Welcome

Thanks for coming! We invite you to:

- Meet the Montlake Project design-build contractor, Graham Contracting Ltd.
- Learn more about the Montlake Project.
- See the latest designs.
- Preview upcoming construction plans and learn what to expect.
- Provide your comments on the Community Construction Management Plan and learn how to stay informed.
- Sign up for project notifications.
Rest of the West project overview

All remaining elements of the SR 520 Program from I-5 to Lake Washington are fully funded. These elements, known as the “Rest of the West,” will provide safety and mobility improvements for the region and reconnect local communities divided by the original construction of SR 520 in the 1960s. Below are the key elements of the Rest of the West, which will be built in phases.

- **SR 520/I-5 Express Lanes Connection Project**
  - Construction estimated start: 2020
  - Estimated duration: 3 years

- **Portage Bay Bridge and Roanoke Lid Project**
  - Construction estimated start: 2023
  - Estimated duration: 6 years

- **Montlake Cut Bascule Bridge Project**
  - WSDOT will begin additional coordination in 2020 with community stakeholders and agency partners regarding project scope
  - Construction start: 2019
  - Estimated duration: 4-5 years

- **Montlake Project**
  - Construction start: 2019
  - Estimated duration: 4-5 years
Changes coming to the Montlake area

Current

Future

SUBJECT TO CHANGE
SR 520 Montlake Project: A design-build project

WHAT IS DESIGN-BUILD?

- Design-build is a contracting method in which WSDOT completes a preliminary design and selects a contractor based on the best apparent value, which incorporates price and the contractor’s design and construction proposal.
- The selected design-build contractor completes the final design and constructs the project simultaneously, providing a more efficient delivery.

BENEFITS OF DESIGN-BUILD

- Opportunity for greater innovation and efficiencies with a combined designer and builder.
- Allows for more efficient project delivery by consolidating designers, subcontractors, and fabricators.
- Quicker overall project delivery and allows the project to move into construction more rapidly.

Legislative direction per RCW 47.20.785 (2015)

DESIGN-BUILD—QUALIFIED PROJECTS.

The department of transportation is authorized and strongly encouraged to use the design-build procedure for public works projects over two million dollars when:

1. The construction activities are highly specialized and a design-build approach is critical in developing the construction methodology; or
2. The projects selected provide opportunity for greater innovation and efficiencies between the designer and the builder; or
3. Significant savings in project delivery time would be realized.

The concept below shows a temporary work bridge that will allow crews to remove and construct the west approach bridge from above.
Overview of Graham

Graham was established in 1926 to construct railway stations for the Canadian Pacific Railway in Moose Jaw, Saskatchewan. Over the last 93 years, Graham has widened its range of expertise to include four key operating divisions:

- Buildings
- Infrastructure
- Industrial
- Development and Investment

With an industry-leading safety record, Graham is on a Road to Zero incidents through:

- Good management and utilization of resources.
- A comprehensive health, safety and environment management system.
- A strong supervisory presence.
- Actively caring culture.
- Leadership engagement.
Building better communities

Community involvement has always been an integral part of Graham’s culture. As an employee-owned company with strong ties to the locations it works in, Graham understands how important it is to engage with the community on three basic levels:

- Hiring local suppliers and subcontractors to create regional jobs.
- Communicating with local organizations and residents regarding complex projects where construction impacts the community.
- Engaging in programs and initiatives that help build communities.
## Project schedule

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<tr>
<th>2019</th>
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<td>June 2019–Fall 2019 Conduct early work</td>
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<td>Fall 2019 Shift traffic to West Approach Bridge North</td>
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<td>2019–2022 Remove existing west approach bridge</td>
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<td>2019–2022 Construct new West Approach Bridge South</td>
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<td>2021–2022 Construct pedestrian land bridge</td>
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<td>2019–2022 Construct Montlake lid</td>
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<td>Summer 2021 Remove Montlake Boulevard and 24th Avenue overpasses</td>
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<td>Fall 2021–Winter 2022 Landscape project</td>
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<td>2023 Open West Approach Bridge South to traffic</td>
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<td>2023 Complete project</td>
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**NOTE:** Graphic depicts SR 520 corridor elements at completion, as well as the recently completed floating bridge and West Approach Bridge North.
Montlake Project Design Visualization

SUBJECT TO CHANGE
Pedestrian land bridge at the south end.

SUBJECT TO CHANGE
View of Montlake lid portal looking west.

SUBJECT TO CHANGE
Pedestrian land bridge path and outlook.

