

SR 520 Bridge Replacement and HOV Program

Portage Bay Bridge and Roanoke Lid Project



Kenmore Staging Site—Frequently Asked Questions

About the SR 520 Portage Bay Bridge and Roanoke Lid Project

What is WSDOT building?

The SR 520 Bridge Replacement and HOV Program is rebuilding one of the Puget Sound region's busiest highway corridors. We're replacing vulnerable bridges, improving traffic safety, enhancing regional mobility and providing new and better options for nonmotorized travel. To keep traffic flowing during reconstruction, we are rebuilding SR 520 in stages – mainly from east to west.

So far, WSDOT has completed all SR 520 improvements between I-405 in Bellevue and the Montlake neighborhood in Seattle. We have

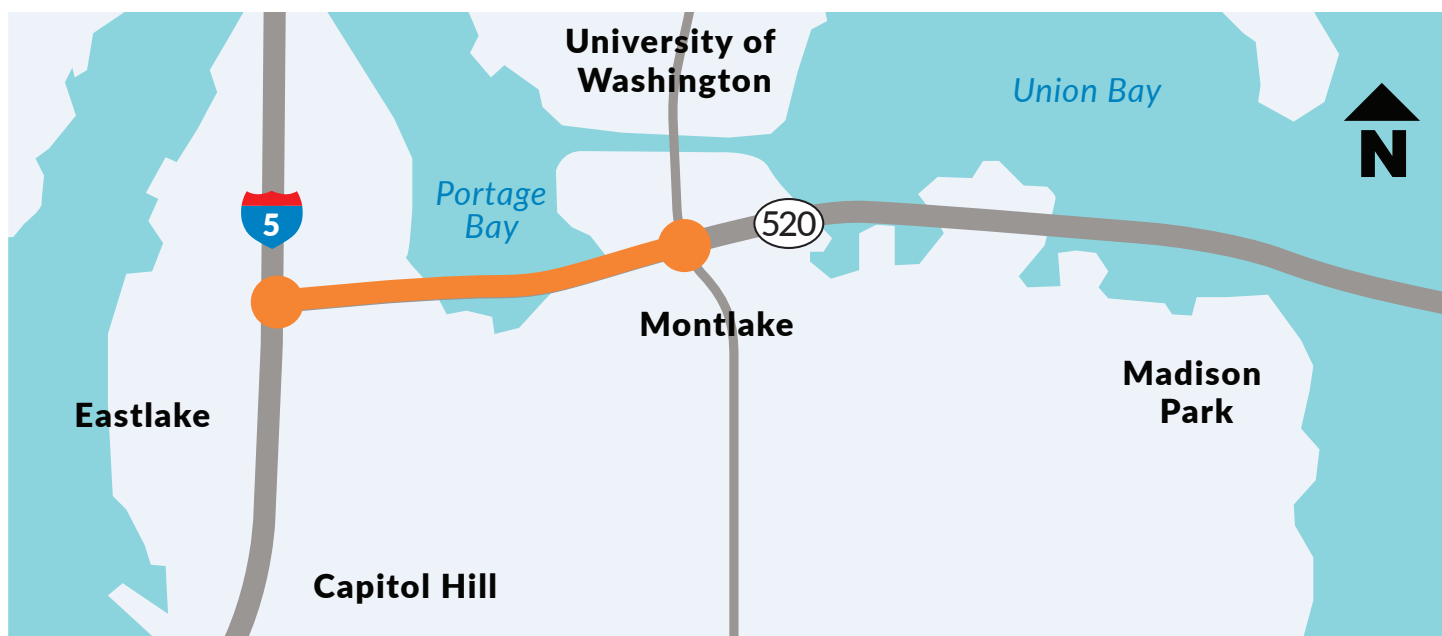
almost finished rebuilding the Montlake Boulevard interchange in Seattle, as well as a new transit/HOV connection between SR 520 and the I-5 express lanes. This summer, construction will start on the corridor's final major project: the Portage Bay Bridge and Roanoke Lid Project. This project replaces the vulnerable 1960s-era Portage Bay Bridge with a new earthquake resilient bridge. The work also builds a new landscaped lid between Delmar Avenue East and 10th Avenue East and extends SR 520's transit/HOV system from Montlake to I-5.

Who is building the project?

WSDOT awarded the contract to Skanska USA Civil in March 2024.

What is the construction schedule?

Construction for the Portage Bay Bridge and Roanoke Lid Project will begin this summer, with expected completion in 2031.



Map of Portage Bay Bridge and Roanoke Lid Project area, from the Montlake interchange to I-5.

Working in Kenmore

Skanska will store equipment and assemble steel rebar cages at the Lakepointe site in Kenmore. This area is known as a “staging site.” Crews will transport materials from Lakepointe to Portage Bay to build a temporary work bridge and some permanent features for the new Portage Bay Bridge.

How will WSDOT and Skanska crews use Lakepointe during construction for the Portage Bay Bridge and Roanoke Lid Project?

Skanska will not be producing concrete or building concrete materials at the Lakepointe site for the Portage Bay Bridge and Roanoke Lid Project.

