



I-5 Connection Project: Construction Effects FAQ

Noise

What to expect during construction

During SR 520 construction, our contractors perform a variety of construction activities. Each activity uses different types of equipment and creates different levels of noise. Most construction activities occur during the day and follow the city of Seattle's daytime noise regulations.

Some construction activities require nighttime work. Working on nights and weekends eases weekday traffic congestion, particularly when lane closures or detours are required. We always look for ways to reduce nighttime effects on the neighborhood, and we schedule noisy activities during the day whenever possible.

Nighttime construction activities on the SR 520/I-5 Express Lanes Connection Project are monitored and controlled under a Major Public Projects Construction Noise Variance granted to WSDOT by the city of Seattle. The variance establishes the noise limits and regulations for nighttime construction work. Variances for nighttime work require specific notifications and restrict certain types of noisy activities. An independent noise specialist oversees noise monitoring and reports on compliance directly to the city. If noise exceedances occur, WSDOT works with its contractor and the city to determine the best course of action to mitigate the construction activity.

The city of Seattle granted WSDOT noise variance for SR 520/I-5 Project construction in November 2019. The variance establishes the noise limits and regulations for nighttime construction work during the project. Each week, we publish a report listing the latest nighttime noise data and any complaints received. You can request past noise reports by emailing sr520bridge@wsdot.wa.gov.

Timing

- Crews may work 24 hours a day, seven days a week throughout construction.
- Typical work hours for the loudest (impact) work:
 - 7 a.m. to 10 p.m. weekdays
 - 9 a.m. to 10 p.m. weekends and holidays

Commitments

WSDOT and the contractor will meet all WSDOT, federal, state and local regulatory requirements, and any contract and permit requirements. The contractor will follow best management practices, WSDOT standard specifications, and local ordinances to minimize noise. Examples of noise mitigation strategies and best practices can be found in the I-5 Connection Project Community Construction Management Plan.

Vibration

What to expect during construction

WSDOT is committed to minimizing activities that would result in noticeable vibrations, but some construction work unavoidably causes vibrations. Construction activities that may cause noticeable vibrations include pile driving, constructing drilled shaft foundations and demolishing existing structures.

Commitments

WSDOT and the contractor will meet all WSDOT, federal, local and statewide regulatory requirements, and any contract and permit requirements. The contract for the I-5 Connection Project specifies threshold limits for vibration levels, which the contractor is obligated to follow.

Air quality and dust

What to expect during construction

Certain construction activities may affect air quality near the work zone. Some of these activities include truck traffic, asphalt paving, earthmoving, and demolition.

Commitments

WSDOT and the contractor will meet all WSDOT, federal, local and statewide regulatory requirements, and any contract and permit requirements. The SR 520/I-5 Connection project contractor developed a Fugitive Dust Prevention and Control Plan that provides additional details on activities to mitigate air-quality impacts during construction.

Views, glare and lighting

What to expect during construction

Construction on the SR 520/I-5 Connection project affects some views along I-5 between the SR 520 and Mercer Street interchanges. Some construction work occurs during the night and requires lighting to work safely. During the winter months (November through March), crews may need increased work-zone lighting at the beginning and end of the workday due to decreased daylight hours.

Commitments

WSDOT and the contractor will adhere to all WSDOT, federal, local and statewide regulatory requirements and/or as required by the contract documents. This includes WSDOT standard specifications. Per our Section 106 Programmatic Agreement, we require the contractor to limit the use of construction lighting as much as possible and keep necessary lighting shielded, directed downward, and pointed away from residences and other sensitive areas to the maximum extent practicable.

Traffic and transportation

What to expect during construction

SR 520 construction activities occasionally causes traffic and transportation disruptions due to adjustments in existing roadways, temporary closures, detours, and changes to pedestrian and bicycle access through the work area. Additionally, construction equipment and activities may occupy part of the roadway and construction truck traffic is present on the highways and local roads. The project requires some short-term closures of SR 520 and I-5, as well as nearby on- and off-ramps.

Commitments

WSDOT requires the contractor to adhere to all WSDOT, federal, local and statewide regulatory requirements and/or other regulations as required by the contract. This includes WSDOT standard specifications and coordination with the city of Seattle. We direct the contractor to minimize short-term closures and limit necessary closures to non-peak traffic periods.

Because the SR 520/I-5 Connection project is expected to have limited effects on local streets, WSDOT and SDOT agreed that a Neighborhood Management Traffic Plan is not necessary for this project. Much of the work on the SR 520/I-5 Connection project will be completed from the I-5 express lanes while they are closed overnight, reducing conflicts with motorists.

Utilities and services

What to expect during construction

SR 520 construction requires the relocation of some sewer lines and other utility lines along the SR 520 and I-5 corridors. WSDOT and the contractor will notify potentially affected residents of work that may result in service interruptions or closures.

Commitments

WSDOT and the contractor will adhere to all WSDOT, federal, local and statewide regulatory requirements and/or as required by the contract documents. WSDOT and the contractor will coordinate with the city of Seattle prior to any service interruption. We will provide advance notice to potentially affected residents and other stakeholders before conducting work that may affect neighborhood utilities or other services.

Vegetation management and erosion control

What to expect during construction

Crews must remove some trees and other vegetation from the project area near the SR 520/I-5 interchange for a number of reasons, including building permanent project features and preparing staging areas for construction activities.

Commitments

WSDOT and the contractor will adhere to all WSDOT, federal, local and statewide regulatory requirements and/or as required by the contract. WSDOT has developed an SR 520/I-5 Connection project Tree and Vegetation Management and Protection Plan to mitigate impacts to trees and vegetation. The plan identifies specific areas where trees may be removed or disturbed. WSDOT has also prepared a Temporary Erosion and Sediment Control Plan to reduce water quality effects from construction.

SR 520/I-5 Connection Project construction and staging areas

What to expect during construction

The project's staging areas vary in size and function, and are available for use by the contractor 24 hours per day, 7 days per week. The I-5 Connections Projects uses several staging areas in addition to the "WSDOT Peninsula" next to the Washington Park Arboretum.



SR 520/I-5 Connection Project construction access and haul routes



Commitments

WSDOT and the contractor will adhere to all WSDOT, federal, local and statewide regulatory requirements and/or as required by the contract. WSDOT directs its SR 520 project contractors to limit the community effects of hauling and staging construction materials. We require additional Section 106 coordination if the contractor proposes to use haul routes outside those previously identified in the Section 106 [Programmatic Agreement \(PDF 3.9MB\)](#) coordination process.