

Portage Bay Bridge and Roanoke Lid Project Frontline Neighbor Meetings Q&A

Session 1, April 14, 2022

How many lanes will there be on the new bridges?

The eastbound and westbound bridges will have three lanes in each direction, including transit/HOV improvements. In addition, the SR 520 Trail for pedestrians and bicyclists will be extended across Portage Bay.

Will there be two work bridges?

There will be a north work bridge to construct the westbound bridge and a south work bridge to construct the eastbound bridge. Based on geographic factors, we assume the north, westbound bridge (and its work bridge) will be constructed first.

Where will these work bridges be? Will there be one north of Queen City Yacht Club?

The work bridges will be built alongside the future westbound and eastbound bridges. The future westbound bridge will be approximately 35 feet to the north of the current Portage Bay Bridge. It will pass just south of the Queen City Yacht Club.

To what extent is WSDOT willing to include Shoreline Permit mitigation conditions in the Portage Bay RFP?

All Shoreline Permit mitigation conditions will be included in the Request for Proposals (RFP).

Why is there less noise expected west of I-5?

Because most of the work will be concentrated to the east of I-5, neighbors to the west of the interstate should experience less construction-related noise. The only construction on the west side of I-5 will be for a new bicycle/pedestrian crossing over I-5, along the south side of Roanoke. Additionally, noise walls along the west edge of I-5 will reduce sound from traffic for the neighborhoods behind the walls.

The current construction of a transit/HOV connection from SR 520 [along the I-5 express lanes to Mercer Street interchange](#) is separate from the Portage Bay Bridge & Roanoke Lid Project (PBB) and will be completed before the start of PBB construction. With the PBB Project, we expect some noise west of I-5, but most noise will be near the Roanoke lid and surrounding residences.

How can I be added to the traffic mitigation group that includes community members?

The Neighborhood Traffic Management Plan (NTMP) will be developed with community input. There will be one public meeting on August 4th, [which you can register for here](#). [There is also a page dedicated to the NTMP on the online open house](#), which includes a survey to get your feedback on traffic and mobility concerns. To stay up to date on all

public involvement opportunities, you can sign up for the [Rest of the West newsletter](#) and visit the our Portage Bay [project webpage](#).

How will WSDOT make sure that extreme vibrations won't adversely influence hillside geology for those of us with houses built on the hillsides?

Our geotechnical design team has been studying this issue for a long time to ensure our construction processes—including the use of heavy vehicles and the modification of the hillside for bridge-related structures—do not place unnecessary stresses on the area. Because of the area's history of landslides, the design and construction requirements will protect the new bridge (and nearby buildings and infrastructure) from damage. In addition, we will continually monitor the site for disturbances with instrumentation, surveys, and inspections throughout construction.

There will be a tremendous amount of materials and equipment required for the project. Where will WSDOT stage materials and equipment, and how will you access these areas?

The contractor will likely use several areas currently used by the Montlake contractor to minimize additional impacts to the area. Further staging will be done on either land that WSDOT owns or on off-site locations the contractor provides. Hauling and haul routes will also be addressed during [the NTMP process](#), which we invite you to join.

How long will the residents in the dark green be eligible for the \$3.500 noise mitigation program?

The frontline neighbor map is an approximation and does not precisely capture the homes that will be eligible for the Noise Mitigation Pilot Program. The program will be accessible throughout the project's construction and/or until the funds are exhausted. Eligible residences will receive application materials 6-12 months before construction begins.

Will the contractor be allowed to construct the bridge without using work bridges? Or use barges?

Because this is a design-build contract, the specific construction methods will be proposed by the contracting team. We will not preclude the use of barges, and we expect that contractors will use them to the extent feasible. However, based on the water depth, proximity of the yacht clubs, and other vessel traffic, extensive use of barges could create other negative effects to the surrounding area.

What type of notice will be provided to frontline properties when the vibratory pile testing is done this summer and when construction commences? There is a daycare/preschool that is adjacent to Montlake park and the young children will be negatively affected by the noise (day and night). Can you provide notice to the school?

We will provide at least two weeks' notice before the test pile installation. We will send letters to nearby properties, including the school.

Will nearby foundations/structures be inspected prior to test pile installation?

There will likely be pre-construction and post-construction inspections as part of the test pile installation to assess if any properties in the immediate area are affected by vibration. We will contact property owners for inspections prior to the test pile work.

Is the project going to be built from east to west?

The project's construction will move over the 6-year project duration. The contractor will build a new bridge north of the existing Portage Bay Bridge, tear down the old bridge, then build a new eastbound bridge in the general footprint of the existing bridge. The exact construction sequencing will be determined by the contractor. At any point in time, construction may be occurring in various locations.

