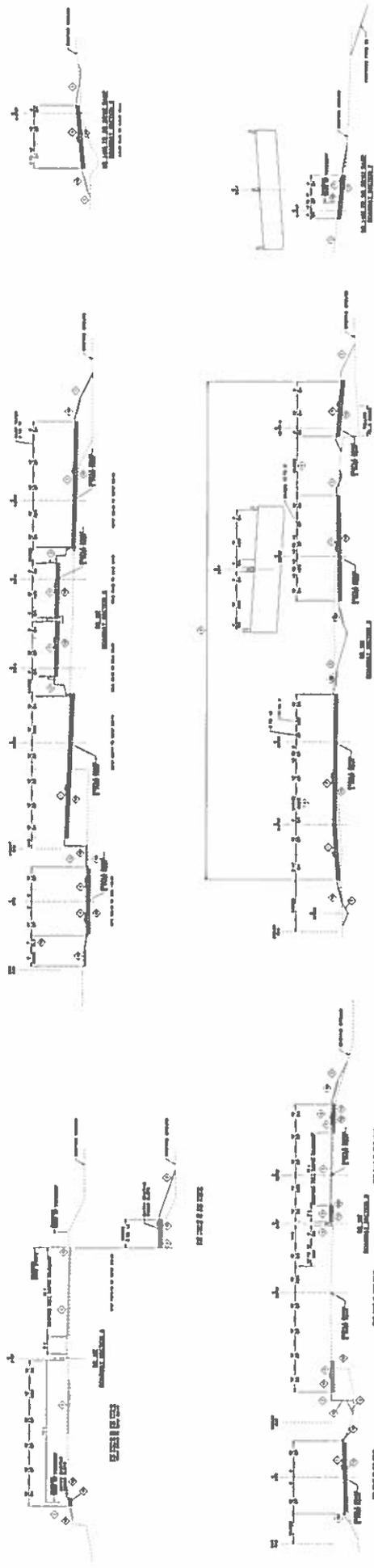
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GENERAL NOTES

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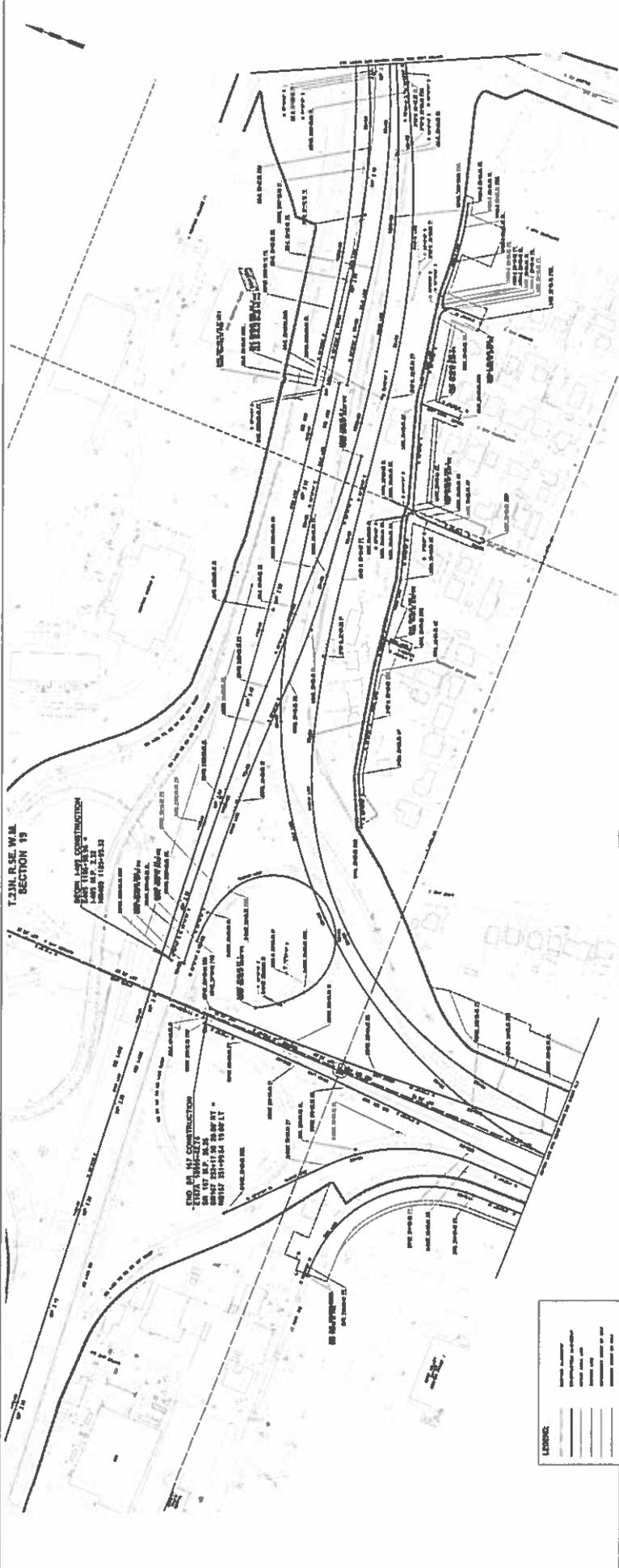
FINAL REVIEW - SEPT 2011
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION



- NOTES:**
1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 2. ALL WALLS ARE TO BE CONSTRUCTED WITH 12" CMU UNLESS OTHERWISE NOTED.
 3. ALL FLOORS ARE TO BE CONSTRUCTED WITH 4" CONCRETE ON TOP OF 8" CMU UNLESS OTHERWISE NOTED.
 4. ALL ROOFS ARE TO BE CONSTRUCTED WITH 4" CONCRETE ON TOP OF 8" CMU UNLESS OTHERWISE NOTED.
 5. ALL DOORS ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.
 6. ALL WINDOWS ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.
 7. ALL CEILING ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.
 8. ALL FLOORING ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.
 9. ALL WALLS ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.
 10. ALL ROOFS ARE TO BE CONSTRUCTED WITH 1 1/2" SOLID CORE UNLESS OTHERWISE NOTED.

PHILLIP REVIEW - SEPT 2015
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
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T.21N. R.5E. W.1E.
 SECTION 19

CONSTRUCTION
 SEE SHEET 18 FOR
 CONSTRUCTION
 SEE SHEET 18 FOR
 CONSTRUCTION

CONSTRUCTION
 SEE SHEET 18 FOR
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NOTE:
 FOR CURVE DATA SEE SHEET 13

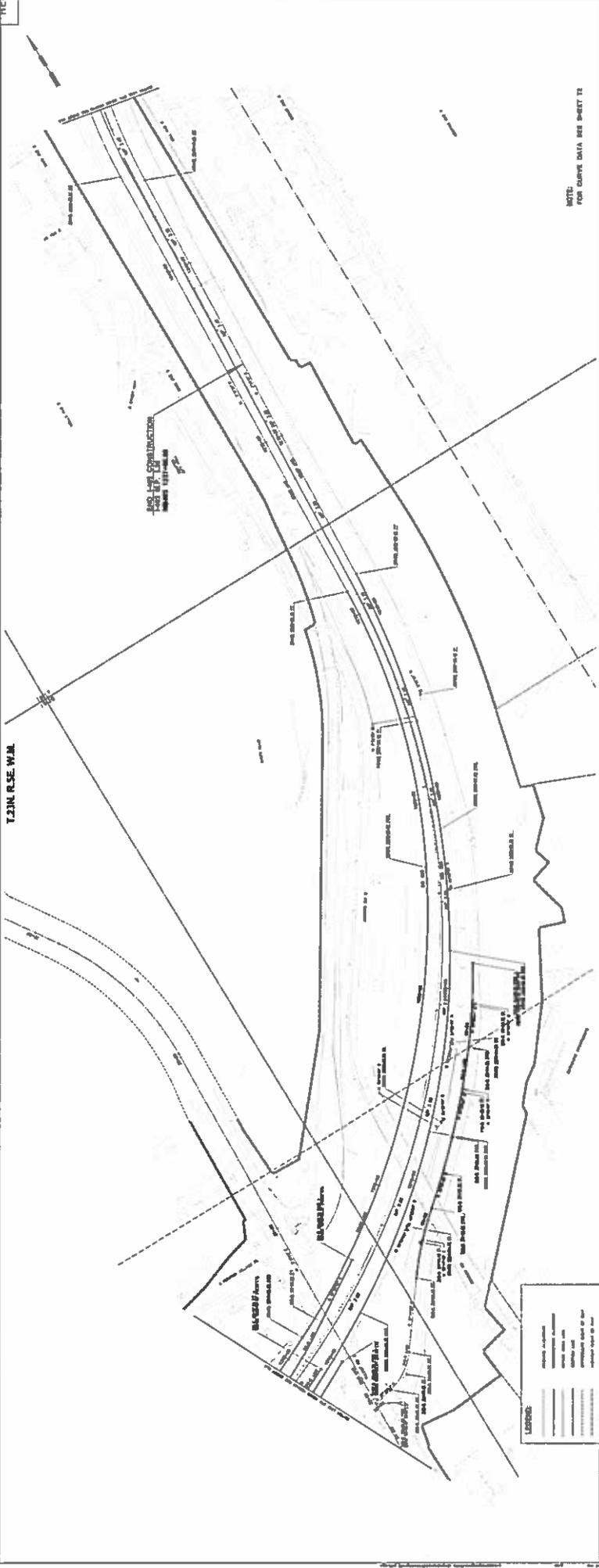
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	PROPOSED ROAD
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING UTILITY
	PROPOSED UTILITY
	EXISTING STRUCTURE
	PROPOSED STRUCTURE
	EXISTING TREE
	PROPOSED TREE

FINAL REVIEW - SEPT 2015
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION

 THE SCHEIN GROUP, INC.	
PROJECT NO.: 15-001	SHEET NO.: 19
PROJECT NAME:	DATE:
CLIENT:	DRAWN BY:
CHECKED BY:	SCALE:

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NOTE: FOR CLARIFIER DATA SEE SHEET T2

LEGEND:

- Proposed Structure
- Existing Structure
- Proposed Piping
- Existing Piping
- Proposed Electrical
- Existing Electrical
- Proposed Landscaping
- Existing Landscaping
- Proposed Grading
- Existing Grading
- Proposed Elevation
- Existing Elevation
- Proposed Slope
- Existing Slope
- Proposed Area
- Existing Area
- Proposed Boundary
- Existing Boundary
- Proposed Centerline
- Existing Centerline
- Proposed Right-of-Way
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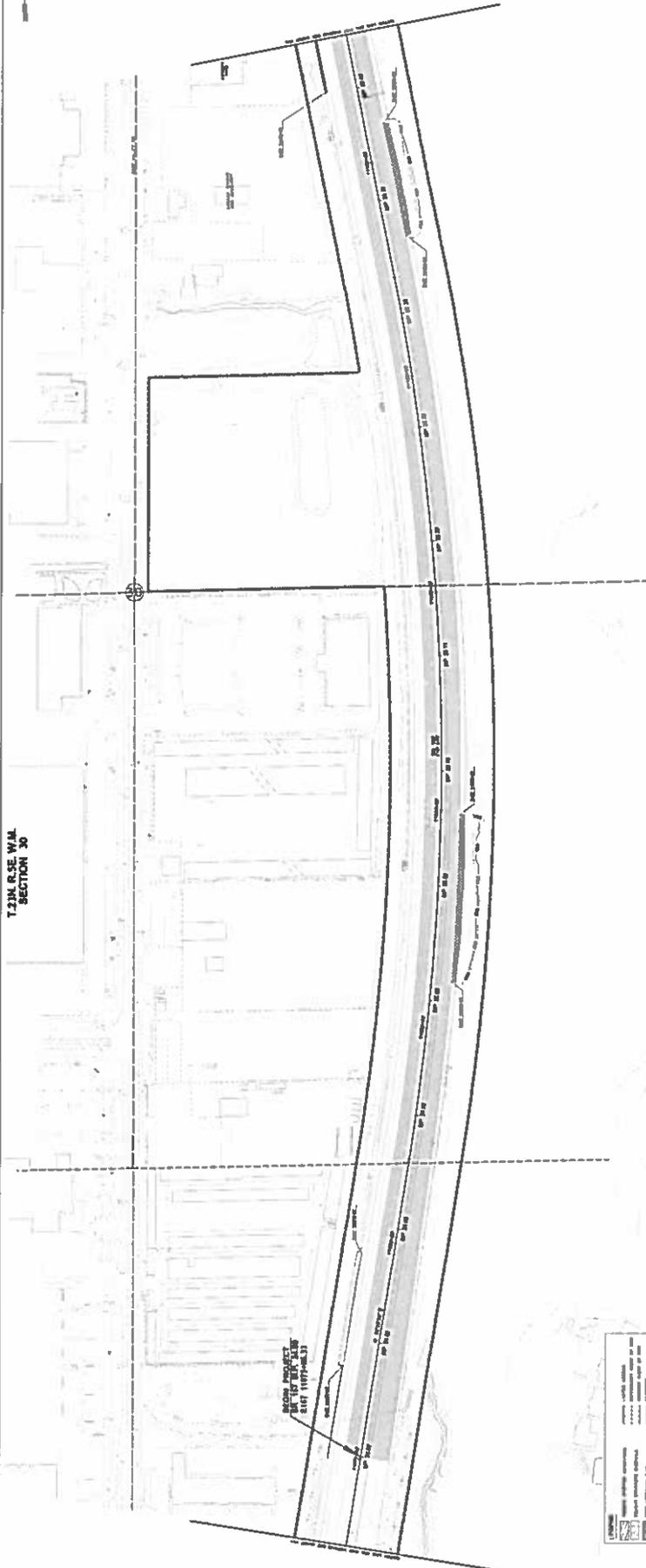
FINAL REVIEW - SEPT 2011
CONCEPTUAL DESIGN
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PROJECT: [illegible]
SHEET: T2

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BY: [Signature]

TJIN RISE WALL
SECTION 30



REVISIONS
DATE: 10/1/15
BY: [Signature]