SUBJECT TO CHANGE
View of Montlake lid portal looking east.
West Approach Bridge South

One of the major elements of the Montlake Project is the West Approach Bridge South, the southern half of a new west approach bridge. This bridge will carry three eastbound lanes to the new floating bridge, including two general-purpose lanes and one transit/HOV lane.

WSDOT collaborated closely with community stakeholders and the Seattle Design Commission on the design of the future bridge as part of the recently opened West Approach Bridge North project. The design of the south bridge will be similar to and complement the design of the north bridge.
Montlake Lid

This project improves the Montlake Boulevard/SR 520 interchange by providing a landscaped lid with open space, direct-access ramps for buses and HOV, and multimodal connections.

ELEMENTS INCLUDE:
- Landscaped lid with open space.
- Direct-access ramps for buses and HOV.
- Transit plaza.
- Multimodal connections.

LEGEND
- A Bill Dawson Trail tunnel portal
- B West Portal
- C Portage Bay Outlook
- D South Montlake Plaza
- E SR 520 Trail/Bill Dawson Trail tunnel portal
- F Montlake entry stair
- G South Transit Shelter
- H North Transit Shelter
- I North Montlake Plaza
- J Neighborhood open space
- K East Portal
- L Stairs to Shelby-Hamlin neighborhood

View of Montlake lid bridge looking east.
Pedestrian Land Bridge

This project builds a shared-use pedestrian land bridge over SR 520, connecting the Arboretum with East Montlake Park and the University District.

ELEMENTS INCLUDE:

Ⓐ Viewpoint with seating
Ⓑ East Lake Washington Boulevard seating area and interpretive element
Ⓒ 14-foot pedestrian path
Ⓓ Meadow plantings

CROSS-SECTION OF PEDESTRIAN LAND BRIDGE CONCEPT

View of pedestrian land bridge looking north.
How you helped shape SR 520’s design

Community and stakeholder input helped shape the corridor’s design throughout two decades of planning for SR 520 improvements.

Design refinements incorporated into the Montlake Project as a result of public input include:

- Redesigning the Montlake lid based on community concerns about function, usability and large ventilation stacks.
- Adding landscaping to the bike/pedestrian land bridge across SR 520 for visual buffering, user comfort and aesthetic character.
- Improving safety for bicyclists and pedestrians by reducing crossing lengths and alignments at a number of intersections, removing free right turns for vehicles, adding distinctive surface treatment at crossings, and raising crosswalks in some areas.
- Adding vehicle capacity to the Montlake interchange to better manage traffic and discourage cut-through traffic; coordinating with the City of Seattle on implementing neighborhood traffic management strategies.

Public involvement timeline

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<td>- 2011 Record of Decision: Approving the Preferred Alternative.</td>
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Ongoing: Seattle Design Commission involvement in design development and review.
Signage

Signage will take different forms in different parts of the project.
Transit Canopy

The northwest corner of the Montlake lid will meet the different needs of transit users and the community, providing both a multi-functional transit stop and active urban plaza. The graphic below shows possible future elements around and near the shelter (transit canopy concept).
Site Furnishing

The graphic below shows elements that may be added to furnish the area as part of the Montlake Project.
Lighting

Lighting along East Lake Washington Boulevard will be similar to the lighting in the Arboretum.

Example of highway lighting.

Example of future lighting along 24th Avenue East and the HOV access street.

Example of future lighting along Montlake Boulevard East.

Subject to change

Highway
Montlake Boulevard East
East Lake Washington Boulevard and some SR 520 Trail
HOV access street, pedestrian land bridge, and some sidewalks
SR 520 Trail
Construction look-ahead

JUNE 2019 TO SEPTEMBER 2019—EARLY WORK ACTIVITIES

SUMMARY: In this phase, Graham completes early work with key traffic shifts to gain access to the West Approach Bridge South structure. Major elements in this phase include:

TRANSIT

Ⓐ June 22, 2019: Close the eastbound and westbound SR 520 transit flyer stops.
Ⓑ July 2019: Close transit-only lane along westbound off-ramp to Montlake Boulevard.

BIKES AND PEDESTRIAN

Ⓒ July 2019: Close the existing pedestrian/bicyclist access across 24th Avenue East and provide temporary detour on local streets.
Ⓓ September 2019: Open the temporary shared-use trail that parallels the new temporary on-ramp to eastbound SR 520. It travels under SR 520 east of 24th Avenue East and connects to the existing SR 520 Trail System north of SR 520.

TRAFFIC

Ⓔ July 2019: Shift SR 520 westbound off-ramp traffic for Montlake Boulevard/24th Avenue East to newly constructed off-ramp.
Ⓕ August 2019: Shift traffic to new westbound SR 520 alignment between 24th Avenue East and Montlake Boulevard.
Ⓖ September 2019: Open the temporary on-ramp to eastbound SR 520.

