

Community Construction Management Plan

SR 520 Portage Bay Bridge and Roanoke Lid Project CCMP

(Contract name: SR 520 / I-5 to Montlake - I/C and Bridge Replacement Project)

Updated September 2024: Please refer here for our responses to community feedback received during the CCMP public comment period.

The Community Construction Management Plan (CCMP) outlines the process for community members to provide input about construction management practices to help avoid, minimize, and/or mitigate construction effects on historic and other properties. It also guides the actions of construction contractors, provides opportunities for the Washington State Department of Transportation (WSDOT) and hired contractors to keep the public and Section 106 concurring parties informed, and gathers input to improve the construction practices addressed by the CCMP.

Table of Contents

- Acronyms and Abbreviations 3**
- I. Community Construction Management Plan Overview 4**
 - A. Purpose and background 4
 - B. How to use the CCMP 5
 - C. WSDOT Roles and Responsibilities 5
 - D. Contractor Roles and Responsibilities 5
- II. Project Overview 8**
 - A. About the SR 520 Portage Bay Bridge and Roanoke Lid Project 8
 - B. Agency Coordination 25
- III. Construction Components and Effects 26**
 - A. Project construction overview 27
 - B. Potential construction effects 29
 - 1. Noise 29
 - 2. Vibration 33
 - 3. Air Quality and Fugitive Dust 35
 - 4. Visual Quality: Aesthetics, Glare, Lighting 36
 - 5. Traffic and Transportation 37
 - 6. Utilities and Services 40
 - 7. Vegetation Management 41
 - 8. Erosion Control, Over-water, and In-water Work 42
 - 9. Construction Staging in WSDOT Right of Way 44
- IV. Additional Figures 47**

Acronyms and Abbreviations

BMP	Best management practice
CCMP	Community Construction Management Plan
CFR	Code of Federal Regulations
DAHP	Washington State Department of Archaeology and Historic Preservation
FHWA	Federal Highway Administration
HOV	High-occupancy vehicle
I-5	Interstate 5
MTP	Marine Transportation Plan
PA	Programmatic Agreement
RCW	Revised Code of Washington
ROTW	Rest of the West
SDCI	City of Seattle Department of Construction and Inspections
SPCC	Spill Prevention, Control and Countermeasure Plans
SR 520	State Route 520
Portage Bay Bridge and Roanoke Lid Project	SR520/I-5 to Montlake - I/C and Bridge Replacement Project
PBBN	Portage Bay Bridge North
PBBS	Portage Bay Bridge South
TESC	Temporary Erosion and Sediment Control
TVMPP	Tree and Vegetation Management and Protection Plan
WAC	Washington Administrative Code
WQMPP	Water Quality Monitoring and Protection Plan
WSDOT	Washington State Department of Transportation

I. Community Construction Management Plan Overview

A. Purpose and background

The [SR 520, I-5 to Medina: Bridge Replacement and HOV Program](#)'s 12.8-mile-long corridor area begins at SR 202 in Redmond and extends west to I-5 in Seattle. As part of the Program, the [Pontoon Construction Project](#), the [Eastside Transit and HOV Project](#), the [Floating Bridge and Landings Project](#), and the [West Approach Bridge North Project](#) have been completed. The remaining work will be delivered in four project phases, collectively called [The Rest of the West](#), and will complete WSDOT's enhancement of the SR 520 corridor. The [SR 520 Portage Bay Bridge and Roanoke Lid Project](#) is the third of these four project phases. The first and second phases, the [Montlake Project](#) and the [SR 520/I-5 Express Lanes Connection Project](#), are both currently under construction.

WSDOT developed the Community Construction Management Plan (CCMP) as a mitigation commitment for adverse effects from the [SR 520, I-5 to Medina: Bridge Replacement and HOV Program](#) (I-5 to Medina Project) to historic properties during the National Historic Preservation Act Section 106 Consultation process. Because Section 106 consulting parties had significant concerns related to construction effects (both indirect and direct) to historic properties, development of the CCMP was included in the earliest iterations of the [Section 106 Programmatic Agreement](#) (PA). Construction effects (as defined in [36 CFR 800.5\(a\)\(2\)](#)) may include vibration, noise, change of use or physical features of a property's setting, visual, atmospheric or audible intrusions.

During the consultation process, participants recognized that the construction effects and mitigation strategies outlined in the CCMP could affect the broader neighborhood and not just historic properties. The CCMP then became a project-wide commitment, not exclusive to Section 106 PA concurring parties. The PA language references the concurring parties "and others potentially affected by Project construction."

The CCMP provides members of the public an ongoing opportunity to share input that may be considered for construction management decisions to avoid, minimize, or mitigate the effects of construction activities on historic and other properties. Additional volumes and/or updates to existing CCMPs will be developed in conjunction with each contract awarded for future construction phases of the I-5 to Medina Project.

This volume of the CCMP has been developed specifically for the [SR 520 I-5 to Montlake – I/C and Bridge Replacement Project](#) (Portage Bay Bridge and Roanoke Lid Project). The Portage Bay Bridge and Roanoke Lid Project will construct two new parallel, three-lane bridges across Portage Bay with improved transit and HOV connections across Portage Bay between Montlake and I-5 along with extension of the regional SR 520 Trail across Portage Bay. A landscaped Roanoke lid over SR 520, between 10th Ave E and Delmar Dr E, and a bicycle and pedestrian crossing over I-5 will also be constructed.

B. How to use the CCMP

The Portage Bay Bridge and Roanoke Lid Project CCMP is a living document. It will be updated throughout the course of the Project to incorporate changes to construction activities or approaches to the work. The initial version of the Portage Bay Bridge and Roanoke Lid Project CCMP was developed before the selection of a project contractor, and was reviewed and updated with the contractor, Skanska, upon execution of the construction contract.

The CCMP includes commitments made through the [Section 106 PA](#), best management practices (BMPs), Portage Bay Bridge and Roanoke Lid Project contract documents, environmental commitments made through other regulatory processes, and additional tools to help avoid, minimize and/or mitigate construction effects on local communities and historic properties. WSDOT and Skanska will meet with the concurring parties to the [Section 106 PA](#) and others potentially affected by construction regularly during the construction of the project to discuss the CCMP.

WSDOT encourages the public to provide feedback about the effectiveness of the CCMP and suggest changes. Information about this CCMP will be available at project-related public meetings and on the [Portage Bay Bridge and Roanoke Lid Project website](#). While the Portage Bay Bridge and Roanoke Lid Project CCMP addresses construction effects, questions on other topics such as design, permitting, operations and maintenance and other non-construction related activities on the Portage Bay Bridge and Roanoke Lid Project can be directed to SR520Bridge@wsdot.wa.gov. Contact information for CCMP-related effects is listed in the [Questions or Concerns?](#) section of this document.

C. WSDOT Roles and Responsibilities

The Portage Bay Bridge and Roanoke Lid Project will be constructed using a design-build contract. An open competitive bidding process was used to select the contractor, Skanska. The contract was scheduled for advertisement to contractors in 2023, with construction expected to be completed by 2031.

WSDOT's responsibilities include:

- Developing the initial CCMP and ensuring the CCMP best management practices get implemented and the CCMP gets updated to reflect construction.
- Performing construction management, including inspection and monitoring of contractor activities to ensure contract requirements are met.
- Ensuring all local, state, and federal permits are obtained as necessary for compliance with applicable laws and regulations.
- Coordinating and communicating with local governments, neighborhoods, and businesses about possible project effects.

D. Contractor Roles and Responsibilities

The responsibilities of the contractor, Skanska, include:

- Determining construction methods and techniques for project implementation.
- Preparing final design for the Portage Bay Bridge and Roanoke Lid Project.

- Providing updates to the CCMP to reflect final design and construction approach.
- Constructing the project for Portage Bay Bridge and Roanoke Lid Project improvements in accordance with the contract and specifications.

The roles of the contractor, Skanska, are as follows:

Project Role	General Responsibilities
Project Manager	An individual leading Skanska’s design and construction efforts towards a successful project outcome. This person leads the project planning, directs key discipline managers and works with key stakeholders to identify project issues and develop positive solutions.
Construction Manager	An identified person who primarily focuses on the project construction operations, including the development of operational aspects such as work planning, sequencing, implementation and safety.
Marine Transportation Manager	A designated person who coordinates with stakeholders to prepare the Marine Transportation Plan, ensures any stakeholder questions or issues are addressed and collaborates with stakeholders to provide impact notifications.
EHS Director	A person appointed to ensure working conditions comply with all regulatory and corporate safety and health policies. This person evaluates, educates and administers the Environmental Health & Safety Program for all levels of employees on the project.
Environmental Compliance Manager	An identified person responsible for developing, overseeing and enforcing the Environmental Compliance Plans on the project to ensure work is conducted in accordance with pertinent laws and regulations.
Public Information Manager	A designated individual who works with WSDOT to support the day-to-day communications and crisis communications needs of the project. This person will coordinate with WSDOT and Skanska to identify public information needs or issues and

	will work to formulate strategies that address those challenges.
Quality Manager	A designated person who shall have responsibility for development, implementation and design/construction adherence to the project Quality Management Plan, with the intent of assuring material acceptance and installation in accordance with project requirements.

WSDOT and Skanska will work to ensure the CCMP is updated as needed through the life of the project.

II. Project Overview

A. About the SR 520 Portage Bay Bridge and Roanoke Lid Project

Description

The Portage Bay Bridge and Roanoke Lid Project is the last major project in the SR 520 corridor, completing SR 520’s east-to-west reconstruction from I-405 to I-5. Like other 1960s-era bridges, the Portage Bay Bridge was built with hollow concrete columns that could collapse in a severe earthquake. This project will replace the old, structurally vulnerable Portage Bay Bridge with two parallel, seismically resilient bridges. The project will also build a landscaped lid over SR 520 between 10th Avenue East and Delmar Drive East, complete the highway’s transit/HOV system between the Eastside and Seattle, and extend the regional SR 520 Trail across Portage Bay to the lid and local trail networks.

These features will ultimately strengthen connectivity between the growing cities of the eastside, Seattle’s booming South Lake Union neighborhood, and downtown Seattle. Travel between these points will become safer and more reliable via the transit/HOV lane. The Roanoke lid will connect communities both north and south of the highway with landscaped open spaces, including trees and other landscape amenities (see Figure 1 for project limits).

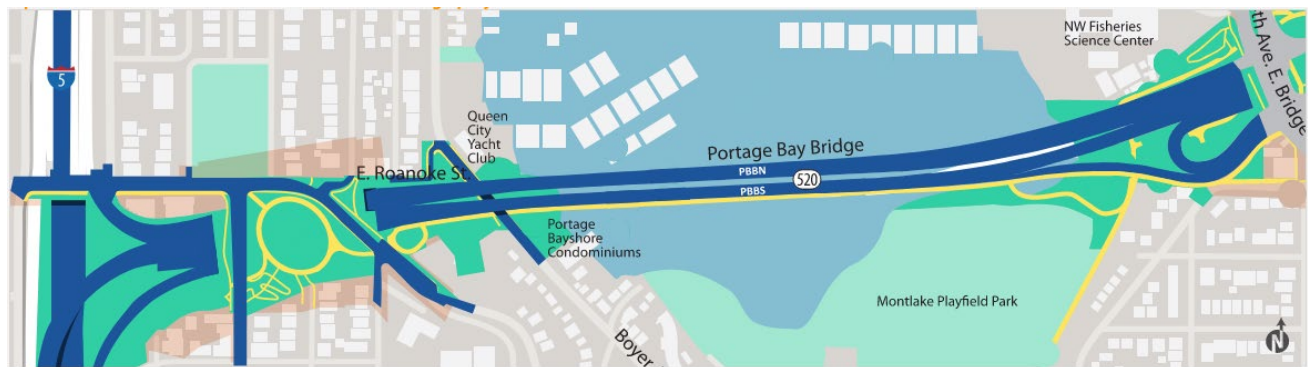


Figure 1: SR520 Project Limits

Schedule

WSDOT anticipates construction activities within the project area to begin in 2024, with completion anticipated in 2031. See the below table and Figure 2 for a summary schedule of activities anticipated to occur during this period.

Major Project Activities	Anticipated Start	Anticipated Finish
Design Development	Q1 2024	Q1 2026
Project Construction	Q3 2024	Q1 2031
Community Mitigations	Q1 2024	Q4 2025
SR520 Westbound Bridge (PBBN)	Q3 2024	Q1 2028
Demolition of Existing Bridge & Structures	Q1 2025	Q4 2028
SR520 Eastbound Bridge (PBBS)	Q4 2028	Q4 2030
LID Construction	Q1 2025	Q2 2030
Landscaping and Urban Aesthetics	Q4 2026	Q1 2031
Project Traffic Changes – Stage 1	Q2 2025	Q2 2028
Project Traffic Changes – Stage 2	Q2 2028	Q3 2029
Project Traffic Changes – Stage 3	Q4 2029	Q1 2031



Figure 2: Project Schedule

Locations of activities and access points

Construction activities for the Portage Bay Bridge and Roanoke Lid Project will occur at several locations along SR 520 from the Montlake Interchange over the Portage Bay Bridge to the SR 520/I-5 Interchange, including the westbound on-ramp from and eastbound off-ramp to Montlake Boulevard East. The Portage Bay Bridge and Roanoke Lid Project construction activities will also occur on surface streets in the vicinity of the Montlake Interchange and SR 520/I-5 Interchange including Roanoke St, the Boyer Ave E to Boylston Ave E area, as well as replacement of the bridges at 10th Ave E and Delmar Drive E. Active transportation connections, including a Regional Shared Use Path (SR 520 Trail) on the Portage Bay Bridge, will connect to local facilities at the Montlake Interchange, the Montlake Playfield, Interlaken Park, and Harvard Ave E. A new bicycle and pedestrian crossing will be constructed across I-5 south of the existing E Roanoke St bridge.

- **SR 520 mainline access:** Skanska will be able to access the SR-520 mainline from westbound and eastbound SR 520. For in-water work access, Skanska will have barges and work platforms in Portage Bay.
- **I-5 mainline access:** I-5 work will be accessed from northbound and southbound I-5 and from the SR 520 westbound to I-5 northbound and southbound ramps.
- **Staging areas:** Available construction staging areas are located within WSDOT-owned right of way next to work to be performed. Construction staging areas will be used to store construction material, park construction vehicles, stage and service equipment and park/transport employees to the project. Staging area sites include the WSDOT right of way next to East Roanoke Street, the WSDOT Peninsula, and the WSDOT right of way under the Ship Canal Bridge. The former Montlake Market property will not be used for staging. Offsite staging for materials will include the Kenmore Staging Yard at the north end of Lake Washington. Other offsite staging areas may be used for material storage.
- **Marine transportation:** Certain construction materials will be transported to and from the project site via tugs and barges, particularly from the Kenmore Staging Yard at the north end of Lake Washington. Vehicles will access the site via the Montlake Cut or the Ballard Locks.
- **Access from arterial streets:** Skanska will access Boyer Ave E, 10th Ave E, Delmar Drive E, Roanoke St, Boylston Ave E to construct the project features over SR 520 and I-5.

The following Figures identify project access and logistics:

- Figure 3 illustrates the project work area and staging yards within close vicinity to the project.
- Figure 4 details the project yards and notes different mitigation measure Skanska plans to implement within the yard areas.
- Figure 5 displays the approved hauling and transportation traffic routes for construction vehicles to access the project and staging areas.
- Figure 6 illustrates the marine transportation plan to access the project and off-site Kenmore/Subcontractor staging areas, via tugboats and barges.

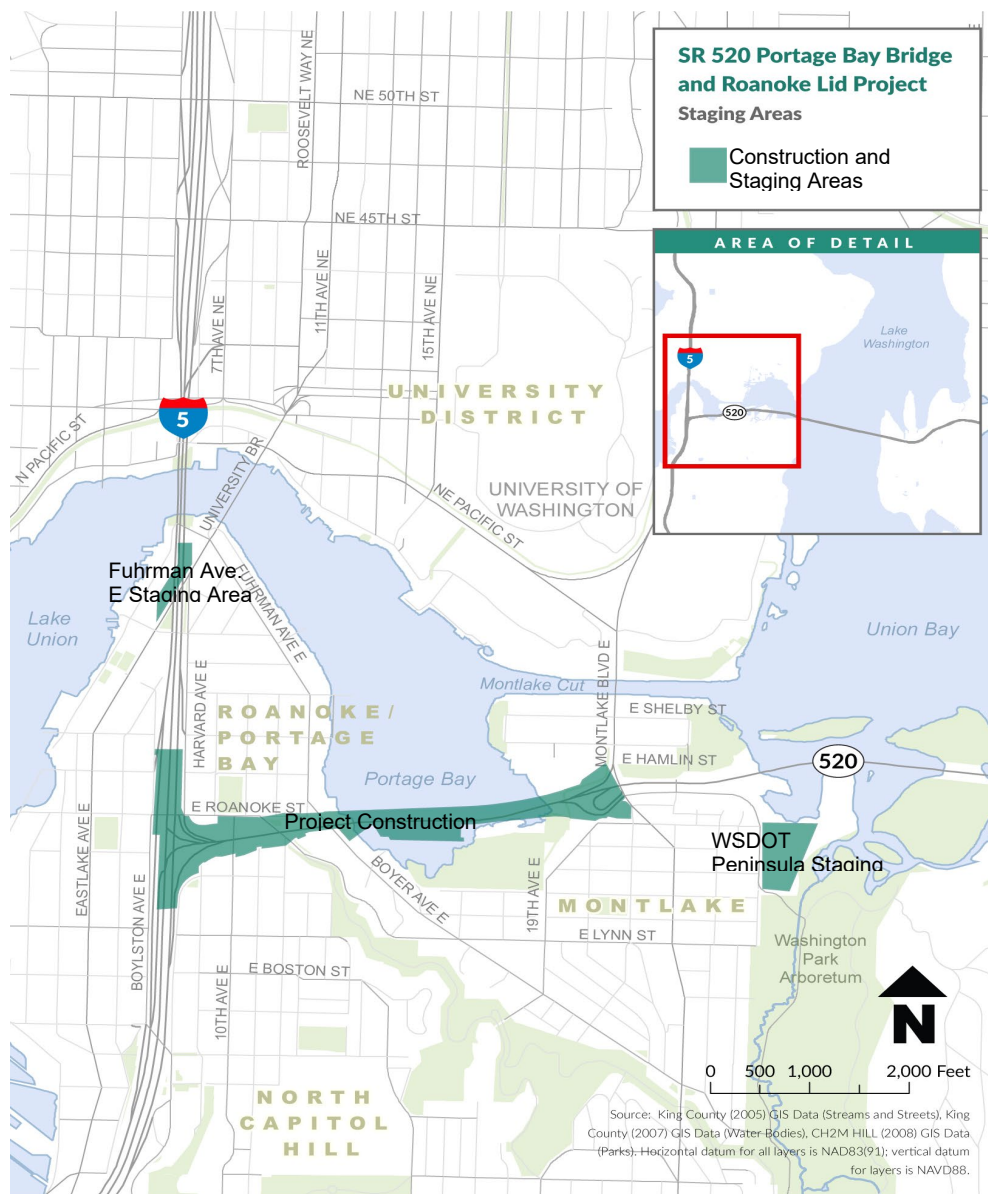


Figure 3: Project Footprint

Figure 2-5 | Mitigating impacts to the communities adjacent to the staging areas.

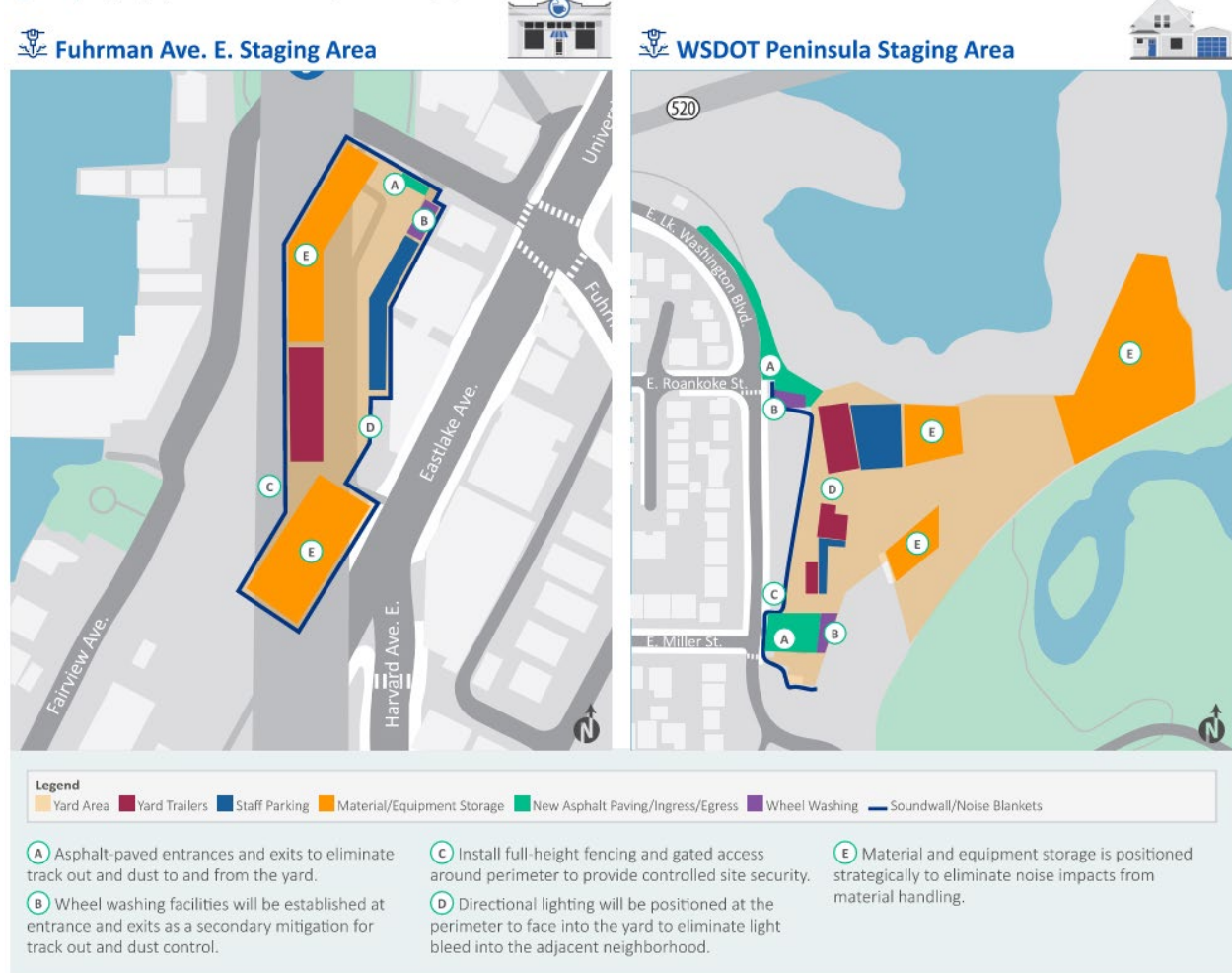


Figure 4: Project Laydown Yards and Impact Mitigation

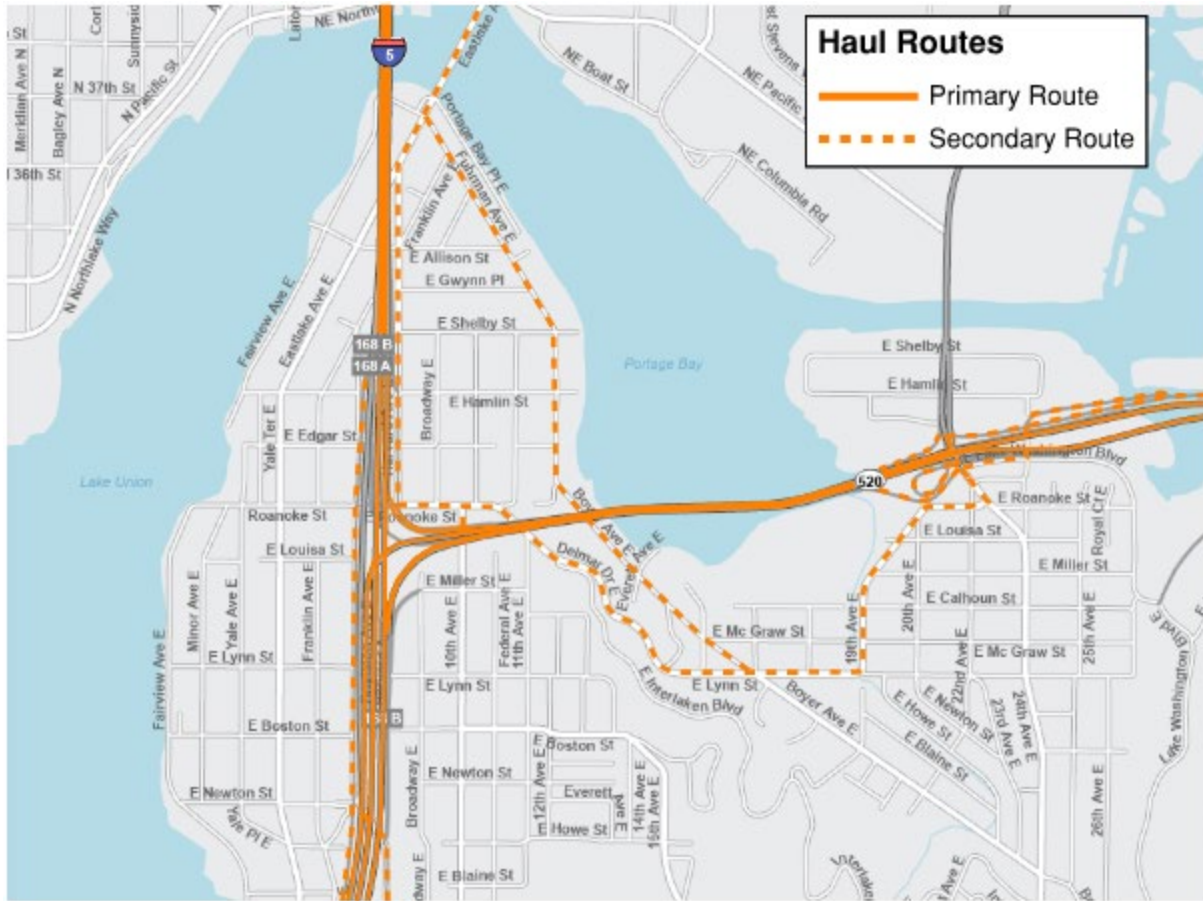


Figure 5: Construction Vehicle Access Routes

[Note: Configuration will change slightly at the Peninsula as construction commences. See Figures 7 & 8 for additional information regarding temporary traffic configurations]