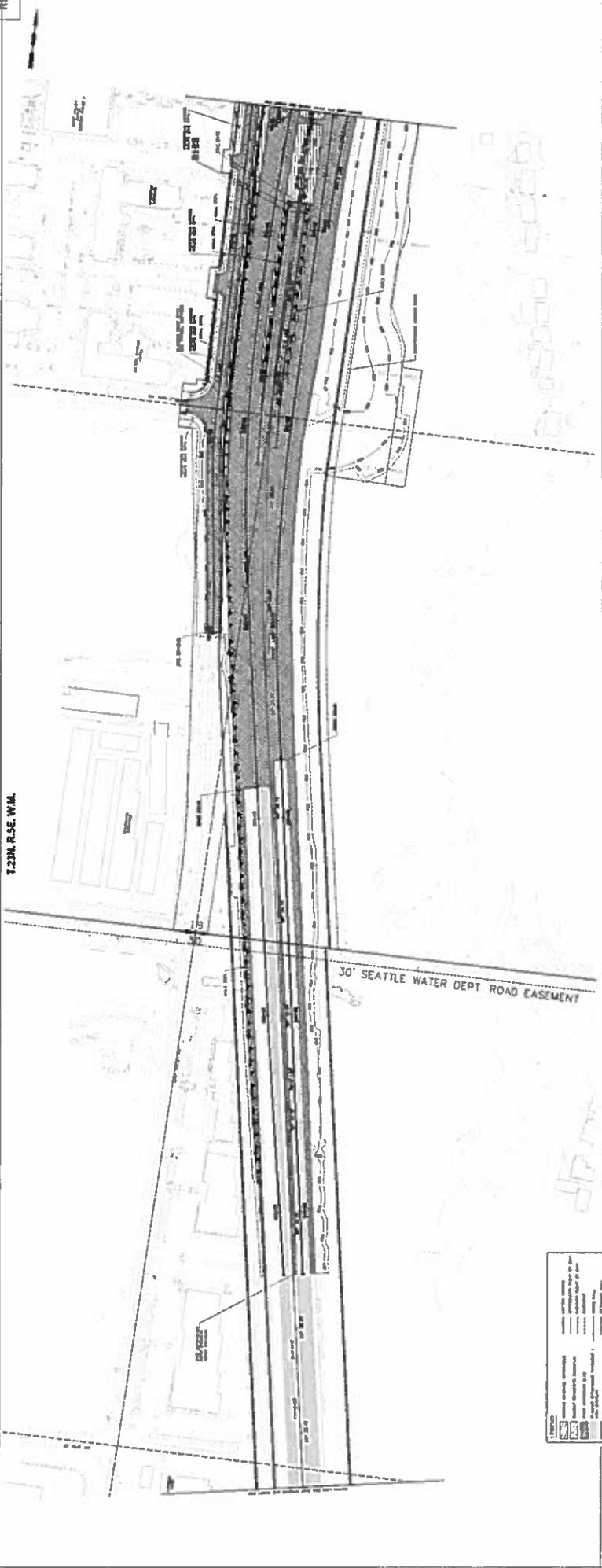
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Final Review - 08/17/2015
NOT FOR CONSTRUCTION

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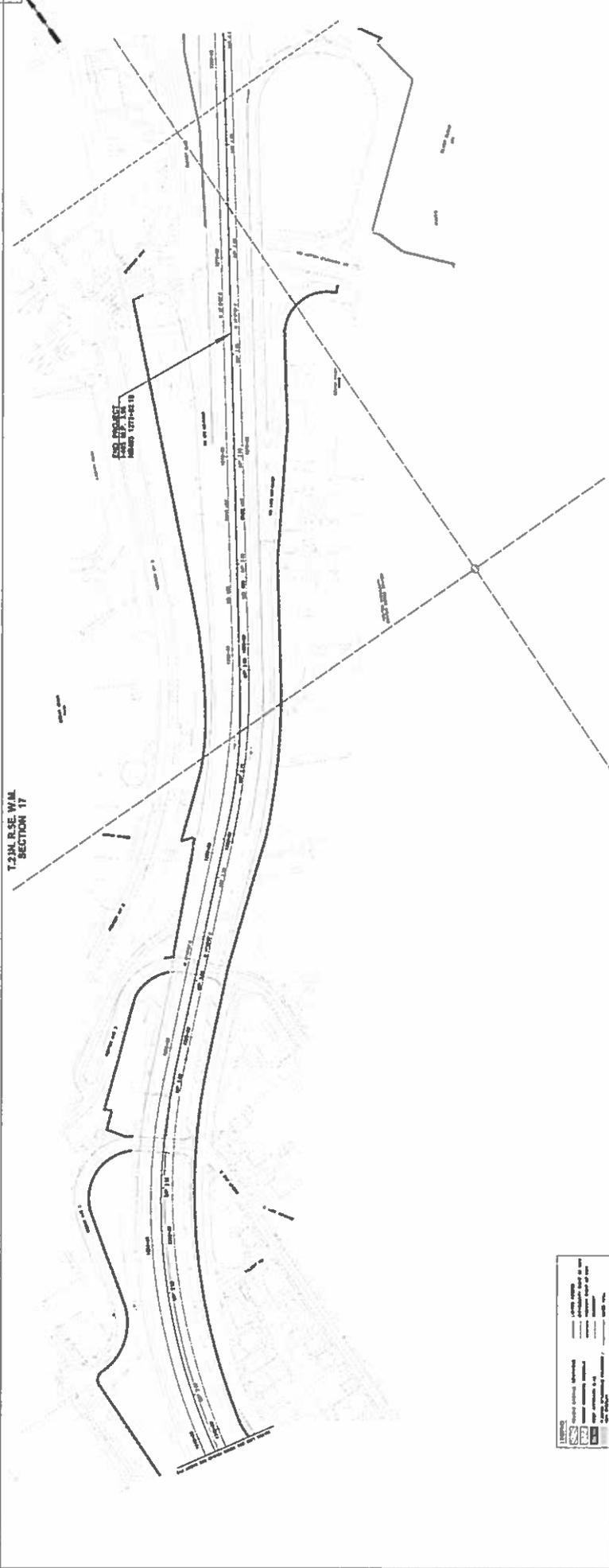
LEGEND

- Existing Utility
- Proposed Utility
- Proposed Road
- Proposed Building Footprint
- Proposed Easement
- Proposed Right of Way
- Proposed Street
- Proposed Sidewalk
- Proposed Bicycle Lane
- Proposed Greenway
- Proposed Parkway
- Proposed Transitway
- Proposed Light Rail
- Proposed Heavy Rail
- Proposed Monorail
- Proposed People Mover
- Proposed Cable Car
- Proposed Streetcar
- Proposed Trolley
- Proposed Bus Rapid Transit
- Proposed Bus
- Proposed Taxi
- Proposed Pedestrian
- Proposed Bicycle
- Proposed Horse
- Proposed Car
- Proposed Truck
- Proposed Semi-Trailer
- Proposed Ship
- Proposed Boat
- Proposed Plane
- Proposed Helicopter
- Proposed Rocket
- Proposed Space Shuttle

Final Review - BPT 2011
 Conceptual Design
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T.234.R.5E W.M.
SECTION 17



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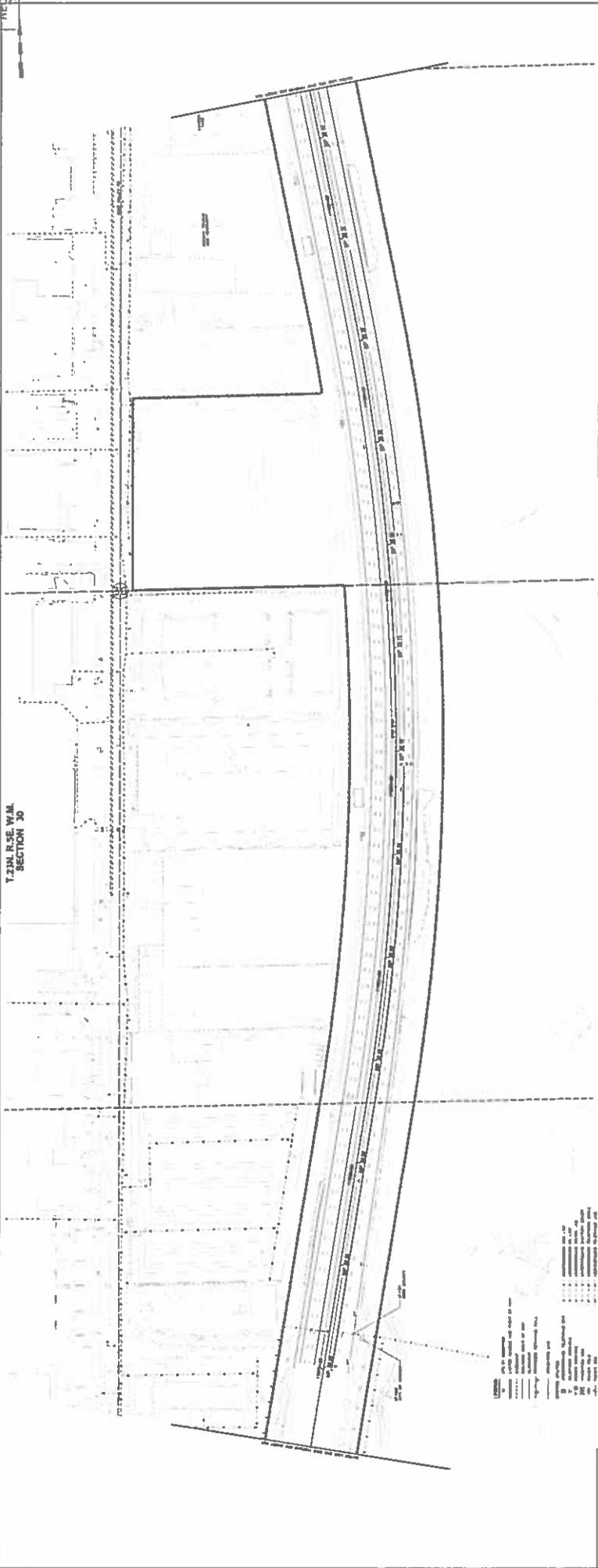
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[Symbol]	Proposed Encroachment
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[Symbol]	Proposed Lighting
[Symbol]	Proposed Stormwater Management
[Symbol]	Proposed Traffic Control
[Symbol]	Proposed Safety Features
[Symbol]	Proposed Other

FINAL REVIEW - 02/27/2015
CONCEPTUAL DESIGN
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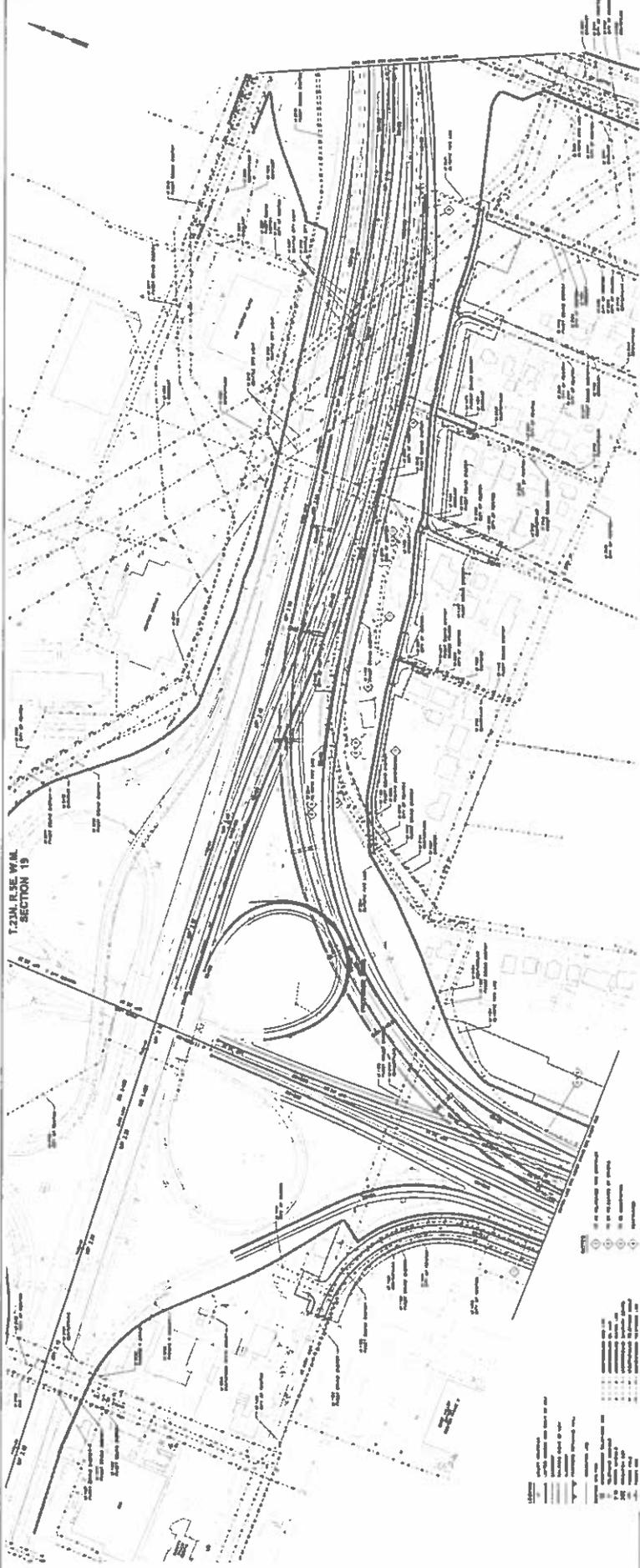
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T.234. N.5E. W.14M
SECTION 30



- 1. 1/2" = 100'
- 2. 1/4" = 50'
- 3. 1/8" = 25'
- 4. 1/16" = 12.5'
- 5. 1/32" = 6.25'
- 6. 1/64" = 3.125'
- 7. 1/128" = 1.5625'
- 8. 1/256" = 0.78125'
- 9. 1/512" = 0.390625'
- 10. 1/1024" = 0.1953125'
- 11. 1/2048" = 0.09765625'
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1.234 R.S.E. W.M.
SECTION 19