OCTOBER 2019 TO APRIL 2020—PHASE 1:

Summary: In this phase, Graham begins work on the Montlake lid structure, the Seattle Public Utilities (SPU) 54-inch water line, and the West Approach Bridge South structure. Major elements in this phase include:

Montlake lid structure: Construct Pier 2 concrete footing and vertical support wall between Montlake Boulevard and 24th Avenue East.

SPU 54-inch water line: Construct launching and receiving pits for the jack and bored water line installation under SR 520. Install water line and complete connections to existing systems.

West Approach Bridge South structure: Construct the West Approach Bridge South work trestle and begin select demolition of existing eastbound approach bridge.

Note: More schedule detail will be provided as project design and construction advances.
Arboretum on-ramp changes to come

By the completion of the Montlake Project, the Arboretum on-ramp will have been permanently removed. We’ll add a temporary on-ramp for use during construction while eastbound traffic is shifted to the West Approach Bridge North.

**WHY REMOVE THE ARBORETUM RAMP?**
- We heard strong support for removing the ramp during the robust planning and public involvement processes, resulting in the decision to permanently remove the Arboretum on-ramp.
- During removal of the eastbound SR 520 bridge, all traffic will be shifted to the recently completed West Approach Bridge North. There is an elevation difference between these two bridges, which makes use of the current Arboretum ramp impossible.
- Changes to the Montlake Boulevard East intersection will improve traffic flow and allow more vehicles to pass through.

**WHAT ARE THE BENEFITS OF THE TEMPORARY ON-RAMP?**
- The temporary on-ramp will provide direct access to eastbound SR 520 from the Montlake and Madison Park neighborhoods, minimizing impacts to mobility and operations while construction is underway.

**WHY IS THE TEMPORARY ON-RAMP “TEMPORARY”?**
- The location of the temporary on-ramp would conflict with the location of the bicycle and pedestrian land bridge that will be built over SR 520.
- The temporary on-ramp will connect to the new West Approach Bridge North while crews remove the existing south bridge.

**WHEN WILL TRAFFIC SHIFT TO THE TEMPORARY ON-RAMP?**
- Traffic will shift to the temporary eastbound on-ramp in fall 2019, before the closure of the Arboretum on-ramp.
The Montlake Project will require Graham crews to work both in and over Lake Washington. Graham will:

- Build temporary work bridges in the shallower waters of Lake Washington and the Arboretum to:
  - Remove the old eastbound approach bridge.
  - Construct the new West Approach Bridge South.
  - Remove the Arboretum on-ramp from Lake Washington Boulevard.
  - Work from barges in the deeper waters of Lake Washington and in the Arboretum.

- Restrict boater access in and around the Arboretum to keep boaters and paddlers at a safe distance from the construction zone.

The concept below shows a temporary work bridge that will allow crews to remove and construct the west approach bridge from above.

**Boat/canoe/kayak restrictions on Lake Washington during construction**

Cranes and other waterborne construction equipment will limit water access under SR 520 bridges. The exact boundaries of the construction-zone and in-water boater restrictions will be determined closer to the start of over-water construction. We will provide updates once restriction details are confirmed.

During certain periods of construction, one navigation channel may be blocked periodically for critical construction work. During these blockages, marine vessels should plan to navigate through the unaffected channel. At least one navigation channel will always be open and accessible to boaters.

Canoe and kayak landings in the area are open. Paddlers can use the launches in the Arboretum or at the University of Washington’s Waterfront Activities Center.
Nighttime construction during SR 520 Montlake Project

Graham will perform nighttime work under a City of Seattle-approved Major Public Project Construction Noise Variance. The variance sets limits for nighttime construction noise for the duration of construction.

**HOW WILL NIGHTTIME NOISE RESTRICTIONS BE MONITORED AND ENFORCED?**
- Electronic noise meters will record noise levels 24 hours per day.
- Weekly and annual noise monitoring reports will be provided to the Seattle Department of Construction and Inspections. These reports will also be made available to the public.
- A WSDOT-assigned independent noise inspector will be on site during all nighttime work to report any violations or neighborhood complaints to the Seattle Department of Construction and Inspections. Residents can report noise complaints to a 24-hour hotline: 206-775-8885.