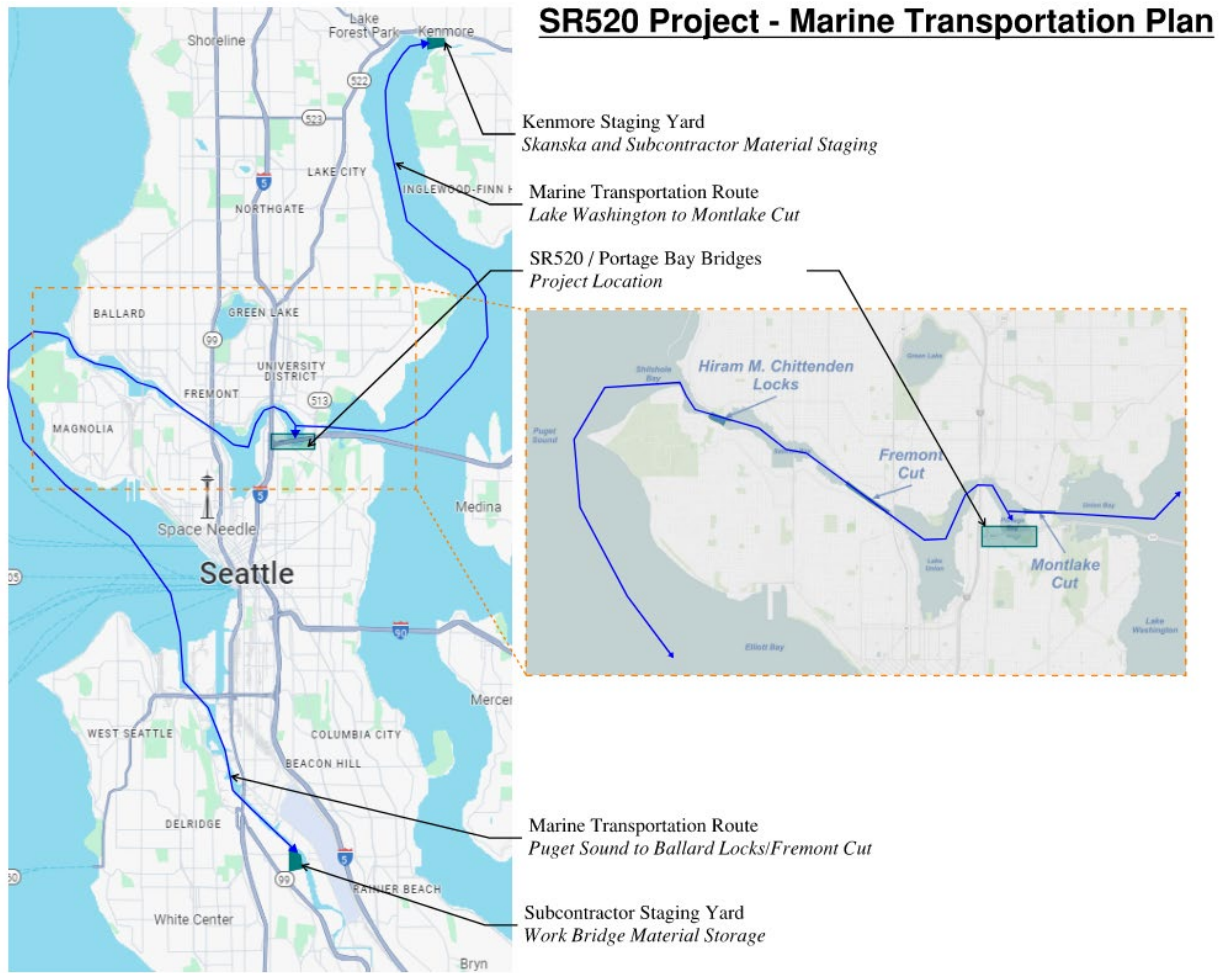


Figure 6: Project Marine Transportation Plan

Project Traffic Control Strategy

In addition to the project staging, Skanska has coordinated with WSDOT to develop a traffic control strategy to minimize impacts to the traveling public.

The project will be constructed in a three-stage, multi-phase approach that will continue to be refined over the course of the project through coordination with stakeholders. Initial elements of this strategy include the following:

- **Work Bridge Installation:** Temporary work bridges will be constructed to allow delivery of material, installation of project elements and demolition of bridges, which will decrease the number of traffic closures required to facilitate construction.
- **Temporary Bridge Design:** A temporary bridge structure and ramps will be constructed during State 1 of the project to provide SR 520 mainline continuity throughout construction. The use of modular and precast elements instead of cast-in-place structure will shorten installation time within designated work windows. The construction of the temporary structures will occur as phases over the course of the project Stages.
- **Project Stages:**
 - **Stage 1** – Construction activities include: the installation of the 10th and Delmar Detour, installation of the work bridges, construction of the Portage Bay Bridge North (PBBN) and construction of the I-5 Trail Crossing Structure at E. Roanoke Street.
 - **Stage 1, Shift** – The first major shift will occur at the end of Stage 1, where traffic will be relocated to the PBBN in a temporary, two-way condition.
 - **Stage 2:** – Construction activities include: construction of the Roanoke Lid, completion of the 10th and Delmar surface streets and construction of the Portage Bay Bridge South (PBBS).
 - **Stage 2, Shift** – The second major shift will occur at the end of Stage 2. Traffic will be moved onto the new PBBN and PBBS bridges in permanent condition.
 - **Stage 3** – Construction activities include: installation of project finishes, such as concrete surfacing, roadway striping, landscaping and architectural finishes.
- **Traffic Closures and Shifts:** Mainline SR520 traffic shifts will be limited to two major shifts, between each construction stage, from the current driver configuration. Full weekend closures, ramp closures, and roadway lane closures will also be reduced because of the construction means and methods.

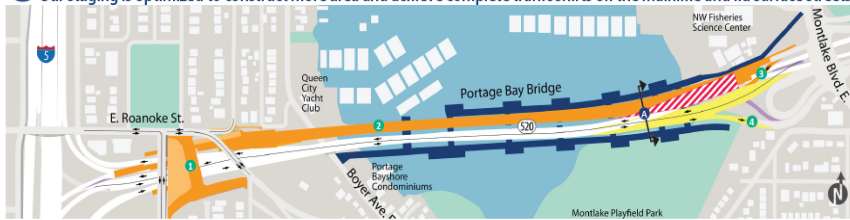
The following table summarizes the major anticipated closures and additional community impacts:

Closure	Closure Type	Duration	
Bill Dawson Trail	Trail Closure	4 years	
Boyer Ave Stairs	Stairway/Sidewalk Closure	3 years	
SR520 Full Closures	Full Highway Closure	Up to 30 Short-Term (i.e. weekends)	
Ramp Closures	On/Off Ramp Closures	Short-Term (i.e. nights)	
WB SR 520 On-ramp to Montlake Boulevard	Extended Ramp Closure	Maximum 100 calendar days (can be split into multiple closures)	
EB SR 520 Off-ramp to Montlake Boulevard	Extended Ramp Closure	Maximum 90 calendar days (can be split into multiple closures)	
City Street Closures	City Steet Full Closures	Short-Term, Variable Durations	

Skanska will work with the WSDOT and communications and outreach teams to notify the public regarding construction impacts. Further details under section III.B.5 of this CCMP. Figures 7 and 8 represent graphics of the project stages and the anticipated impacts to the traveling public.

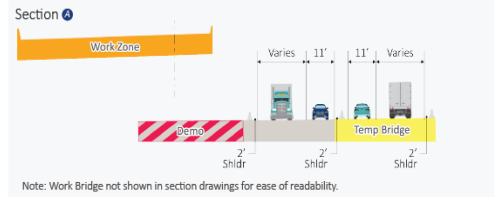
Figure 7 | A Three-Stage Multi-Phase Approach to delivering the SR 520 Portage project.

Our staging is optimized to construct more area and achieve complete traffic shifts on the mainline and lid surface streets.



Stage 1 - Completes 10th and Delmar detour, Constructs PBBN to allow for first mainline traffic shift, and constructs the I-5 trail crossing structure.

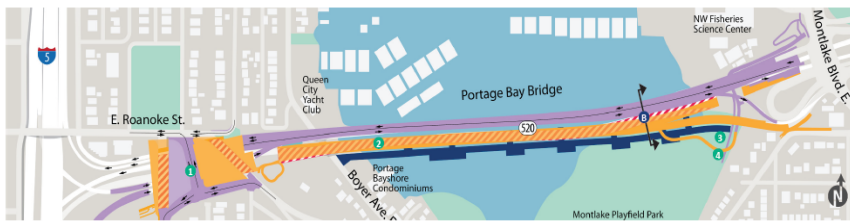
- 1 Completion of Pier 4 and portion of Roanoke Lid accommodates city street and mainline MOT shift.
- 2 Completion of PBBN allows a full mainline shift of east- and westbound traffic.
- 3 Installing a temporary SR 520 westbound on-ramp from SR 513 allows continual access to SR 520.
- 4 Completion of the SR 520 EB temporary off-ramp to SR 513 maintains connectivity to Montlake.



Note: Work Bridge not shown in section drawings for ease of readability.

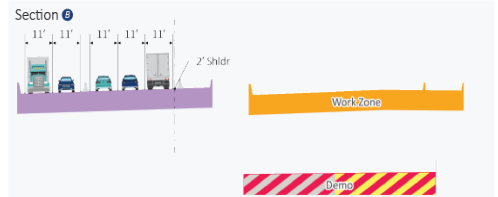
Maintaining mainline continuity throughout Stage 1

While Stage 1 construction delivers the majority of the work under existing SR 520 mainline conditions, a temporary bridge structure and ramps will be installed at the east end to provide mainline continuity throughout construction.



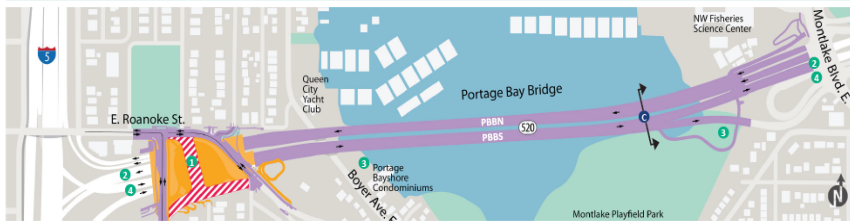
Stage 2 - Construct the Lid and Complete the 10th and Delmar surface streets, Construct PBBS on the Mainline to allow traffic to shift to final configuration.

- 1 Completion of remaining lid structure allows for permanent city street alignment of 10th and Delmar.
- 2 Completion of PBBS Structure allows traffic shift to permanent mainline alignment.
- 3 Completion of SR 520 EB off-ramp to SR 513 provides access to Montlake.
- 4 Regional shared use path finished to allow use of "Rest of the West" path beginning in Stage 3.



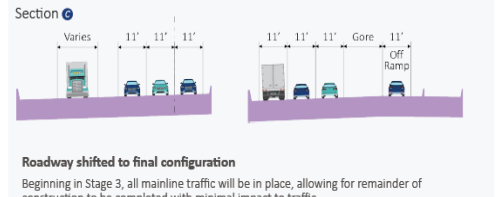
Roadway shifted to the new bridge structure

Beginning in Stage 2, all mainline SR 520 traffic will be shifted to the new PBBN, allowing for complete demolition of the existing PBB and follow-on construction of the new PBBS.



Stage 3 - Complete all project finishes including next generation concrete surfacing, roadway striping, landscaping, and architectural finishes.

- 1 Final landscaping, lid structure finishes, and PBB completed without impact to MOT.
- 2 Next generation pavement and final tie-ins performed under nightly lane closures.
- 3 Work bridge removed via barge, Boyer, and NOAA.
- 4 Final striping completed under nightly lane closures.



Roadway shifted to final configuration

Beginning in Stage 3, all mainline traffic will be in place, allowing for remainder of construction to be completed with minimal impact to traffic.

Legend

Construction This Phase	Temporary Bridge
Trestle Work Bridge	Demolition
Construction Previous Phase	

Figure 7: Project Phasing – SR520 Stages of Construction

By building the new roadways off-line, we reduce lane closures and maintain traffic movements throughout construction.

Figure 8 | Minimizing the use of roadway and lane closures on local streets.

Stage 1 | We will construct the partial lid structure to provide a temporary detour that consolidates 10th Ave and Delmar Dr to maintain north-south connectivity over mainline SR 520. This will allow the majority of the work to be constructed with only minor roadway closures to perform tie-in connections of the detour route.



Stage 2 | After opening the detour, the existing bridges will be demolished off-line, allowing for construction of the remaining lid structure. This work will then progress with no impacts to traffic in the temporary configuration with the exception of lane closures for the finish roadway tie-in points at 10th Ave. and Delmar Dr.



Stage 3 | Once traffic is shifted to the final configuration, we will construct the final landscaping, and clean-up will take place outside of local streets, allowing traffic to move unimpeded.



Legend
■ Construction This Phase ■ Construction Previous Phase ■ Trestle Work Bridge ▨ Demolition

Figure 8: Project Phasing – Roanoke Lid Stages of Construction

Summary of Marine Transportation Plan

Skanska plans to access the project via marine transportation to deliver select materials and equipment. The Marine Transportation Plan (MTP), summarized below, sets strategies for identifying and managing the impacts of Project marine work activities upon marine navigation, community marine events and tribal fishing. Figure 6, above, details the general logistics for marine access to and from the project. A full version of the Marine Transportation Plan will be available for the public once finalized.

Summary of expectations:

During construction, stakeholders and nearby community members can expect to see barges transporting large construction material/equipment a couple of times per week, on average, throughout the duration of the bridge construction. Barge transportation will have minimal impact to boat traffic and waterfront access. Transportation frequency is subject to change throughout the project, but stakeholders and community will be notified of any potential impacts.

The Marine Transportation Plan includes the following details and will continue to be refined, as needed, throughout the duration of the project:

Portage Bay Marine Transportation Stakeholders:

WSDOT, United States Coast Guard, United States Army CORPS of Engineers, University of Washington, Seattle Yacht Club, Queen City Yacht Club, Portage Bay Condominiums Marine Division, Portage Bay dock owners (south of Portage Bay Bridge), City of Seattle, the Suquamish Tribe, and the Muckleshoot Indian Tribe.

Descriptions of marine navigational requirements of the Project, including, but not limited to, the marine transport or delivery of bridge construction materials, supplies, prefabricated components, construction equipment, or demolition debris:

- The Work Bridge elements will be delivered to Portage Bay from the Kenmore yard and/or other yard via tugboats and barges for installation. Removal of the work bridge – will be transported through the Ballard Locks and/or Montlake Cut
- Rebar for PBBN/PBBS will be delivered to the site via barges from the Kenmore site – through the Montlake Cut. Elements may be pre-tied or not, varying from substructure and superstructure items.
- Formwork material for the structure, such as columns, pier tables, crossbeams/end diaphragms, decks and curbs may be delivered via barges from the Kenmore Yard.
- Demolition material from the existing Portage Bay Bridge structure will be primarily hauled off with trucks via the work bridge. Material will be towed offsite via barges.
- Notes and exact equipment amounts will be recorded in the Marine Transportation Leads (MTL) Daily Diaries that will be submitted weekly.

Identification and layout of navigational ways near and through navigation channels at the Project

- See Figure 6 for Map of MTP

Description of restrictions and impacts to the navigation channels, including measures taken to minimize restrictions and impacts:

- Potential restrictions and impacts are as follows:
 - Equipment and material barges traveling through the Ballard Locks and/or Montlake Cut
 - Impacts to these channels will be minimized through planning and coordinating the work with the stakeholders using schedules and meetings as described below.
- The Public Information Team will use weekly look-ahead schedules, monthly schedules and Local Notice to Mariners (USCG) to coordinate with stakeholders and minimize impacts.

Procedures for coordinating and implementing navigation channel closures and blockages, including prior written notification to WSDOT:

- The use of weekly look-ahead and monthly schedule will be used to coordinate with all stakeholders
- Local Notice to Mariners
- Our Public Information Team and Manager will help properly communicate marine activities along with the support of the MTL.

Best Management Practices for limiting marine traffic shoreline impacts:

- Proper BMPs will be used to avoid shoreline impacts, these BMPs will include signage, a turbidity boom outlining the work area and educating our crews to not ground out barges or boats during their onboarding. The use of shallow draft tugboats will be used to fullest extent possible.
- The work zone will be a “no-wake” zone to help minimize impacts to the shoreline and local residents. Entering Portage Bay via water, at the E. Shelby St. intersection and towards the work zone will also be treated as a “no-wake” zone.

Process to provide notification to and coordinate with stakeholders of key Project marine Work activities.

- The MTL will participate in pre-construction coordination, in-person and one-static online open house, public meetings and briefings and monthly public construction update meetings with interested stakeholders to communicate marine work activities.

Procedures to identify and incorporate the needs of emergency service providers and law enforcement entities.

- The Marine Transportation Plan will be provided to: Seattle Fire Department, Seattle Police – Harbor Patrol, USCG and Washington State Patrol for review after a pre-construction meeting is held. Once reviewed the MTL will facilitate incorporating the feedback of these emergency service providers.
- Reference our Emergency Action Plan (EAP), attached at the end of this document. Will be formally submitted soon.
- Main Emergency Contact:
 - Seattle Police – Harbor Patrol

- 1717 N. Northlake Place, Seattle, WA 98103

If the MTL is onsite, they will mobilize to the incident immediately upon receiving notification and will coordinate the resources and equipment necessary to respond to the incident. In the event of an incident during non-work hours, after the MTL is notified, the MTL will coordinate for resources to be available within 30 minutes of notification.

Provisions for maintaining existing waterborne access to shoreline properties affected by Project marine work activities.

- The navigational channels in Portage Bay will always be available for the shoreline properties stakeholders.

Procedures to update the Marine Transportation Plan (MTP) during construction to adapt to Project changes.

- The MTP will be closely monitored by the MTL. The MTL will resubmit any updates or changes as needed. The MTP may be updated seasonally or annually and resubmitted.

Maintain access for recreational boaters in and out of the Montlake Playfield hand-carry boat launch.

- Access will be maintained for recreational boaters in and out of the Montlake Playfield hand-carry boat launch area. The recreational boaters will be able to travel via the navigational channel.

Process for delineation of the marine construction work area, including adjustment in the summer and winter

- The work area will be defined with buoys and a turbidity boom. Signage will also be used to control the work to not interfere with nearby stakeholders and community members.

Major Project Improvements

Skanska has developed a composite plan of the SR520 project that identifies the major project improvements that will be implemented over the course of construction. These elements include, but are not limited to, the following:

- Portage Bay Bridge North & South
- Roanoke Lid Open Space
- I-5 Roanoke Crossing Bridge
- FLS Building
- Outlooks & Viewpoints
- Wall Improvements
- Urban Design Improvements (Stairs, Shared Use Paths, Multimodal Connections)
- Highway, Local, and Wayfinding Signage
- Maintenance and Equipment Access Areas
- Utility Relocations and Installations
- Wetland and Environmental Restorations

Figures 9 and 10 identify each of these major improvements.



Figure 9: Roanoke Lid and Portage Bay Composite Plan

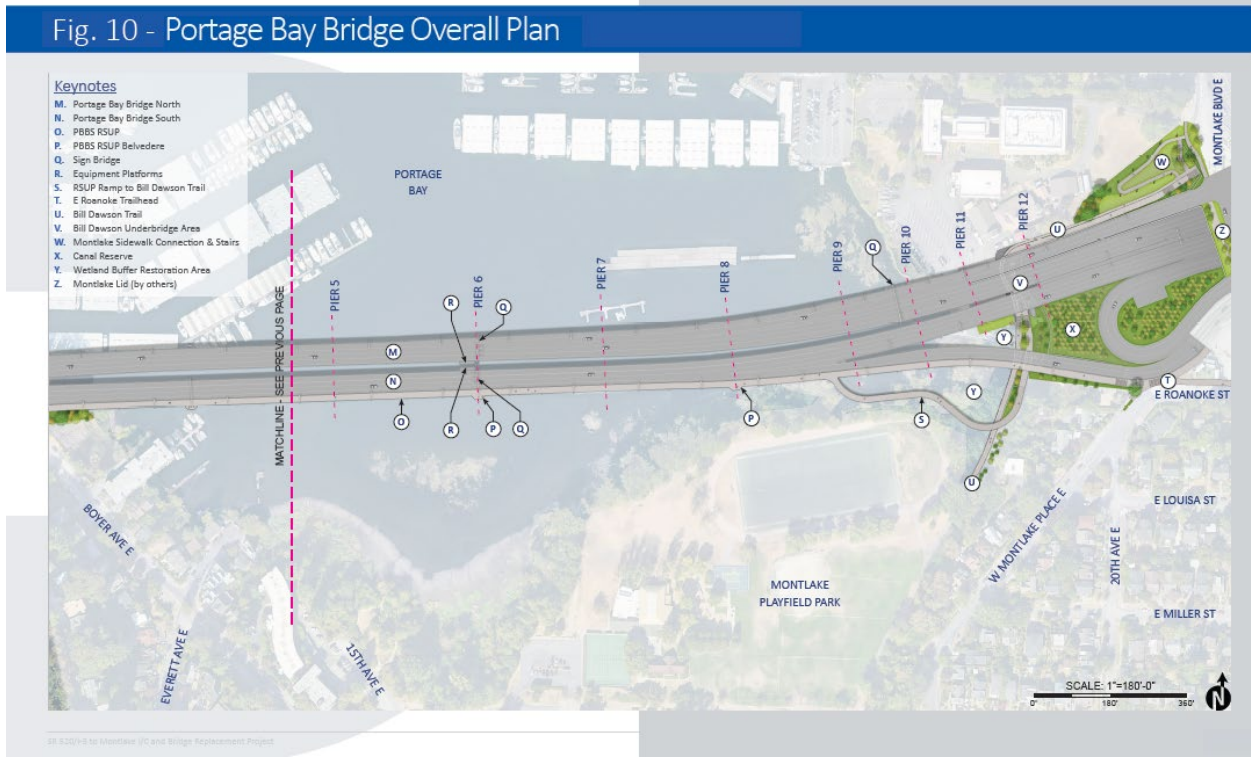


Figure 10: Portage Bay Bridge Overall Plan

B. Agency Coordination

As part of the development process for the Project, WSDOT and Skanska have coordinated with and/or obtained numerous permits and/or approvals from agencies, tribes and jurisdictions, including:

- Advisory Council on Historic Preservation
- Federal Highway Administration (FHWA)
- National Park Service
- National Oceanic and Atmospheric Administration – National Marine Fisheries Service
- U.S. Army Corps of Engineers
- U.S. Coast Guard
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service
- Puget Sound Clean Air Agency
- Washington State Department of Archaeology and Historic Preservation (DAHP)
- Washington State Department of Ecology
- Washington State Department of Fish and Wildlife
- Washington State Department of Natural Resources
- Washington State Recreation and Conservation Office
- King County
- City of Seattle
- Tribal nations
- The University of Washington
- Seattle Yacht Club
- Queen City Yacht Club
- Portage Bay Condominiums – Marine Division
- Portage Bay Private Dock Owners (South of the Portage Bay Bridge)

During construction, WSDOT will comply with permit requirements and will continue to coordinate with the permitting agencies, tribes and jurisdictions as needed throughout the Portage Bay Bridge and Roanoke Lid Project.