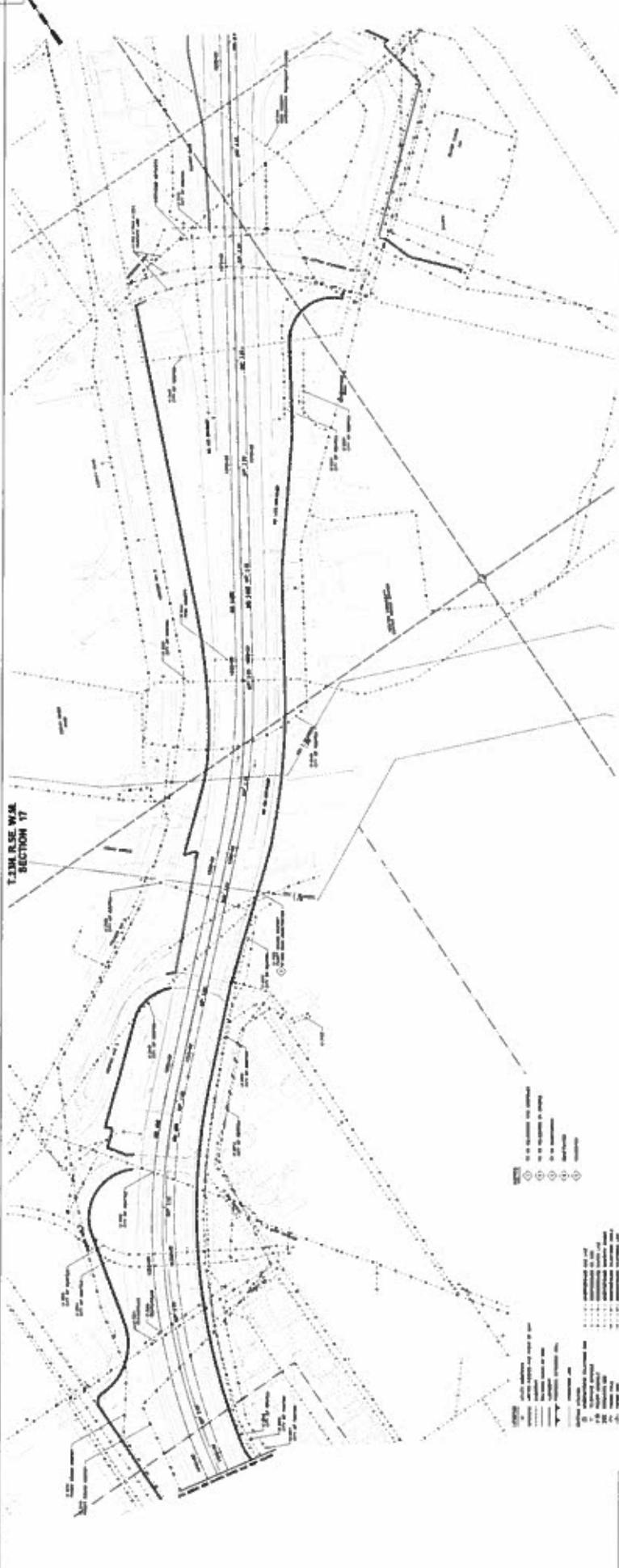
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- 14. EXISTING EROSION CONTROL
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- 16. EXISTING UTILITIES
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- 22. EXISTING NEIGHBORHOODS
- 23. EXISTING TRAFFIC PATTERNS
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- 46. EXISTING LEGAL DATA
- 47. EXISTING CONTRACT DATA
- 48. EXISTING COST DATA
- 49. EXISTING SCHEDULE DATA
- 50. EXISTING RISK DATA

- 1. EXISTING HIGHWAY
- 2. EXISTING RAMP
- 3. EXISTING SIDEWALK
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139	07/15/2029	REVISED PER PERMITTING
140	08/01/2029	REVISED PER PERMITTING
141	08/15/2029	REVISED PER PERMITTING
142	09/01/2029	REVISED PER PERMITTING
143	09/15/2029	REVISED PER PERMITTING
144	10/01/2029	REVISED PER PERMITTING
145	10/15/2029	REVISED PER PERMITTING
146	11/01/2029	REVISED PER PERMITTING
147	11/15/2029	REVISED PER PERMITTING
148	12/01/2029	REVISED PER PERMITTING
149	12/15/2029	REVISED PER PERMITTING
150	01/01/2030	REVISED PER PERMITTING

FINAL REVIEW - 08/17/2023
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

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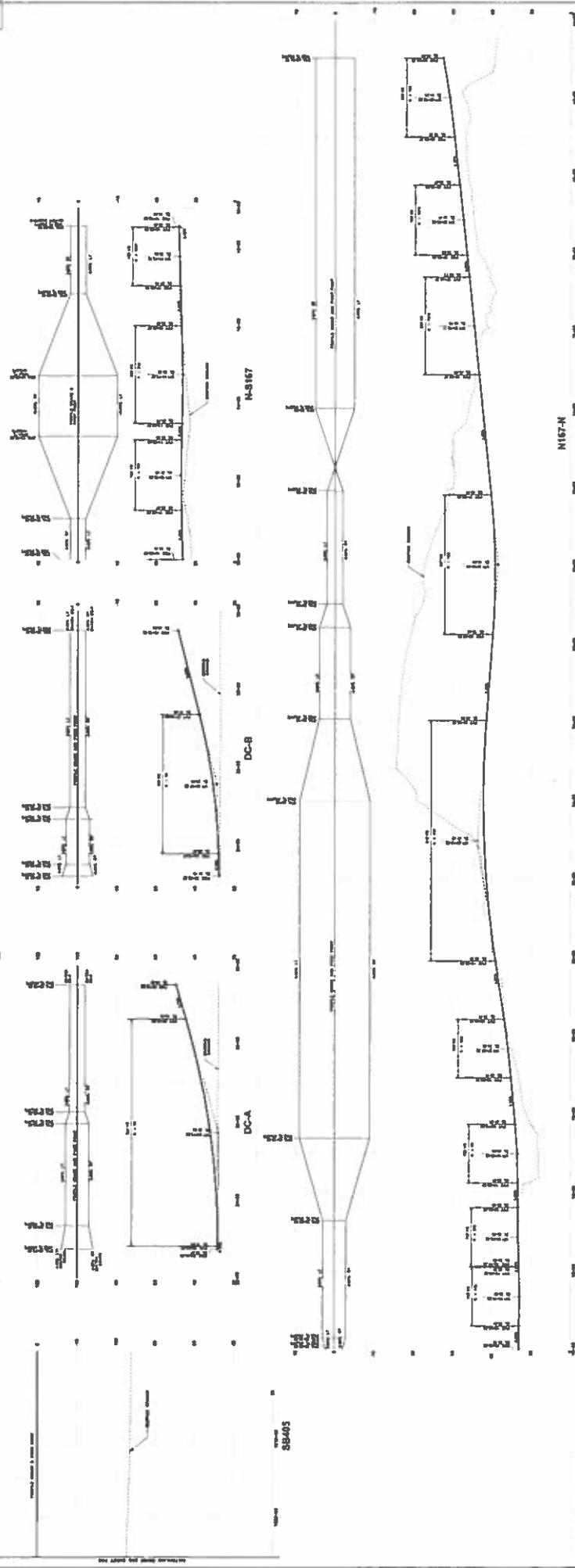


T. J. W. & S. W. A.
SECTION 17

- 1. TO BE CONSTRUCTED AS SHOWN
- 2. TO BE CONSTRUCTED AS SHOWN
- 3. TO BE CONSTRUCTED AS SHOWN
- 4. TO BE CONSTRUCTED AS SHOWN
- 5. TO BE CONSTRUCTED AS SHOWN

NO.	DESCRIPTION	QUANTITY
1	12" DUCTILE IRON PIPE	100.00
2	18" DUCTILE IRON PIPE	50.00
3	24" DUCTILE IRON PIPE	25.00
4	30" DUCTILE IRON PIPE	15.00
5	36" DUCTILE IRON PIPE	10.00
6	42" DUCTILE IRON PIPE	5.00
7	48" DUCTILE IRON PIPE	5.00
8	54" DUCTILE IRON PIPE	5.00
9	60" DUCTILE IRON PIPE	5.00
10	66" DUCTILE IRON PIPE	5.00
11	72" DUCTILE IRON PIPE	5.00
12	78" DUCTILE IRON PIPE	5.00
13	84" DUCTILE IRON PIPE	5.00
14	90" DUCTILE IRON PIPE	5.00
15	96" DUCTILE IRON PIPE	5.00
16	102" DUCTILE IRON PIPE	5.00
17	108" DUCTILE IRON PIPE	5.00
18	114" DUCTILE IRON PIPE	5.00
19	120" DUCTILE IRON PIPE	5.00
20	126" DUCTILE IRON PIPE	5.00
21	132" DUCTILE IRON PIPE	5.00
22	138" DUCTILE IRON PIPE	5.00
23	144" DUCTILE IRON PIPE	5.00
24	150" DUCTILE IRON PIPE	5.00
25	156" DUCTILE IRON PIPE	5.00
26	162" DUCTILE IRON PIPE	5.00
27	168" DUCTILE IRON PIPE	5.00
28	174" DUCTILE IRON PIPE	5.00
29	180" DUCTILE IRON PIPE	5.00
30	186" DUCTILE IRON PIPE	5.00
31	192" DUCTILE IRON PIPE	5.00
32	198" DUCTILE IRON PIPE	5.00
33	204" DUCTILE IRON PIPE	5.00
34	210" DUCTILE IRON PIPE	5.00
35	216" DUCTILE IRON PIPE	5.00
36	222" DUCTILE IRON PIPE	5.00
37	228" DUCTILE IRON PIPE	5.00
38	234" DUCTILE IRON PIPE	5.00
39	240" DUCTILE IRON PIPE	5.00
40	246" DUCTILE IRON PIPE	5.00
41	252" DUCTILE IRON PIPE	5.00
42	258" DUCTILE IRON PIPE	5.00
43	264" DUCTILE IRON PIPE	5.00
44	270" DUCTILE IRON PIPE	5.00
45	276" DUCTILE IRON PIPE	5.00
46	282" DUCTILE IRON PIPE	5.00
47	288" DUCTILE IRON PIPE	5.00
48	294" DUCTILE IRON PIPE	5.00
49	300" DUCTILE IRON PIPE	5.00
50	306" DUCTILE IRON PIPE	5.00
51	312" DUCTILE IRON PIPE	5.00
52	318" DUCTILE IRON PIPE	5.00
53	324" DUCTILE IRON PIPE	5.00
54	330" DUCTILE IRON PIPE	5.00
55	336" DUCTILE IRON PIPE	5.00
56	342" DUCTILE IRON PIPE	5.00
57	348" DUCTILE IRON PIPE	5.00
58	354" DUCTILE IRON PIPE	5.00
59	360" DUCTILE IRON PIPE	5.00
60	366" DUCTILE IRON PIPE	5.00
61	372" DUCTILE IRON PIPE	5.00
62	378" DUCTILE IRON PIPE	5.00
63	384" DUCTILE IRON PIPE	5.00
64	390" DUCTILE IRON PIPE	5.00
65	396" DUCTILE IRON PIPE	5.00
66	402" DUCTILE IRON PIPE	5.00
67	408" DUCTILE IRON PIPE	5.00
68	414" DUCTILE IRON PIPE	5.00
69	420" DUCTILE IRON PIPE	5.00
70	426" DUCTILE IRON PIPE	5.00
71	432" DUCTILE IRON PIPE	5.00
72	438" DUCTILE IRON PIPE	5.00
73	444" DUCTILE IRON PIPE	5.00
74	450" DUCTILE IRON PIPE	5.00
75	456" DUCTILE IRON PIPE	5.00
76	462" DUCTILE IRON PIPE	5.00
77	468" DUCTILE IRON PIPE	5.00
78	474" DUCTILE IRON PIPE	5.00
79	480" DUCTILE IRON PIPE	5.00
80	486" DUCTILE IRON PIPE	5.00
81	492" DUCTILE IRON PIPE	5.00
82	498" DUCTILE IRON PIPE	5.00
83	504" DUCTILE IRON PIPE	5.00
84	510" DUCTILE IRON PIPE	5.00
85	516" DUCTILE IRON PIPE	5.00
86	522" DUCTILE IRON PIPE	5.00
87	528" DUCTILE IRON PIPE	5.00
88	534" DUCTILE IRON PIPE	5.00
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90	546" DUCTILE IRON PIPE	5.00
91	552" DUCTILE IRON PIPE	5.00
92	558" DUCTILE IRON PIPE	5.00
93	564" DUCTILE IRON PIPE	5.00
94	570" DUCTILE IRON PIPE	5.00
95	576" DUCTILE IRON PIPE	5.00
96	582" DUCTILE IRON PIPE	5.00
97	588" DUCTILE IRON PIPE	5.00
98	594" DUCTILE IRON PIPE	5.00
99	600" DUCTILE IRON PIPE	5.00
100	606" DUCTILE IRON PIPE	5.00
101	612" DUCTILE IRON PIPE	5.00
102	618" DUCTILE IRON PIPE	5.00
103	624" DUCTILE IRON PIPE	5.00
104	630" DUCTILE IRON PIPE	5.00
105	636" DUCTILE IRON PIPE	5.00
106	642" DUCTILE IRON PIPE	5.00
107	648" DUCTILE IRON PIPE	5.00
108	654" DUCTILE IRON PIPE	5.00
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110	666" DUCTILE IRON PIPE	5.00
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115	696" DUCTILE IRON PIPE	5.00
116	702" DUCTILE IRON PIPE	5.00
117	708" DUCTILE IRON PIPE	5.00
118	714" DUCTILE IRON PIPE	5.00
119	720" DUCTILE IRON PIPE	5.00
120	726" DUCTILE IRON PIPE	5.00
121	732" DUCTILE IRON PIPE	5.00
122	738" DUCTILE IRON PIPE	5.00
123	744" DUCTILE IRON PIPE	5.00
124	750" DUCTILE IRON PIPE	5.00
125	756" DUCTILE IRON PIPE	5.00
126	762" DUCTILE IRON PIPE	5.00
127	768" DUCTILE IRON PIPE	5.00
128	774" DUCTILE IRON PIPE	5.00
129	780" DUCTILE IRON PIPE	5.00
130	786" DUCTILE IRON PIPE	5.00
131	792" DUCTILE IRON PIPE	5.00
132	798" DUCTILE IRON PIPE	5.00
133	804" DUCTILE IRON PIPE	5.00
134	810" DUCTILE IRON PIPE	5.00
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137	828" DUCTILE IRON PIPE	5.00
138	834" DUCTILE IRON PIPE	5.00
139	840" DUCTILE IRON PIPE	5.00
140	846" DUCTILE IRON PIPE	5.00
141	852" DUCTILE IRON PIPE	5.00
142	858" DUCTILE IRON PIPE	5.00
143	864" DUCTILE IRON PIPE	5.00
144	870" DUCTILE IRON PIPE	5.00
145	876" DUCTILE IRON PIPE	5.00
146	882" DUCTILE IRON PIPE	5.00
147	888" DUCTILE IRON PIPE	5.00
148	894" DUCTILE IRON PIPE	5.00
149	900" DUCTILE IRON PIPE	5.00
150	906" DUCTILE IRON PIPE	5.00
151	912" DUCTILE IRON PIPE	5.00
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157	948" DUCTILE IRON PIPE	5.00
158	954" DUCTILE IRON PIPE	5.00
159	960" DUCTILE IRON PIPE	5.00
160	966" DUCTILE IRON PIPE	5.00
161	972" DUCTILE IRON PIPE	5.00
162	978" DUCTILE IRON PIPE	5.00
163	984" DUCTILE IRON PIPE	5.00
164	990" DUCTILE IRON PIPE	5.00
165	996" DUCTILE IRON PIPE	5.00
166	1002" DUCTILE IRON PIPE	5.00
167	1008" DUCTILE IRON PIPE	5.00
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172	1038" DUCTILE IRON PIPE	5.00
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175	1056" DUCTILE IRON PIPE	5.00
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182	1098" DUCTILE IRON PIPE	5.00
183	1104" DUCTILE IRON PIPE	5.00
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186	1122" DUCTILE IRON PIPE	5.00
187	1128" DUCTILE IRON PIPE	5.00
188	1134" DUCTILE IRON PIPE	5.00
189	1140" DUCTILE IRON PIPE	5.00
190	1146" DUCTILE IRON PIPE	5.00
191	1152" DUCTILE IRON PIPE	5.00
192	1158" DUCTILE IRON PIPE	5.00
193	1164" DUCTILE IRON PIPE	5.00
194	1170" DUCTILE IRON PIPE	5.00
195	1176" DUCTILE IRON PIPE	5.00
196	1182" DUCTILE IRON PIPE	5.00
197	1188" DUCTILE IRON PIPE	5.00
198	1194" DUCTILE IRON PIPE	5.00
199	1200" DUCTILE IRON PIPE	5.00
200	1206" DUCTILE IRON PIPE	5.00
201	1212" DUCTILE IRON PIPE	5.00
202	1218" DUCTILE IRON PIPE	5.00
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208	1254" DUCTILE IRON PIPE	5.00
209	1260" DUCTILE IRON PIPE	5.00
210	1266" DUCTILE IRON PIPE	5.00
211	1272" DUCTILE IRON PIPE	5.00
212	1278" DUCTILE IRON PIPE	5.00
213	1284" DUCTILE IRON PIPE	5.00
214	1290" DUCTILE IRON PIPE	5.00
215	1296" DUCTILE IRON PIPE	5.00
216	1302" DUCTILE IRON PIPE	5.00
217	1308" DUCTILE IRON PIPE	5.00
218	1314" DUCTILE IRON PIPE	5.00
219	1320" DUCTILE IRON PIPE	5.00
220	1326" DUCTILE IRON PIPE	5.00
221	1332" DUCTILE IRON PIPE	5.00
222	1338" DUCTILE IRON PIPE	5.00
223	1344" DUCTILE IRON PIPE	5.00
224	1350" DUCTILE IRON PIPE	5.00
225	1356" DUCTILE IRON PIPE	5.00
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231	1392" DUCTILE IRON PIPE	5.00
232	1398" DUCTILE IRON PIPE	5.00
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273	1644" DUCTILE IRON PIPE	5.00
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275	1656" DUCTILE IRON PIPE	5.00
276	1662" DUCTILE IRON PIPE	5.00
277	1668" DUCTILE IRON PIPE	5.00
278	1674" DUCTILE IRON PIPE	5.00
279	1680" DUCTILE IRON PIPE	5.00
280	1686" DUCTILE IRON PIPE	5.00
281	1692" DUCTILE IRON PIPE	5.00
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293	1764" DUCTILE IRON PIPE	5.00
294	1770" DUCTILE IRON PIPE	5.00
295	1776" DUCTILE IRON PIPE	5.00
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298	1794" DUCTILE IRON PIPE	5.00
299	1800" DUCTILE IRON PIPE	5.00
300	1806" DUCTILE IRON PIPE	5.00
301	1812" DUCTILE IRON PIPE	5.00
302	1818" DUCTILE IRON PIPE	5.00
303	1824" DUCTILE IRON PIPE	5.00
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313	1884" DUCTILE IRON PIPE	5.00
314	1890" DUCTILE IRON PIPE	5.00
315	1896" DUCTILE IRON PIPE	5.00
316	1902" DUCTILE IRON PIPE	5.00
317	1908" DUCTILE IRON PIPE	5.00
318	1914" DUCTILE IRON PIPE	5.00
319	1920" DUCTILE IRON PIPE	5.00
320	1926" DUCTILE IRON PIPE	5.00
321	1932" DUCTILE IRON PIPE	5.00
322	1938" DUCTILE IRON PIPE	5.00
323	1944" DUCTILE IRON PIPE	5.00
324	1950" DUCTILE IRON PIPE	5.00
325	1956" DUCTILE IRON PIPE	5.00
326	1962" DUCTILE IRON PIPE	5.00
327	1968" DUCTILE IRON PIPE	5.00