**NIGHTTIME NOISE MITIGATION MEASURES INCLUDE:**
- Strict noise restrictions on jackhammers and other impact equipment between 5 p.m. and 8 a.m.
- Not allowing trucks to idle longer than a few minutes.
- Prohibiting pure-tone backup warning devices after 10 p.m.
- Requiring the use of radios for long-range communications.
- Designating haul routes that can reduce noise impacts caused by trucks.
- Controlling noise at the source by using less noisy equipment and/or muffling the equipment.

**Nighttime hours when variance is applicable:**
- Weekdays: 10 p.m. to 7 a.m.
- Weekends: 10 p.m. to 9 a.m.

Crews work along Montlake Boulevard, adjacent to active traffic and local sidewalks.
Closures and detours

Closures will take place primarily on nights and weekends to minimize traffic impacts. They will be scheduled to avoid major regional events whenever possible.

Types of closures

**SR 520 AND LOCAL STREET CLOSURES**
- Full closure (all lanes, both directions).
- Single-direction only.
- Lane closures (at least one lane remains open).

**SIDEWALK AND TRAIL CLOSURES**
- Intermittent closures as needed with detours provided.
- The 24th Avenue East bridge will close to pedestrians and bicyclists during the Montlake Project and reopen as part of the new Montlake lid. Detour routes will be available along Montlake Boulevard East and off of East Lake Washington Boulevard on a temporary path under SR 520.
- The Bill Dawson Trail connection is expected to be closed during portions of the Montlake Project.

Types of detours

**SHORT-TERM DETOURS**
- When the highway, local streets, sidewalks or bike paths need to be closed, the design-build contractor will provide safe, clearly signed detours so that cars, buses, bicyclists and pedestrians can safely get to their destinations.

**LONG-TERM, TEMPORARY TRAFFIC SHIFTS**
- These detours will be used to temporarily reroute cars, buses, bicyclists and pedestrians around active construction work areas.

Keeping you informed

WSDOT is committed to providing advance notice of construction closures and working to minimize their effects on travelers. See the "how to stay in touch" board for additional details. Examples of notification tools include website, email, mailers, monthly meetings with the contractor, the drop-in information center, Construction Corner webpages, and the media.

Closure plans are subject to change based on the contractor’s schedule, weather conditions and other factors.
Keeping SR 520 traffic moving during construction

As crews start removing the old west approach bridge to build the West Approach Bridge South, all SR 520 traffic will shift onto the new West Approach Bridge North structure. During this interim construction period, the West Approach Bridge North structure will carry eastbound and westbound highway traffic.

Current configuration: Westbound traffic travels on new West Approach Bridge North, eastbound on lower bridge

2019: Montlake Project construction begins, and all traffic shifts onto West Approach Bridge North (similar to prior construction staging in 2016)

2023 (approx): Montlake Project construction complete, with two general-purpose lanes and one transit/HOV lane in each direction
Maintaining transit access during construction

EXISTING MONTLAKE FLYER STOPS TO CLOSE JUNE 22, 2019

- To prioritize rider safety and reliable access to transit, WSDOT, King County Metro, Sound Transit and Seattle DOT have determined that it’s necessary to close the highway-level flyer stops in Montlake during construction.
- Bus stops will remain open and operational on Montlake Boulevard and at the Montlake Triangle/U-Link area.
- There are almost 30,000 transit trips per weekday and about 6,000 per weekend day in the SR 520 corridor. About 700 of these daily trips use the SR 520 freeway flyer stops – approximately 2% of the total SR 520 weekday transit ridership.

TRANSIT SERVICE UPON COMPLETION OF THE MONTLAKE PROJECT

When complete, the Montlake lid will include new:
- Multimodal transportation hub.
- Local and regional bus stops.
- Direct-access transit/HOV ramps between Montlake and the Eastside.

Rendering of the future Montlake lid hub.

Regional transit service map in the SR 520 corridor vicinity.
Staging areas and haul routes

This map shows planned SR 520 haul routes and staging areas.

KEY TAKEAWAYS:

- Our goal is to keep the majority of haul-route traffic on I-5 and SR 520.
- There will be times when Graham must use city streets as haul routes because primary routes are not available or feasible. In these cases, Graham may use City-identified truck routes.
- Graham will obtain appropriate approvals and permits from the City of Seattle, as needed, and follow City of Seattle legal limits on vehicle weight, height and width.
- Some equipment and materials will be transported by barge via area waterways.
Construction vibration

Some residents in the Montlake and Madison Park neighborhoods may notice vibrations when crews perform certain work during Montlake Project construction.

VIBRATION MONITORING

- Graham will install vibration monitors around Montlake and Madison Park. The vibration monitors will provide the design-build contractor and WSDOT with necessary data to track and monitor vibration levels.
- Home inspections have been offered to frontline homeowners and are available to other neighbors upon request.