III. Construction Components and Effects

This section of the CCMP is organized by potential construction effect. Construction effects covered in this section include:

- Noise
- Vibration
- Air Quality and Fugitive Dust
- Visual Quality: Aesthetics, Glare, Lighting
- Traffic and Transportation
- Utilities and Services
- Vegetation Management
- Erosion Control
- Over-Water and In-Water Work
- Construction Staging in WSDOT Right of Way

Each of these construction effects sections includes four subsections to provide details on the effect:

- **What to Expect During Construction:** Characterizes the location, potential construction activities, duration and intensity of activity for each construction effect.
- **Applicable Commitments:** Provides information about and links to documents describing construction-related commitments, including resources that Skanska and WSDOT will use to determine mitigation activities.
- **Measures and Practices:** Describes the potential activities that may be implemented to mitigate the construction effect.
- **For More Information:** Provides resources and contact information to assist with questions that may arise during construction.

A. Project construction overview

Construction activities vary by location. The information in this section will be updated as needed by Skanska throughout construction. See Figure 1 and Figure 2 in Section II.A for maps that identify the construction and staging areas for the Portage Bay Bridge and Roanoke Lid Project.

Construction Means and Methods:

Skanska will take a holistic approach to potential community impacts by integrating mitigation efforts into all aspects of work, as further detailed in the below section for potential construction effects. A coordination, outreach, management and planning Team has been developed for the project and is comprised of the project discipline leads, public outreach manager, and representatives from WSDOT and the Seattle Design Commission. This team is dedicated to integrating strategies that will mitigate community concerns. Skanska is taking a “No Surprises” outreach approach to keep the public informed of schedule, construction activities and other potential impacts as early and as often as possible. Figure 11 highlights several potential concerns and solutions detailed in the following potential construction effects.

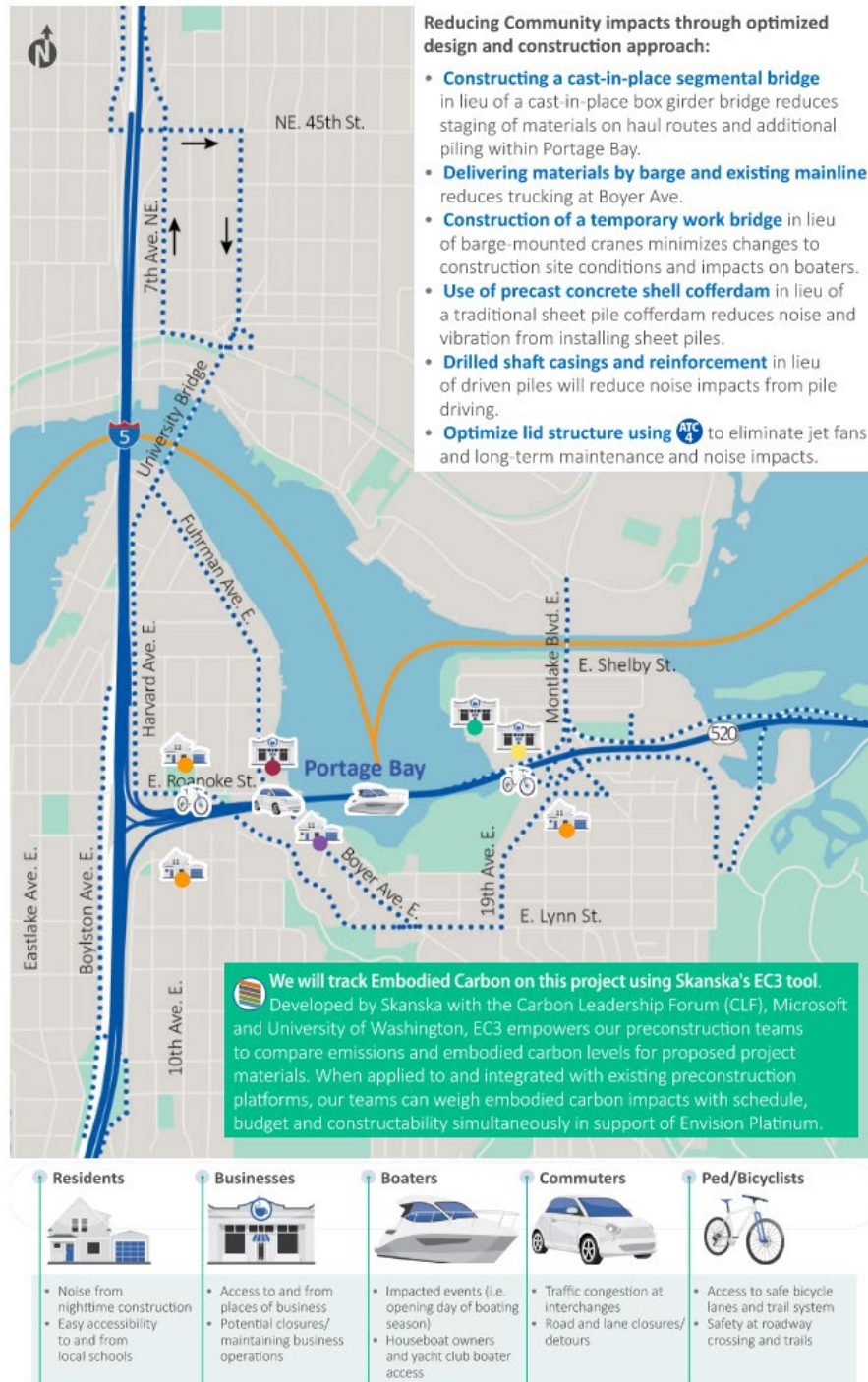


Figure 11: Highlight of Potential Construction Impacts and Optimizations

B. Potential construction effects

1. Noise

Skanska will perform various construction activities throughout the Portage Bay Bridge and Roanoke Lid Project construction. Each activity uses different types of equipment and creates different levels and kinds of noise.

Construction is expected to occur at/on several locations including:

- Near the SR 520/I-5 interchange
- Near existing 10th Ave E and Delmar Drive
- Portage Bay
- The Montlake Interchange area
- Staging underneath I-5 near the Ship Canal Bridge and on the WSDOT Peninsula

What to expect during construction

WSDOT anticipates that Skanska will work during daytime hours when possible and at night as necessary to complete the project. WSDOT has coordinated with the city of Seattle to obtain a [Major Public Project Construction Noise Variance](#) (record number: 6903010-NV) for nighttime work activities. Portage Bay Bridge and Roanoke Lid Project construction during nighttime hours are necessary to avoid:

- Extensive delays to the traveling public.
- Increased traffic volumes on city streets and nearby highways.
- Increased traffic accidents in the project work zone.

The information in this section will be updated if specific conditions change during the life of this project.

Daytime work

Daytime work will occur between 7 a.m. and 10 p.m. Monday through Friday, and between 9 a.m. and 10 p.m. Saturday, Sunday, and legal holidays.

Anticipated Daytime Work Activities:

- Demolition/wrecking of 10th Ave, Delmar Dr E and the existing Portage Bay Bridges
- Impact work – construction operations, such as auger shaking, striking pavement with an excavator bucket, jack hammering, impact wrenches, and impact pile driving, that result in impact noise
- Material hauling and deliveries, except when traffic control is necessary to facilitate delivery
- Installation of major bridge elements, including:
 - Vibratory pile driving
 - Drilled shaft casings
 - Concrete placement for structural elements

- Roadway restoration, including grading, excavation, and soil compacting

Nighttime work

Nighttime work activities will be required to meet the conditions identified in the Major Public Project Construction Noise Variance (MPPCNV) granted by the city of Seattle throughout the duration of project construction.

Nighttime work will occur between 10 p.m. and 7 a.m. Monday through Friday, and between 10 p.m. and 9 a.m. Saturday, Sunday, and legal holidays. Due to existing traffic congestion on I-5 and SR 520, work in these areas is not feasible during daytime hours. Therefore, work along the project corridor will be completed at night or during off-peak commute hours.

Nighttime work will occur periodically during weeks and some weekends throughout the project. During construction planning, Skanska identified that some aspects of work will need to be performed during night shifts, such as when full highway closures or ramp/lane closures are needed to facilitate an operation. Traffic closures are scheduled during nighttime hours with the intent of minimizing rush-hour impacts to the traveling public and with the intent of providing safe work zones for the project employees.

Anticipated Nighttime Work Activities:

- Utility relocations
- Limited material hauling and deliveries
- Bridge superstructure (i.e. girder erection)
- Roadway restoration, including grading, paving, and striping
- Concrete placement for structural elements
- Major traffic shifts and temporary striping
- Supporting operations for daytime activities

Potentially noisy activities

The loudest activities of pile installation and impact demolition will be scheduled for daytime hours. WSDOT anticipates that following activities and equipment will be used during nighttime construction:

- Excavation, embankment and paving (dozer, excavator, trucks, grader, vibratory rollers, asphalt roller, drill rig)
- Concrete sawing (concrete saw, compressors, dump trucks, loader, debris trucks, street sweeper)
- Place forms, rebar and concrete (hydraulic crane, crawler crane, concrete pump, compressors, trucks, concrete trucks)

Paving, signing, and striping (roller, concrete truck, delivery truck, dump truck, loader, street sweeper, sign and stripe trucks) Noise may sound different based on the surface it is traveling. Noise from

construction activities travels farther over a “hard” surface (like pavement) than over “soft” surfaces (like grass). Therefore, the same equipment may sound different depending on where you are standing. Figure 12 helps illustrate how such noise is perceived at varying distances. More information about noise can be found on the WSDOT website and in the I-5 to Medina Project Construction Noise and Vibration Mitigation and Monitoring Plan.

Applicable commitments

WSDOT’s [Noise Program](#) ensures compliance with local, state and federal environmental regulations on noise from traffic and construction. During construction, WSDOT and Skanska need to comply with permit requirements, including measures and practices described in more detail later in this section. The process for determining appropriate mitigation for construction noise is dynamic because construction varies across projects. During daytime hours, construction noise is typically exempt from noise control requirements in the [Washington Administrative Code \(WAC\)](#), but must follow noise level limits as required through permits.

WSDOT and Skanska will adhere to all WSDOT, federal, local and statewide regulatory requirements and as required by the contract documents. WSDOT has prepared a [Construction Noise and Vibration Mitigation and Monitoring Report](#) that identifies the expected noise levels at identified locations, the risks of exceeding allowable levels, and the measures Skanska should use if noise exceeds allowable levels. WSDOT uses detailed mathematical models based on the types of equipment and activities to determine the expected levels of noise at nearby receivers.

The [Seattle Municipal Code chapter 25.08.425](#) addresses sounds created by construction and maintenance equipment. City of Seattle noise-level limits allow different levels for various types of equipment. For this project, the construction noise analysis used the FHWA’s [construction noise method](#) to determine future construction noise levels. WSDOT has received an MPPCNV, from the city of Seattle, which establishes noise levels and requirements that must be met during project construction.

Measures and practices

The following requirements are written into WSDOT’s noise variance and will apply to all Portage Bay Bridge and Roanoke Lid Project construction activities occurring between 10 p.m. and 7 a.m., Monday through Friday, and between 10 p.m. and 9 a.m. on Saturday, Sunday, and legal holidays:

- Skanska will meet the noise level limits established in the noise variance.
- Skanska will design and install a temporary noise-barrier fence around the Roanoke Lid construction area that provides construction noise reduction to nearby properties (Figure 13). The fence will be installed before nighttime demolition work and will be maintained throughout major nighttime construction of the Roanoke Lid. As shown in the example cross-section, the edge of right-of-way is substantially higher than SR 520. A 12-foot noise-barrier fence would block line of sight from equipment working on SR 520 to residential properties on both the north and south.

- If Skanska installs shafts for the new Portage Bay Bridge at night, Skanska will use temporary noise shields around the equipment or install a temporary noise barrier during the shaft construction on the west side of Portage Bay.
- Skanska will use broadband or strobe backup warning devices or use backup observers in lieu of backup warning devices for all equipment, in compliance with Washington Administration Code, Sections 296-155-610 and 296-155-615. For dump trucks, if the surrounding noise level is so loud that broadband or strobe backup warning devices are not effective, then an observer must be used (WAC 296-155-610). This condition will apply to activity conducted between 10 p.m. and 7 a.m., Monday through Friday, and between 10 p.m. and 9 a.m. on Saturday, Sunday, and legal holidays. No pure-tone backup warning devices will be used after 10 p.m. and before 7 a.m. weekdays or 9 a.m. weekends and legal holidays.
- There will be no impact work undertaken under the MPPCNV, such as auger shaking, striking pavement with an excavator bucket, jack hammering, impact wrenches, and impact pile driving, during nighttime hours from 10 p.m. to 7 a.m. on weekdays and 10 p.m. to 9 a.m. on weekends and legal holidays.
- Skanska will securely fasten truck tailgates.
- Skanska will use sand, rubber or plastic-lined truck beds for all haul-trucks to reduce noise, unless an exception is approved by WSDOT.
- Skanska will not use compression brakes.
- Skanska will not leave equipment idle for longer than five minutes.
- Skanska will use temporary noise mitigation shields, enclose, or use low noise-generating stationary equipment, such as light plants, generators, pumps, and air compressors near residences where practical.

To ensure compliance with the MPPCNV and construction commitments, Skanska will be installing several real-time noise monitors that record noise levels 24 hours a day. The electronic noise monitors will immediately report any exceedances to an independent noise inspector who will report any violations or stop construction work until the exceedance can be corrected. Noise reports will periodically be made available on the Construction Corner webpage.

Additional noise-control measures

Skanska may choose to implement additional noise-control measures. SDCI and WSDOT would review Skanska's selected noise-mitigation measures to ensure compliance with the limits set in the variance. Skanska will take a strategic approach to the project by selecting different construction methods to reduce noise impacts, such as using drilled shaft casings instead of standard pile driving methods.

Skanska and WSDOT recognize that Boyer Ave is a primary route for accessing the Portage Bay neighborhood and includes several historic properties that could be affected by noise, dust and traffic.

Skanska intends to limit use of Boyer Ave to only operations necessary for potential landslide mitigation. Delmar Landslide mitigation and construction efforts.

In the 2022 legislative session, the Legislature allocated \$1.1 million for noise-reducing measures on the Portage Bay Bridge and Roanoke Lid Project. This investment will expand the amount of noise-shielding fencing around the construction area and provide funding for other noise-reducing measures for nearby neighbors' homes.

For more information

The issuance of an MPPCNV is a formal process with the city of Seattle. Additional information will be provided as part of the noise variance review process through future CCMP revisions.

To find out more about noise variances and the process for the city of Seattle, visit the [Seattle Department of Construction & Inspections website](#).

To contact the project about construction noise happening in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

2. Vibration

Like noise, different types of construction activities and equipment may cause varying vibration levels. While low vibration levels may be imperceptible or only slightly noticeable, higher levels could be more noticeable to the point of being annoying or unpleasant. The highest levels could possibly result in damage to properties. However, the vibration-causing activities conducted during the construction of the Portage Bay Bridge and Roanoke Lid Project will be limited to levels below criteria expected to damage structures.

What to expect during construction

While some activities necessary for Portage Bay Bridge and Roanoke Lid Project construction may cause vibrations, WSDOT is committed to minimizing activities that would result in noticeable vibrations and will work to prevent property damage. As described in the [Construction Noise and Vibration Mitigation and Monitoring Report](#), construction activities anticipated for the Portage Bay Bridge and Roanoke Lid Project that may cause vibrations include demolition of existing structures and foundation construction.

The construction contract will specify limits for vibration levels. WSDOT will provide information to the residents about upcoming construction activities that may cause vibrations.

Applicable commitments

WSDOT engaged the services of a vibration expert to evaluate the I-5 to Medina Project corridor, including any potential haul routes along city arterial streets, and identify areas where impacts to properties within the affected area may occur because of vibration. The vibration expert prepared a [Construction Noise and Vibration Mitigation and Monitoring Report](#) for the I-5 to Medina corridor that identifies the expected vibration levels at nearby receivers, risk of exceeding the damage risk criteria for vibration, control measures for Skanska to use where the criteria may be exceeded, and locations where

monitoring would be conducted. The vibration expert used mathematical modeling based on the types of construction equipment and activities to determine the expected levels of vibration at nearby receivers.

WSDOT will identify how construction activities will be implemented so that vibration does not reach a level that could cause architectural or structural damage to any properties.

If property owners observe damage to their properties, WSDOT will consult with the owners to assess whether the damage was caused by the Portage Bay Bridge & Roanoke Project and, if applicable, provide for any necessary repairs. If the private property a historic property as defined by the National Historic Preservation Act, the repairs will be consistent with the U.S. Secretary of the Interior's [Standards for the Treatment of Historic Properties](#). Additionally, for affected historic properties, WSDOT will offer DAHP the opportunity to review and comment on the consistency of any repairs with the Standards. WSDOT will also coordinate with the city of Seattle Landmarks Board as necessary.

Measures and practices

As described above, the Construction Noise and Vibration Report indicates that if a property is potentially vulnerable to construction-related vibration, WSDOT will take vibration measurements before and during construction. WSDOT will also conduct pre-construction and post-construction inspections for properties that may be affected by vibration.

Construction Approach:

Skanska will take a methodical approach to construction to reduce r noise and vibration throughout construction. Skanska has decided to use precast concrete shell cofferdams during bridge construction instead of traditional sheet pile cofferdams to reduce noise and vibration from installing sheet piles. Skanska also plans to use drilled shaft casings and reinforcement instead of driven pile to further reduce impacts.

During bridge demolition activities, Skanska has planned a “surgical” approach to removing the structural elements of the existing Portage Bay Bridges. Large, manageable sections of bridge will be carefully removed and exported from the area for off-site processing.

Similar to noise monitoring efforts, Skanska will install real-time vibration monitors around the project to provide data that tracks vibration levels and reports exceedances. Exceedances will be reported to the project team and construction activities will stop until corrective actions can be implemented.

For more information

If a property owner identifies damage during construction, the property owner should notify WSDOT [by email](#) or using the 24-hour construction hotline phone number listed in the [Questions or Concerns?](#) section of this document. WSDOT will respond within 72 hours and will consult with property owners to assess the cause of the damage and provide any necessary repairs. If WSDOT determines that project construction activities are resulting in structural or architectural damage to properties, WSDOT will direct Skanska to stop working on that construction activity until appropriate safety measures can be put in place. If WSDOT determines that an emergency is occurring (or has occurred) that could cause injury or

significant structural damage, WSDOT will halt the construction activities as soon as possible and take necessary measures to stabilize structures and protect public safety.

You can also visit the [SR 520 Construction Corner](#) for up-to-date construction information.

3. Air Quality and Fugitive Dust

Fugitive dust is particulate matter that is caught in the air by wind or human activities. Some construction activities, especially those involving movement of soil, may create air pollutants such as fugitive dust, engine exhaust from trucks or other construction equipment, and volatile organic compounds from asphalt paving. Projects that require moving soil or have the potential to create fugitive dust are required to employ BMPs to control dust at project sites.

What to expect during construction

Activities such as mobilization, general construction (particularly earthmoving operations and construction truck traffic), and demolition may cause air quality issues and generation of fugitive dust. Air quality can also be negatively affected by construction truck traffic and the hauling of materials over large distances.

Applicable commitments

WSDOT and Skanska will follow all WSDOT, federal, local, and statewide regulatory requirements and/or requirements as required by the contract. A Fugitive Dust Prevention and Control Plan will be prepared by Skanska that provides additional details on activities to mitigate air quality impacts during construction.

Skanska will also identify the methods for controlling concrete dust and saw-cutting residue in the Concrete Containment and Disposal Plan, which will be completed before performing any dust-generating activities.

The Puget Sound Clean Air Agency is the primary agency overseeing air quality and fugitive dust issues in the Seattle area. More information about their operations and enforcement authority can be found at the [Puget Sound Clean Air Agency website](#).

WSDOT and Skanska will comply with environmental commitments made through regulatory and permitting processes. The Portage Bay Bridge and Roanoke Lid Project CCMP and the contract documents include the commitments contained in those permits and approvals.

Measures and practices

WSDOT will require Skanska to implement the following BMPs to help prevent, control, and manage fugitive dust and reduce short-term impacts to air quality:

- Apply water to the dust-generating active construction work areas as needed (and, if applicable, to other areas of the work site) to keep the soil damp and minimize fugitive dust without creating unnecessary muddy areas.

- Use a water spray to minimize fugitive dust during the demolition of concrete structures, as well as loading of construction trucks with demolition debris
- Limit idling equipment to reduce emissions.

Additional BMPs have been identified by Skanska, and this section of the CCMP has been updated to reflect the identified BMPs. These include, but are not limited to, the following:

- When appropriate, install tarpaulins on trucks to cover their loads before leaving the site to control the loss of material while the trucks are moving.
- Use efficient and modern equipment with appropriate emission-control devices (where applicable) to reduce emissions from vehicular exhaust. Use low-sulfur diesel when possible.
- When possible, use cleaners with low hazardous air pollutant and volatile organic compound content such as water-based, alkaline or microbial cleaners.
- Immediately contain spent material from construction activities such as sandblasting and disposing at an appropriate facility.
- Implement methods for efficient paint application to reduce over-spraying, including proper training for painters.
- Pave access roads or dedicated haul routes to laydown/staging yards, temporary work bridges, and other areas to reduce dust and track out.
- Install and regularly inspect rumble strips, quarry spalls, and other track-out controls at enter and exit points
- Provide a street sweeper crew on-site to remove any loose material from city streets
- Enforce low vehicle speeds for all non-paved surfaces, to reduce kick-up of dust

For more information

To contact the project about construction air quality effects happening in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit [SR 520 Construction Corner](#).

4. Visual Quality: Aesthetics, Glare, Lighting

Roadway construction can affect the quality and character of the surrounding community and landscape. Construction will cause temporary, and in some instances, permanent changes to views of SR 520, primarily due to construction equipment, new infrastructure, staging areas, and vegetation removal.

What to expect during construction

Most construction activities for the Roanoke Lid will occur at night during low-traffic volume hours and will require lighting for the safety of workers and the public. While most construction activities for the Portage Bay Bridge replacement will be conducted during the day, nighttime activities will require lighting as well. During the winter months (November through March), there may be increased work zone lighting at the beginning and end of the workday due to decreased daylight hours.

Applicable commitments

WSDOT and Skanska will follow all WSDOT, federal, local, and statewide regulatory requirements and/or requirements as required by the contract documents. This includes [WSDOT standard specifications](#).

As described in the [Section 106 PA](#), WSDOT will protect trees and other screening vegetation near the construction work areas to the maximum extent possible. Information related to tree protection and screening vegetation can be found in the [Vegetation Management section](#) of this document.

Measures and practices

WSDOT will require Skanska to implement the following BMPs to minimize visual quality effects:

- Limit the use of construction lighting as much as possible. When lighting is required, it will be shielded, directed toward the work, and pointed away from residences, traffic, and other sensitive areas to the maximum extent practicable.
- Construct fencing around the Roanoke Lid construction area, as described in the sub-section on Noise.

Additional BMPs have been identified by Skanska, and this section of the CCMP has been updated to reflect the identified BMPs. These may include:

- Use directional lights instead of flood lights, and direct light to the work zones and away from residents to minimize light spillover beyond the construction limits to the maximum extent practicable.

For more information

To contact the project about construction visual effects happening in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#)

5. Traffic and Transportation

Construction activities will result in a variety of traffic and transportation effects to the traveling public. The construction will require several extended shifts to the traffic patterns, on- and off-ramp revisions, temporary closures, and temporary lane restrictions. Lane closures and restrictions will be generally limited to low traffic times such as nights or weekends. In addition, these activities will result in changes to pedestrian and bicycle routes and transit stops.

Almost all construction activities will occur within existing WSDOT right of way, including nighttime work. There will be lane and ramp closures on SR 520 and local streets. There will be construction vehicle traffic on local streets.

What to expect during construction

Construction effects related to traffic and transportation may occur related to:

- Haul routes

- Lane closures, ramp closures, and roadway directional closures
- Maintaining access, including emergency service access

Local traffic

Lane closures and/or closures of local streets are expected to construct the lid and where the highway reconstruction crosses local streets.

Highway traffic

Types of closures would range from full closures of mainline SR 520 to single-direction and/or multi-lane closures of SR 520 and I-5.

WSDOT will work with Skanska to minimize daytime disruptions as much as possible by scheduling higher-impact closures during nights and weekends when traffic volumes are lower. WSDOT will notify the public in advance about when travel through the area could be disrupted.

Applicable commitments

WSDOT will require Skanska to follow 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. Skanska will be required to comply with the haul route terms outlined in the [Section 106 PA](#).

WSDOT and SDOT will continue to monitor and address any traffic concerns during the construction of the Portage Bay Bridge and Roanoke Lid Project.

[Figure 4](#) shows anticipated Portage Bay Bridge and Roanoke Lid Project construction access and haul routes.

Measures and practices

Skanska will follow established BMPs, including:

Haul routes

Major roadways such as I-5, SR 520, and I-90 in Seattle will be used for major material haul routes. Other major city arterials designated as truck routes will also be used to access these major roadways. This includes the I-5 NE 45th Street Interchange, Fuhrman Avenue, Boyer Avenue, SR 520 Montlake Interchange, Eastlake Avenue to access the construction staging area at Fuhrman Avenue, and Lake Washington Boulevard to access the construction staging area in the WSDOT Peninsula area.

Additional Section 106 coordination will be required if Skanska proposes the use of haul routes outside of those identified or restricted in the Section 106 coordination process. If WSDOT determines that haul routes in Seattle not outlined in the [SR 520, I-5 to Medina: Bridge Replacement and HOV project Final Environmental Impact Statement](#) might be used, WSDOT will follow the process described in the [Section 106 PA](#).