Crews will primarily use Lakepointe for material and equipment storage and limited construction. Materials will be delivered to Lakepointe by truck and barge, then stored in the yard for eventual use at the Portage Bay project site. As construction progresses, cranes will load the material at Lakepointe onto barges. The barges will carry the materials to the Portage Bay work site.

Crew will also use the storage yard to weld and cut pipe and steel components for the temporary work bridge. That work includes cutting and welding rebar to build tall, circular “cages.” These support cages are placed within drilled shafts and columns that will hold up the permanent Portage Bay bridge.

How long will the staging site be used for the project?

Crews will begin storing materials at the staging site in July 2024. We expect to use the site for approximately three years.

LAKEPOINTE AREA MAP



PHOTO/CITY OF KENMORE

Aerial photo of the Lakepointe temporary staging site in Kenmore, WA

Why is WSDOT using Lakepointe as a staging site?

Lakepointe provides a large enough space needed to store and prepare materials for the bridge construction. It is also one of the few sites on Lake Washington that allows barge access and is still primarily used for industrial activities. Lakepointe is currently being used for industrial activities such as sand, gravel, topsoil and bark storage, which is similar to how we'll use the site.

How did WSDOT use Lakepointe for previous phases of the SR 520 Bridge Replacement and HOV Program?

Between 2012 and 2016, WSDOT used Lakepointe as a staging and manufacturing site for the SR 520 Floating Bridge and Landings Project. Crews produced some concrete onsite, constructed concrete bridge decks, large casings and anchors onsite and then transported them to the SR 520 work zone using barges. During construction, nearby neighbors saw steam from concrete production and experienced increased noise and traffic from transporting the large casings and anchors.

How much noise can I expect from these activities?

Neighbors in the Lakepointe staging area can expect to hear some noise during the day from idling truck engines, rebar assembly or heavy machinery transporting materials to and from trucks and barges.

Rebar cages built at the site are assembled manually. Neighbors can expect to see crews transporting rebar within the site and using machinery to cut, bend and weld the rebar.

How often will there be nighttime noise or weekend work?

Crews will work at the staging site primarily between 7 a.m. and 5 p.m., Monday through Friday. After 5 p.m., crews may remain on site to clean the staging area and secure equipment overnight. On some occasions, crews may haul materials or build structures at night or during weekends. If crews need to complete active construction at night, WSDOT will notify nearby neighbors in advance.

How much traffic can be expected on land and in water?

We expect approximately two round-trip barge trips each working day. Tugboats will pull the barges across Lake Washington. On land, approximately 15 trucks per day may move to and from the Lakepointe site.

What size are the barges and tugboats?

Barges will be 180 feet long and 50 feet wide. Three tugboats will pull each barge between the staging site and the Portage Bay work zone. Tugboats will be about 25 feet long and 10 to 11 feet wide.

What are the environmental considerations for Lakepointe?

This site was used as industrial landfill between 1969 to 1976. In 2001, the Lakepointe property owner and the Washington State Department of Ecology (DOE) entered a Consent Decree. This Consent Decree required periodic soil and groundwater testing at the DOE's discretion to continue using the site for industrial activities. The DOE's last periodic review, in 2014, showed either no or very low levels of hazardous chemicals. The results met DOE's requirements for continued industrial activities at the site.

WSDOT and Skanska have applied for all the necessary federal and state permits and approvals for its Portage Bay Bridge & Roanoke Lid Project work at Lakepointe. We will only use the site for the work activities we've been permitted to do. More background about the history of this site and DOE testing analysis can be found at <https://apps.ecology.wa.gov/cleanupsearch/site/2134>.

What are the plans for Lakepointe after WSDOT completes the Portage Bay project?

The City of Kenmore is currently seeking community input on the future of the Lakepointe yard site. To learn more, please visit Kenmore's Lakepointe Development webpage at www.kenmorewa.gov/our-city/projects/lakepointe-development.



WSDOT uses barges to help complete construction in bodies of water. The barge above was used to remove a truss for the Hood Canal Bridge in 2009.

Additional project information, including future road closures and construction activities, can be found on the SR 520 Construction Corner and WSDOT Project website.

SR 520 Portage Bay and Roanoke Lid Project:
[wsdot.wa.gov/construction-planning/search-projects/
sr-520-portage-bay-and-roanoke-lid-project](https://wsdot.wa.gov/construction-planning/search-projects/sr-520-portage-bay-and-roanoke-lid-project)

SR 520 Construction Corner: sr520construction.com/

FOR MORE INFORMATION

SR 520 Portage Bay Bridge and Roanoke Lid Construction 24-hour Hotline:
206-319-4520

SR 520 Program Communications email:
sr520bridge@wsdot.wa.gov

For general SR 520 Program questions:
206-200-9484 (8 a.m.–5 p.m. M–F)

**SR 520 Bridge Replacement and HOV Program
Community Liaison & Ombudsman:**

David Goldberg | David.Goldberg@wsdot.wa.gov | 202-412-7930

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Steel workers will assemble rebar cages at Lakepointe. The example photo above shows rebar cages that were built as part of the Alaskan Way Viaduct Replacement Program.

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