Can you clarify day and night construction times?

Daytime and nighttime construction hours will follow the Seattle Noise Control Ordinance (SMC 25.08.410). This defines nighttime hours as between 10 p.m. and 7 a.m. on weekdays and between 10 p.m. and 9 a.m. on weekends and legal holidays.

How will the \$3.500 for noise mitigation funding be allotted?

Eligible homeowners will be able to apply on first come, first served basis for the Noise Mitigation Pilot Program. The program will be accessible throughout the project's construction and/or until the funds are exhausted. Eligible residences will receive application materials 6-12 months before construction begins.

How does someone with an affected residence or business request a pre-inspection?

We will be reaching out to frontline neighbors or property owners prior to construction about pre-construction inspections. If you are unsure whether your property will be affected and would like to request an inspection, please email the SR 520 team (SR520bridge@wsdot.gov).

How will WSDOT enforce the proposed 40 to 45 mph speed limit on the Portage Bay Bridge?

The Washington State Patrol enforces traffic on SR 520. To help facilitate enforcement, the conceptual design of the new bridges includes wider shoulders than the current bridge, which enables speeding vehicles to be pulled over with less of a disruption to traffic.

Is there anything in the design to mitigate traffic noise after the construction is done and the bridge opens to traffic?

Several of our required design features reduce traffic noise. They include a lower speed limit, which reduces noise; a required 4-foot-tall barrier on the side of bridge; quieter pavement; special encapsulated expansion joints; and requirements to provide noise absorption in the lid portals. All these requirements will be written into the RFP.

Will there be a replacement trail and steps from the new Roanoke lid to Boyer Avenue replacing the existing Roanoke stairs?

We are working with the city of Seattle to rebuild the Boyer stair connection between Boyer Avenue East and Delmar Drive East and improve the existing street connection on 11th Avenue. Our website provides [more information about the Boyer stairs](#).

Will the existing bridge be closed during the duration of construction? Or is the plan to build one side of the bridge first, open it to traffic, then demolish the existing bridge and build the second span?

The existing bridge will remain open during construction until traffic can be shifted onto one of the new bridges. While the design-builder will determine the specific construction methods (including temporary closures), our contract will require that the old bridge remain open until traffic can shift to one of the new bridges. Construction likely will happen by building one new bridge (e.g., westbound), shifting traffic onto that new structure, then removing and replacing the old bridge with a new, eastbound span.

What are the specific impacts to Boyer Avenue East?

We listed Boyer Avenue East as a designated haul route for trucks in our final Environmental Impact State (FEIS) so there could be increased truck traffic on the street. However, the alignment of Boyer Avenue East will not change. WSDOT is working with the city of Seattle to rebuild the stair connection between Boyer Avenue East and Delmar Drive East that will be displaced by construction of a wider SR 520 bridge.

Will there be nighttime construction seven days a week?

It is highly unlikely there will be nighttime construction seven days a week. However, there will be occasions when short-term, continual nighttime work is necessary, depending on the specific circumstances.

How do we get in contact to request anything offered as noise mitigation?

You can email the SR 520 communications team (at sr520bridge@wsdot.wa.gov) to take advantage of the noise mitigation fund. Eligible homeowners will also be contacted 6-12 months before construction starts.

Will our streets potentially close during this project? We get a lot of cut-through traffic.

There will be intermittent closures on Delmar Avenue East, Roanoke Avenue East, and 10th Avenue East during construction. We encourage people with questions about specific locations to contact WSDOT to determine affected streets in their area. We also recommend signing up for our [email updates](#), usually sent weekly, to learn about upcoming construction activities.

Can someone address the easements (temporary and permanent) and the timing of when they will be established by WSDOT?

We currently need subterranean easements from a number of properties to construct the new Portage Bay Bridge & Roanoke Lid Project's improvements and maintain the

timeline for project completion. WSDOT acquires temporary and permanent easements so that the contractor has necessary property rights before starting construction.

The easements will allow the contractor to anchor the retaining walls that are being constructed as part of the project. Most of the affected property owners should receive acquisition offers by the end of June 2022.

Am I on the mailing list? How can I find this out?

You can [sign up for the newsletter via this link](#). Contact information is also provided in [the PowerPoint presentation](#). Members of the public also can email our communications team at SR520bridge@wsdot.gov to be placed on the list.

For the large noise barrier adjacent to the Roanoke lid, will that be constructed on both sides of 520?

A noise-barrier fence next to the Roanoke lid will be erected north and south of the work area for the lid during construction to reduce noise. The contractor may install a noise-barrier fence around other parts of the construction area that are particularly noisy.

What will replace the Bill Dawson Trail?