Planning and compliance

- Perform the work to prevent tracking of dirt and gravel onto local streets in accordance with the WSDOT's Temporary Erosion and Sediment Control (TESC) requirements.
- Access the site according to the terms of Street Use Permit with the city of Seattle where applicable.

Detours and closures

- Coordinate local street closures with the city of Seattle through city-issued Street Use Permits.
- Coordinate closures/detours in advance with transit providers.
- Provide adequate signing for detours and closures.
- Have all detours, including all signing, in place before the closure of any road or lanes, and acquire all detour agreements with the affected local jurisdiction.
- Coordinate with other contractors in the vicinity to use planned closures and reduce the overall number of closures needed on the project

WSDOT will provide advance notices regarding closures and/or detours.

Damage minimization and repair

- Repair any project-generated potholes as needed.
- Repair any project-generated damage to guardrails, barriers, attenuators, and traffic system signs.
- Provide adequate stormwater management during the project.
- Restore any construction-related property and landscaping damage to a similar or equal condition to existing before the damage occurred.

Local, Public and Emergency Access

- Minimize interruptions to access to public facilities affected by the project unless there is a public/construction safety risk.
- Allow access to the site for spill response and make personnel and equipment available to respond to emergencies.
- Cooperate with law enforcement and other emergency response agencies in response to accidents, fires, spills, or other emergencies in any area affected by the project.
- Work with emergency service providers to address their concerns about emergency access to and through the project corridor.
- Ensure access to all historic properties is maintained. Except for emergency situations, provide 24 hours advance notice to affected property owners before any unavoidable interruptions of access. Consult with the affected property owners to address their needs, which may include the development of an alternate access strategy for short-term interruptions of access and longer-term detours.

If any owner identifies damage during construction, the property owner should notify WSDOT using the contact phone number described in [Questions or Concerns?](#) section of this document. This contact phone

number is available 24 hours per day, 7 days per week. WSDOT will respond within 72 hours and consult with the property owner to assess the cause of the damage and, if applicable, provide for any necessary repairs. If WSDOT determines that project hauling activities are creating structural or architectural damage, WSDOT will direct Skanska to stop use of that route until appropriate safety measures can be put in place.

If the affected private property is a historic property, the repairs will be consistent with the U.S. Secretary of the Interior's [Standards for the Treatment of Historic Properties](#). Additionally, for affected historic properties, WSDOT will offer DAHP the opportunity to review and comment on the consistency of any repairs with the Standards.

To contact the project about traffic or transportation issues in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

6. Utilities and Services

Portage Bay Bridge and Roanoke Lid Project construction will require relocation or connection to some utilities such as sewer, water, power, gas, fiber optic, and cable television lines. Effects to utilities and services have been identified through coordination with the utility owners including Puget Sound Energy, Seattle Public Utilities, Seattle City Light, Seattle Information Technology, King County Metro Transit, and Lumen Technologies (previously CenturyLink), and will continue to be coordinated throughout the duration of the project.

What to expect during construction

Three major utility relocations will be required for the project: relocating a 42" water line and a major communication duct bank under SR 520 and moving overhead power lines in the Roanoke Lid area underground. Skanska will provide a work plan for utility installation. As excavation occurs, the trench opening will be temporarily covered when work is not in progress. The trench will be backfilled, and the area will be restored similar to its existing condition.

For worker safety, connection to power supply lines will require short interruptions in service.

WSDOT and Skanska will notify potentially impacted residents of necessary work that may result in service interruptions or closures.

Skanska anticipates the electrical relocation efforts to occur in 2024 into early 2025 prior to several of the major project structural elements. The water line relocation is anticipated to occur in 2027-2028, following Roanoke Lid installation progress.

Additional effects to utilities and services may be identified through further coordination with utility owners. If identified, this section will be updated to include necessary details.

Applicable commitments

WSDOT and Skanska will follow all WSDOT, federal, local, and statewide regulatory requirements and/or regulations as required by the contract documents.

WSDOT will coordinate with the Utility Owners prior to any service interruption. WSDOT and Skanska will coordinate with the city of Seattle prior to any service interruption.

Work will be performed in conformance with [WSDOT standard specifications](#).

Measures and practices

Advanced notification will be provided to potentially impacted residents and other stakeholders before conducting work that may affect utilities or services. Notifications will include contact information for comments or questions.

WSDOT will coordinate with Seattle City Light and Seattle Public Utilities about utility relocations and/or effects to service. Disruptions to services that will affect surrounding homes or businesses will be minimized; advanced notification would be provided if such disruptions are required.

For more information

To contact the project about utility or services in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

7. Vegetation Management

Some vegetation will be removed from the project area for construction staging or project improvements.

What to expect during construction

WSDOT has developed a Tree and Vegetation Management and Protection Plan (TVMPP), which will be implemented before construction. The TVMPP can be found as Appendix A of this document. The plan addresses areas of the Portage Bay Bridge and Roanoke Lid Project corridor where specific trees and/or vegetation will be removed or disturbed due to construction or resulting project improvements.

The TVMPP identifies areas of mature tree removal, protection, potential relocation, and restoration of project areas. It also shows areas temporarily dedicated to construction, including staging and lay down areas. The goal of the plan is to minimize tree and vegetation removal. WSDOT will notify neighbors in advance of impacts, ensure that contractors follow the plan, and limit tree and vegetation removal to the approximate time required for construction.

Applicable commitments

WSDOT and Skanska will follow all WSDOT, federal, local, and statewide regulatory requirements and/or regulations as required by the contract.

WSDOT and Skanska will retain mature vegetation outside of the Roanoke Lid limits as outlined in the TVMPP.

WSDOT and Skanska will plant replacement vegetation to mitigate for tree loss.

Invasive species will be removed and managed as part of the restoration efforts.

Skanska will also comply with tree and vegetation protection measures outlined in the TVMPP, as outlined in Appendix A of this document.

For more information

Please see Appendix A for the complete TVMPP.

To contact the project about vegetation management issues in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

8. Erosion Control, Over-water, and In-water Work

Construction activities, such as clearing, grubbing and grading which expose bare soil, or pavement removal and replacement, create conditions that increase stormwater volume and velocity. WSDOT is preparing the Temporary Erosion and Sediment Control (TESC) Plan and Spill Prevention, Control and Countermeasures (SPCC) plan to manage erosion and spill related risks during construction. Together, the TESC and SPCC plans are designed to meet the Stormwater Pollution Prevention Plan (SWPPP) requirements.

This project involves in- and over-water demolition of the existing Portage Bay Bridge, as well as the construction of the replacement Portage Bay bridges. The project will have construction activities in Portage Bay, including movement of materials by barge, construction of temporary work platforms, bridge foundation construction, bridge superstructure construction, and removal of the existing bridge. The project will also transport materials and bridge components through the Lake Washington Ship Canal.

What to expect during construction

The replacement Portage Bay Bridges are being built over the water. The new south bridge is largely within the alignment of the existing bridge. The new north bridge is mostly to the north of the existing bridge. Barges and temporary work platforms on steel pilings will be used to support equipment and materials used to demolish the existing bridges, and build the drilled shaft foundations, bridge columns and bridge superstructure. These activities include demolishing the existing bridge barrier, placing a temporary barrier in preparation of widening the existing bridge, and placing concrete for the bridge deck. WSDOT anticipates supplying some equipment and materials by barge to a construction staging area located on the work bridge. Access restrictions within the construction work zone will be necessary for safety and security purposes.

The public should expect barge trips to and from the Portage Bay work zone.

Applicable commitments

The Portage Bay Bridge and Roanoke Lid Project TESC Plan will be included in the contract documents. If needed, Skanska will submit any proposed modifications to the TESC Plan to WSDOT for review.

WSDOT and Skanska will adhere to all WSDOT, federal, local, and statewide permits and approvals, including, but not limited to:

*SR 520 - Portage Bay Bridge and Roanoke Lid Project
Community Construction Management Plan
July 2024*

- Sections [401](#) & [404](#) of the Clean Water Act
- [Formal Endangered Species Act](#) consultation
- [WSDOT Temporary Erosion and Sediment Control Manual](#) (TESCM)
- Construction NPDES Permit
- Hydraulic Permit Approval
- Coast Guard Permit Requirements
- Seattle SDCI SR 520 Portage Bay Bridge Shoreline permit

The WSDOT *Temporary Erosion and Sediment Control Manual* (TESCM) provides policies for preventing erosion related impacts to waters of the state during construction. This manual also outlines WSDOT's policies for meeting the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit requirements, and the requirements in Volume II of the stormwater management manuals published by the Washington State Department of Ecology. http://www.wsdot.wa.gov/NR/rdonlyres/9044C195-3DE0-49A0-AEF7-81F314B55BB1/0/SR520_Att2_FBSuppInfo.pdf

Measures and practices

- Restrictions will be in place for work during certain fish windows, around certain events such as Seafair, and for the opening day of boating season.
- BMPs will be developed in accordance with the WQMPP for on-land work and in- or over-water work. The BMPs will vary depending on the work location and the type of work being performed and may include:
 - Daily inspections of BMPs with repair and maintenance as required.
 - Using fueling locations and procedures approved by the Washington State Department of Ecology.
 - Having spill response kits and containment booms on board barges and vessels.
 - Providing containment and/or covering for fuels, concrete, concrete process water, stormwater runoff, construction materials and debris.
 - Sweeping barges and work platforms.
 - Anchoring portable restrooms.
 - Using containment methods beneath structures being constructed or demolished and beneath work platforms.
 - Avoiding barge grounding within the project area.
 - Spraying down dust and grinding residue.
 - Installing turbidity curtains when required.
 - Providing linings for barges used to hold concrete and/or slurry water waste bins.
 - Placing absorbent materials under stationary vehicles and equipment on barges or temporary work platforms.
 - Placing concrete during dry weather conditions or protecting from adverse weather.
 - Installing and using emergency cut-off valves on concrete pumps and pipelines.

- Operating equipment to minimize suspension of near shore sediments.
- Installing valves on slurry lines and closing when the lines are not in use.
- Coordination and communication with the Seattle Yacht Club and Queen City Yacht Club regarding access and timing of project activities and any closures.
- Provision of water access at one or more locations with at least 10 feet of vertical clearance to cross under the Portage Bay Bridge and temporary construction trestles for small boat access to and from Montlake Playfield.

Skanska will work closely with WSDOT to ensure that work operations comply with the commitments listed above.

For more information

To contact the project about erosion control issues in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

9. Construction Staging in WSDOT Right of Way

WSDOT anticipates that Skanska will stage equipment and materials on land near the SR 520 Program construction areas. Staging areas will vary in size and function but will be available for use by Skanska 24 hours per day, 7 days per week.

What to expect during construction

WSDOT anticipates that Skanska will load and unload materials and equipment at work areas. In addition, Skanska will be able to store equipment and materials at identified construction staging locations, which could include the SR 520/I-5 interchange and underneath the Ship Canal Bridge. There may also be staging in an area south of SR 520 and east of East Lake Washington Boulevard on WSDOT-owned right of way known as the WSDOT Peninsula. This area is separated by a berm and trees from adjacent roadway and away from nearby residences.

Any changes to staging areas will need to be reflected in updated TESC plans and an updated SPCC Plan. Figures 3-6 illustrate construction staging areas, contractor access points, and haul routes.

Applicable commitments

WSDOT and Skanska will follow all WSDOT, federal, local, and statewide regulatory requirements and or regulations as required by the contract.

Measures and practices

BMPs utilized on WSDOT projects may include but are not limited to:

- Locate construction sheds, barricades, and material storage away from private properties, and avoid obscuring views of and from private properties.

- Avoid short-term construction features where they would require permanent removal of or damage to mature trees.
- Install noise-control and visual fencing around the Roanoke Lid construction area.

For more information

To contact the project about an SR 520 staging area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Construction Corner](#).

Questions or Concerns?

Construction is complex and at times will be disruptive to neighbors. WSDOT maintains on-site inspectors to ensure compliance with various project commitments and requirements. WSDOT is committed to being a responsible project owner and to being responsive to community concerns as they arise.

WSDOT has a process for determining if a non-compliance event occurs. In the event of non-compliance, WSDOT has a process for determining the appropriate corrective actions. [WSDOT's March 2019 Construction Manual](#) further outlines the process for identifying non-compliance.

Information on property damage concerns

If a property owner suspects or identifies damage during construction, the property owner should notify WSDOT by calling the 24-hour construction hotline listed below. WSDOT will respond within 72 hours and consult with the property owner to assess the cause of the damage and, if applicable, will provide for any necessary repairs. If WSDOT determines that hauling activities are resulting in structural or architectural damage, WSDOT will stop use of that route until appropriate safe measures are put in place. If the affected property is a historic property, WSDOT is required to ensure the repairs will be consistent with the U.S. Secretary of the Interior's Standards for the Treatment of Historic Properties. Additionally, for affected historic properties, WSDOT will offer DAHP the opportunity to review and comment on the consistency of any repairs with the Standards.

Contact information

Below is additional information on how to stay informed through project construction and how to contact WSDOT with questions and/or concerns:

Visit the website:

- [SR 520 Bridge Replacement and HOV Program](#)
- [SR 520 Portage Bay Bridge and Roanoke Lid Project](#)

Call the project:

- For routine questions and information, call the SR 520 Program from 8 a.m. to 5 p.m., Monday through Friday: 206-200-9484.

- A 24-hour construction hotline for questions or concerns regarding construction activities and progress: 206-319-4520.

Email the project team:

- Submit a question or request information by emailing SR520Bridge@wsdot.wa.gov.

Stay informed about project construction:

Other tools available for the public to stay informed and involved related to project construction:

- [SR 520 Construction Corner](#) for up-to-date construction information and closure updates.
- [E-mail updates](#) – Subscribe to SR 520 project updates to get regular information about construction activities.
- Highway advisory radio, variable message signs, active traffic management signs, project identification signs.
- SR 520 social media accounts:

[Twitter](#)

[Flickr](#)

[YouTube](#)

IV. Additional Figures

Figure 12: How do we hear noise?

- **Movement causes vibrations, or waves, in the air that produce sound once they reach our ears.**
- **Sound is measured in units called decibels (dBA).**
- **An average person's ear can perceive a 3 dBA or greater change in noise levels.**
- **A 10 dBA reduction sounds half as loud to the human ear; a 10 dBA increase sounds twice as loud.**

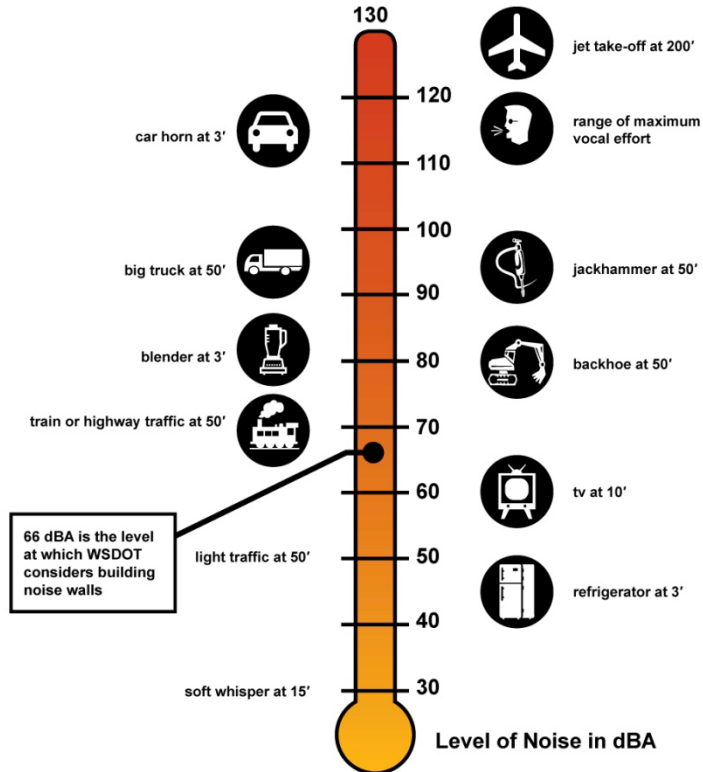
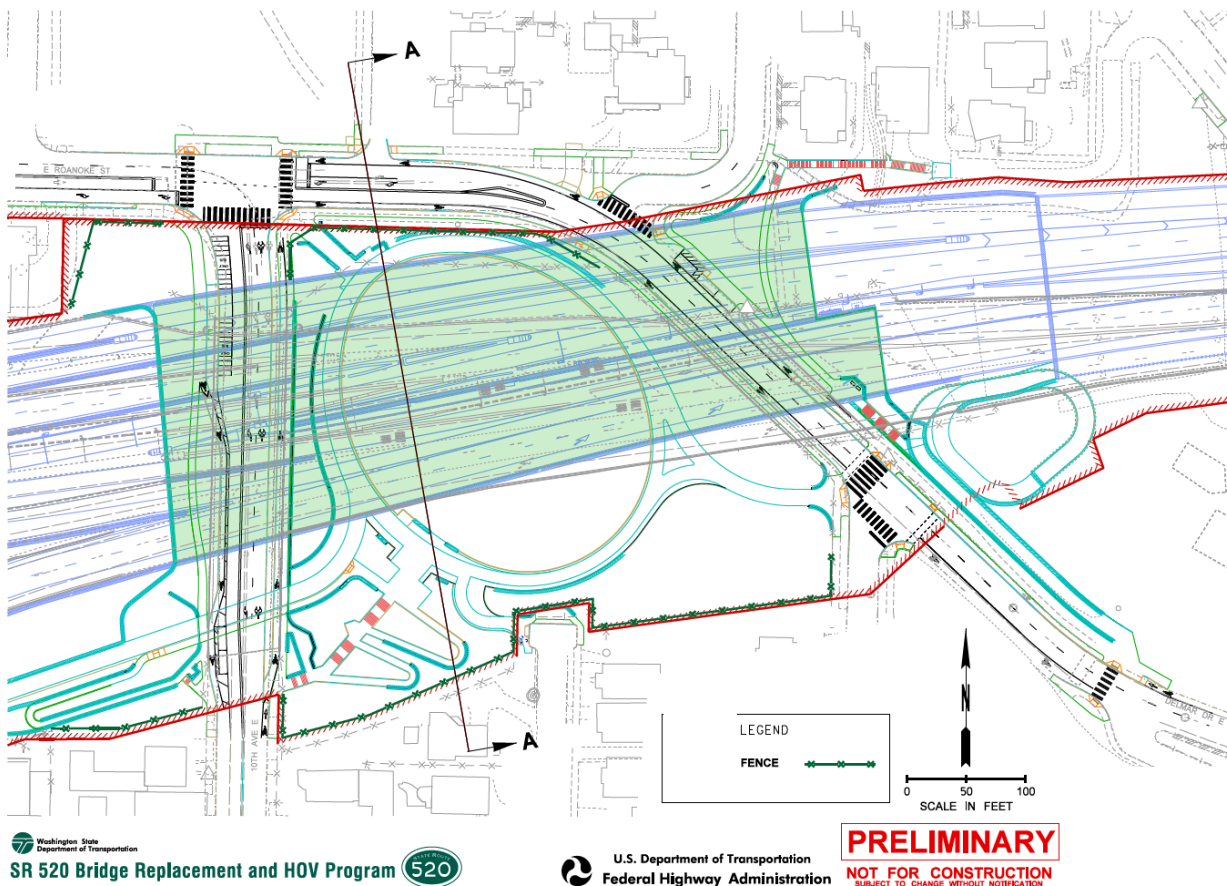


Figure 13. Conceptual Location of Roanoke Lid Construction Area Noise Barrier Fence



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



U.S. Department of Transportation
Federal Highway Administration

PRELIMINARY
NOT FOR CONSTRUCTION
SUBJECT TO CHANGE WITHOUT NOTIFICATION

**WSDOT responses to public comments on Portage Bay Bridge and Roanoke Lid Project
Community Construction Management Plan (CCMP) – September 2024**

Key themes

Bicycle and pedestrian connections and green space 2

Traffic management..... 4

Construction schedule, communication and outreach 7

Vibration..... 12

Staging..... 14

TVMPP and environmental compliance 15

Air quality and fugitive dust..... 19

Noise..... 20

Maintenance and public safety 22

Transit..... 23

Design..... 24

Agency and partner coordination 26

Appendices 28

CCMP responses by order received 34

Bicycle and pedestrian connections and green space

Comment:

I am in full support of the 520 Roanoke lid. Anything we can do to support a focus on public transportation while regaining usable land should be high priority. We know we can't build more lanes to get around traffic. Public transit should be one of the highest priorities. The Roanoke lid also games usable land encouraging neighborhood residents and workers to walk and bike.

Response:

- We are committed to building and maintaining a sustainable, multimodal transportation system that supports healthy communities and protects the environment. When complete, the SR 520 will have built dedicated transit/HOV lanes between I-405 in Bellevue and I-5 in Seattle, five landscaped lids and an almost 6-mile cross-lake bicycle and pedestrian trail between Bellevue Way and Capitol Hill. The Roanoke Lid will have three-acres of open space with four viewpoints and multiple connections to the city of Seattle's trail networks.

Comment:

I noticed that there is an at grade connection between the shared pathway on the south side of the Portage Bay bridge and Roanoke. THEN WHY ARE YOU WASTING MONEY ON THE BILL DAWSON TRAIL TUNNEL THAT MONTLAKE DOES NOT WANT? You are billions over budget and need places to cut. The tunnel is a gross waste of money that is unsafe. The tunnel takes up space that can be better utilized to improve safe travels through Montlake. Tell David I said hi.

Response:

- WSDOT, in partnership with the city of Seattle, went through two extensive public design processes in 2011- 2012 and 2014-2015 ([report published in 2016](#)). Bicycle and pedestrian connections were a key focus. The pathway to East Roanoke Street, tunnel under Montlake Boulevard, as well as other bicycle and pedestrian connections, came out of these processes. We further refined the bicycle and pedestrian connections in the Roanoke/Capitol Hill area in another public design process held in 2019.
- We work to build routes for cyclists that reduce the need to cross live traffic as much as possible. Once complete, the SR 520 Trail will cross the floating bridge, continue west along the north side of SR 520, go under Montlake Boulevard via a tunnel, and then cross under the new Portage Bay bridges on the Bill Dawson Trail. The path will then cross Portage Bay alongside the new eastbound bridge and connect at grade (ground level) with East Roanoke Street. This connection will allow cyclists coming from the south to avoid crossing traffic at the Montlake Lid or engage with cars to get to the Bill Dawson Trail.
- We have told David you said "hi."

Comment:

It would be great to have a sport court area added much like the Mapleleaf Water Tower park. This would ensure the park is used and helps to keep parks safer. The sport court is low cost as it simply has a few pickleball nets. This low cost would be a great improvement to the area and added utilization.

Response:

- We underwent an extensive outreach process with the community and city partners, including the Seattle Department of Parks and Recreation, to finalize the Roanoke lid's design and use. We ultimately did not include plans for active uses of the space (e.g. sports courts or off-leash dogs parks) because of maintenance concerns from city of Seattle and community feedback preferring passive, neighborhood open space. You can read our [2019 community and stakeholder engagement report](#) to learn more about our community engagement process and design decisions.
-

Comment:

Plan is incomplete. It lacks mention and plan for bicycle path mitigations during the project. One such example is stage 1 where the 10th and Delmar connection road does not mention mitigation for existing bike facilities during construction. The burbs burger location is marked as green space on the maps. Will this be accessible to the public? Will this project find a new market closure mitigation tennent for the space as burb's closed? It is mentioned that the bill Dawson trail will be closed for 4 years. What will be done to protect the new tunnel under Montlake Blvd during this time? Also, Roanoke stairs are incorrectly stated to be closed for 3 years in the impacts table. As I understand it, they will be permanently closed and not replaced with the project.

Response:

- When we need to close sidewalks or bicycle lanes/paths during construction, Skanska will develop and share detour routes with the public and bicycle community in advance. Skanska may need to create multiple detour routes because of the complexity of the work. Please refer to potential detour renderings on Appendix 1.
 - The former Montlake Market and 76 gas station property – referred to as the Montlake Property – is currently being used for staging to construct the SR 520 Program's Montlake Project. The 2019-2021 Washington state transportation budget directed WSDOT to sell the property once the Montlake Project is complete. Skanska will not use this area for construction staging. We will surplus the Montlake Property once the Montlake Project is complete and the area is vacated. We anticipate this happening in spring/summer 2025.
 - We plan to connect the SR 520 Trail to the new Montlake tunnel and Bill Dawson Trail this October. The Bill Dawson Trail will remain open until spring 2025. At that point, Skanska crews will need to close the existing section of the Bill Dawson Trail between Montlake Boulevard and the Montlake Playfield for no more than five years. The entrance to the Montlake tunnel will be securely blocked for entry and monitored throughout the course of the project.
 - We will be closing and removing the existing Roanoke stairs to relocate utilities and construct the new north Portage Bay Bridge. In coordination with the city of Seattle, we will then replace and construct new stairs parallel to the existing stairway. We will also be making sidewalk improvements connecting Roanoke to Boyer on 11th Avenue and Edgar Street. This will be the detour route while the Roanoke stairs are being removed and replaced.
-

Traffic management

Comment:

The plan looks well thought out. What accommodations or mitigations are being considered to limit increased volumes and speed of cut-through traffic through residential streets adjacent to the construction zones? Please consider additional Local Access Only signage on non-arterial streets. While not a physical barrier to cut-through traffic, at the very least the signage will be honored by route mapping apps. Temporary speed humps in the neighborhoods would also be welcomed.