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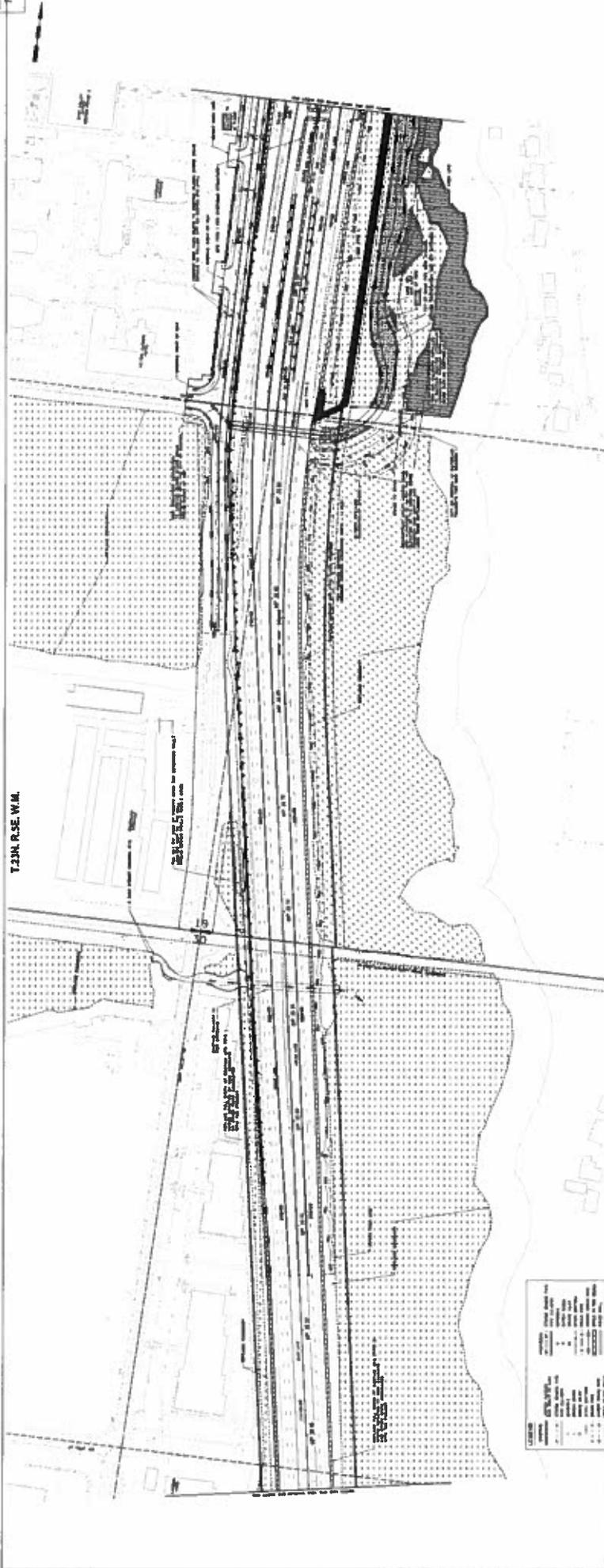


FINAL REVIEW - SEPT 2015
 CONFIDENTIAL DESIGN
 NOT FOR CONSTRUCTION

435

THIS SET UP APPROVED
 SUBJECT TO CONDITIONS
 LISTED ON SHEET 1

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T.23N. R.5E. W.4M.

EXISTING BUILDING FOOTPRINT

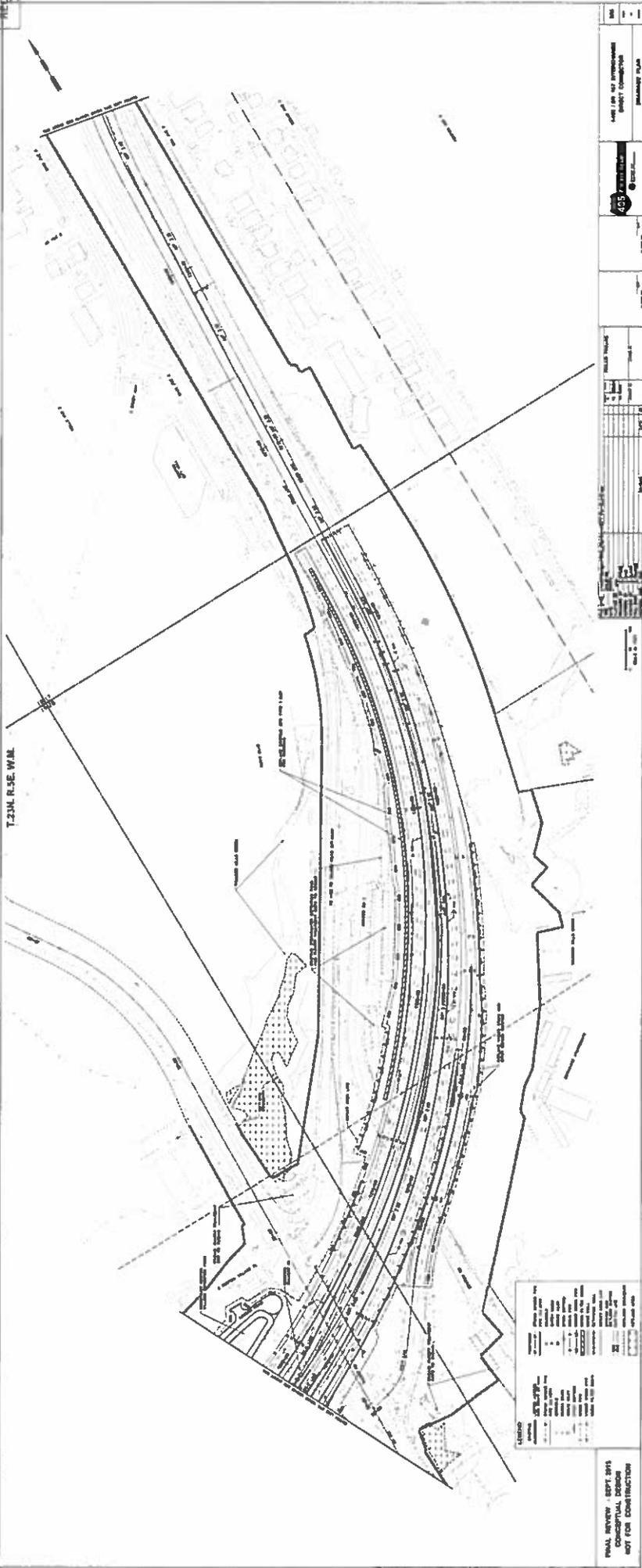
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EXISTING BUILDING FOOTPRINT

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DATE

T. 23N. R. 5E. W. 1M.



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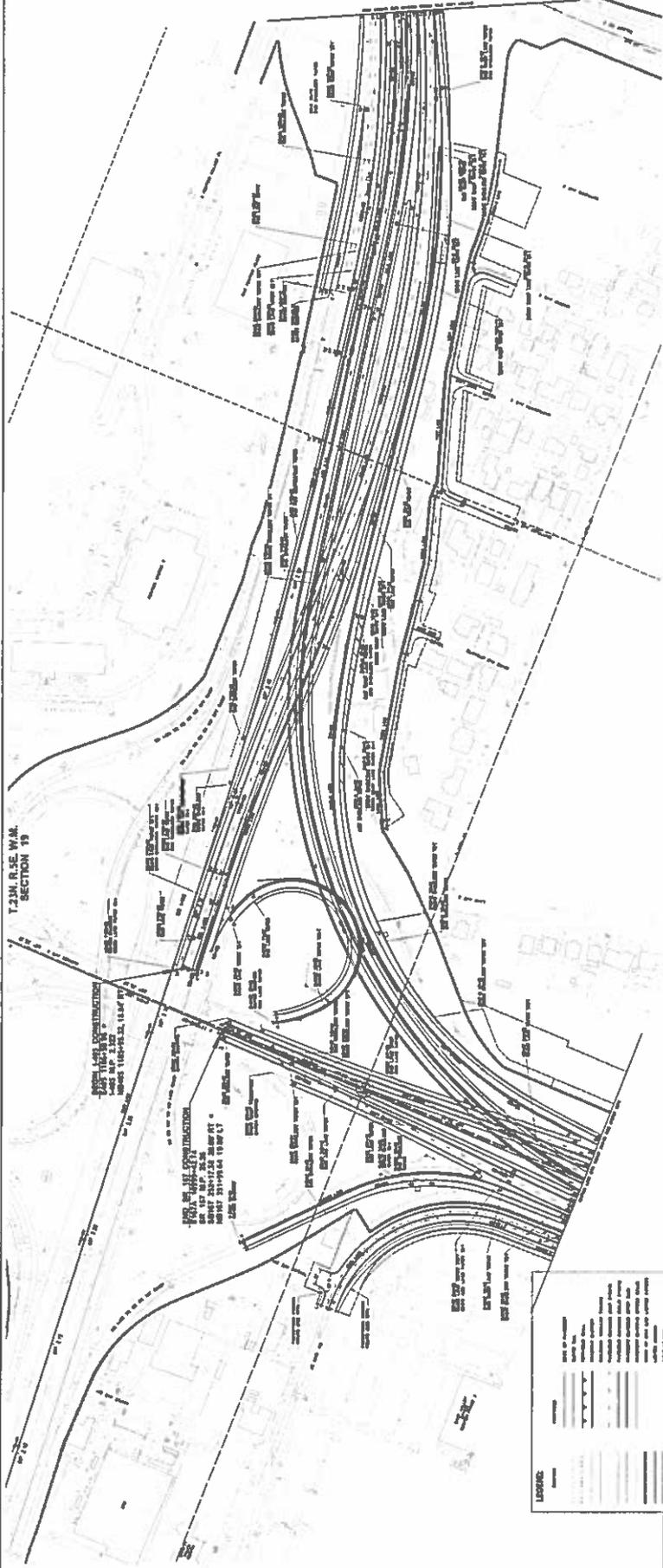
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FINAL REVIEW - SEPT. 2015
NOT FOR CONSTRUCTION

RECEIVED
FEB 21 2011
10:00 AM

T.214 R.5.E. W.M.
SECTION 19



18" WATER MAIN
12" WATER MAIN
6" WATER MAIN
12" SANITARY SEWER
6" SANITARY SEWER
12" GAS
6" GAS
12" FIBER OPTIC
6" FIBER OPTIC
12" CEMENT CEMENT
6" CEMENT CEMENT
12" CONCRETE
6" CONCRETE
12" BRICK
6" BRICK
12" METAL
6" METAL
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12" GNEISS
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18" WATER MAIN
12" WATER MAIN
6" WATER MAIN
12" SANITARY SEWER
6" SANITARY SEWER
12" GAS
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12" FIBER OPTIC
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6" GNEISS

