

Montlake Project

Monthly Construction Update

Mar. 16, 2022

*We will pause for just a moment while
Zoom adds everyone to the meeting.*

Major project elements

The Montlake Project will improve transportation for motorized and nonmotorized travel along the SR 520 corridor, including:

- A new eastbound bridge
- Montlake lid
- Bicycle and pedestrian bridge

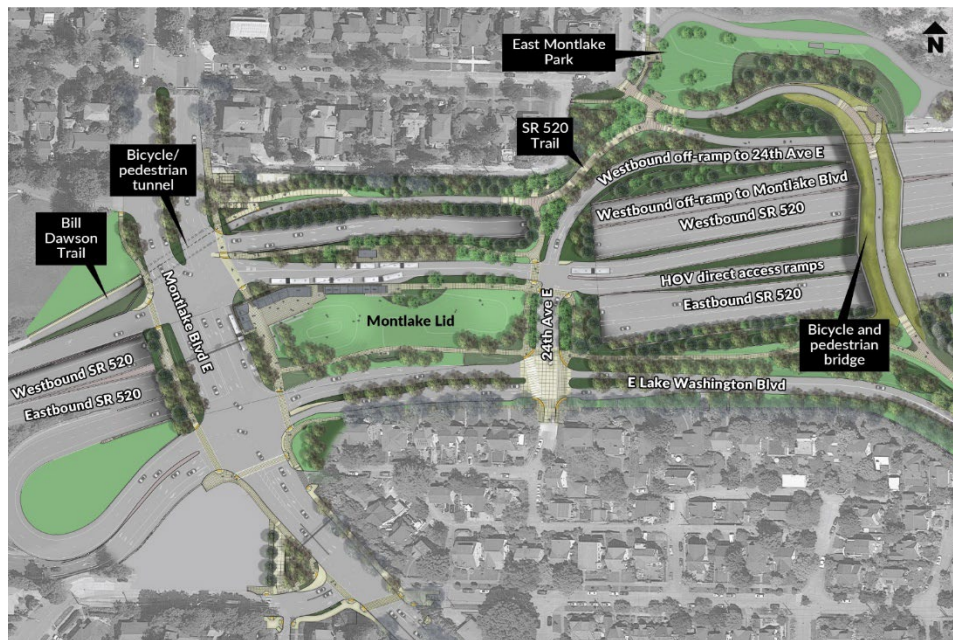


Illustration of major project elements.



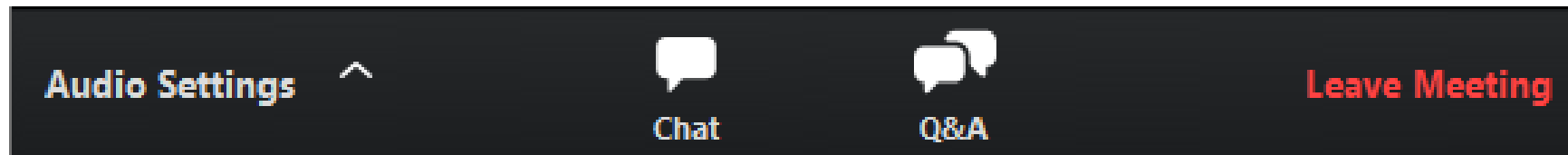
Construction of new eastbound bridge.

How to participate in the webinar

All attendees are muted.
To adjust your audio settings during the meeting, click on **Audio Settings**.



Please use the **Q&A window** to ask questions or offer comments.



CHAT is disabled during the presentation.
Please communicate with the team through the **Q&A window**.

Agenda

- Current and upcoming work
- How to stay informed
- Comments and questions



Construction of the Montlake lid. Looking west toward Portage Bay.

Sand and gravel strike

As you may know, the sand/gravel strike in King County that began in November is having a significant impact on WSDOT and other local government projects such as ours in the central Puget Sound area, including hundreds of layoffs across the construction trades. Negotiations between the concrete suppliers and King County based Teamsters Local 174 have stalled. Snohomish County based Teamsters Local 38 also voted to join the strike.

The WSDOT team has worked closely with King County, City of Seattle, Port of Seattle, Washington State Convention Center, and Sound Transit to put pressure on both sides to resolve their issues and get concrete flowing. Recently, in an effort to restart negotiations and to make preparations if those efforts fail, King County released a request for qualifications (RFQ) to receive bids from concrete companies to become the county's exclusive suppliers of concrete. In order to qualify, companies must have a union contract in place with their workers. WSDOT is looking closely at the RFQ and will determine if joining this effort is operationally and contractually feasible.