Response:

- WSDOT worked with neighbors and the Seattle Department of Transportation in 2022 to develop a [Neighborhood Traffic Management Plan](#) (NTMP). The NTMP outlines planned traffic management measures (both temporary and permanent) within the Portage Bay Bridge and Roanoke Lid Project construction area. It also includes some of the best management practices that will be used during construction to help reduce local construction-related traffic effects.
- We will work with the city of Seattle to manage construction traffic impacts, including developing detour plans and installing signage for construction-related street closures. We will also use local access signs for specific construction tasks and closures as needed. We will notify affected neighbors in advance of these closures or changes to access. Neighbors will be given 14-days advance notice of road closures and 72-hours advance notice for parking restrictions.
- The NTMP can be found online on the [SR 520 Construction Corner](#). Pages 30 to 33 of the report identify the traffic mitigation measures that 1) will be implemented either before or during construction, 2) are still in consideration, or 3) were deemed ineffective/unfeasible by our traffic engineers. If you have additional questions or comments about the NTMP, you can email the SR 520 inbox at SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Comment:

While I appreciate all the mitigation work shared, especially the use of barges over 6000 truck trips, please recognize the damage that is still taking place for those of us living on Boyer and connecting streets. Boyer from 23rd Ave E to the University Bridge is rapidly becoming dangerous for vehicles, bikes, motorcycles, and foot traffic. The street has handled way more cars and heavy vehicles on typical weekends as traffic is moved onto Boyer. Often traffic backs up from the Boyer Furman roundabout to almost 23rd. For those of us living here we are trapped on weekends. Fix Boyer now. Please find better ways to mitigate weekend traffic backups.

Response:

- We have detailed our planned traffic mitigation measures in our [Neighborhood Traffic Management Plan](#). We finalized these measures based on feedback from the community, city partners, and city and state traffic engineers. Our Section 106 Programmatic Agreement, as required by the National Historic Preservation Act, also has program commitments and requirements related to traffic damage or disruption. Those include maintaining haul routes like Boyer Avenue East and repairing construction-related damage like potholes, cracks, and other surface damage. If you notice damage or maintenance concerns along one of these routes, please call the program information line at 206-200-9484 to report your concern.
- While traffic increases on Boyer Avenue East may fluctuate based on local or regional events, some traffic increases on Boyer are related to full closures of SR 520 and/or Montlake Boulevard. We don't anticipate a significant number of weekend closures (likely less than ten) on Montlake Boulevard after the Montlake

Project is complete in fall 2024. Several Montlake Boulevard closures will be needed to replace and install the new sign structures recommended by the Montlake signage community workgroup in fall 2024. We also expect fewer full closures of SR 520 and less construction impacts to the Montlake Boulevard Interchange, which should reduce the need for drivers to use Boyer as an alternative route.

Comment:

I have the following suggestions after review of the CCMP. Perhaps the most widely experienced and keenly felt impact/impressions of project construction will result from how detours are handled for the driving, biking and walking public. Implementing/adding a "Land Transportation Manager" position with duties similar to the Marine Transportation Manager duties outlined on page 6 could have a highly positive effect on how the project is viewed by the public during construction. There is no key provided for Figure 11 on page 28 so it is not clear what the colored dots mean.

Response:

- Skanska has a Community Liaison (Robin Clarke) with responsibilities similar to the suggested transportation manager position. Robin will oversee and manage all construction-related neighborhood effects, including traffic management. Robin can be reached at SR520bridge@wsdot.wa.gov. We will also continue to work with the Seattle Department of Transportation to implement recommendations from the Neighborhood Traffic Management Plan (NTMP) and/or implement alternative traffic management measures should the need arise.
 - The dotted lines in Figure 11 refer to secondary haul routes (see Appendix 2 for a map of the haul routes).
-

Comment:

The CMMP includes a commitment to complete a marine transportation plan. But there is no similar commitment to complete a traffic management plan. The city of Seattle street use permits will include or enable traffic control measures to be implemented on our neighborhood arterials. This important process isn't even discussed in the CMMP. A Seattle/WSDOT traffic management plan was completed last year with public comment. This plan is not updated or referred to in the CMMP, Many of my neighbors commented that this plan also needed more specific information. Additionally, The CMMP provides no information on how traffic management on Harvard, Boyer and Delmar avenues will be coordinated with the nearby nearby Eastlake Metro J line construction. The CMMP does state on page 39 that access will be maintained for historic houses. It is stated that these homes will be provided an (inadequate) 24 hour notice. There is no discussion of possible parking restrictions. What about the rest of our neighborhood residents?. Some of our neighborhood residences are rented, some have Air-Bnbs, some will have remodeling work, etc. We all need a much longer notice.

Response:

- WSDOT worked with neighbors and the Seattle Department of Transportation in 2022 to develop a [Neighborhood Traffic Management Plan](#) (NTMP). The NTMP outlines planned traffic management measures (both temporary and permanent) within the Portage Bay Bridge and Roanoke Lid Project construction area. It also includes some of the best management practices we will use during construction to help reduce local construction-related traffic effects. The NTMP can be found online on the [SR 520 Construction Corner](#). Pages 30-33 of the report identify the traffic mitigation measures that will be implemented before or during construction, are still in consideration, or were deemed

ineffective/unfeasible by traffic engineers. If you have additional questions or comments about the NTMP you can email the SR 520 inbox at SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

- Contractors and subcontractors are prohibited from parking on residential streets. Local residents will not be restricted from parking near their homes unless there is a specific construction need that is unavoidable. Broadway East, 10th Avenue East north of East Roanoke Street, 11th Avenue E north and south of the SR 520 and Federal Avenue may experience temporary on-street parking restriction for certain construction needs. WSDOT will work with residents and post parking notices 72-hours in advance of any temporary parking restrictions.
- The CCMP must be finalized before construction work can begin. The CCMP will be reviewed and updated on an annual basis. Members of the public are welcome to contact the [SR520 inbox](#) at any time to share questions, concerns or feedback.

Comment:

I was able to review the Sanska bid proposal on internet, It showed in great detail proposed work elements each with work schedule forecasts. This draft CCMP appears to be a generalized, largely procedural, synopsis of that submission. .The current CMMP should be revised to provide more specific and thus actually useful resident information. The revision should be completed and available for public review before the major construction elements start in 2025.

Response:

- We will continue to update and revise the CCMP on an annual basis. Members of the public are welcome to contact the [SR520 inbox](#) at any time to share questions, concerns or feedback.

Construction schedule, communication and outreach

Comment:

Complete the project faster

Response:

- We are doing all we can to design and build the project in the most time-efficient way possible. Design-build is a contracting method in which WSDOT completes a preliminary design, or a “conceptual design,” as well as the contract requirements for the design and construction of the project. WSDOT then selects a contractor to complete the final design and build the project. Design-build contracting enables close collaboration between the designer and builder, which produces greater innovation and efficiency, and often allows the project to be completed faster and cheaper.

Comment:

There was a block party last night, and I had a chance to talk to a few neighbors about the project. Everyone seemed to agree that what they most wanted was farther-in-advance notice of the biggest impacts. Some of our neighbors are very mobile - some even have vacation homes - and they said that if they knew that there was a huge impact to their part of the neighborhood coming in three weeks, they could even arrange to be out of town. That's something I hadn't thought of. When I mentioned that there could be some "false starts", situations where WSDOT thought an impact would occur next month, but can't for some reason, people said "We would understand that kind of stuff; we've all run projects and know that there can be surprises. Tell WSDOT that we won't hold them to a date, but that we'd appreciate knowing their best estimate, and update if needed."

To me, this is a very exciting idea. I've been at this boundary between the neighborhood and city and state agencies many times over the last 25 years, and I've always felt like the sides are closer than it appears. With just a small bit of extra communication from WSDOT projecting big neighborhood impacts (clearcutting trees, erecting barriers, road detours, etc.), I am certain that neighbors would feel much more like partners and less like victims.

Response:

- We are committed to giving neighbors as much advance notice about impactful construction as possible. We will work to map out a tentative schedule of major project construction activities so neighbors can have a general sense of when and what work will take place. That said, construction schedules can – and often do – change and there is a possibility that the timing of some of the construction activities may change. When that happens, we'll provide prompt notices to the community.
- We will share upcoming traffic schedules and construction lookaheads at our monthly Portage Bay Project construction meetings. We will also share anticipated roadway closures and other key construction work on our [SR 520 Construction Corner](#), as well as through our [weekly email updates](#) and social media accounts. For certain activities, such as tree removal or nighttime impact work, we may also distribute flyers or send targeted emails to frontline neighbors.

Comment:

The current contractor on the Montlake phase has been on site since the last Ice Age. And as the glaciers start to melt, some of their construction material starts to become exposed. We hope that a just-in-time delivery schedule is developed. If certain materials are no longer necessary due to change orders or unforeseen conditions, the hope is that the materials are removed from the site as fast as possible. As an example, green, PVC storm drainage pipe was left on site so long that it faded in color to a very, very greenish white, only to be moved to another location at the site. Several design coordination issues have come up in Montlake. While a general statement, many have to do with sidewalk, power pole, light poles and the like. We hope that this situation can be avoided.

Response:

- We understand your frustration about the Montlake Project. There have been multiple delays on the Montlake Project due in part to the pandemic, labor strikes, workforce shortages, supply chain issues, weather and contractor errors that required us to reconstruct parts of the roadway. The Portage Bay Bridge and Roanoke Lid Project has a different contractor. While certain events are beyond our control (e.g. natural disasters, strikes or global pandemics), we hope these issues can be avoided on this project.

Comment:

I reviewed the CMMP and found it to be too general. The generalized information presented on work sequencing shows with a quarter of the year bar chart. Residents need a detailed future work element forecast that provides a monthly timeline. We need to know on monthly basis when specific work elements will be completed and mitigation measures provided. .Several examples: (1) there is no specific information provided on when or how the SR 520 Bridge Boyer Avenue overpass will be constructed. (2) There is no specific time line on when the south work bridge from Boyer Avenue will be built and operated. (3) there is no discussion of what materials and structural elements will be delivered to the south work bridge.. Obviously, not all construction materials can be delivered by barge to the north work bridge. What materials and structural elements will be delivered at night to the south work bridge using Boyer Avenue?

Response:

- We will have monthly construction meetings with the public where you can get updates on the construction schedule. Once construction operations are scheduled to begin, we will send more timely construction information via our weekly email updates (here's a link to [sign up for our updates.](#)) We also post all roadway closures and construction impacts on our [SR 520 Construction Corner](#) website.
- Minor, local traffic impacts (such as construction access to the work areas, lane closures and flagging) will begin in 2024 to support activities like locating utilities or conducting soil boring. We expect larger traffic impacts to begin in early to mid-2025.
- We are still finalizing the construction schedule, which will include the timeline for work affecting Boyer Avenue East. We will begin utility work in winter 2024 by surveying and clearing the area from trees or barriers. We will start digging and relocating utilities in early 2025. This work will affect Boyer, but we will be able to maintain traffic during the work. Skanska will use falsework to support the construction of the bridge over Boyer Avenue. Falsework is the framing (often wood) crews use to support overhead bridge construction.
- We are currently estimating construction for the south work trestle to start in winter 2024 and end in spring 2025. We will start using Boyer Ave E to get to and from the work trestle in spring 2025.
- Some of the expected materials to be delivered on haul routes include steel, rebar cages, forms for future concrete placements, and falsework to support overhead construction.

- Residents affected by construction work will get at minimum 24-hour email notice depending on when schedules are finalized. Nighttime work that involves high impact equipment, such as vector trucks, jack hammers or concrete saw cutters, requires a temporary noise variance (TNV) from the city of Seattle with 72-hour advance notice to neighbors. The TNV will also include an option for a hotel accommodation should neighbors want to stay at a hotel during the construction.
-

Comment:

Do you plan to have specific meetings with those who have been actively involved with the Montlake Phase?

Response:

- Montlake neighbors can attend the Montlake Project monthly meetings or contact the program via the Montlake hotline (206-775-8885), the SR 520 Program hotline ([206-200-9484](tel:206-200-9484)) or the SR 520 email inbox (SR520bridge@wsdot.wa.gov). Monthly construction meetings for the Portage Bay Bridge and Roanoke Lid Project will begin in late-September/early-October 2024. All neighbors are welcome to attend. Neighbors can also contact David Goldberg, the SR 520 Program Ombudsman, at david.goldberg@wsdot.wa.gov if they would like to schedule a specific meeting.
-

Comment:

Do you intend to man the site with a full crew during full closures of 520 during the entire closure? We have had a terrible problem with this during the Montlake Phase, further delaying the completion of the project.

Response:

- We expect the contractor to provide the crews and resources needed to complete the planned work during their scheduled closures, whether nightly or on weekends.
-

Comment:

Do you plan to send neighborhood flyers for periodic messaging? Use to happen. Far more effective than just emails.

Response:

- We will use a variety of communication methods to inform neighbors about construction. In general, we will share construction updates through our monthly construction meetings, weekly listserv, email updates, social media channels, SR 520 Program website and SR 520 Construction Corner. We will also send mailers to neighbors before community events and distribute flyers for activities that may directly affect frontline neighbors. The best way to stay informed about the project is to sign up for our [Rest of the West Listserv here](#).
-

Comment:

Periodic public (small) meetings with the affected communities to go through current construction issues?

Response:

- Minimally, Skanska, our project contractor, will hold monthly meetings about construction progress and an annual in-person open house. As construction ramps up, we will work with frontline neighbors and the Portage Bay/Roanoke Park Community Council to schedule smaller, targeted meetings. Should neighbors want additional meetings focused on specific topics, they can contact the SR 520 Ombudsman, David Goldberg at david.goldberg@wsdot.wa.gov, or the Skanska Community Liaison, Robin Clarke at SR520bridge@wsdot.wa.gov.
-

Comment:

Do you intend to review various emails throughout the Montlake Project that will highlight reoccurring issues?

Response:

- We will incorporate the lessons we have learned from the Montlake Project to improve project delivery on the Portage Bay Bridge Project. However, it is important to note the Montlake Project is separate from the Portage Bay Bridge and Roanoke Lid Project. The two projects have different contractors, construction methods and approaches.
-

Comment:

How do you intend to avoid some of the construction issues that occurred during the course of the Montlake Phase?

Response:

- We will incorporate lessons learned from the Montlake Project to improve project delivery on the Portage Bay Bridge Project. The Portage Bay Project has a different contractor, with a long history of designing and building large, complex construction projects in urban areas. Skanska has a different project staffing model and approach to communications. That includes a robust communications and outreach team as well as a designated construction community liaison (in addition to the SR 520 Ombudsman).
-

Comment:

Who is the Client for the Project?

Response:

- WSDOT is the client for the project. WSDOT works on behalf of Washington state residents and taxpayers.
-

Comment:

One more thing has come up in discussions with neighbors. I think universally, they would like to have a rough idea of when the most major livability impacts are coming, in advance. Our section 106 meetings sometimes provide helpful context. And when an activity with major impacts (e.g. pile driving) is about to occur, WSDOT

has done a good job notifying neighbors a couple of days in advance. But what we are missing (at least I think we are) is a sense of big neighborhood impacts that are coming in, say, the next month.

Response:

- We will work to map out a tentative schedule of major project construction activities so neighbors can have a general sense of when and what work will take place. Information about upcoming construction will be shared every month with the community during our contractor's \construction meetings as well as via our weekly email updates, targeted email listservs, social media accounts and the [SR 520 Construction Corner](#).
- We know construction is frustrating for neighbors and we want to give affected neighbors advance notice as soon as possible once the schedule is finalized. However, unanticipated issues can arise that may delay or extend the work. We will update the public as soon as we have that information.

Comment:

In that same category would be things like major street detours. Again, my guess is that WSDOT and SKANSKA and SDOT have a carefully coordinated timeline, but I have no idea what to tell neighbors.

Response:

- Building the Roanoke lid will require longer-term closures of 10th Avenue East and Delmar Drive East but the roads will be reconfigured and traffic will be maintained on temporary lanes over the lid. Our contract restricts the number of times Skanska can close local streets ([see section 2.22.5.4.2.2 of the contract](#)). Over the course of the seven-year project, neighbors can expect some weekend closures of local streets, including East Roanoke Street, 10th Avenue East, 11th Avenue East, Delmar Drive East and Boyer Avenue East. We will communicate any weekend or longer closures and detour routes at least 14 days in advance of the closures.
- Because the project is still in the design phase, it's too early to develop an exact timeline for planned detours, however, upcoming traffic schedules will be shared monthly at our construction meetings. Detours will not begin until 2025.

Vibration

Comment:

The report is not specific on where vibration monitors will be installed to protect historic structures. Due to the location of my residence near the construction corridor I hope/recommend that vibration monitors be installed in the historic structures closest to construction and haul routes.

Response:

- We will install vibration monitors near historic structures and homes, as well as residences that are close to the construction area. If you live in a historic structure, please email us at SR520bridge@wsdot.wa.gov to assess where the nearest vibration monitor will be placed. You can also review the [2013 Construction Noise and Vibration Report](#), which includes recommendations for where to put monitors based on their proximity to historic homes.

Comment:

CCMP: This is my second attempt as somehow my words were lost in prior process; As close property owners to 520 we have been negatively impacted primarily by the Rest of the West and the Montlake Project portions of the 520 to I-5 construction project over the past 15 years plus. Damages have included property damages from vibrations/dirt/dust, etc. as well as potential valuation damages from real and perceived issues caused by the projects. We did receive help when the Rest of the West project was completed and we felt some of the construction related damages were addressed. Our hope is that the Montlake Project partners will lead an active process to help neighbors assess and remediate property owner issues before the finalization of the project. It is very important that all property owners realize that WSDOT and the contractors can help and have a track record for communication around homeowner issues.

Response:

- The SR 520 Program has a vibration damage fund for construction-related damage. For the Montlake Project, we had a \$15,000 limit for damage claims; for the Portage Bay Bridge and Roanoke Lid project the limit is \$50,000. Homeowners can report damage by emailing the [SR 520 project inbox](#), calling the 24-hour Portage Bay Project hotline (206-319-4520), or the program information line (206-200-9484). Homeowners with vibration-related damage will need to submit a tort claim through the [Department of Enterprise Services](#).
 - If the damage amounts to less than \$50,000, and WSDOT engineers determine the damage is likely attributable to Portage Bay construction activities, the claim will be streamlined through the program's vibration damage fund process.
 - Damages that exceed \$50,000 will proceed through the normal tort claim process. Depending on the reported damage and whether it affects a historic property, WSDOT may need to consult with the Department of Archaeology and Historic Preservation on any proposed repairs.
 - We encourage all homeowners who suspect construction-related damage to contact us immediately by calling the 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. If no one answers, please leave a voice message with your name and number, and we will call you back as soon as possible. Alternatively, you can send an email to the SR520bridge@wsdot.wa.gov. There is a three-year statute of limitations for filing tort claims after the damages occur.

Staging

Comment:

What is going to be in the staging area underneath I-5 at Fuhrman and Eastlake?

Response:

- We expect the area underneath I-5 at Fuhrman and Eastlake to be used for vehicle parking and construction material storage.
-

Comment:

The document mentions the former Montlake market location will not be used for staging, but it's within the project staging zone on the maps. What will it be used for?

Response:

- The former Montlake Market and 76 gas station property – referred to as the Montlake Property – is currently being used for staging to construct the SR 520 Program's Montlake Project. The 2019-2021 Washington state transportation budget directed WSDOT to sell the property once the Montlake Project is complete. Skanska will not use this area for construction staging. We will surplus the Montlake Property once the Montlake Project is complete and the area is vacated. We anticipate this happening in spring/summer 2025.
-

Comment:

A primary concern is the proposed staging area at the WSDOT Peninsula property and the impacts on trees (see CCMP pages 12 and 44).

Response:

- Skanska will use the WSDOT Peninsula for construction staging. Skanska will not expand the staging area or affect any other trees. If anything, Skanska will likely reduce the use of the Peninsula because the area isn't as convenient for accessing Portage Bay.
-

TVMP and environmental compliance

Comment:

TVMP: Please reconsider decision to remove big leaf maple on north side of Roanoke Street and the large horse chestnut tree located on the east side of the intersection of 10th Avenue and E. Roanoke Street. Both are large significant trees that provide both screening for residents and users of the park to the adjacent highway and arterial and both also provide shade and cooling for residents and users of the park during summer months in an area that is otherwise very urban

Response:

- We are committed to retaining as much mature vegetation as possible. These trees must be removed because we need to reconstruct the sidewalk and do utility work by the nearby properties. One major utility operation will require relocating the current Seattle City Light 26 kV powerline underground (it is currently on overhead wires). Additionally, our landscape architect determined that the trees' long-term survival is at risk due to the lack of space between the curb and sidewalk.
- We will be planting new trees all around the project area in keeping with our agreement with the city of Seattle to replace two trees for every city tree we remove. We have commitments to consult with the Portage Bay/Roanoke Park Community Council regarding landscape design through the Section 106 process and will share landscape plans for comment as they are developed.

Comment:

Someone should have the responsibility to go through the FEIS and make sure every requirement is met. You should list all the comments and provide a response. Make this list available to the Public.

Response:

- We are adhering to all commitments made in the Final Environmental Impact Statement (FEIS). Here's a [link to the FEIS](#). You also can find the FEIS and other environmental documents on the [SR 520 Program website](#) under the "Environment" tab (scroll near the bottom of that page to find document links). WSDOT regularly tracks and updates all project-related commitments internally, as well as with our design-build contractors through contract documents. Appendix C1 in our Request for Proposals (RFP) includes all Final EIS and permit requirements on the project. We regularly review design and construction against these requirements. You can read [Appendix C1](#) online to see how we share and track our commitments with our design-builder.

Comment:

Issues we are looking forward to discussing are lighting, tree plantings, viewpoint issues, etc. TCMPP; This is probably the most important part of all of the projects as many trees and plantings were ripped out to make room for the expanded project. This process exposed properties to traffic, people, sites, sounds and weather/climate that will last forever.

Response:

- WSDOT's [environmental documentation](#) notes that certain project construction activities (e.g. removing mature vegetation) will alter the surroundings of nearby properties. As a result, Section 106

Programmatic Agreement commitments include installing landscaped buffers (when practical) where existing buffers are being removed or reduced, and where new or relocated traffic lanes will intrude on historic districts or individual historic properties.

- The agreement also includes requirements to consult with the Seattle Design Commission and other stakeholders on appropriate lighting, landscape and urban design for both the projects. While the final condition of both the Montlake and Portage Bay Bridge projects will differ from what existed before construction, the final condition should be consistent with the historic character of the surrounding neighborhoods.

Comment:

What is the enforcement process to ensure compliance with the 106?

Response:

- WSDOT has a Cultural Resources Supervisor who tracks and oversees Section 106 programmatic commitments. The supervisor organizes and helps facilitate quarterly Section 106 meeting and publishes quarterly Section 106 reports that document the status of Section 106 commitments and implementation. Per the regulations in 36CFR800, the Federal Highway Administration is the federal lead for ensuring Section 106 compliance and has delegated responsibility for meeting the commitments to WSDOT; the WSDOT Cultural Resources Supervisor closely coordinates with FHWA on the status of the Section 106 commitments.

Comment:

To take an example, if I'm reading the vegetation management plan right, the trees on both sides of the ROW between 10th Ave and Delmar (and quite far to the east too) are going to be clearcut. When this happens, it's going to be shocking to neighbors, but I haven't heard anything about when it's happening. My guess is that WSDOT/SKANSKA have a pretty good idea when that's going to occur, but when neighbors ask me, I have no idea whether it will happen tomorrow or a year from now.

Response:

- We plan to maintain trees and vegetation for as long as possible. We do not have a firm tree removal schedule at this point, but we are working on a timeline to share with neighbors about when they can expect to see trees removed throughout the project's construction. Neighbors can expect some initial tree removal to likely begin this fall around the Boyer staircase area.

Comment:

There needs to be a tree inventory map (similar to that shown for Roanoke), showing the trees in the Peninsula area both along LWB and on the Peninsula, not only mature trees but the trees being planted under the WSDOT Montlake phase of the project. Language needs to be much more specific about protecting any trees both mature and new trees and vegetation from any damage and making sure there is adequate water provided to the trees during construction.

The statement in the TVMPP executive summary "Tree impacts and protection are categorized for trees meeting the definition of mature or exceptional trees as defined by Seattle Municipal code and rules." is concerning since we want to be sure all the newly planted trees potentially impacted by Skanska within the WSDOT 520 project are equally protected and reflected in the documents. Please clarify that responsibility for Skanska. For example, Section III.B.9. (page 44) only refers to mature trees not newly planted trees. Also Section III.B.7. (page 41) only mentions retaining mature vegetation. It also says Skanska will replace vegetation but does not specify Skanska's responsibility for watering for 5 years which is the critical part of ensuring the success of the planting.