The Bill Dawson Trail is not being removed or replaced. The trail will be closed for public safety during construction. It will be improved and reconnected with new features once the project is completed. A detour route will be in place while it is closed.

How will the Bagley Overlook be affected?

The Bagley Overlook will be closed during construction and reopened on the east edge of the lid once the project is complete.

Session 2, April 19, 2022

For damage to adjacent structures please explain contractors insurance coverage for damage. Specifically, 1) the vibration damage fund and 2) the WSDOT tort process?

The contractor will have multiple insurance policies. The state handles large insurance claims through a [tort claim process](#). The vibration damage fund streamlines the tort claim process by allowing the contractor to directly reimburse property owners for small damages and repairs up to \$15,000. For instance, if you have a crack in your house that appears because of vibration, we may use the vibration damage fund to determine the cause, assess the damage, and provide you reimbursement.

Will two work bridges be constructed with 1,100 pilings together or 2,200 pilings for both. Will the pilings be pounded or vibrated in place?

We have conservatively estimated that there will be 1,150 pilings for both work bridges. We often find that contractors will optimize the number of pilings as it is more efficient and cost effective to reduce this type of construction. We expect vibratory hammers to handle most of the pile installation, but some impact driving also may be needed.

The rendering of what the bridge will look like appeared to have low walls on the sides of the new bridge. Wouldn't higher walls mitigate noise from traffic?

The SR 520 program's Environmental Impact Statement (EIS) studied methods to reduce project noise. The EIS and its [Noise Discipline Report](#) both include specific details about the project's noise impacts and the considerations we have prioritized, including a higher-than-standard, 4-foot solid barrier along the edge of the bridge. Our conceptual design incorporates the design and best practices included in the EIS to reduce long-term effects.

Will lighting pass through the bridge or beyond the bridge deck?

Light design has to provide minimum light levels on the roadway and trail while limiting light spillage from the bridge to minimize any effects to fish in the Portage Bay. When lighting is required during construction, it will be shielded, directed toward the work, and pointed away from residences, traffic, and other sensitive areas to the maximum extent possible. Once highway improvements are built, the lighting on the SR 520 Trail on the Portage Bay Bridges will be from the roadway lighting; there will not be separate lighting. For the ramp connections to Bill Dawson Trail and the loop connection to Delmar, there will be lighting on the railing.

Are there underground anchors? Where are they located? Are they located under Portage Bayshore Condominiums?

None of the subterranean easements or ground anchors will be under the Portage Bayshore Condominiums. However, the project will need multiple underground easements across other parts of the project's area. The easements will allow the contractor to anchor the retaining walls that are being constructed as part of the project.

Will construction affect underground parking within the stalls of Portage Bay Condos?

Only on-street parking will be affected by this project.

Will water trucks be used for air quality mitigation measures? What are the water sources?

Water trucks typically are used to control dust and enhance air quality and will likely be used on this project. These trucks usually use municipal water from metered fire hydrants near the construction site.

Will you make available a map showing the location of noise and vibration monitors?

Noise monitoring plans and locations will be shared in the [Major Public Project Construction Noise Variance \(MPPCNV\) application](#). The application will be uploaded to the SR 520 Construction Corner once it is approved. The contractor's vibration monitoring plan also will show the locations of the noise and vibration monitoring. All the monitors will be easy to see on the ground.

Throughout the project, the monitoring locations may change along with construction locations. Sometimes, these monitors will be placed on private property to gather more

precise information. In this case, we will work with the property owner to either coordinate property access rights or find an alternative location.

How will this project impact the various unsavory activities underneath 520 already?

We are aware of community concerns regarding encampments near SR 520. Once construction activities begin in the Portage Bay area, people experiencing homelessness within the construction area will be relocated due to safety concerns. WSDOT and our selected contractor will work with the city of Seattle and other local partners to help connect people with shelter and other services.

WSDOT also has been coordinating with the state Legislature and the governor on new plans and policies to better support people living in unhoused encampments with access to services and safe shelter.

Regarding the incentivizing of certain impact minimization efforts to be included in the design-build contracting process, will the metrics and thresholds chosen for these incentives be published for public comment in advance? Especially in regards to noise and vibrational damage risk?

Our contract will include general incentives for the contractor to go above and beyond the contract requirements to limit project effects on the community. Incentive payments are awarded on a quarterly basis throughout the construction period. Payments are based on the contractor's performance in avoiding or minimizing impacts on the surrounding community, such as noise, vibration, traffic, potential hazards for people walking and biking, etc. Public feedback – whether complaints about impacts or praise for exceptional responsiveness – help determine the incentive awards. Community members will have an opportunity to share and shape the contractor's strategies to minimize construction impacts through the [Community Construction Management Plan \(CCMP\)](#) both before and throughout construction.