LEGEND:

18" WATER MAIN	12" WATER MAIN	6" WATER MAIN	12" SANITARY SEWER	6" SANITARY SEWER	12" GAS	6" GAS	12" FIBER OPTIC	6" FIBER OPTIC	12" CEMENT CEMENT	6" CEMENT CEMENT	12" CONCRETE	6" CONCRETE	12" BRICK	6" BRICK	12" METAL	6" METAL	12" PLASTER	6" PLASTER	12" GYPSUM	6" GYPSUM	12" STUCCO	6" STUCCO	12" PAINT	6" PAINT	12" CARPET	6" CARPET	12" TILE	6" TILE	12" LAMINATE	6" LAMINATE	12" HARDWOOD	6" HARDWOOD	12" SOFTWOOD	6" SOFTWOOD	12" VINYL	6" VINYL	12" LINOLEUM	6" LINOLEUM	12" GRANITE	6" GRANITE	12" MARBLE	6" MARBLE	12" QUARTZ	6" QUARTZ	12" SLATE	6" SLATE	12" SCHIST	6" SCHIST	12" GNEISS	6" GNEISS
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FINAL REVIEW - 08/27/2010
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

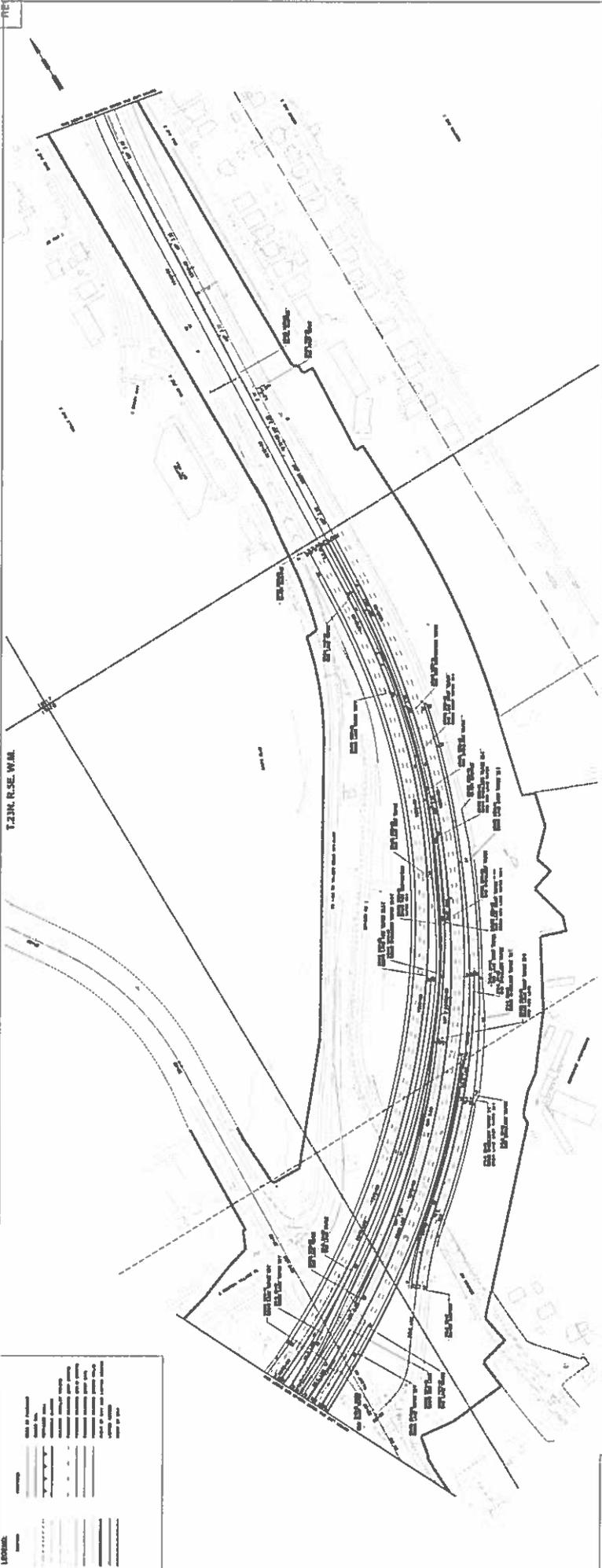
DATE	10/15/2010
BY	J. SMITH
CHECKED BY	M. JONES
APPROVED BY	D. BROWN
SCALE	AS SHOWN
SHEET NO.	4.05
TOTAL SHEETS	4.05
PROJECT NO.	10-000-0000
PROJECT NAME	WATER MAIN REPLACEMENT
CLIENT	XYZ COMPANY
LOCATION	12345 MAIN ST, ANYTOWN, IA
DATE PLOTTED	10/15/2010
PLANNER	J. SMITH
SCALE	AS SHOWN
SHEET NO.	4.05
TOTAL SHEETS	4.05
PROJECT NO.	10-000-0000
PROJECT NAME	WATER MAIN REPLACEMENT
CLIENT	XYZ COMPANY
LOCATION	12345 MAIN ST, ANYTOWN, IA
DATE PLOTTED	10/15/2010
PLANNER	J. SMITH

RECEIVED
DATE

T.2 IN. R. SE. W.M.

LEGEND

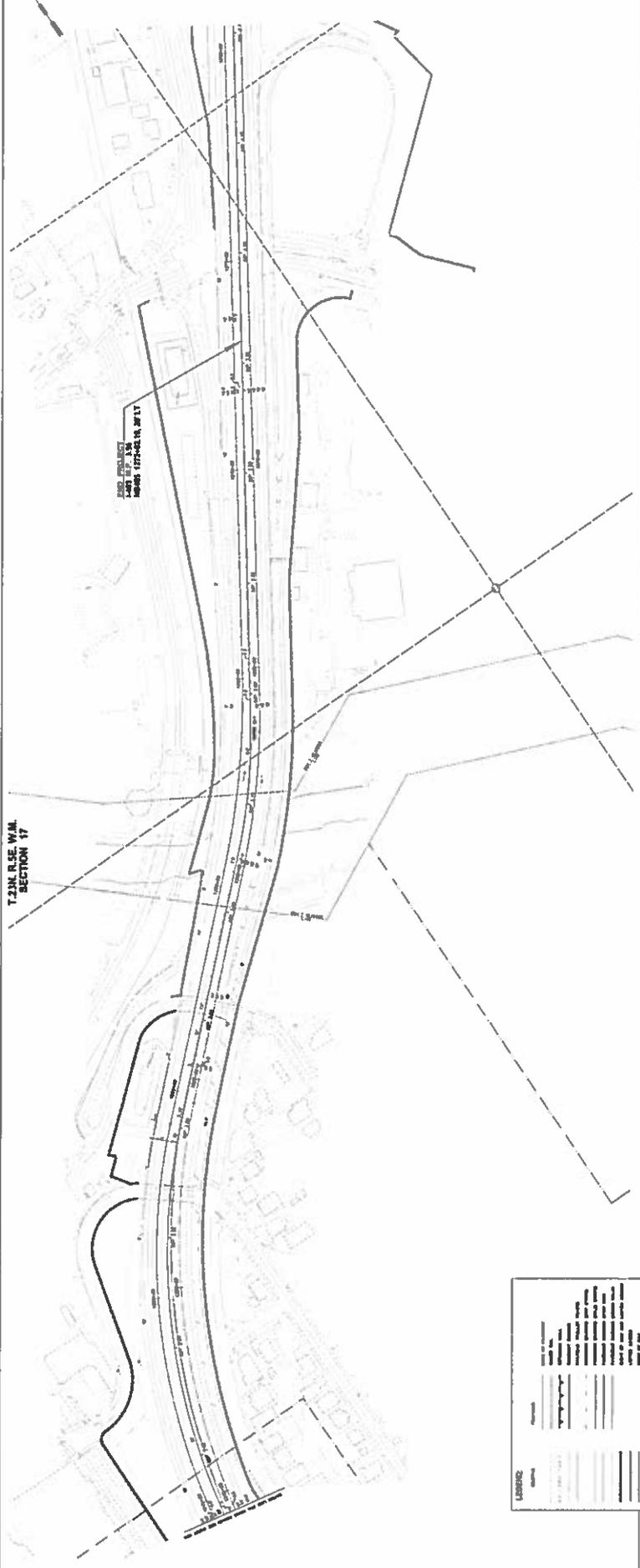
.....	Proposed Right-of-Way
-----	Proposed Roadway
-----	Proposed Utility
-----	Proposed Structure
-----	Proposed Fencing
-----	Proposed Landscaping
-----	Proposed Signage
-----	Proposed Lighting
-----	Proposed Stormwater Management
-----	Proposed Traffic Control
-----	Proposed Safety Features
-----	Proposed Other



DATE	NOV 14 2014
PROJECT	4052
PROJECT DESCRIPTION	PROJECT DESCRIPTION
PROJECT LOCATION	PROJECT LOCATION
PROJECT OWNER	PROJECT OWNER
PROJECT CONTACT	PROJECT CONTACT
PROJECT PHONE	PROJECT PHONE
PROJECT FAX	PROJECT FAX
PROJECT EMAIL	PROJECT EMAIL
PROJECT WEBSITE	PROJECT WEBSITE
PROJECT ADDRESS	PROJECT ADDRESS
PROJECT CITY	PROJECT CITY
PROJECT STATE	PROJECT STATE
PROJECT ZIP	PROJECT ZIP
PROJECT COUNTY	PROJECT COUNTY
PROJECT DISTRICT	PROJECT DISTRICT
PROJECT ZONE	PROJECT ZONE
PROJECT PHASE	PROJECT PHASE
PROJECT STATUS	PROJECT STATUS
PROJECT NOTES	PROJECT NOTES

FINAL REVIEW - SEPT 2015
NOT FOR CONSTRUCTION

RECEIVED
SEP 17 2011

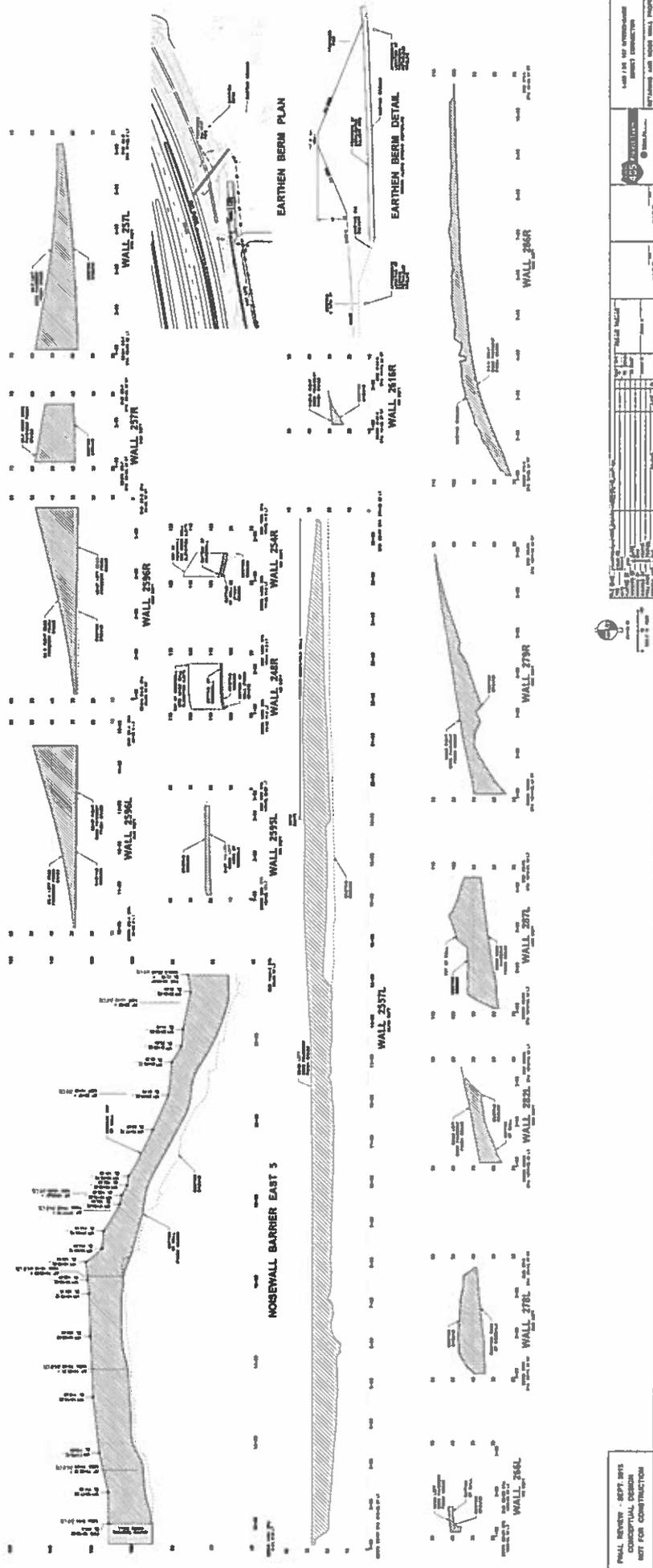


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FINAL REVIEW - SEP 2011
CONSTRUCTION PERMITS
NOT FOR CONSTRUCTION

RECEIVED
DATE: 11/15/11
BY: [Signature]



NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR CONSTRUCTION	11/15/11	[Signature]
2	REVISION		
3	REVISION		
4	REVISION		
5	REVISION		
6	REVISION		
7	REVISION		
8	REVISION		
9	REVISION		
10	REVISION		



FINAL REVIEW - SEPT. 2015
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

452 PROJECT
© 2011 [Company Name]
[Address]

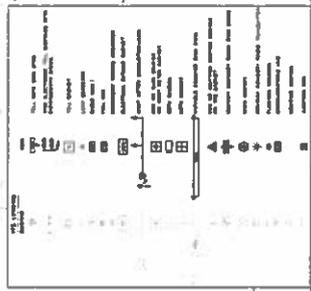
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DATE: 1/11/11
BY: [Signature]