I am also concerned about the new asphalt areas (A) shown in Figure 4 and the impacts on the landscaping. These will both have a major impact on Lake Washington Boulevard lasting well beyond the Montlake construction period. What is the restoration plan and timeline? Can the wheel washing occur at a different location on the site and remove the north access asphalt? Please provide more specific drawings of the area.

What is the fencing plan at the cell tower? How will the fencing be screened?

Also the transportation route from the staging area does not appear to show up in the CCMP. How will this impact LWB and the trees along it?

As far as ongoing review for the Roanoke phase, we would like to continue to be included in any tree plan review as the project progresses.

Response:

- Skanska will use the WSDOT Peninsula for construction staging. Skanska will not expand the staging area or affect any other trees. If anything, Skanska will likely reduce the use of the Peninsula because the area isn't as convenient for accessing Portage Bay.
- The draft [Tree and Vegetation Management and Protection Plan](#) (TVMPP) includes a graphic showing an inventory of trees that will be maintained and removed for the Portage Bay Bridge and Roanoke Lid Project. We are still working with Skanska to update the TVMPP and will share it once it is complete. We will consult Friends of Seattle's Olmsted Park on the draft landscape and urban design plans through the Section 106 process.
- Graham, our Montlake Project contractor, is responsible for three years of tree and plant management for trees planted on the Montlake Project. That includes trees along Lake Washington Boulevard or on the WSDOT Peninsula. Skanska has the same three-year tree management requirement for the Portage Bay Bridge and Roanoke Lid Project. This requirement, along with the condition to protect trees installed by Graham, will be updated in the CCMP and TVMPP.
- The graphic you are referring to in the CCMP that shows Area A along Lake Washington Boulevard is no longer accurate. Skanska will not use Area A; it will remain a part of the complete Montlake Project (see Appendix 3).
- Skanska will be responsible for removing any asphalt, rock or other materials brought into the Peninsula (or any material that's allowed to be left there from the Montlake Project job). In addition to contract requirements and Section 106 commitments, WSDOT and Seattle Parks own the properties and must approve restoration plans for the staging areas.
- Skanska is currently coordinating with the city of Seattle to trim the trees along Lake Washington Boulevard to help deliver office trailers to the Peninsula. Beyond that activity, there will be little to no impact to trees along Lake Washington Boulevard.
- Skanska will access the staging area via the designated haul routes. Haul routes, including Lake Washington Boulevard, were determined when the Section 106 Programmatic Agreement was developed. We don't expect damage to Lake Washington Boulevard or plantings due to hauling; however, if the event

hauling does result in damage, we will repair it per our Section 106 commitments. You can find a map of the haul routes on Appendix 2.

- Crown Castle is responsible for fencing and screening of the cell tower. During construction of the cell tower, Crown Castle constructed fencing and screening in accordance with approved permits they received from the Seattle Department of Construction and Inspections.

Air quality and fugitive dust

Comment:

While the State law does states otherwise, given the sheer number of loads in residential neighborhoods, Skanska should be required to cover all their loads: dirt, concrete debris and the like. Lumber, steel and the like do not need to be covered. There is no greater example than what occurred along Lk. Wa. Blvd. and continues.

Response:

- The contractor is required to follow all state laws related to covering loads for loose materials such as dirt, sand, gravel, rubble or other materials susceptible to being dopped. Skanska is also contractually required to cover its loads for these loose materials.

Noise

Comment:

There is a noise mitigation program advertised through brochures. . However, it is next to impossible to get hold of anyone in this project to get any information about the noise mitigation program. No one responds at SR520bridge@wsdot.wa.gov and no one answers the phone calls.

Response:

- Residents who are eligible to participate in the Noise Mitigation Pilot Program (NMPP) should have received an application and brochure in the mail in March 2023 and June 2024. The NMPP is intended for frontline neighbors most affected by construction noise. If you have questions or would like to see if you're eligible for the NMPP, please call the SR 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. In the event someone does not answer, please leave a voice message with your name and number and we will call you back as soon as possible. Alternatively, you can send an email to SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Comment:

I was out of town and missed the August 8 deadline to make online comments to the CCMP. My concerns follow:

The mitigation to the surrounding neighborhood is inadequate. We have suffered for years with increased neighborhood traffic, noise, and heavy class 8 truck traffic (many times using jake brakes) due to the Montlake lid project. It appears the Portage Bay project will continue this assault on the surrounding neighborhoods for years to come. Honestly, we are sick and tired of these projects.

There is little to no mitigation for the above concerns. WSDOT has ignored neighbors' input and concerns for years. Only after many complaints and meetings did the obscene signage monuments on Montlake Boulevard get addressed. It appears this phase of the project will do the same; solicit comments and ignore our input every step along the process. There are many excellent ideas being proposed by the community. Please listen this time.

Response

- We understand your frustration about the Montlake Project. There have been multiple delays on the Montlake Project due in part to the pandemic, labor strikes, workforce shortages, supply chain issues, weather and contractor errors. The Portage Bay Bridge and Roanoke Lid Project has a different contractor. While certain events are beyond our control (e.g. natural disasters, strikes or global pandemics), we hope these issues can be avoided on this project.
- Skanska and WSDOT will have inspectors on site to ensure crews are complying with noise mitigation requirements including but not limited to prohibited use of tonal "backup" alarms and banging of truck beds, as well as using walkie-talkies versus shouting throughout the work zone. Independent noise monitors will also monitor noise levels and are authorized to stop work should noise levels exceed permitted limits.
- We will be installing temporary noise-reducing acoustic fencing around certain areas during construction. Appendix 4 shows a preliminary graphic of where acoustic fencing will be installed – we are working on a clearer graphic that we will share with neighbors once complete.

- Additionally, neighbors who live near the project area may be eligible for a \$3,500 reimbursement for noise mitigation measures through our Noise Mitigation Pilot Program. To find out eligibility or get more information about this program, please call the SR 520 Program information line at 206-200-9484.
-

Comment:

You can look it up but, I think the FEIS requires that a sound wall be installed along both sides of both bridges. I know that WSDOT tried one design and gave up. WSDOT then arbitrarily and unilaterally dismissed the requirement. I know because I was in the meeting. There is no expectation that the sound wall be higher than what is currently designed. Seems to me that the state-of-art has significantly moved to a reasonable, cost-effective design. If Skanska has a true commitment and requirement to comply with the FEIS, then a sound wall design will be incorporated with the Portage Bay Bridge design and construction. However, don't count on me holding my breath, or maybe you do. I have discussed this requirement several times without success. Seems to me that the Community should not be required to force the issues. WSDOT and Skanska should be self-policing its various requirements and promises. Not sure who has the authority to force compliance. We can yell and scream, but our voice will be like a tree in the forest. I hope that all the comments from everyone are shared with Skanska.

Response:

- The [Final Environmental Impact Statement \(FEIS\)](#), identified building higher safety barriers along the sides of the bridge to reduce noise. We included these barriers in the project's conceptual design. The Legislature also appropriated an additional \$1 million in the 2022 transportation budget for noise mitigation on the Portage Bay Project. This includes installing temporary noise-reducing acoustic fencing around work areas during construction (see Appendix 4 for a preliminary graphic of where acoustic fencing will be installed – we are working on a clearer graphic that we will share with neighbors once complete).
- Neighbors who live near the project area may be eligible for a \$3,500 reimbursement for noise mitigation measures through the Noise Mitigation Pilot Program. To learn more about this program, please call the SR 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. In the event no one answers, please leave a voice message with your name and number and we will call you back as soon as possible. Alternatively, you can send an email to the SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Maintenance and public safety

Comment:

All construction areas should be fenced off. Every gate should be locked when construction crews are not on site. I don't remember if there was a direct reference to screening the fence like what Sellen is doing at the UW hospital or as Walsh did on their project at Roanoke. Personal cars for those working on the project should not be parked in residential neighborhoods. There should be a specific traffic management plan for Seattle Prep. Neither WSDOT nor Seattle Prep truly and fully understand the possible problems that will come up. Flashing crosswalk signals should be placed where appropriate. Skanska and WSDOT need to understand that not every construction detail can be handled through software. Changes in the field will happen. Trash should be removed from the site on a regular basis. Massive clean-up once a month.

Response:

- Construction areas will be fenced off where possible to maintain the safety of the public and project personnel. Other measures – such as orange delineators/barrels and caution tape, concrete barriers, or security personnel – will be used to maintain site safety and security in areas where fencing is not possible.
- Contractors are prohibited from parking on residential streets per the contract requirements.
- Our contract requires Skanska to remove and dispose of trash two times a week. Additional trash collection may be required for specific instances to maintain a clean working environment.

Comment:

Who is going to maintain the mirrors in the Bill Dawson Trail?

Response:

WSDOT will maintain the mirrors and screening along the Bill Dawson Trail. As a reminder the Bill Dawson trail will be closed for no more than five years during construction. Entry points to the trail will be securely blocked and monitored throughout the course of the project. Once complete, the Bill Dawson Trail will be reconstructed with new lighting, mirrors, landscaping retaining walls and paved surface.

Comment:

How do you plan to actively respond to public safety concerns?

Response:

Neighbors with safety concerns can call the Portage Bay Bridge and Roanoke Lid Project 24/7 hotline at [206-319-4520](tel:206-319-4520).

Transit

Comment:

Less road more TRAIN

Response:

- WSDOT is currently undertaking a study on extending high-speed rail service from the greater area of Vancouver, British Columbia to Seattle and on to Portland. You can find more information online on the [WSDOT Cascadia High-Speed Rail webpage](#).
- Also, Sound Transit is currently constructing the East Link light rail extension. The extension will start in Redmond, cross I-90, and connect to the current light rail line in Seattle. You can find more about this link extension on the [Sound Transit webpage](#). When fully built out, Sound Transit light rail will extend from Everett to DuPont, with routes linking Ballard and West Seattle to downtown Seattle.

Design

Comment:

Do you plan to allow the public access to the construction drawings before the work starts? Serious design issue problems could have been avoided had the public been involved (aka Sign Bridges) during the Montlake Phase.

Response:

- During the conceptual design phase, neighbors reviewed project visualizations for public comment. We do not have plans to formally distribute construction drawings or visualizations for public comment during the project's design and construction. However, as the project design progresses, we will share details with the Seattle Design Commission and Section 106 consulting parties for input and comment. We will share updated visualizations with the public for informational purposes as they become available.

Comment:

Are you willing to consider design changes unilaterally rejected in previous discussions? Are the plans truly fixed?

Response:

- This is a design-build project. That means WSDOT completed a conceptual design, and Skanska will complete the final design. While certain design elements cannot be changed due to contractual and permitting requirements, Skanska is still developing many design details. The Portage Bay Bridge and Roanoke Lid Project is a long, complicated and expensive project. Numerous project features are interrelated and must be carefully and chronologically designed, staged and constructed.

Comment:

Who is part of the design and quality review team that will take full responsibility to ensure the construction works, that it makes sense and that it matches the design?

Response:

- As a design-build project, the contractor must ultimately design and build new infrastructure that complies with the contract documents, including WSDOT's conceptual design. The design-builder will oversee Quality Control (QC) of their design and construction. A separate, additional design-builder team will manage Quality Assurance (QA) for both design and construction. Both teams ensure that the designs produced, and the construction completed, meet the contract requirements. The QA staff will independently monitor, review and inspect the design and construction elements.
- WSDOT staff will be responsible for Quality Verification (QV) as a third step in overseeing and auditing both QC and QA efforts for contractual compliance. Additionally, city of Seattle staff, including staff from the Seattle Department of Transportation (SDOT), Seattle Public Utilities (SPU), Seattle City Light (SCL) and Seattle Parks and Recreation (SPR), will review all design elements within the city limits. City staff will perform additional construction inspections to ensure the infrastructure meets city requirements and standards.

Comment:

The end goal should be that property owners should have views/outlooks that do not take away from property values since they had them prior to the project. Adding appropriate trees/lighting/sound and site barriers should be expected. We are anxiously awaiting the Montlake Project tree and final landscaping/wall completion and anticipate from discussions that we will not have negative experiences.

Response:

- WSDOT's [environmental documentation](#) notes that certain project construction activities (e.g. removing mature vegetation) will alter the surroundings of nearby properties. As a result, Section 106 Programmatic Agreement commitments include installing landscaped buffers (when practical) where existing buffers are being removed or reduced, and where new or relocated traffic lanes will intrude on historic districts or individual historic properties.
- The agreement also includes requirements to consult with the Seattle Design Commission and other stakeholders on appropriate lighting, landscape and urban design for both the projects. While the final condition of both the Montlake and Portage Bay Bridge projects will differ from what existed before construction, the final condition should be consistent with the historic character of the surrounding neighborhoods.

Agency and partner coordination

Comment:

Have you consulted with the Seattle School District concerning Montlake Elementary School?

Response:

- Our contract requires Skanska to coordinate with and ensure access to local schools – especially when/if construction affects local bus routes. Skanska will coordinate with Montlake Elementary School if we expect construction to affect the area.
-

Comment:

Please be sure there is constant contact with SDOT, Metro, Sound Transit, SCL, SPU and the like to avoid the tearing up of new concrete due to a lack of coordination.

Response:

- WSDOT has regular meetings with our partners at King County Metro and the city of Seattle. That includes the Seattle Department of Transportation, Seattle Department of Parks and Recreation, Seattle Department of Construction and Inspections, Seattle City Light, Seattle Public Utilities, Seattle Design Commission, Seattle Fire Department, Seattle Finance and Administrative Services, the Mayor's office and city central staff. SDOT also has an interagency team dedicated to working exclusively in collaboration with the SR 520 Program.
-

Comment:

You have forgotten to include Friends of Seattle Olmsted Parks, MCC, Roanoke, Portage Bay and North Capitol Hill Community Groups as part of the discussions.

Response:

- The stakeholders mentioned above are Section 106 concurring parties. We emailed all Section 106 parties emails in advance, inviting them to review the plan. Multiple Section 106 parties submitted comments.
-

Comment:

You have all but forgotten Seattle Prep and their needs.

Response:

- We are –and have been – in communication with Seattle Preparatory Academy about its needs.
-

Comment:

Have clear and concise communication lines been established between the Project, SDOT, SCL, SPU, City of Seattle Department of Neighborhoods, Safe Routes to Schools, Seattle School District, daycares, businesses,

Boyer Clinic, Metro, Sound Transit, stakeholders and the like? How does the project assure that everyone who should know, knows what is going on? Issues developed in Montlake due to the failure to properly communicate between the stakeholders.

Response:

- WSDOT has regular meetings with our partners at the City of Seattle who are actively engaged in design review and infrastructure construction within the city limits. That includes staff from SDOT, SPR, SCL, SPU, Seattle Design Commission (SDC), Seattle Department of Construction and Inspections (SDCI), Seattle Fire Department (SFD), Seattle Finance and Administrative Services, the Mayor's office and central staff from various city departments. We also coordinate and engage with other government agencies, such as King County Metro and Sound Transit. We will engage other project stakeholders via telephone calls, briefings, mailers, newsletters, emails, community meetings and social media.
-

Appendices

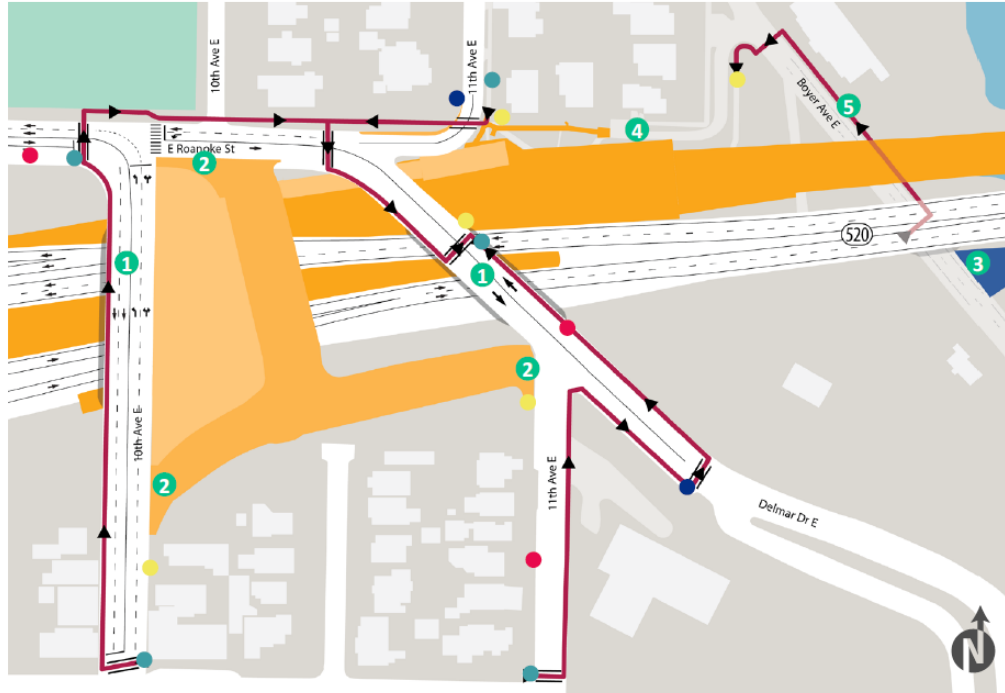
APPENDIX 1.

Potential bicycle and pedestrian detours

Figure 3-5 | Maintaining pedestrian and bicycle access during construction activities.



Stage 1 | Maintaining Existing Pedestrian and Bicycle Movements



Legend	
	Bike/Ped Route
	Construction This Phase
	Construction Previous Phase
	Trestle Work Bridge
	Demolition





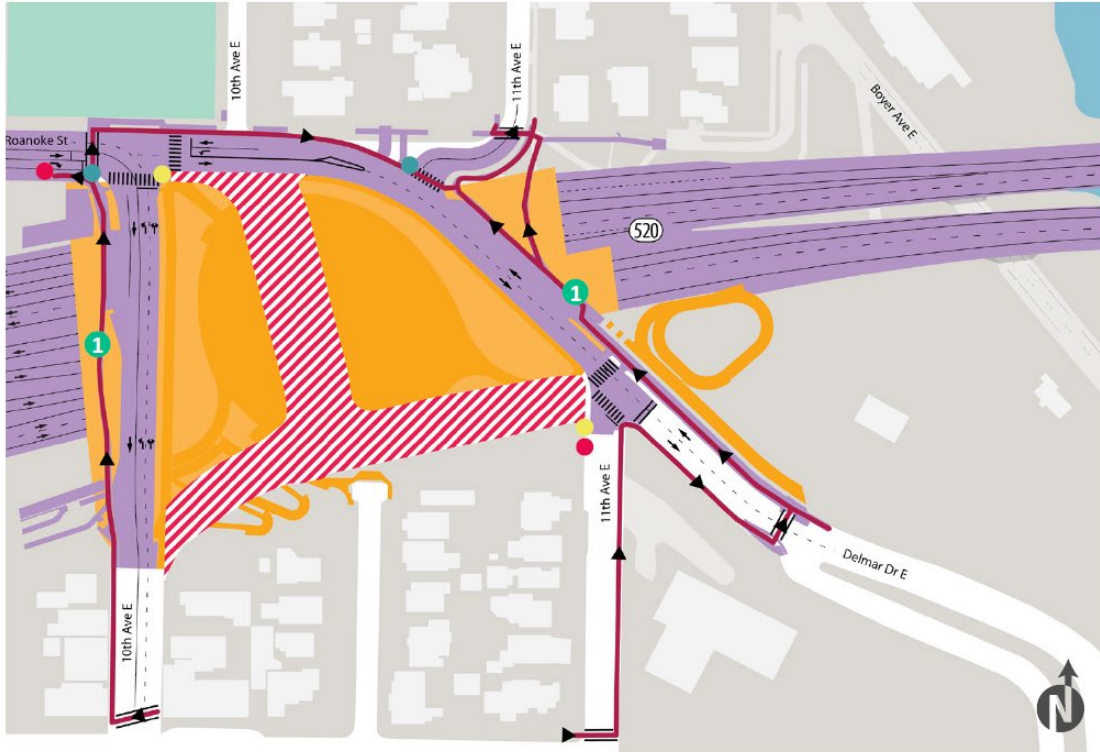
Stage 2 | Establishing the Temporary Detour Structures



Legend	
	Bike/Ped Route
	Construction This Phase
	Construction Previous Phase
	Trestle Work Bridge
	Demolition



Stage 3 | Reopening 10th Ave and Delmar Dr for Pedestrian/Bicycle Access

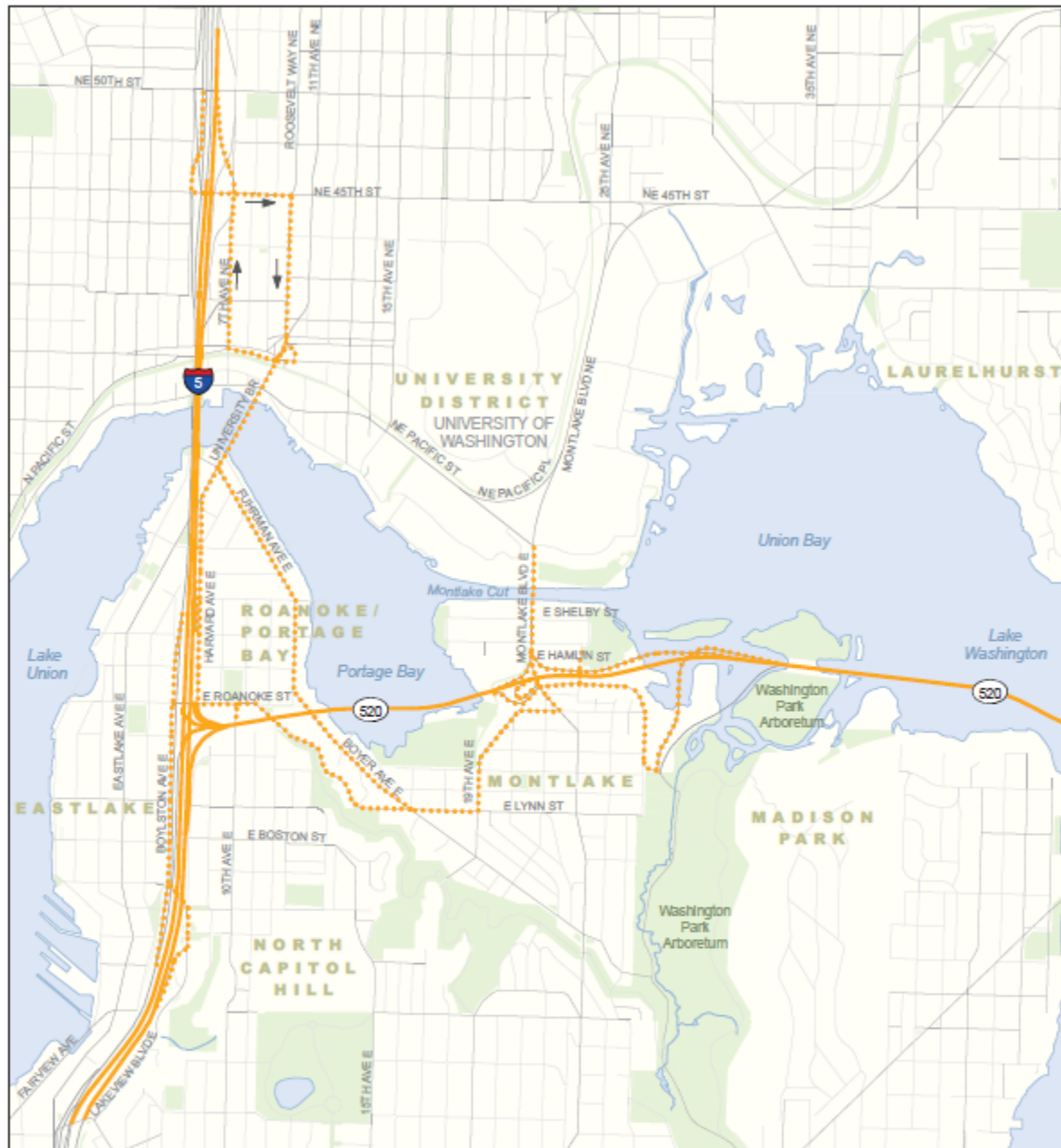


Legend

	Bike/Ped Route		Construction This Phase		Construction Previous Phase		Trestle Work Bridge		Demolition
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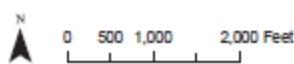


APPENDIX 2: Portage Bay Bridge and Roanoke Lid Project Haul Routes



- Potential Primary Haul Route
- - - - Potential Secondary Haul Route

Source: King County (2005) GIS Data (Streams and Streets), King County (2007) GIS Data (Water Bodies), CH2M HILL (2008) GIS Data (Parks). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.



