



Southbound I-5 in Downtown Seattle Nighttime and Weekend Construction and Noise

I-5 MAKEOVER

Interstate 5 is turning 40 years old and needs a makeover. After years of cracks, potholes, and costly and disruptive temporary repairs, it's time for a more lasting solution. This spring we will:

- replace deteriorating asphalt pavement with concrete in the southbound lanes of I-5 from Olive Way to James Street, including the Union Street exit (exit 165B), in downtown Seattle
- replace the cracked concrete panel at the south express lanes entrance
- replace cracked and broken pavement and repair the bridge joint at the Dearborn overpass
- replace data loops that help WSDOT provide real time traffic information

When this work is done, drivers will experience a smoother, safer ride and we'll reduce the need for disruptive and costly repairs for decades to come.

NOISE NOTIFICATION

We are sending you this notice because you reside near our construction work zone and may be able to hear or feel the operation of heavy equipment during our construction work. Residents who are able to directly view the freeway work zone from their home may hear or feel more than residents whose homes are shielded by the Convention Center, walls or other buildings. This notice is in compliance with a City of Seattle requirement to notify all residences located within 500 feet of the construction work zone.

CONSTRUCTION SCHEDULE

Crews will work at night and on weekends. Crews working for our contractor, Gary Merlino Construction of Seattle, are allowed to start closing lanes and ramps at night starting March 23, 2005. Construction is currently scheduled for the following weekends as well as weeknights leading up to these weekends:

- April 1 – 4
- April 15 – 18
- April 22 – 25
- April 29 – May 2

Typically, weeknight lane closures will start at 8:00 p.m. and nightly ramp closures at 10:00 p.m. During Sunday through Thursday weeknight closures, lanes and ramps will reopen by 5:00 a.m. Weekend closures will start at 10:00 p.m. Friday and last until 5:00 a.m. Monday.

Should inclement weather significantly affect the work, we will reschedule construction for the following alternate weekends:

- May 13 – 16
- May 20 – 23

Construction could extend into June if weather severely disrupts our work. We and our contractor will review weather forecasts each week to determine exactly when and where construction will occur. This means construction schedules may change with little notice.

NIGHTTIME NOISE SOURCES

At any time during construction you may hear dump truck back-up alarms, construction equipment, trucks entering and exiting the work zone, and work crew movements in addition to the sound of traffic on I-5.

During **weeknight closures** crews will prepare the highway for upcoming weekend work. Additional noise sources include saw cutting, grinding, and backhoes.

During **weekend closures**, the use of various types of equipment will follow this pattern:

- Friday night to early Saturday morning crews will demolish and remove pavement. Expected noise sources include pavement grinding, backhoes, excavators, dump trucks, and pavement-breaking equipment
- throughout Saturday crews will pave the asphalt base and install concrete pavement. Expected noise sources include asphalt pavers, concrete pavers, dump trucks, concrete saw cutting, pumps, and concrete mixers
- from early Sunday to Monday crews will wait for concrete to cure. After the concrete has cured, they will cut into the concrete using saw cutters to allow space for the concrete to expand and contract without damage

The way that you will hear and perceive our construction will depend upon where your residence is located in relation to the freeway and where crews are working.

HOW WILL WE REDUCE NOISE AT NIGHT?

We are working with our contractor to find quieter construction methods whenever feasible. In addition, to mitigate and reduce unavoidable noise as much as possible we will:

- adjust back-up warning devices to lowest allowable settings
- use human spotters in lieu of back-up warning devices when allowed by law
- stage operations to minimize back-up activity and truck idling
- require all trucks exporting material from the site to have new rubber or aluminum bed liners. In addition, we are exploring the feasibility of lining the bottom of truck beds with dirt to reduce noise
- shield stationary equipment such as light plants, air compressors, and excavators when feasible

WSDOT 24-HOUR NOISE HOTLINE

(206) 768-9052

MORE PROJECT INFORMATION

To receive **e-mail updates** about this and other Seattle area highway construction projects, send an e-mail to i5Seattle@wsdot.wa.gov with "subscribe" in the subject line.

Visit our project **Web site**:

www.wsdot.wa.gov/projects/i5/James_Olive