T. J. H. R. S. E. W. I. A.
SECTION 15

CONSTRUCTION
1-1000 MP, 1-1000
1-1000 MP, 1-1000

CONSTRUCTION
1-1000 MP, 1-1000
1-1000 MP, 1-1000



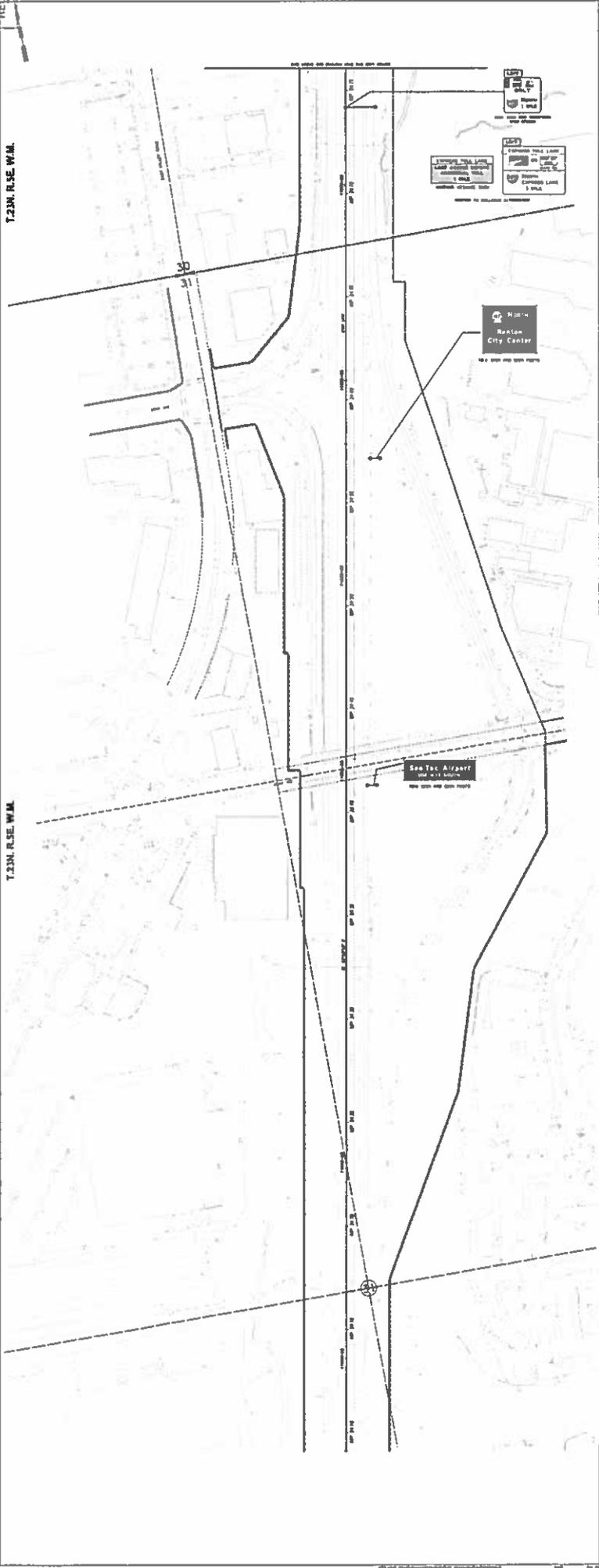
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8	REVISED	
9	REVISED	
10	REVISED	

FINAL REVIEW - DEPT 2015
FOR CONSTRUCTION
DATE FOR CONSTRUCTION

RECEIVED
DATE: 11/15/11

T.23N. R.5E. W.4M.

T.23N. R.5E. W.4M.

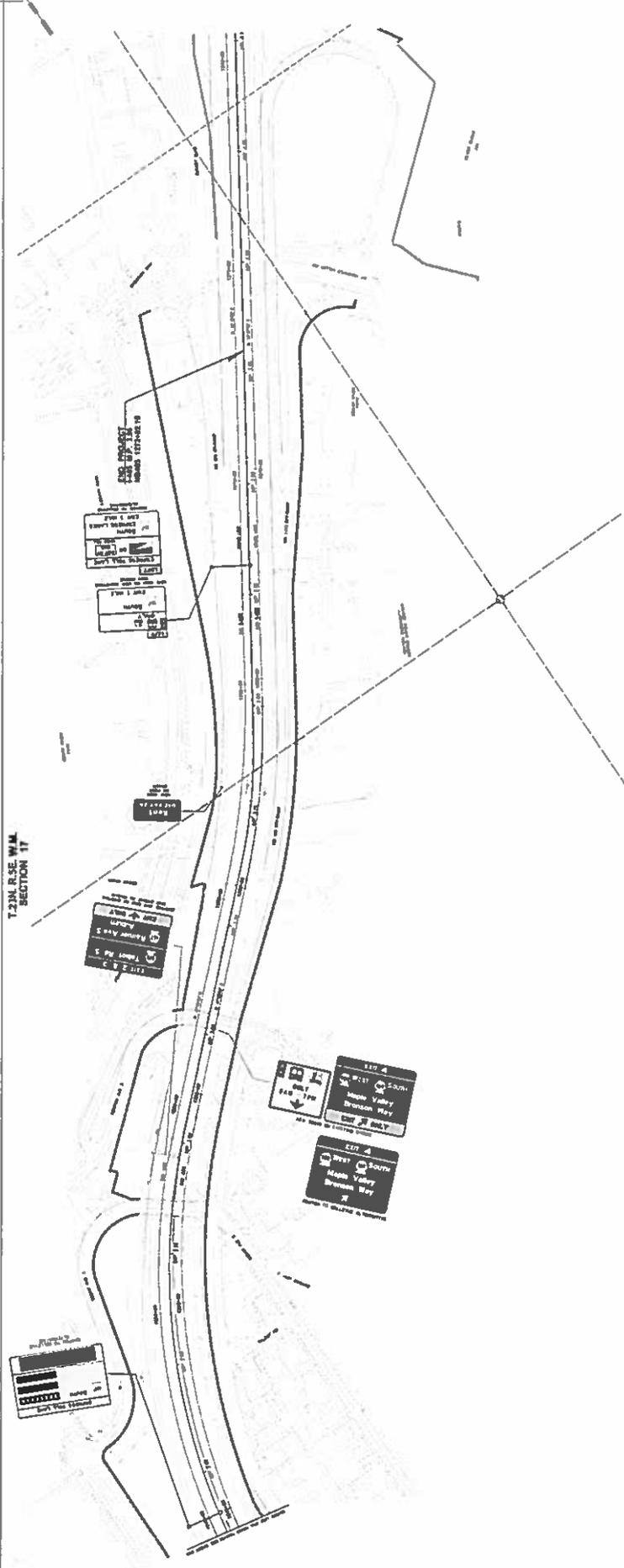


PROJECT NO.	11-000000000000000000
DATE	11/15/11
SCALE	AS SHOWN
DRAWN BY	...
CHECKED BY	...
APPROVED BY	...
DATE	...
PROJECT NAME	...
LOCATION	...
DESCRIPTION	...
STATUS	...
REVISIONS	...

STATION AND HOTEL
 PLANS SHOW TWO STATION SCHEDULES. THE BASE CASE AND A FORWARD COMPATIBLE OPTION.
 STATION LABELLED HEREIN TO BELIEVE ALTERNATIVE REFLECT THE FORWARD COMPATIBLE DESIGN.

FINAL REVIEW - DEPT 2015
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION

RECEIVED
10/15/14



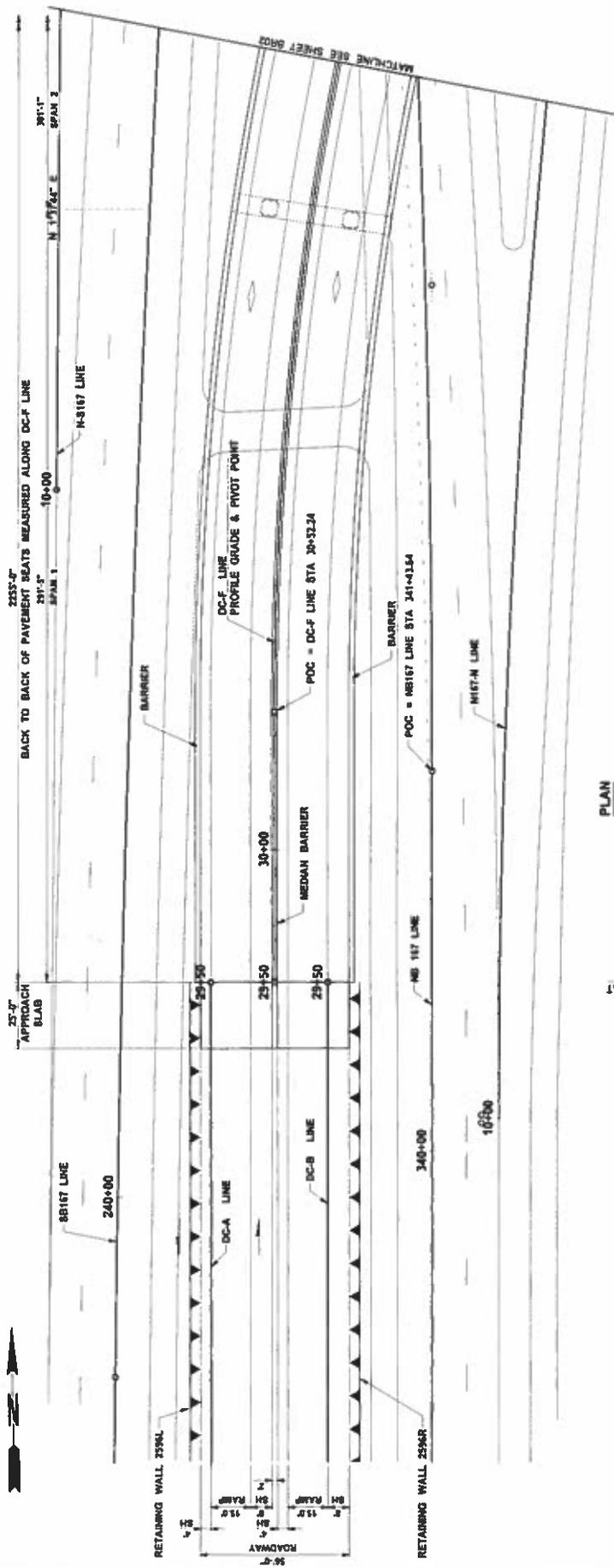
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SECTION 17

DATE	10/15/14
BY	[Signature]
FOR	CONSTRUCTION
PROJECT	ALPHA VALLEY BRANSON WAY
OWNER	ALPHA VALLEY BRANSON WAY
DESIGNER	ALPHA VALLEY BRANSON WAY
SCALE	AS SHOWN
DATE	10/15/14
BY	[Signature]
FOR	CONSTRUCTION
PROJECT	ALPHA VALLEY BRANSON WAY
OWNER	ALPHA VALLEY BRANSON WAY
DESIGNER	ALPHA VALLEY BRANSON WAY
SCALE	AS SHOWN

CONSTRUCTION OF THIS PROJECT IS SUBJECT TO THE APPROVAL OF THE MISSOURI DEPARTMENT OF TRANSPORTATION AND THE MISSOURI DEPARTMENT OF REVENUE.

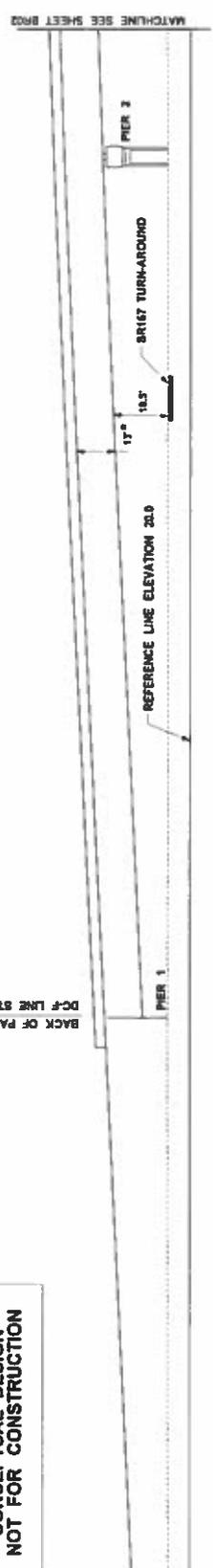
FINAL REVIEW - SEPT 2014
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

NOTE: SEE SHEET T3 FOR CURVE DATA, PI SHEET FOR VERTICAL PROFILE AND SUPERELEVATION DIAGRAMS.



PLAN

FINAL REVIEW - SEPT. 2015
 CONCEPTUAL DESIGN
 NOT FOR CONSTRUCTION



ELEVATION

0 20 40
 SCALE IN FEET

* ASSUMED STRUCTURE DEPTH FROM TOP OF PAVEMENT TO BOTTOM OF ORDER

FILE NAME	C:\Users\lms\Documents\1008_405\1008-001\11157-101.dwg	PROJECT NO.	FED AID PROJ NO.
DATE	6/11/14 AM	ISSUE NO.	10 WASH
DESIGNED BY	P. BRALLIER	CONTRACT NO.	
CHECKED BY	T. MALKOSKY	LOCATION NO.	
PROJ ENGR	R. FENTON		
REGIONAL ADM	L. KING		
DATE		DATE	
BY		BY	
REVISION			