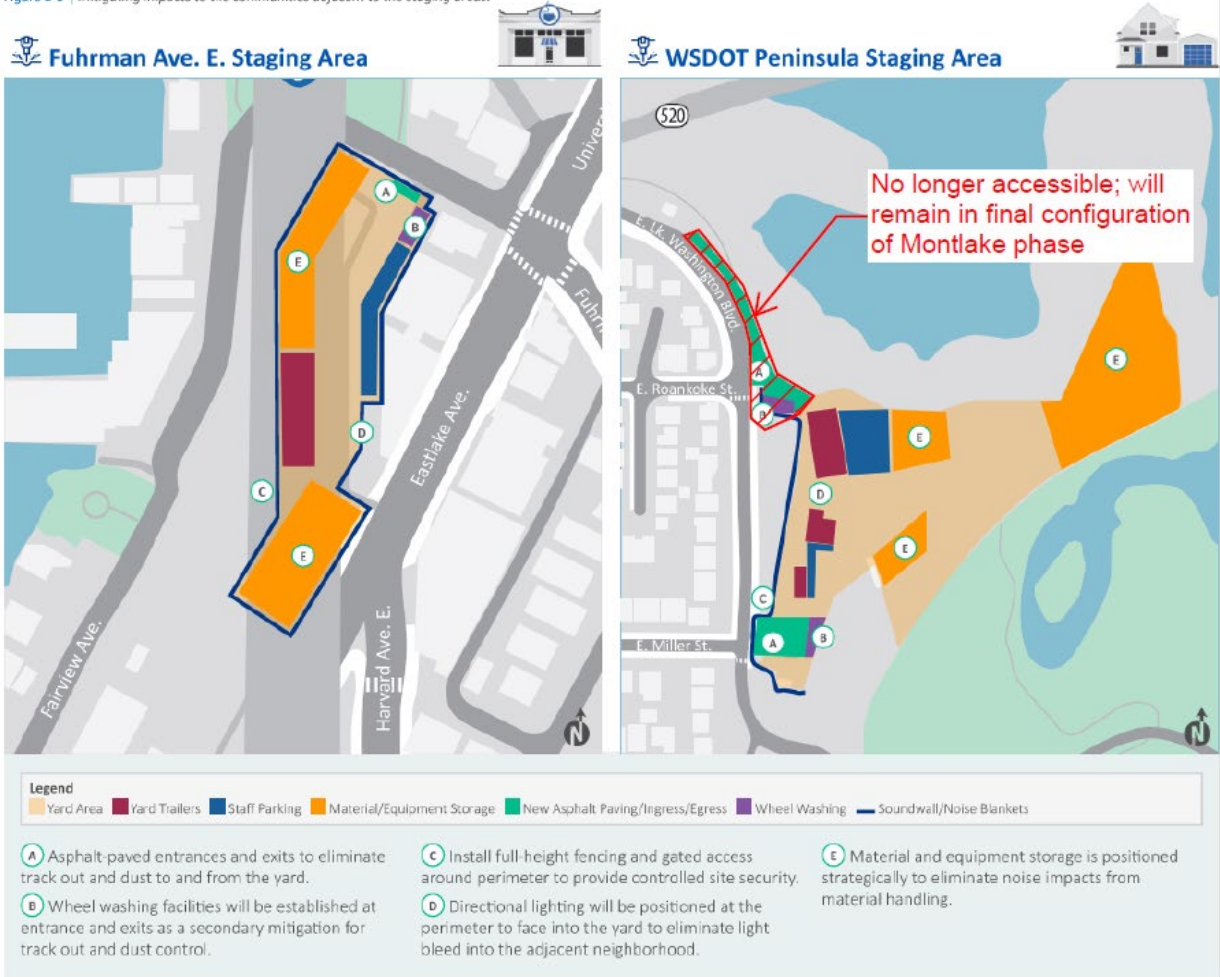
Potential Haul Routes - Seattle
 SR 520, I-5 to Medina: Bridge Replacement and HOV Project

\\FAIRPROJ\PARAMETRIX_401707\MAPFILES\WESTSIDE\OR\CULTURALRESOURCES\PROGRAMMATICAGREEMENT\W6_OR_CR_PA_HAULROUTES.MXD RGRASARE 3/16/11 10:42:23

APPENDIX 3: Portage Bay Bridge and Roanoke Lid Project Peninsula Staging Area



Figure 2-5 | Mitigating Impacts to the communities adjacent to the staging areas.

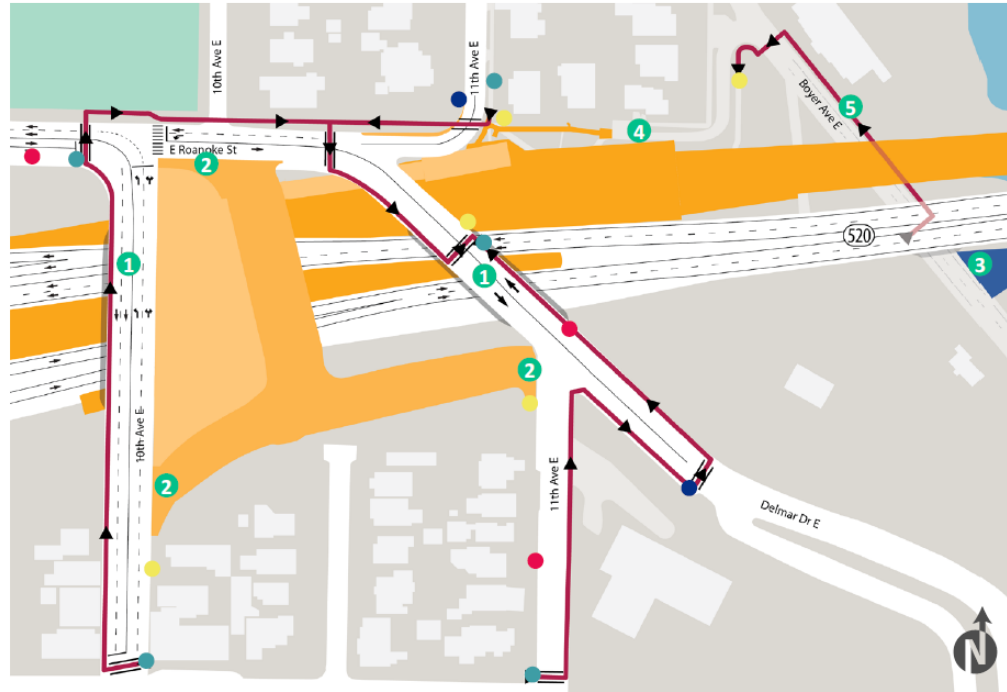


APPENDIX 4: Conceptual locations for noise barrier acoustic fencing

*Fencing shown in dotted green line. Improved graphic forthcoming.

Figure 3-5 | Maintaining pedestrian and bicycle access during construction activities.

Stage 1 | Maintaining Existing Pedestrian and Bicycle Movements



Legend					
	Bike/Ped Route		Construction This Phase		Construction Previous Phase
	Trestle Work Bridge		Demolition		



CCMP responses by order received

Comment 1:

I am in full support of the 520 Roanoke lid. Anything we can do to support a focus on public transportation while regaining usable land should be high priority. We know we can't build more lanes to get around traffic. Public transit should be one of the highest priorities. The Roanoke lid also games usable land encouraging neighborhood residents and workers to walk and bike.

Response:

We are committed to building and maintaining a sustainable, multimodal transportation system that supports healthy communities and protects the environment. When complete, the SR 520 will have built dedicated transit/HOV lanes between I-405 in Bellevue and I-5 in Seattle, five landscaped lids and an almost 6-mile cross-lake bicycle and pedestrian trail between Bellevue Way and Capitol Hill. The Roanoke Lid will have three-acres of open space with four viewpoints and multiple connections to the city of Seattle's trail networks.

Comment 2:

None at present.

Response: N/A

Comment 3:

The plan looks well thought out. What accommodations or mitigations are being considered to limit increased volumes and speed of cut-through traffic through residential streets adjacent to the construction zones? Please consider additional Local Access Only signage on non-arterial streets. While not a physical barrier to cut-through traffic, at the very least the signage will be honored by route mapping apps. Temporary speed humps in the neighborhoods would also be welcomed.

Response:

- WSDOT worked with neighbors and the Seattle Department of Transportation in 2022 to develop a [Neighborhood Traffic Management Plan](#) (NTMP). The NTMP outlines planned traffic management measures (both temporary and permanent) within the Portage Bay Bridge and Roanoke Lid Project construction area. It also includes some of the best management practices that will be used during construction to help reduce local construction-related traffic effects.
- We will work with the city of Seattle to manage construction traffic impacts, including developing detour plans and installing signage for construction-related street closures. We will also use local access signs for specific construction tasks and closures as needed. We will notify affected neighbors in advance of these closures or changes to access. Neighbors will be given 14-days advance notice of road closures and 72-hours advance notice for parking restrictions.
- The NTMP can be found online on the [SR 520 Construction Corner](#). Pages 30 to 33 of the report identify the traffic mitigation measures that 1) will be implemented either before or during construction, 2) are still in consideration, or 3) were deemed ineffective/unfeasible by our traffic engineers. If you have additional questions or comments about the NTMP, you can email the SR 520 inbox at SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Comment 4:

There is a noise mitigation program advertised through brochures. However, it is next to impossible to get hold of anyone in this project to get any information about the noise mitigation program. No one responds at SR520bridge@wsdot.wa.gov and no one answers the phone calls.

Response:

- Residents who are eligible to participate in the Noise Mitigation Pilot Program (NMPP) should have received an application and brochure in the mail in March 2023 and June 2024. The NMPP is intended for frontline neighbors most affected by construction noise. If you have questions or would like to see if you're eligible for the NMPP, please call the SR 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. In the event someone does not answer, please leave a voice message with your name and number and we will call you back as soon as possible. Alternatively, you can send an email to SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Comment 5:

Less road more TRAIN

Response:

- WSDOT is currently undertaking a study on extending high-speed rail service from the greater area of Vancouver, British Columbia to Seattle and on to Portland. You can find more information online on the [WSDOT Cascadia High-Speed Rail webpage](#).
- Also, Sound Transit is currently constructing the East Link light rail extension. The extension will start in Redmond, cross I-90, and connect to the current light rail line in Seattle. You can find more about this link extension on the [Sound Transit webpage](#). When fully built out, Sound Transit light rail will extend from Everett to DuPont, with routes linking Ballard and West Seattle to downtown Seattle.

Comment 6:

Complete the project faster

Response:

- We are doing all we can to design and build the project in the most time-efficient way possible. Design-build is a contracting method in which WSDOT completes a preliminary design, or a "conceptual design," as well as the contract requirements for the design and construction of the project. WSDOT then selects a contractor to complete the final design and build the project. Design-build contracting enables close collaboration between the designer and builder, which produces greater innovation and efficiency, and often allows the project to be completed faster and cheaper.

Comment 7:

While I appreciate all the mitigation work shared, especially the use of barges over 6000 truck trips, please recognize the damage that is still taking place for those of us living on Boyer and connecting streets. Boyer from 23rd Ave E to the University Bridge is rapidly becoming dangerous for vehicles, bikes, motorcycles, and foot traffic. The street has handled way more cars and heavy vehicles on typical weekends as traffic is moved onto Boyer. Often traffic backs up from the Boyer Furman roundabout to almost 23rd. For those of us living here we are trapped on weekends. Fix Boyer now. Please find better ways to mitigate weekend traffic backups.

Response

- We have detailed our planned traffic mitigation measures in our [Neighborhood Traffic Management Plan](#). We finalized these measures based on feedback from the community, city partners, and city and state traffic engineers. Our Section 106 Programmatic Agreement, as required by the National Historic Preservation Act, also has program commitments and requirements related to traffic damage or disruption. Those include maintaining haul routes like Boyer Avenue East and repairing construction-related damage like potholes, cracks, and other surface damage. If you notice damage or maintenance concerns along one of these routes, please call the program information line at 206-200-9484 to report your concern.
- While traffic increases on Boyer Avenue East may fluctuate based on local or regional events, some traffic increases on Boyer are related to full closures of SR 520 and/or Montlake Boulevard. We don't anticipate a significant number of weekend closures (likely less than ten) on Montlake Boulevard after the Montlake Project is complete in fall 2024. Several Montlake Boulevard closures will be needed to replace and install the new sign structures recommended by the Montlake signage community workgroup in fall 2024. We also expect fewer full closures of SR 520 and less construction impacts to the Montlake Boulevard Interchange, which should reduce the need for drivers to use Boyer as an alternative route.

Comment 8:

You have forgotten to include Friends of Seattle Olmsted Parks, MCC, Roanoke, Portage Bay and North Capitol Hill Community Groups as part of the discussions. 2. You have all but forgotten Seattle Prep and their needs. You should use part of the Seattle Prep Delmar site for staging. 3. Do you plan to have specific meetings with those who have been actively involved with the Montlake Phase? 4. Do you intend to man the site with a full crew during full closures of 520 during the entire closure? We have had a terrible problem with this during the Montlake Phase, further delaying the completion of the project. 5. What is the enforcement process to ensure compliance with the 106? 6. Who is going to maintain the mirrors in the Bill Dawson Trail? 7. Do you plan to send neighborhood flyers for periodic messaging? Use to happen. Far more effective than just emails. 8. Periodic public (small) meetings with the affected communities to go through current construction issues? 9. Do you intend to review various emails throughout the Montlake Project that will highlight reoccurring issues? 10. How do you plan to actively respond to public safety concerns? 11. Do you plan to allow the public access to the construction drawings before the work starts? Serious design issue problems could have been avoided had the public been involved (aka Sign Bridges) during the Montlake Phase. 12. Who is the Client for the Project? 13. Are you willing to consider design changes unilaterally rejected in previous discussions? Are the plans truly fixed? 14. How do you intend to avoid some of the construction issues that occurred during the course of the Montlake Phase? 15. Who is part of the design and quality review team that will take full responsibility to ensure the construction works, that it makes sense and that it matches the design? 16. Have clear and concise communication lines been established between the Project, SDOT, SCL, SPU, City of Seattle Department of Neighborhoods, Safe Routes to Schools, Seattle School District, daycares, businesses, Boyer Clinic, Metro, Sound Transit, stakeholders and the like? How does the project assure that everyone who should know, knows what is going on? Issues developed in Montlake due to the failure to properly communicate between the stakeholders.

Response:

1. The stakeholders mentioned above are Section 106 concurring parties. We emailed all Section 106 parties emails in advance, inviting them to review the plan. Multiple Section 106 parties submitted comments.
2. We are – and have been – in communication with Seattle Preparatory Academy about its needs.
3. Montlake neighbors can attend the Montlake Project monthly meetings or contact the program via the Montlake hotline ([206-775-8885](tel:206-775-8885)), the SR 520 Program hotline ([206-200-9484](tel:206-200-9484)) or the SR 520 email inbox (SR520bridge@wsdot.wa.gov). Monthly construction meetings for the Portage Bay Bridge and Roanoke Lid Project will begin in late-September/early-October 2024. All neighbors are welcome to attend.

Neighbors can also contact David Goldberg, the SR 520 Program Ombudsman, at david.goldberg@wsdot.wa.gov if they would like to schedule a specific meeting.

4. We expect the contractor to provide the crews and resources needed to complete the planned work during their scheduled closures, whether nightly or on weekends.
5. WSDOT has a Cultural Resources Supervisor who tracks and oversees Section 106 programmatic commitments. The supervisor organizes and helps facilitate quarterly Section 106 meeting and publishes quarterly Section 106 reports that document the status of Section 106 commitments and implementation. Per the regulations in 36CFR800, the Federal Highway Administration is the federal lead for ensuring Section 106 compliance and has delegated responsibility for meeting the commitments to WSDOT; the WSDOT Cultural Resources Supervisor closely coordinates with FHWA on the status of the Section 106 commitments.
6. WSDOT will maintain the mirrors and screening along the Bill Dawson Trail. As a reminder the Bill Dawson trail will be closed for no more than five years during construction. Entry points to the trail will be securely blocked and monitored throughout the course of the project. Once complete, the Bill Dawson Trail will be reconstructed with new lighting, mirrors, landscaping retaining walls and paved surface.
7. We will use a variety of communication methods to inform neighbors about construction. In general, we will share construction updates through our monthly construction meetings, weekly listserv, email updates, social media channels, SR 520 Program website and SR 520 Construction Corner. We will also send mailers to neighbors before community events and distribute flyers for activities that may directly affect frontline neighbors. The best way to stay informed about the project is to sign up for our [Rest of the West Listserv here](#).
8. Minimally, Skanska, our project contractor, will hold monthly meetings about construction progress and an annual in-person open house. As construction ramps up, we will work with frontline neighbors and the Portage Bay/Roanoke Park Community Council to schedule smaller, targeted meetings. Should neighbors want additional meetings focused on specific topics, they can contact the SR 520 Ombudsman, David Goldberg at david.goldberg@wsdot.wa.gov, or the Skanska Community Liaison, Robin Clarke at SR520bridge@wsdot.wa.gov.
9. We will incorporate the lessons we have learned from the Montlake Project to improve project delivery on the Portage Bay Bridge Project. However, it is important to note the Montlake Project is separate from the Portage Bay Bridge and Roanoke Lid Project. The two projects have different contractors, construction methods and approaches.
10. Neighbors with safety concerns can call the Portage Bay Bridge and Roanoke Lid Project 24/7 hotline at [206-319-4520](tel:206-319-4520).
11. During the conceptual design phase, neighbors reviewed project visualizations for public comment. We do not have plans to formally distribute construction drawings or visualizations for public comment during the project's design and construction. However, as the project design progresses, we will share details with the Seattle Design Commission and Section 106 consulting parties for input and comment. We will share updated visualizations with the public for informational purposes as they become available.
12. WSDOT is the client for the project. WSDOT works on behalf of Washington state residents and taxpayers.
13. This is a design-build project. That means WSDOT completed a conceptual design, and Skanska will complete the final design. While certain design elements cannot be changed due to contractual and permitting requirements, Skanska is still developing many design details. The Portage Bay Bridge and Roanoke Lid Project is a long, complicated and expensive project. Numerous project features are interrelated and must be carefully and chronologically designed, staged and constructed.
14. As noted above, we will incorporate lessons learned from the Montlake Project to improve project delivery on the Portage Bay Bridge Project. The Portage Bay Project has a different contractor, with a long history of designing and building large, complex construction projects in urban areas. Skanska has a different

project staffing model and approach to communications. That includes a robust communications and outreach team as well as a designated construction community liaison (in addition to the SR 520 Ombudsman).

15. This is a design-build project, which means that the contractor must ultimately design and build new infrastructure that complies with the contract documents, including WSDOT's conceptual design. The design-builder will oversee Quality Control (QC) of their design and construction. A separate, additional design-builder team will manage Quality Assurance (QA) for both design and construction. Both teams ensure that the designs produced, and the construction completed, meet the contract requirements. The QA staff will independently monitor, review and inspect the design and construction elements. WSDOT staff will be responsible for Quality Verification (QV) as a third step in overseeing and auditing both QC and QA efforts for contractual compliance. Additionally, city of Seattle staff, including staff from the Seattle Department of Transportation (SDOT), Seattle Public Utilities (SPU), Seattle City Light (SCL) and Seattle Parks and Recreation (SPR), will review all design elements within the city limits. City staff will perform additional construction inspections to ensure the infrastructure meets city requirements and standards.
16. WSDOT has regular meetings with our partners at the city of Seattle who are actively engaged in design review and infrastructure construction within the city limits. That includes staff from SDOT, SPR, SCL, SPU, Seattle Design Commission (SDC), Seattle Department of Construction and Inspections (SDCI), Seattle Fire Department (SFD), Seattle Finance and Administrative Services, the Mayor's office and central staff from various city departments. We also coordinate and engage with other government agencies, such as King County Metro and Sound Transit. We will engage other project stakeholders via telephone calls, briefings, mailers, newsletters, emails, community meetings and social media.

Comment 10:

I noticed that there is an at grade connection between the shared pathway on the south side of the Portage Bay bridge and Roanoke. THEN WHY ARE YOU WASTING MONEY ON THE BILL DAWSON TRAIL TUNNEL THAT MONTLAKE DOES NOT WANT? You are billions over budget and need places to cut. The tunnel is a gross waste of money that is unsafe. The tunnel takes up space that can be better utilized to improve safe travels through Montlake. Tell David I said hi.

Response:

- WSDOT, in partnership with the city of Seattle, went through two extensive public design processes in 2011- 2012 and 2014-2015 ([report published in 2016](#)). Bicycle and pedestrian connections were a key focus. The pathway to E Roanoke Street, tunnel under Montlake Boulevard, as well as other bicycle and pedestrian connections, came out of these processes. We further refined the bicycle and pedestrian connections in the Roanoke/Capitol Hill area in another public design process held in 2019.
- We work to build routes for cyclists that reduce the need to cross live traffic as much as possible. Once complete, the SR 520 Trail will cross the floating bridge, continue west along the north side of SR 520, go under Montlake Boulevard via a tunnel, and then cross under the new Portage Bay bridges on the Bill Dawson Trail. The path will then cross Portage Bay alongside the new eastbound bridge and connect at grade (ground level) with East Roanoke Street. This connection will allow cyclists coming from the south to avoid crossing traffic at the Montlake Lid or engage with cars to get to the Bill Dawson Trail.
- We have told David you said "hi."

Comment 11:

Plan is incomplete. It lacks mention and plan for bicycle path mitigations during the project. One such example is stage 1 where the 10th and Delmar connection road does not mention mitigation for existing bike facilities during construction. The document mentions the former Montlake market location will not be used for

staging, but it's within the project staging zone on the maps. What will it be used for? The burbs burger location is marked as green space on the maps. Will this be accessible to the public? Will this project find a new market closure mitigation tenant for the space as burb's closed? It is mentioned that the bill Dawson trail will be closed for 4 years. What will be done to protect the new tunnel under Montlake Blvd during this time? Also, Roanoke stairs are incorrectly stated to be closed for 3 years in the impacts table. As I understand it, they will be permanently closed and not replaced with the project.

Response:

- When we need to close sidewalks or bicycle lanes/paths during construction, Skanska will develop and share detour routes with the public and bicycle community in advance. Skanska may need to create multiple detour routes because of the complexity of the work. Please refer to potential detour renderings on Appendix 1.
- The former Montlake Market and 76 gas station property – referred to as the Montlake Property – is currently being used for staging to construct the SR 520 Program's Montlake Project. The 2019-2021 Washington state transportation budget directed WSDOT to sell the property once the Montlake Project is complete. Skanska will not use this area for construction staging. We will surplus the Montlake Property once the Montlake Project is complete and the area is vacated. We anticipate this happening in spring/summer 2025.
- We plan to connect the SR 520 Trail to the new Montlake tunnel and Bill Dawson Trail this October. The Bill Dawson Trail will remain open until spring 2025. At that point, Skanska crews will need to close the existing section of the Bill Dawson Trail between Montlake Boulevard and the Montlake Playfield for no more than five years. The entrance to the Montlake tunnel will be securely blocked for entry and monitored throughout the course of the project.
- We will be closing and removing the existing Roanoke stairs to relocate utilities and construct the new north Portage Bay Bridge. In coordination with the city of Seattle, we will then replace and construct new stairs parallel to the existing stairway. We will also be making sidewalk improvements connecting Roanoke to Boyer on 11th Avenue and Edgar Street. This will be the detour route while the Roanoke stairs are being removed and replaced.

Comment 12:

Have you consulted with the Seattle School District concerning Montlake Elementary School?

Response:

- Our contract requires Skanska to coordinate with and ensure access to local schools – especially when/if construction affects local bus routes. Skanska will coordinate with Montlake Elementary School if we expect construction to affect the area.

Comment 13:

It would be great to have a sport court area added much like the Mapleleaf Water Tower park. This would ensure the park is used and helps to keep parks safer. The sport court is low cost as it simply has a few pickleball nets. This low cost would be a great improvement to the area and added utilization.

Response:

- We underwent an extensive outreach process with the community and city partners, including the Seattle Department of Parks and Recreation, to finalize the Roanoke lid's design and use. We ultimately did not include plans for active uses of the space (e.g. sports courts or off-leash dogs parks) because of

maintenance concerns from city of Seattle and community feedback preferring passive, neighborhood open space. You can read our [2019 community and stakeholder engagement report](#) to learn more about our community engagement process and design decisions.

Comment 14:

What is going to be in the staging area underneath I-5 at Fuhrman and Eastlake?

Response:

- We expect the area underneath I-5 at Fuhrman and Eastlake to be used for vehicle parking and construction material storage.

Comment 15:

I have the following suggestions after review of the CCMP. Perhaps the most widely experienced and keenly felt impact/impressions of project construction will result from how detours are handled for the driving, biking and walking public. Implementing/adding a "Land Transportation Manager" position with duties similar to the Marine Transportation Manager duties outlined on page 6 could have a highly positive effect on how the project is viewed by the public during construction. There is no key provided for Figure 11 on page 28 so it is not clear what the colored dots mean. The report is not specific on where vibration monitors will be installed to protect historic structures. Due to the location of my residence near the construction corridor I hope/recommend that vibration monitors be installed in the historic structures closest to construction and haul routes. Thanks for the opportunity to comment.

Response:

- Skanska has a Community Liaison (Robin Clarke) with responsibilities similar to the suggested transportation manager position. Robin will oversee and manage all construction-related neighborhood effects, including traffic management. Robin can be reached at SR520bridge@wsdot.wa.gov. We will also continue to work with the Seattle Department of Transportation to implement recommendations from the Neighborhood Traffic Management Plan (NTMP) and/or implement alternative traffic management measures should the need arise.
- The dotted lines in Figure 11 refer to secondary haul routes (see Appendix 2 for a map of the haul routes).
- We will install vibration monitors near historic structures and homes, as well as residences that are close to the construction area. If you live in a historic structure, please email us at SR520bridge@wsdot.wa.gov to assess where the nearest vibration monitor will be placed. You can also review the [2013 Construction Noise and Vibration Report](#), which includes recommendations for where to put monitors based on their proximity to historic homes.