VIBRATION-PRODUCING EQUIPMENT AND ACTIVITIES INCLUDE:

- Vibratory and impact hammers used for pile installation and drilling shafts.
- Hoe-rams and munchers used for structure removal.
- Excavators used for digging and trenching.
- Vibratory rollers used for paving.
- Concrete and flatbed trucks.

If you suspect property damage from construction vibration, please notify the project team by calling the 24-hour construction hotline: 206-775-8885.
Being a good neighbor during construction

WSDOT and Graham recognize that people living or working along the frontline and traveling through a complex project are those most affected by the work. While some effects of SR 520 construction are unavoidable, we strive to minimize effects on neighbors as much as possible.

WSDOT and Graham are implementing the following measures for neighbors and those traveling through Montlake:

- Contractor performance incentives to go above and beyond community, mobility, and environmental contract requirements.
- Visual screening through the installation of fencing and planting of fast-growing trees.
- Noise dampening through the installation of Acoustifence materials in the Shelby-Hamlin area.
- Full-time Community Liaison/Ombudsman.
- Dust control (e.g., site watering).
- Minimized disruptions to neighborhood street access.
- WSDOT drop-in information center office in Montlake where the public can learn about the project, ask questions, and discuss concerns directly with project staff.
- 24-hour noise and vibration monitoring program.
- 24-hour hotline: 206-775-8885.

View of new fence and vegetative screening in the Shelby-Hamlin area.

Aerial view of screening in the Shelby-Hamlin area.

Frontline neighborhoods adjacent to SR 520 Montlake Project construction.
WHAT IS AN OMBUDSMAN?
An ombudsman investigates citizens’ questions or complaints about an agency’s actions and tries to impartially help address their concerns.

WHY AN SR 520 OMBUDSMAN?
While projects such as the SR 520 Program deliver numerous long-term public benefits, the construction work can have effects on a community.

As a community liaison, the ombudsman helps WSDOT better understand citizens’ concerns and, whenever possible, helps develop options to address the issue.

WHAT DOES THE SR 520 OMBUDSMAN OFFER YOU?
• A consistent point person to elevate your construction-related concerns.
• An option for face-to-face discussion regarding construction in your neighborhood.
• Confidence that your concerns and questions will reach the right people and be heard by those who most need to hear them.

To reach David Goldberg:
VISIT: wsdot.wa.gov/projects/SR520Bridge/Ombudsman.htm
E-MAIL: GoldbeD@wsdot.wa.gov
CALL: 206-770-3659
MAIL: SR 520 Program
999 Third Avenue, Suite 2200
Seattle, WA 98104
Community Construction Management Plan

Graham has developed a Montlake Project Community Construction Management Plan (CCMP) as part of the Project Environmental Compliance Plan. The CCMP identifies best measures and practices for minimizing and mitigating the effects of SR 520 construction in the Montlake area. The CCMP, which is currently available for public review and comment, allows members of the public an opportunity to provide input regarding our best measures and practices.

HIGHLIGHTS OF THE PLAN:
- Identifies impacts to expect during construction and Graham's commitments to you.
- Outlines the major project activities and milestones.
- Shows where the work is occurring through project graphics.

WAYS TO PROVIDE FEEDBACK:
- Online survey
- Email: SR520Bridge@wsdot.wa.gov
- Mail: SR 520 Bridge Replacement and HOV Program 999 Third Ave., Suite 2200 Seattle, WA 98104

PROVIDE FEEDBACK:
The survey is available May 31-June 20, and the final CCMP will be posted online before construction begins.
How to stay in touch

We understand that construction can be challenging for nearby neighbors, but we have a number of resources to help you get details about planned activities and find information on how to live, work, play and get around during construction.

**DROP-IN INFORMATION CENTER:**
Permanent drop-in location where neighbors can talk to someone in person regarding construction-related questions.

**HOTLINE:**
206-775-8885
24-hour phone line for urgent construction issues.

**MEET WITH GRAHAM:**
1) Attend our open houses.
2) Attend our monthly construction update meetings.

**WEBSITE:**
Find information regarding past, present and future phases of the SR 520 Program.

[www.wsdot.wa.gov/projects/sr520/montlake/home](http://www.wsdot.wa.gov/projects/sr520/montlake/home)

**EMAIL UPDATES:**
Receive regular email updates regarding upcoming construction activities.

Email us to be added to our distribution list:
SR520Bridge@wsdot.wa.gov

**CONSTRUCTION CORNER ONLINE TOOL:**
One-stop shop for construction information during the Montlake Project.

[www.sr520construction.com](http://www.sr520construction.com)