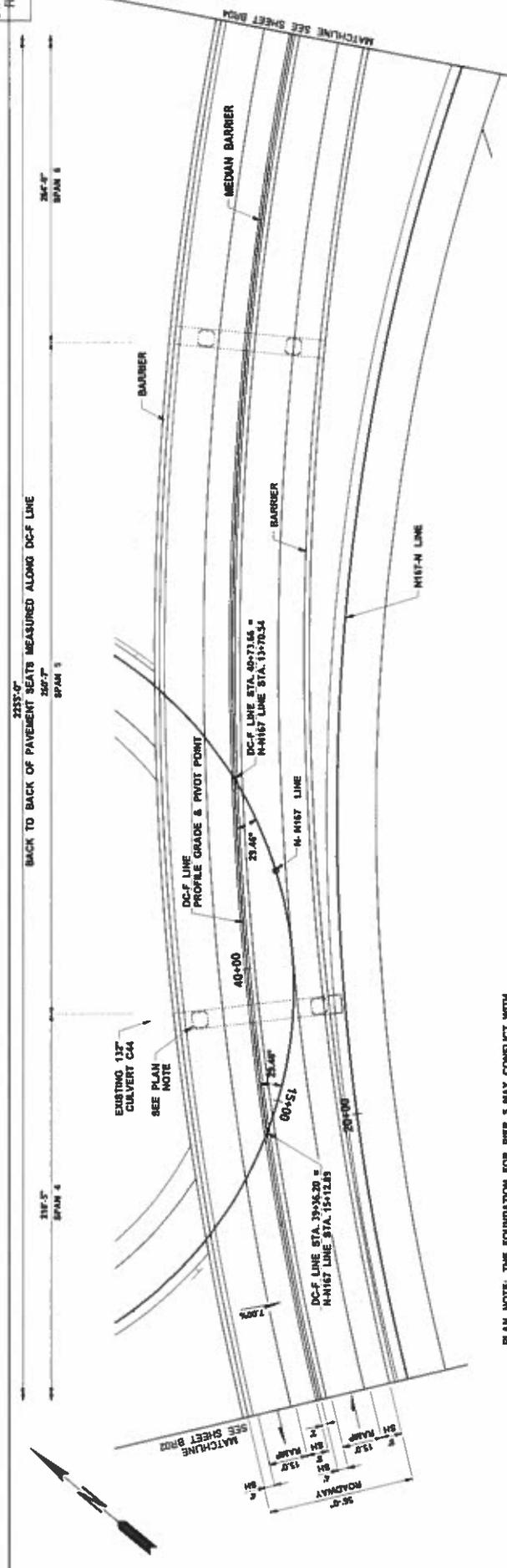


I-405 / SR 167 INTERCHANGE
 DIRECT CONNECTOR

DC FLYOVER BRIDGE LAYOUT

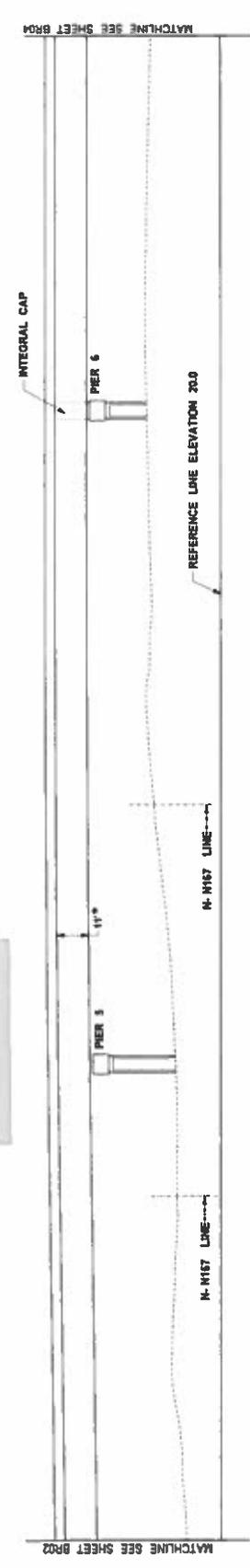
BR01

SHEET NO.
 OF
 SHEETS



PLAN NOTE: THE FOUNDATION FOR PIERS 5 MAY CONFLICT WITH CULVERT C&A. FIELD SURVEY AND LOCATE THE CULVERT. THE CULVERT SHALL BE PROTECTED IN PLACE. CONSIDER REDUCING OR INCREASING THE BRIDGE SPAN LENGTHS TO REMOVE THE CONFLICT.

MASTER PLAN NORTHBOUND FRONTAGE ROAD



FINAL REVIEW - SEPT. 2015
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION



NOTE: SEE SHEET T3 FOR CURVE DATA, P6 SHEETS FOR VERTICAL PROFILE AND SUPERELEVATION DIAGRAM.

* ASSUMED STRUCTURE DEPTH FROM TOP OF PAVEMENT TO BOTTOM OF ORDER.

FILE NAME	C:\Users\jg\Documents\13058_45p\2015\1167\1167.dwg	FED AID PROJ NO	
TITLE	639 47 AM	CONTRACT NO	
DATE	9/10/2015	CONTRACT NO	
DESIGNED BY	P. BRALLER	DATE	
ENTERED BY	T. MAQUERY	DATE	
CHECKED BY	E. BRADSHAW	DATE	
PROJ ENGR	P. FORTON	DATE	
REGIONAL ADM	L. ENG	DATE	
REVISION		DATE	
PROJECT NO	405	DATE	
PROJECT NAME	I-405 / SR 167 INTERCHANGE DIRECT CONNECTOR	DATE	
PROJECT TEAM	405 Project Team	DATE	
PROJECT LOCATION	DC FLYOVER BRIDGE LAYOUT	DATE	
PROJECT NO	BR03	DATE	

§ TALBOT RD
EVS LINE

DEMOLISH
EXISTING

EXISTING BRIDGE NO. 40516

DEMOLISH
EXISTING

RAW CUT
LINE, TYP

DEMOLISH
EXISTING

TO BE DEMOLISHED
EXISTING STRUCTURE

0 10 20
SCALE IN FEET

NOTE: BRIDGE WIDENING & RETROFIT
OPTION SHOWN.

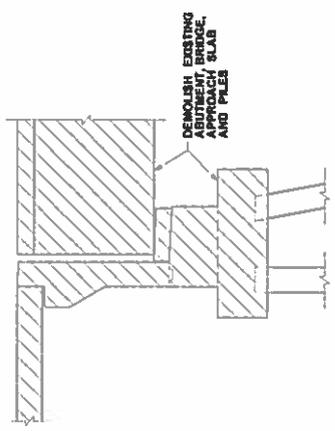
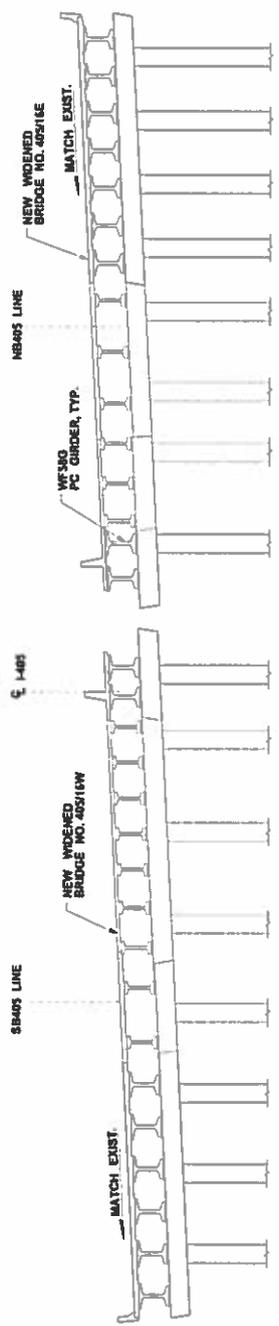
DEMOLITION PLAN

FINAL REVIEW - SEPT. 2015
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION

FILE NAME	C:\msd\del\del\13016_40516\del\del\13016_40516.dwg	REGION	10	DATE	9/10/2015	REVISION	
TITLE	10125_A11	STATE	WASH	DATE		REVISION	
PLOTTED BY	P. BALLER	JOB NO.	40516	DATE		REVISION	
DESIGNED BY	M. MORFORD	CONTRACT NO.		DATE		REVISION	
CHECKED BY	E. BRINSON	LOCATION NO.		DATE		REVISION	
PROJ. ENGR.	R. FENTON			DATE		REVISION	
REGIONAL ADM.	L. ENG			DATE		REVISION	
BR12		I-405 / SR 167 INTERCHANGE DIRECT CONNECTOR		BRIDGE 40516 DEMOLITION PLAN		SHEET OF SHEETS	



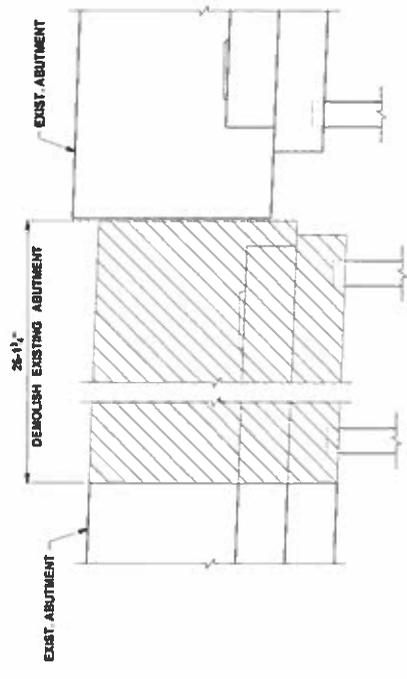
DATE: 9/10/2015
TIME: 10:11 AM



SECTION C
BR12

EXISTING STRUCTURE
NEW STRUCTURE

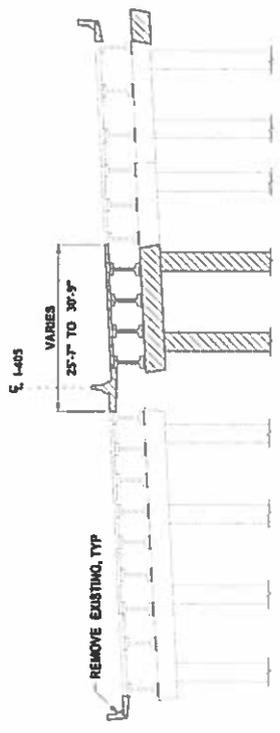
SECTION A
BR10
WIDENING LIMITS



SECTION D
BR13

TO BE DEMOLISHED
EXISTING STRUCTURE

SECTION B
BR12
DEMOLITION LIMITS



**FINAL REVIEW - SEPT. 2015
CONCEPTUAL DESIGN
NOT FOR CONSTRUCTION**

NOTE:
BRIDGE WIDENING & RETROFIT
OPTION SHOWN.

FILE NAME	C:\projects\405\4051006_4051006.dwg	DATE	9/17/15	DESIGNED BY	P. BRALLER	PROJECT NO.	405	BRIDGE PROJ. NO.	I-405 1SR 157 INTERCHANGE DIRECT CONNECTOR	BR13
DATE	9/17/15	DESIGNED BY	M. MORFORD	CHECKED BY	Z. BIRNOSH	CONTRACT NO.		BRIDGE PROJ. NO.	BRIDGE 40516 TYPICAL SECTIONS	BR13
DESIGNED BY	P. BRALLER	PROJECT NO.	405	PROJECT TEAM	405 Project Team	CONTRACT NO.		BRIDGE PROJ. NO.		BR13
CHECKED BY	Z. BIRNOSH	CONTRACT NO.		DATE		BY		REVISION		
PROJ. EMGR.	R. FENTON	DATE		DATE		BY		REVISION		
REGIONAL ADM.	L. ENO	DATE		DATE		BY		REVISION		

Project Narrative

I-405 / SR 167 Direct Connector

September 30, 2016

Purpose

WSDOT is requesting a noise variance from the requirements of City of Renton Municipal Code to allow nighttime construction work for 845 non-consecutive nights over a period of 36 months.

Project Description

The I-405 / SR 167 Interchange in Renton, Washington is one of the most heavily congested interchanges in the state. Today, drivers experience congestion in this area for up to eight hours each day.

WSDOT will build a new flyover ramp connecting the HOT lanes on SR 167 to the carpool lanes on I-405, improving flow at this critical interchange. The project work included in the noise variance request will reconstruct portions of the nearby local streets, relocate a noise wall, and add a raised earthen berm. The noise variance request also includes geotechnical explorations

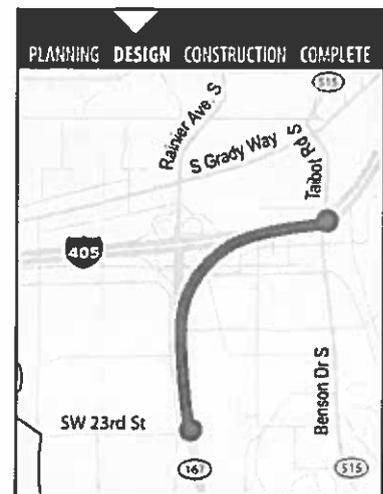


Visualization: The proposed I-405/SR 167 Interchange Direct Connector will improve traffic flow and decrease the likelihood of collisions.

on the shoulder of both the on-ramps and off-ramps and the highways within the project limits. It stretches from MP 24.5 at S 180th St. to MP 27.3 at I-405 on SR 167, and MP 1.3 at to MP 4.3 at N 4th St. on I-405. The work will occur between November 22nd 2016 and November 21st 2019.

Congestion/Safety: The project will reduce delays and weaving, as well as the likelihood of collisions. Drivers will no longer need to exit the carpool or HOT lanes, merge onto I-405 or SR 167, and merge across traffic again to the carpool or HOT lanes.

Environment: This project will relocate a noise wall, build storm-water management facilities, and upgrade or replace a stream crossing at SR 167 to promote fish passage.



This map shows the extent of the project area.

Economic: This project provides better transit access to affordable housing and employment centers, expands freight mobility to the Green River Valley cities warehousing and distribution centers, and creates construction jobs in a variety of trades.

The Design-Build project has been awarded to Atkinson Construction, and work activities related to survey of existing conditions and preliminary design have already begun.

Project Narrative

1. Project name, size and location of site

Project Name: Noise Variance for I-405 / SR 167 Direct Connect Project

Project Size: The project area includes widening of ramps, roadway, and construction of a new flyover between I-405 and SR 167. It is 12,612.5 ft long.

Project Location: The project is located between S 180th St over SR 167 North to I-405 and Northeast up I-405 to N 3rd St., and geotechnical subsurface explorations are required for shoulders of roads and ramps for the highways.

2. Land use permits required for proposed project.

Land use permits are not required for this project. A Nighttime Noise Variance, variance in allowed hours of construction, and a variance in the hours of hauling is needed.

3. Zoning designation of the site and adjacent properties.

I-405 roadway and associated off/on ramps are within State roadway right of way and do not have a City zoning designation. Beyond the State roadway right of way the land use is designated Commercial Office (CO), Medium Industrial (IM), Commercial Downtown (CD), Commercial Arterial (CA), Residential du/ac (R-6, R-8, R-10), and Residential Multi-Family (RMF).

4. Current use of the site and any existing improvements

The current land use is a state transportation corridor including intersections with off and on-ramps. Existing improvements are associated with the roadway. They include on and off-ramps, electrical cabinetry and wiring, ditches, culverts, catch basins, storm water treatment facilities, pavement markings, traffic signals, signs and ramp meters.

5. Special site features (i.e. wetlands, water bodies, steep slopes)

Cedar River flows beneath I-405 near Cedar River Trail. Impacts to the Cedar River are not anticipated. Other streams in the project area include Thunder Hills Creek, Rolling Hills Creek, and West Fork of Panther Creek. There are a total of 16 wetlands located in the project area.

The project is not located within a landslide hazard area.

6. Soil type and drainage conditions

The major soil type identified along the project is glacial till and advance glacial outwash deposits. However due to intense urbanization and previous I-405 construction, there is little natural soil within the project area.

Surface water runoff from the existing roadway drains through a combination of open ditches and enclosed pipes.

Minor roadway widening will occur on both I-405 and SR 167. An enclosed drainage will be provided and connected into WSDOT's existing enclosed drainage system at the on-ramp, within WSDOT right of way.

NPDES

The project will have an NPDES permit once ground-disturbing construction begins in January or February of 2017. Best Management Practices will further ensure compliance with State water quality standards.

New impervious surface

The project is still in design. Some new impervious surfaces will be added, and some will be deleted. The project provides treatment for all new impervious surfaces.

7. Proposed use of the property and scope of the proposed development

No change of land use will occur. The property will remain a transportation corridor.