Comment 16: TVMPP: Please reconsider decision to remove big leaf maple on north side of Roanoke Street and the large horse chestnut tree located on the east side of the intersection of 10th Avenue and E. Roanoke Street. Both are large significant trees that provide both screening for residents and users of the park to the adjacent highway and arterial and both also provide shade and cooling for residents and users of the park during summer months in an area that is otherwise very urban

Response

- We are committed to retaining as much mature vegetation as possible. These trees must be removed because we need to reconstruct the sidewalk and do utility work by the nearby properties. One major utility operation will require relocating the current Seattle City Light 26 kV powerline underground (it is currently

on overhead wires). Additionally, our landscape architect determined that the trees' long-term survival is at risk due to the lack of space between the curb and sidewalk.

- We will be planting new trees all around the project area in keeping with our agreement with the city of Seattle to replace two trees for every city tree we remove. We have commitments to consult with the Portage Bay/Roanoke Park Community Council regarding landscape design through the Section 106 process and will share landscape plans for comment as they are developed.

Comment 17:

While the State law does states otherwise, given the sheer number of loads in residential neighborhoods, Skanska should be required to cover all their loads: dirt, concrete debris and the like. Lumber, steel and the like do not need to be covered. There is no greater example than what occurred along Lk. WA. Blvd. and continues. You can look it up but, I think the FEIS requires that a sound wall be installed along both sides of both bridges. I know that WSDOT tried one design and gave up. WSDOT then arbitrarily and unilaterally dismissed the requirement. I know because I was in the meeting. There is no expectation that the sound wall be higher than what is currently designed. Seems to me that the state-of-art has significantly moved to a reasonable, cost-effective design. If Skanska has a true commitment and requirement to comply with the FEIS, then a sound wall design will be incorporated with the Portage Bay Bridge design and construction. However, don't count on me holding my breath, or maybe you do. I have discussed this requirement several times without success. Seems to me that the Community should not be required to force the issues. WSDOT and Skanska should be self-policing its various requirements and promises. Not sure who has the authority to force compliance. We can yell and scream, but our voice will be like a tree in the forest. I hope that all the comments from everyone are shared with Skanska.

Response:

- The contractor is required to follow all state laws related to covering loads for loose materials such as dirt, sand, gravel, rubble or other materials susceptible to being dopped. Skanska is also contractually required to cover its loads for these loose materials.
- The [Final Environmental Impact Statement \(FEIS\)](#), identified building higher safety barriers along the sides of the bridge to reduce noise. We included these barriers in the project's conceptual design. The Legislature also appropriated an additional \$1 million in the 2022 transportation budget for noise mitigation on the Portage Bay Project. This includes installing temporary noise-reducing acoustic fencing around work areas during construction (see Appendix 4 for a preliminary graphic of where acoustic fencing will be installed – we are working on a clearer graphic that we will share with neighbors once complete).
- Neighbors who live near the project area may be eligible for a \$3,500 reimbursement for noise mitigation measures through the Noise Mitigation Pilot Program. To learn more about this program, please call the SR 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. In the event no one answers, please leave a voice message with your name and number and we will call you back as soon as possible. Alternatively, you can send an email to the SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.

Comment 18:

Someone should have the responsibility to go through the FEIS and make sure every requirement is met. You should list all the comments and provide a response. Make this list available to the Public.

Response:

- We are adhering to all commitments made in the Final Environmental Impact Statement (FEIS). Here's a [link to the FEIS](#). You also can find the FEIS and other environmental documents on the [SR 520 Program](#)

[website](#) under the “Environment” tab (scroll near the bottom of that page to find document links). WSDOT regularly tracks and updates all project-related commitments internally, as well as with our design-build contractors through contract documents. Appendix C1 in our Request for Proposals (RFP) includes all Final EIS and permit requirements on the project. We regularly review design and construction against these requirements. You can read [Appendix C1](#) online to see how we share and track our commitments with our design-builder.

Comment 19:

The current contractor on the Montlake phase has been on site since the last Ice Age. And as the glaciers start to melt, some of their construction material starts to become exposed. We hope that a just-in-time delivery schedule is developed. If certain materials are no longer necessary due to change orders or unforeseen conditions, the hope is that the materials are removed from the site as fast as possible. As an example, green, PVC storm drainage pipe was left on site so long that it faded in color to a very, very greenish white, only to be moved to another location at the site. Several design coordination issues have come up in Montlake. While a general statement, many have to do with sidewalk, power pole, light poles and the like. We hope that this situation can be avoided. Please be sure there is constant contact with SDOT, Metro, Sound Transit, SCL, SPU and the like to avoid the tearing up of new concrete due to a lack of coordination.

Response:

- We understand your frustration about the Montlake Project. There have been multiple delays on that project due in part to the pandemic, labor strikes, workforce shortages, supply chain issues, weather and contractor errors that required us to reconstruct parts of the roadway. The Portage Bay Bridge and Roanoke Lid Project has a different contractor. While certain events are beyond our control (e.g. natural disasters, strikes or global pandemics), we hope these issues can be avoided on the Portage Bay Project.
- WSDOT has regular meetings with our partners at King County Metro and the city of Seattle. That includes the Seattle Department of Transportation, Seattle Department of Parks and Recreation, Seattle Department of Construction and Inspections, Seattle City Light, Seattle Public Utilities, Seattle Design Commission, Seattle Fire Department, Seattle Finance and Administrative Services, the Mayor’s office and city central staff. SDOT also has an interagency team dedicated to working exclusively in collaboration with the SR 520 Program.

Comment 20:

All construction areas should be fenced off. Every gate should be locked when construction crews are not on site. I don't remember if there was a direct reference to screening the fence like what Sellen is doing at the UW hospital or as Walsh did on their project at Roanoke. Personal cars for those working on the project should not be parked in residential neighborhoods. There should be a specific traffic management plan for Seattle Prep. Neither WSDOT nor Seattle Prep truly and fully understand the possible problems that will come up. Flashing crosswalk signals should be placed where appropriate. Skanska and WSDOT need to understand that not every construction detail can be handled through software. Changes in the field will happen. Trash should be removed from the site on a regular basis. Massive clean-up once a month.

Response:

- Construction areas will be fenced off where possible to maintain the safety of the public and project personnel. Other measures – such as orange delineators/barrels and caution tape, concrete barriers, or security personnel – will be used to maintain site safety and security in areas where fencing is not possible.

- Contractors are prohibited from parking on residential streets per the contract requirements.
- Our contract requires Skanska to remove and dispose of trash two times a week. Additional trash collection may be required for specific instances to maintain a clean working environment.

Comment 21:

CCMP: This is my second attempt as somehow my words were lost in prior process; As close property owners to 520 we have been negatively impacted primarily by the Rest of the West and the Montlake Project portions of the 520 to I-5 construction project over the past 15 years plus. Damages have included property damages from vibrations/dirt/dust, etc. as well as potential valuation damages from real and perceived issues caused by the projects. We did receive help when the Rest of the West project was completed and we felt some of the construction related damages were addressed. Our hope is that the Montlake Project partners will lead an active process to help neighbors assess and remediate property owner issues before the finalization of the project. It is very important that all property owners realize that WSDOT and the contractors can help and have a track record for communication around homeowner issues. Issues we are looking forward to discussing are lighting, tree plantings, viewpoint issues, etc. TCMPP; This is probably the most important part of all of the projects as many trees and plantings were ripped out to make room for the expanded project. This process exposed properties to traffic, people, sites, sounds and weather/climate that will last forever. The end goal should be that property owners should have views/outlooks that do not take away from property values since they had them prior to the project. Adding appropriate trees/lighting/sound and site barriers should be expected. We are anxiously awaiting the Montlake Project tree and final landscaping/wall completion and anticipate from discussions that we will not have negative experiences.

Response:

- The SR 520 Program has a vibration damage fund for construction-related damage. For the Montlake Project, we had a \$15,000 limit for damage claims; for the Portage Bay Bridge and Roanoke Lid project the limit is \$50,000. Homeowners can report damage by emailing the [SR 520 project inbox](#), calling the 24-hour Portage Bay Project hotline (206-319-4520), or the program information line (206-200-9484). Homeowners with vibration-related damage will need to submit a tort claim through the [Department of Enterprise Services](#).
 - If the damage amounts to less than \$50,000, and WSDOT engineers determine the damage is likely attributable to Portage Bay construction activities, the claim will be streamlined through the program's vibration damage fund process.
 - Damages that exceed \$50,000 will proceed through the normal tort claim process. Depending on the reported damage and whether it affects a historic property, WSDOT may need to consult with the Department of Archaeology and Historic Preservation on any proposed repairs.
 - We encourage all homeowners who suspect construction-related damage to contact us immediately by calling the 520 Program information line at 206-200-9484. Staff answer the phone from 8 a.m. to 5 p.m., Monday through Friday. If no one answers, please leave a voice message with your name and number, and we will call you back as soon as possible. Alternatively, you can send an email to the SR520bridge@wsdot.wa.gov. There is a three-year statute of limitations for filing tort claims after the damages occur.
- WSDOT's [environmental documentation](#) notes that certain project construction activities (e.g. removing mature vegetation) will alter the surroundings of nearby properties. As a result, Section 106 Programmatic Agreement commitments include installing landscaped buffers (when practical) where existing buffers are being removed or reduced, and where new or relocated traffic lanes will intrude on historic districts or individual historic properties.

- The agreement also includes requirements to consult with the Seattle Design Commission and other stakeholders on appropriate lighting, landscape and urban design for both the projects. While the final condition of both the Montlake and Portage Bay Bridge projects will differ from what existed before construction, the final condition should be consistent with the historic character of the surrounding neighborhoods.

Comment 22:

I reviewed the CMMP and found it to be too general. The generalized information presented on work sequencing shows with a quarter of the year bar chart. Residents need a detailed future work element forecast that provides a monthly timeline. We need to know on monthly basis when specific work elements will be completed and mitigation measures provided. .Several examples: (1) there is no specific information provided on when or how the SR 520 Bridge Boyer Avenue overpass will be constructed. (2) There is no specific time line on when the south work bridge from Boyer Avenue will be built and operated. (3) there is no discussion of what materials and structural elements will be delivered to the south work bridge.. Obviously, not all construction materials can be delivered by barge to the north work bridge. What materials and structural elements will be delivered at night to the south work bridge using Boyer Avenue?

The CMMP includes a commitment to complete a marine transportation plan. But there is no similar commitment to complete a traffic management plan. The city of Seattle street use permits will include or enable traffic control measures to be implemented on our neighborhood arterials. This important process isn't even discussed in the CMMP. A Seattle/WSDOT traffic management plan was completed last year with public comment. This plan is not updated or referred to in the CMMP, Many of my neighbors commented that this plan also needed more specific information. Additionally, The CMMP provides no information on how traffic management on Harvard, Boyer and Delmar avenues will be coordinated with the nearby Eastlake Metro J line construction. The CMMP does state on page 39 that access will be maintained for historic houses. It is stated that these homes will be provided an (inadequate) 24 hour notice. There is no discussion of possible parking restrictions. What about the rest of our neighborhood residents?. Some of our neighborhood residences are rented, some have Air-Bnbs, some will have remodeling work, etc. We all need a much longer notice.

I was able to review the Skanska bid proposal on internet, It showed in great detail proposed work elements each with work schedule forecasts. This draft CCMP appears to be a generalized, largely procedural, synopsis of that submission. .The current CMMP should be revised to provide more specific and thus actually useful resident information. The revision should be completed and available for public review before the major construction elements start in 2025.

Response

- We will have monthly construction meetings with the public where you can get updates on the construction schedule. Once construction operations are scheduled to begin, we will send more timely construction information via our weekly email updates (here's a link to [sign up for our updates](#).) We also post all roadway closures and construction impacts on our [SR 520 Construction Corner](#) website.
- Minor, local traffic impacts (such as construction access to the work areas, lane closures and flagging) will begin in 2024 to support activities like locating utilities or conducting soil boring. We expect larger traffic impacts to begin in early to mid-2025.
- We are still finalizing the construction schedule, which will include the timeline for work affecting Boyer Avenue East. We will begin utility work in winter 2024 by surveying and clearing the area from trees or barriers. We will start digging and relocating utilities in early 2025. This work will affect Boyer, but we will be able to maintain traffic during the work. Skanska will use falsework to support the construction of

the bridge over Boyer Avenue. Falsework is the framing (often wood) crews use to support overhead bridge construction.

- We are currently estimating construction for the south work trestle to start in winter 2024 and end in spring 2025. We will start using Boyer Ave E to get to and from the work trestle in spring 2025.
- Some of the expected materials to be delivered on haul routes include steel, rebar cages, forms for future concrete placements, and falsework to support overhead construction.
- Residents affected by construction work will get at minimum 24-hour email notice depending on when schedules are finalized. Nighttime work that involves high impact equipment, such as vector trucks, jack hammers or concrete saw cutters or hydraulic breakers, requires a temporary noise variance (TNV) from the city of Seattle with 72-hour advance notice to neighbors. The TNV will also include an option for a hotel accommodation should neighbors want to stay at a hotel during the construction.
- WSDOT worked with neighbors and the Seattle Department of Transportation in 2022 to develop a [Neighborhood Traffic Management Plan](#) (NTMP). The NTMP outlines planned traffic management measures (both temporary and permanent) within the Portage Bay Bridge and Roanoke Lid Project construction area. It also includes some of the best management practices we will use during construction to help reduce local construction-related traffic effects. The NTMP can be found online on the [SR 520 Construction Corner](#). Pages 30-33 of the report identify the traffic mitigation measures that will be implemented before or during construction, are still in consideration, or were deemed ineffective/unfeasible by traffic engineers. If you have additional questions or comments about the NTMP you can email the SR 520 inbox at SR520bridge@wsdot.wa.gov. You can expect a response within two weeks.
- Contractors and subcontractors are prohibited from parking on residential streets. Local residents will not be restricted from parking near their homes unless there is a specific construction need that is unavoidable. Broadway East, 10th Avenue East north of East Roanoke Street, 11th Avenue E north and south of the SR 520 and Federal Avenue may experience temporary on-street parking restriction for certain construction needs. WSDOT will work with residents and post parking notices 72-hours in advance of any temporary parking restrictions.
- The CCMP must be finalized before construction work can begin. The CCMP will be reviewed and updated on an annual basis. Members of the public are welcome to contact the [SR520 inbox](#) at any time to share questions, concerns or feedback.
- This is a design-build project. That means WSDOT completed the project's conceptual design and Skanska will complete the remaining design. Certain design elements cannot be changed due to contractual and permitting requirements. However, Skanska is still currently developing many new design features.
- Skanska is required to coordinate with nearby projects, including the Metro J Line project, about potential conflicts or overlap. SDOT has an interagency team that works full-time with WSDOT to help coordinate work between the state and city.

Comment 23:

I was out of town and missed the August 8 deadline to make online comments to the CCMP. My concerns follow:

The mitigation to the surrounding neighborhood is inadequate. We have suffered for years with increased neighborhood traffic, noise, and heavy class 8 truck traffic (many times using jake brakes) due to the Montlake lid project. It appears the Portage Bay project will continue this assault on the surrounding neighborhoods for years to come. Honestly, we are sick and tired of these projects.

There is little to no mitigation for the above concerns. WSDOT has ignored neighbors' input and concerns for years. Only after many complaints and meetings did the obscene signage monuments on Montlake Boulevard get addressed. It appears this phase of the project will do the same; solicit comments and ignore our input every step along the process. There are many excellent ideas being proposed by the community. Please listen this time.

Response

- We understand your frustration about the Montlake Project. There have been multiple delays on the Montlake Project due in part to the pandemic, labor strikes, workforce shortages, supply chain issues, weather and contractor errors. The Portage Bay Bridge and Roanoke Lid Project has a different contractor. While certain events are beyond our control (e.g. natural disasters, strikes or global pandemics), we hope these issues can be avoided on this project.
- Skanska and WSDOT will have inspectors on site to ensure crews are complying with noise mitigation requirements including but not limited to prohibited use of tonal “backup” alarms and banging of truck beds, as well as using walkie-talkies versus shouting throughout the work zone. Independent noise monitors will also monitor noise levels and are authorized to stop work should noise levels exceed permitted limits.
- We will be installing temporary noise-reducing acoustic fencing around certain areas during construction. Appendix 4 shows a preliminary graphic of where acoustic fencing will be installed – we are working on a clearer graphic that we will share with neighbors once complete.
- Additionally, neighbors who live near the project area may be eligible for a \$3,500 reimbursement for noise mitigation measures through our Noise Mitigation Pilot Program. To find out eligibility or get more information about this program, please call the SR 520 Program information line at 206-200-9484.

Comment 24:

One more thing has come up in discussions with neighbors. I think universally, they would like to have a rough idea of when the most major livability impacts are coming, in advance.

Our section 106 meetings sometimes provide helpful context. And when an activity with major impacts (e.g. pile driving) is about to occur, WSDOT has done a good job notifying neighbors a couple of days in advance. But what we are missing (at least I think we are) is a sense of big neighborhood impacts that are coming in, say, the next month.

To take an example, if I'm reading the vegetation management plan right, the trees on both sides of the ROW between 10th Ave and Delmar (and quite far to the east too) are going to be clearcut. When this happens, it's going to be shocking to neighbors, but I haven't heard anything about when it's happening. My guess is that WSDOT/SKANSKA have a pretty good idea when that's going to occur, but when neighbors ask me, I have no idea whether it will happen tomorrow or a year from now.

In that same category would be things like major street detours. Again, my guess is that WSDOT and SKANSKA and SDOT have a carefully coordinated timeline, but I have no idea what to tell neighbors.

Does what I'm asking make sense? It's almost like someone sitting in on the monthly construction meetings and saying "Oh, that's something neighbors would want to know about." I am sure that neighbors would feel more like partners in the project if they had a sense of when the biggest impacts were coming. Do you think there is a way to accomplish that, maybe something I could be doing better?

Response

- We will work to map out a tentative schedule of major project construction activities so neighbors can have a general sense of when and what work will take place. Information about upcoming construction will be shared every month with the community during our contractor's construction meetings as well as via our weekly email updates, targeted email listservs, social media accounts and the SR 520 Construction Corner.
- We know construction is frustrating for neighbors and we want to give affected neighbors advance notice as soon as possible once the schedule is finalized. However, unanticipated issues can arise that may delay or extend the work. We will update the public as soon as we have that information.
- We plan to maintain trees and vegetation for as long as possible. We do not have a firm tree removal schedule at this point, but we are working on a timeline to share with neighbors about when they can expect to see trees removed throughout the project's construction. Neighbors can expect some initial tree removal to likely begin this fall around the Boyer staircase area.
- Building the Roanoke lid will require longer-term closures of 10th Avenue East and Delmar Drive East but the roads will be reconfigured and traffic will be maintained on temporary lanes over the lid. Our contract restricts the number of times Skanska can close certain streets ([see section 2.22.5.4.2.2 of the contract](#)). Over the course of the seven-year project, neighbors can expect some weekend closures of local streets, including East Roanoke Street, 10th Avenue East, 11th Avenue East, Delmar Drive East and Boyer Avenue East. We will communicate any weekend or longer closures at least 14 days in advance of the closures.
- Because the project is still in the design phase, it's too early to develop an exact timeline for planned detours, however, upcoming traffic schedules will be shared monthly at our construction meetings. Detours will not begin until 2025.

Comment 25:

There was a block party last night, and I had a chance to talk to a few neighbors about the project. Everyone seemed to agree that what they most wanted was farther-in-advance notice of the biggest impacts. Some of our neighbors are very mobile - some even have vacation homes - and they said that if they knew that there was a huge impact to their part of the neighborhood coming in three weeks, they could even arrange to be out of town. That's something I hadn't thought of. When I mentioned that there could be some "false starts", situations where WSDOT thought an impact would occur next month, but can't for some reason, people said "We would understand that kind of stuff; we've all run projects and know that there can be surprises. Tell WSDOT that we won't hold them to a date, but that we'd appreciate knowing their best estimate, and update if needed."

To me, this is a very exciting idea. I've been at this boundary between the neighborhood and city and state agencies many times over the last 25 years, and I've always felt like the sides are closer than it appears. With just a small bit of extra communication from WSDOT projecting big neighborhood impacts (clearcutting trees, erecting barriers, road detours, etc.), I am certain that neighbors would feel much more like partners and less like victims.

Response

- We are committed to giving neighbors as much advance notice about impactful construction as possible. We will work to map out a tentative schedule of major project construction activities so neighbors can have a general sense of when and what work will take place. That said, construction schedules can – and often do – change and there is a possibility that the timing of some of the construction activities may change. When that happens, we'll provide prompt notices to the community.
- We will share upcoming traffic schedules and construction lookaheads at our monthly Portage Bay Project construction meetings. We will also share anticipated roadway closures and other key construction work on

our [SR 520 Construction Corner](#), as well as through our [weekly email updates](#) and social media accounts. For certain activities, such as tree removal or nighttime impact work, we may also distribute flyers or send targeted emails to frontline neighbors.

Comment 26:

A primary concern is the proposed staging area at the WSDOT Peninsula property and the impacts on trees (see CCMP pages 12 and 44).

There needs to be a tree inventory map (similar to that shown for Roanoke), showing the trees in the Peninsula area both along LWB and on the Peninsula, not only mature trees but the trees being planted under the WSDOT Montlake phase of the project. Language needs to be much more specific about protecting any trees both mature and new trees and vegetation from any damage and making sure there is adequate water provided to the trees during construction.

The statement in the TVMPP executive summary "Tree impacts and protection are categorized for trees meeting the definition of mature or exceptional trees as defined by Seattle Municipal code and rules." is concerning since we want to be sure all the newly planted trees potentially impacted by Skanska within the WSDOT 520 project are equally protected and reflected in the documents. Please clarify that responsibility for Skanska. For example, Section III.B.9. (page 44) only refers to mature trees not newly planted trees. Also Section III.B.7. (page 41) only mentions retaining mature vegetation. It also says Skanska will replace vegetation but does not specify Skanska's responsibility for watering for 5 years which is the critical part of ensuring the success of the planting.

I am also concerned about the new asphalt areas (A) shown in Figure 4 and the impacts on the landscaping. These will both have a major impact on Lake Washington Boulevard lasting well beyond the Montlake construction period. What is the restoration plan and timeline? Can the wheel washing occur at a different location on the site and remove the north access asphalt? Please provide more specific drawings of the area.

What is the fencing plan at the cell tower? How will the fencing be screened?

Also the transportation route from the staging area does not appear to show up in the CCMP. How will this impact LWB and the trees along it?

As far as ongoing review for the Roanoke phase, we would like to continue to be included in any tree plan review as the project progresses.

Thank you for your attention to these concerns.

Anne Knight

FSOP

Response

- Skanska will use the WSDOT Peninsula for construction staging. Skanska will not expand the staging area or affect any other trees. If anything, Skanska will likely reduce the use of the Peninsula because the area isn't as convenient for accessing Portage Bay.
- The draft [Tree and Vegetation Management and Protection Plan](#) (TVMPP) includes a graphic showing an inventory of trees that will be maintained and removed for the Portage Bay Bridge and Roanoke Lid Project. We are still working with Skanska to update the TVMPP and will share it once it is complete. We will consult Friends of Seattle's Olmsted Park on the draft landscape and urban design plans through the Section 106 process.

- Graham, our Montlake Project contractor, is responsible for three years of tree and plant management for trees planted on the Montlake Project. That includes trees along Lake Washington Boulevard or on the WSDOT Peninsula. Skanska has the same three-year tree management requirement for the Portage Bay Bridge and Roanoke Lid Project. This requirement, along with the condition to protect trees installed by Graham, will be updated in the CCMP and TVMPP.
- The graphic you are referring to in the CCMP that shows Area A along Lake Washington Boulevard is no longer accurate. Skanska will not use Area A; it will remain a part of the complete Montlake Project (see Appendix 3).
- Skanska will be responsible for removing any asphalt, rock or other materials brought into the Peninsula (or any material that's allowed to be left there from the Montlake Project job). In addition to contract requirements and Section 106 commitments, WSDOT and Seattle Parks own the properties and must approve restoration plans for the staging areas.
- Skanska is currently coordinating with the city of Seattle to trim the trees along Lake Washington Boulevard to help deliver office trailers to the Peninsula. Beyond that activity, there will be little to no impact to trees along Lake Washington Boulevard.
- Skanska will access the staging area via the designated haul routes. Haul routes, including Lake Washington Boulevard, were determined when the Section 106 Programmatic Agreement was developed. We don't expect damage to Lake Washington Boulevard or plantings due to hauling; however, if the event hauling does result in damage, we will repair it per our Section 106 commitments. You can find a map of the haul routes on Appendix 2.
- Crown Castle is responsible for fencing and screening of the cell tower. During construction of the cell tower, Crown Castle constructed fencing and screening in accordance with approved permits they received from the Seattle Department of Construction and Inspections.