Response to noise code violations, Box 3, Folder 3402, Engineering Department Miscellaneous Improvements Records (Record Series 2615-02), Seattle Municipal Archives

M1
5/11

C.F.

May 10, 1976

Re: N. E. 45th Street Viaduct
By Bridge Replacement
Ordinance 104635

Mr. John Biggs, Director
Washington State Department of Ecology
P.O. Box 829
Olympia, Washington 98504

Dear Mr. Biggs:

On May 6, 1976, we were called by your office (Ms. Ann Haines of the Noise Abatement Section) and made aware of Washington Administrative Code, Chapter 176-30; Maximum Environmental Noise Levels. Section 173-60-050 allows for exemptions from the provisions of maximum noise levels between the hours of 7:00 a.m. and 10:00 p.m. for sounds originating from temporary construction sites as a result of construction activity. Specifically, the call from your office concerned our present contract for replacing a section of the N. E. 45th Street Viaduct in Seattle. The phase of construction causing the alleged noise pollution is the driving of concrete piling. This work is on the critical path and impacts the rest of the construction activities.

Because we were unaware of the Code, we, through the City of Seattle Board of Public Works, had granted the contractor permission to work two shifts from 5:30 a.m. to 9:30 p.m. This permission was granted because of the urgency to complete the project.

As the urgency still exists, we wish to apply for a variance as specified in Section 173-60-080. This request for a variance is for the hours of 5:30 to 7:00 a.m. and is for a period of 30 days.

The following reasons are given to justify our request for a variance:

1. The Seattle Engineering Department Traffic Division has made a study of the economic impact on the traveling public (copy attached) which shows a loss of $2,700 to the traveling public for each day the bridge remains uncompleted.

Information

Concurrence Prior to Signature

HWP | [illegible]
BR | OR

Re: N. E. 45th St. Viaduct

May 10, 1976
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It should be pointed out that there are other additional environmental concerns, such as air pollution, that is being caused by the extra miles being traveled.

2. The detour routing is causing a hardship in terms of noise and congestion on the property owners abutting the detour route, and concern for their safety, because of the additional traffic.

3. The University Village and the University District shopping areas state that they are suffering economic loss because of closure of the N. E. 45th Street arterial.

4. The planned completion date was established to allow for completion of the bridge prior to football games scheduled by the University of Washington starting September 11, 1976.

Our understanding is that, because of the short time the Code has been in force, the procedure for granting variances has not yet been formalized by your office. The City is currently facing the difficulties noted above, and therefore, requests expeditious action by your department.

We request you indicate your approval of our variance request by signing this letter in the space provided and sending a copy to us immediately. Failure to grant this variance may cause the contractor to eliminate double shifting of the project, and thereby increase the number of days for contract completion. These additional delays will cause the environmental and economic factors noted above to be increased correspondingly in duration.

Very truly yours,

PAUL A. WIATRAK, P. E.
City Engineer

By
ARTHUR E. MARONEK
Rrincipal Asst. City Engineer
for Engineering

Information

HWP:dp

Concurrence Prior to Signature

APPROVED:

Washington State Department of Ecology

M1
9/12

May 11, 1976

Re: Northeast 45th Street Viaduct
East Approach by Bridge Replacement
Ordinance 104635

Honorable Board of Public Works
Seattle, Washington

Gentlemen:

We have had to change the working hours on subject contract to meet the code requirements of the Washington State Department of Ecology from the 5:30 a.m. to 9:30 p.m. granted by the Board on 4-7-76 to 6:00 a.m. to 10:00 p.m.; therefore, we are requesting that the Board grant permission for the contractor to work on this project to 10:00 p.m. rather than the 9:30 p.m. previously granted.

Any work that falls within the noise level requirements of the code can still start at 5:30 so, specifically, this request is only for the Board to extend the working hours from 9:30 to 10:00 p.m. so that the contractor can work two full shifts on pile driving. This request is through June 4, 1976. We will not allow the contractor to work any earlier than 7:00 a.m. on pile driving during the final week of exams at the University of Washington which is the week of June 6th to June 12th.

Very truly yours

Paul A. Wiatrak

PAUL A. WIATRAK, P.E.
City Engineer

DR:nml

Information	
Concurrence Prior to Signature	
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AEM	