8. For plats indicate the proposed number, net density and range of sizes (net lot area) of the new lots

Not applicable. This property is and will remain a transportation corridor.

9. Access

Site access will not change.

10. Proposed off-site improvements (i.e. installation of sidewalks, fire hydrants, sewer main, etc.)

None.

11. Total estimated construction cost and estimated fair market value of the-proposed project.

Construction cost and the fair market value is approximately \$115,000,000.

12. Estimated quantities and type of materials involved if any fill or excavation is proposed.

Approximately 250,000 cubic yards excavation and 110,000 cubic yards common borrow will be needed to construct the interchange improvements.

13. Number, type and size of any trees to be removed.

None.

14. Explanation of any land to be dedicated to the City

None.

15. Any proposed job shacks, sales trailers, and/or model homes

A WSDOT/Contractor/Designer combined jobsite office trailer and storage yard will be located at 3000 East Valley Road, Renton WA 98057.

16. Any proposed modifications being requested (include written justification)

None.

17. For projects located within 100 feet of a stream or wetland, please include distance in feet from wetland or stream to nearest area of work

The Project will include improvements to the Rolling Hills Creek as it passes under SR 167.

18. For projects located within 200-feet of Black River, Cedar River, Springbrook Creek, May Creek and Lake Washington please include the following additional information:

- **Distance from closest area of work to the ordinary high water mark.**
- **Description of the nature of the existing shoreline**
- **The approximate location of and number of residential units, existing and potential, that will have an obstructed view in the event the proposed project exceeds a height of 35-feet above the average grade level**

The project is not within 200-feet of Black River, Springbrook Creek, May Creek or Lake Washington. The project limits on I-405 do extend from SR 167 to north of the Cedar River so in plan view the project is over the Cedar River. In the location of the Cedar River the scope of the project is limited to ITS (fiber optic) cable replacement and will have no impact on the Cedar River. Specifically:

- The ITS fiber cable replacement will be on the bridge over the Cedar River well above the OHW mark.
- The existing shoreline will not be affected.
- The proposed project will not construct structures in the Cedar River area or obstruct any views.

Variance Request Justification:

The burden of proof as to the appropriateness of the application lies with the applicant. In order to approve a variance request, the Reviewing Official must find all the following conditions exist:

1. The applicant suffers practical difficulties and unnecessary hardship and the variance is necessary because of special circumstances applicable to subject property, including size, shape, topography, and location or surroundings of the subject property, and the strict application of the Zoning Code is found to deprive subject property owner of rights and privileges enjoyed by other property owners in the vicinity and under identical zone classification;

WSDOT's traffic analysis has determined that performing ramp and lane closures during the day would result in traffic congestion due to high traffic volumes, loss of roadway capacity, and diminished access to local events. WSDOT requires that lane closures and certain construction activities occur at night and continuous operation of construction activities such as pavement grinding can be ensured to avoid endangering personnel.

To avoid disruptions to workers, pedestrians and motorists, and to maintain emergency and essential services, many construction activities must occur between the hours of 7:00 pm and 7:00 am, Monday through Sunday.

Activities such as pavement repair, grinding, removal and replacement of pavement and pavement markings cannot be accomplished while traffic is present. Full or partial freeway, street and ramp closures are necessary for these activities.

Construction Considerations and Closures:

Portions of the construction operations will occur during nighttime hours (7pm to 7am). The closures required for these operations are only feasible at night. This project will require roadway closures for construction personnel and equipment and personnel operating on the roadway.

Estimate of required night work

WSDOT estimates that it will require 840 consecutive or non-consecutive nights to complete the work. This estimate, shown below, includes the minimum amount of time necessary to safely complete the work:

• Subsurface site investigations and survey	100 nights
• I-405 Widening	260 nights
• SR 167 Widening	280 nights
• Direct Connect Bridge	100 nights
• Final Paving	100 nights
Total estimated nights	840 nights
Contingency nights for weather and other factors	5 nights

Total Estimated night work

845 nights

This includes construction activities and hauling Monday through Sunday, 24 hours a day, 7 days a week.

2. The granting of the variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and zone in which subject property is situated;

Granting of the variance will enhance public safety and reduce risks to property because nighttime traffic volumes are lighter, thus reducing the safety risks. Performing this work during nighttime hours and, if required, during weekend closures when the least amount of traffic is present will minimize risks to the traveling public and construction workers.

In addition to the safety benefits of nighttime work, WSDOT, its contractors and subcontractors will follow all of the conditions, restrictions and mitigation measures pursuant to the City of Renton Municipal Code. Those mitigation measures will include:

- **Noise Variance:** A copy of each noise variance or exemption will be kept on the project site at all times for presentation on demand to law and code enforcement agencies.
- **Notifications:** Notification will be submitted to residents and businesses potentially affected as to the nature and duration of nighttime construction activities that could result in a noise exceedance. This notice will provide the resident or business with the telephone number of a contact person available during non-working hours.
- **Training:** All workers on the project will attend Environmental Awareness Training and the Noise Variance provisions will be discussed.
- **Backup Alarms:** Use manually adjustable alarms set 87 dba at night. Configure traffic pattern to minimize backing movements.
- **Slamming Tailgates:** Establish truck clean-out areas. Use rubber gaskets on truck gates. Decrease speed of truck gate closure.
- **Prolonged idling of equipment:** Enforce “no idling” policy.
- **Equipment Staging and Shielding:** To the extent possible, stationary equipment will be located away or shielded from sensitive receptors such as residences to decrease noise.
- **Noise Wall Sequence:** Schedule construction of the new noise wall shafts prior to removing the existing noise wall. This minimizes the period of time the Talbot Hill neighbors are not protected from freeway noise.
- **Noise Monitoring:** Implementation of a noise monitoring program will be conducted nightly by the contractor, and the results provided to the City’s Project Manager.

A list of equipment with the noise level each piece generates is included in the attachments for reference. The highest and lowest noise generated from this list is 85 and 64 with an average between those two of 75 dB. Existing ambient noise levels are in the range of 70 to 80 dBA which may aid in masking the construction noise.

Some of the nighttime work will be mobile and occur up and down the corridor and will not be focused on one particular neighbor within the project limits.

3. The approval shall not constitute a grant of special privilege inconsistent with the

limitation upon uses of other properties in the vicinity and zone in which the subject property is situated; and

WSDOT agrees that the approval is the minimum variance that will accomplish the desired purpose.

Approval of this request does not grant a special privilege inconsistent with roadway construction projects elsewhere. Nighttime roadway construction is a common and accepted practice to reduce congestion and inconvenience to motorists, expedite road building tasks, and enhancing work zone safety by conducting construction when partial or complete roadway and ramp closures are possible due to reduced traffic volumes.

Utilities Plan, Generalized (sewer, water storm water, transportation improvements)

See attached conceptual plans for details.

Other Attachments

See attached Neighborhood Detail Map, and a list of equipment with noise levels that each generates.

Jennifer Cisneros

From: Cooley, Linda <CooleyL@wsdot.wa.gov>
Sent: Wednesday, October 19, 2016 2:30 PM
To: Rohini Nair
Cc: Jennifer Cisneros
Subject: RE: NOTICE OF APPLICATION- WSDOT I-405/SR 167 Direct Connect Noise Variance

Hello Rohini,

Day of the week	nighttime Work Hours
Monday- Friday	from <u>8 pm</u> to : <u>5 AM</u>
Saturday	from <u>8 pm</u> to : <u>5 AM</u>
Sunday	from <u>8 pm</u> to: <u>5:00</u> AM

Holidays would likely include:

January 1st
Memorial Day
July 4th
Labor Day
Thanksgiving Day and the Friday directly afterward
December 25th

Linda Cooley
Environmental Permit/Compliance Lead
WSDOT NWR Design Build Office

425-456-8586
206-769-7481

From: Rohini Nair [mailto:RNair@Rentonwa.gov]
Sent: Wednesday, October 19, 2016 1:04 PM
To: Cooley, Linda <CooleyL@wsdot.wa.gov>
Cc: Jennifer Cisneros <JCisneros@Rentonwa.gov>
Subject: RE: NOTICE OF APPLICATION- WSDOT I-405/SR 167 Direct Connect Noise Variance

Hi Linda,

Thanks for clarifying about the work location.

As I had mentioned in my earlier email, if the work is not going to be done 24 hours a day 7 days a week, please let me know

Day of the week	Work Hours
Monday- Friday	from __ AM to : _____ PM/ AM
Saturday	from ____ AM to : _____ PM/AM
Sunday	from _____ AM to: _____ PM/AM

Also, please let me know the specific holidays that WSDOT does not require work to be done by the contractor.

I wanted the information so that I can check if the publication information is appropriately worded and I can enter in our report correctly.

Please give the information as soon as possible.

Thanks

Rohini

From: Cooley, Linda [<mailto:CooleyL@wsdot.wa.gov>]

Sent: Wednesday, October 19, 2016 12:56 PM

To: Rohini Nair

Cc: Jennifer Cisneros

Subject: RE: NOTICE OF APPLICATION- WSDOT I-405/SR 167 Direct Connect Noise Variance

Dear Rohini,

I apologize for the confusion this morning. I just confirmed with our design project manager, Ross Fenton, that WSDOT does indeed have a small amount of work in City of Renton right of way. Neither Dan nor I were aware of this previously. The City right of way where work will occur includes small portions of the following City streets: Smithers, Morris, Whitworth, and Shattuck near S 14th Street. Work will also occur on S 14th St. WSDOT has purchased all of the homes in this area.

I have also attached an edited HEX publication. I understand that you may not be able to correct the title at this point but I'd appreciate it if you could correct any of the other items.

Thank you very much.

Sincerely,

Linda Cooley
Environmental Permit/Compliance Lead
WSDOT NWR Design Build Office

425-456-8586
206-769-7481

I-405 / SR 167 Direct Connector PROJECT

**NOISE MONITORING PLAN FOR
NIGHTTIME CONSTRUCTION**

*Submitted to:
Jennifer Henning, AICP
Planning Director
City of Renton Planning Division*

INTRODUCTION

Beginning in November 2016 through November 2019, the Washington State Department of Transportation (WSDOT) will construct interchange improvements in the City of Renton. The Project begins at Mile Post 24.5 on SR 167, and ends at Mile Post 4.3 on I-405. The length of the project segment is approximately 2.4 miles. See vicinity map in Figure 1.

WSDOT has applied for 840 consecutive or non-consecutive nights of variation from the City of Renton Municipal Code for noise levels expected to result from construction work between the hours of 8:00 PM and 5:00 AM. The goal of this memorandum is to outline a noise monitoring plan.



Figure 1: Project Vicinity Map

The plan is to measure the noise from construction activities as they begin, and compare those to ambient and planned noise levels. This plan also describes how WSDOT will proceed once the complaint is received on the noise hotline.

The project area consists of the following type of land uses:

- i) Commercial Office
- ii) Medium Industrial
- iii) Commercial Downtown
- iv) Commercial Arterial
- v) Residential du/ac
- vi) Residential Multi-Family

The noise levels due to construction activities will not be continuous depending on the type of work (stationary such as pavement repair or mobile operations such as paving or pavement marking placement) and the location of the work zone along the roughly two miles of work. Residents may receive construction noise from equipment depending on if they are located behind an existing noise wall and how far they are located from the edge of pavement

MONITORING PLAN

The proposed monitoring plan consists of four phases:

1. Contract plan nighttime mitigation specifications.
2. Pre-Construction ambient noise measurements.
3. Activity Startup noise measurements.
4. Possible Nighttime Construction residents' notification
5. Nighttime noise complaint response protocol

1. CONTRACT PLAN NIGHTTIME MITIGATION SPECIFICATIONS

Noise mitigation special conditions submitted with the application are included in the project's noise variance application. Mitigation measures will be followed by WSDOT and its Design Builder.

All activities will be conducted in compliance with the conditions as set forth in the Variance. Please see mitigation steps listed in the narrative and other attachments to the variance application.

2. PRE-CONSTRUCTION AMBIENT NOISE MEASUREMENTS

A log of noise measurements will be created. Pre-construction ambient noise measurements will be taken along the length of the alignment, and documented on the log. A blank copy of the log is attached for reference.

3. ACTIVITY STARTUP NOISE MEASUREMENTS

Once a new nighttime construction activity that has potential to create high noise levels begins, measurements will be taken at 50 and 100 ft from the source to compare it to those expected from that particular activity. Anticipated construction activities and their expected noise generation are listed in the noise variance request.

4. POSSIBLE NIGHTTIME CONSTRUCTION RESIDENTS' NOTIFICATION

Atkinson Construction will provide citizens with a **425-240-0717** noise hotline for construction noise related complaints. All complaints will be logged and responded to with by phone or email within 24 hours of when they are received by Atkinson Construction.

5. NIGHTTIME NOISE COMPLAINT RESPONSE PROTOCOL

If a noise complaint is received during the nighttime work operation, WSDOT will conduct the following noise level measurements:

A. Baseline Highway background field Measurements

Ambient traffic noise in the vicinity of the noise complaint will be taken, and recorded on the log. If the work is not going on when the complaint is received, noise measurements will be taken the following night or same time the next day that the complaint was received.

B. Monitoring in Response to Complaints

Noise level measurements will be taken outside of the property where the complaint was received. The noise reading will be taken during the construction activity which resulted in the complaint. All measurements and response complaint forms summary will be logged into a spreadsheet and submitted to the City.

C. Complaint response protocol

The WSDOT complaint response protocol proposed for this project is detailed as follows:

1. Upon the first complaint, Atkinson Construction will ensure that all mitigation measures are being enforced and to attempt to reduce any unnecessarily loud work practices.
2. Atkinson Construction will provide residents with **industrial grade earplugs** by mail or by hand-delivery. Atkinson Construction will follow up on earplug effectiveness within two days.
3. If earplugs are not effective in reducing nighttime disturbances from grinding noise, residents are eligible to borrow a **white noise generator** from Atkinson Construction. Residents must sign a receipt acknowledging full responsibility for replacing the machine in-kind if it is lost or damaged. Atkinson Construction is responsible for collecting the white noise generator following completion of the project. Machines are intended to be used in the bedroom to mask construction noise. Multiple machines may be available for a single household depending on the number of occupied bedrooms where sleep is disturbed by night construction noise. White noise generators can be used in combination with earplugs.
4. If the white noise generators are not effective in reducing nighttime disturbances, residents may be eligible to receive **motel vouchers** from Atkinson Construction for a nearby motel if the combination of earplugs and white noise generator(s) are not effective at a particular location.

Motel vouchers are in the form of a reservation confirmation number that includes the number of eligible occupants as determined by the project schedule and location. The nightly rate may not exceed the allowable state lodging rate. Atkinson Construction will determine the duration of nights based on our construction schedule, and how much construction noise we expect at the home.