FYI, please find below a link to impacts on WSDOT projects, we'll update every Monday - copied the format from our good friends at Sound Transit.

[Concrete delivery strike | WSDOT \(wa.gov\)](#)

Building the Montlake lid



We have rerouted Montlake Boulevard and the westbound off-ramp to Lake Washington Boulevard onto the lid. Crews are now extending the lid to the east and west.

Looking north over the Montlake lid.

Bicycle and pedestrian tunnel

We're building a tunnel under Montlake Boulevard to connect the SR 520 Trail across Lake Washington to the Bill Dawson Trail.



Construction area for the future bicycle and pedestrian tunnel, looking west.

Bicycle and pedestrian bridge



Rendering of future bicycle and pedestrian bridge.



The bicycle and pedestrian bridge is starting to take shape in East Montlake Park.

Removing the temporary on-ramp and path



The path under SR 520 will be removed this spring.

The temporary on-ramp from Lake Washington Boulevard to eastbound SR 520 will be removed this summer.

Temporary ramp, looking east.

Upcoming off-ramp closures



Location of future supporting wall, looking northeast from the lid.



Crews will close the westbound off-ramps to build a supporting wall for the Montlake lid. We plan to close these ramps during a few weekends in early spring, depending on the availability of concrete.

Old on-ramp removal



Crews have demolished the old eastbound bridge and are now building a construction platform to remove the old on-ramp to eastbound SR 520 through the Arboretum.

Looking east toward Lake Washington

Eastbound bridge construction



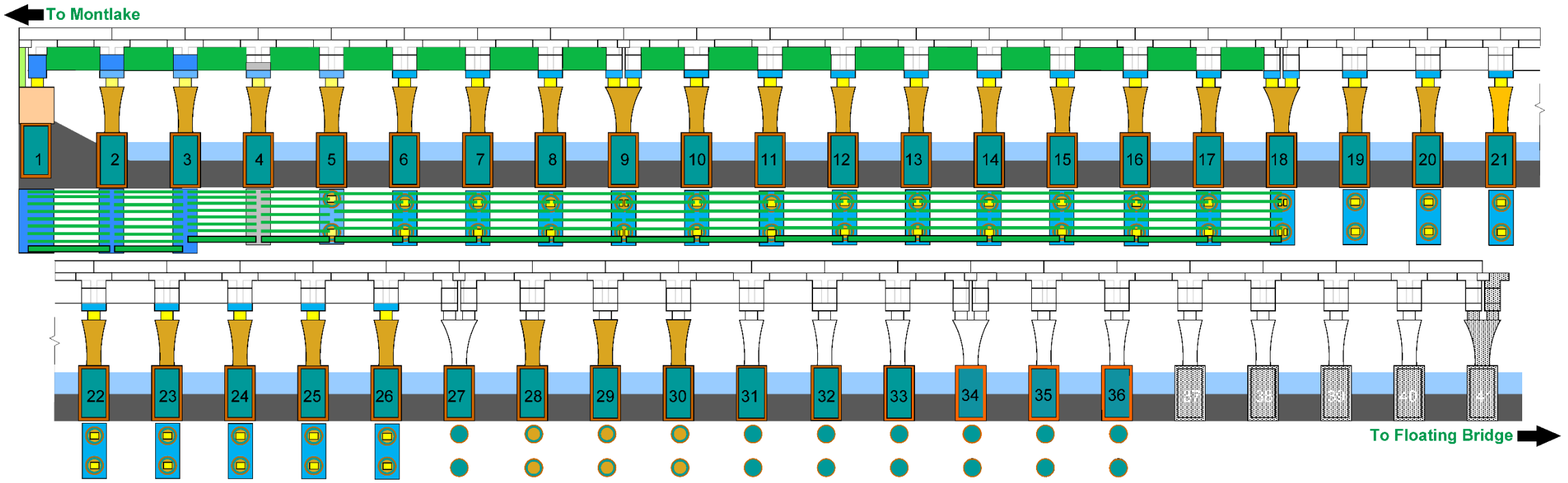
The new bridge's columns and girders are made off-site and delivered to the work zone. The bridge's concrete surface will be poured on-site.

So far, we've placed 58 of 80 columns and 111 of 226 girders.

Rebar is placed to prepare for crews to pour concrete.

Bridge construction progress

- Casings
- Shafts
- Girders



What to expect: Noise and vibration

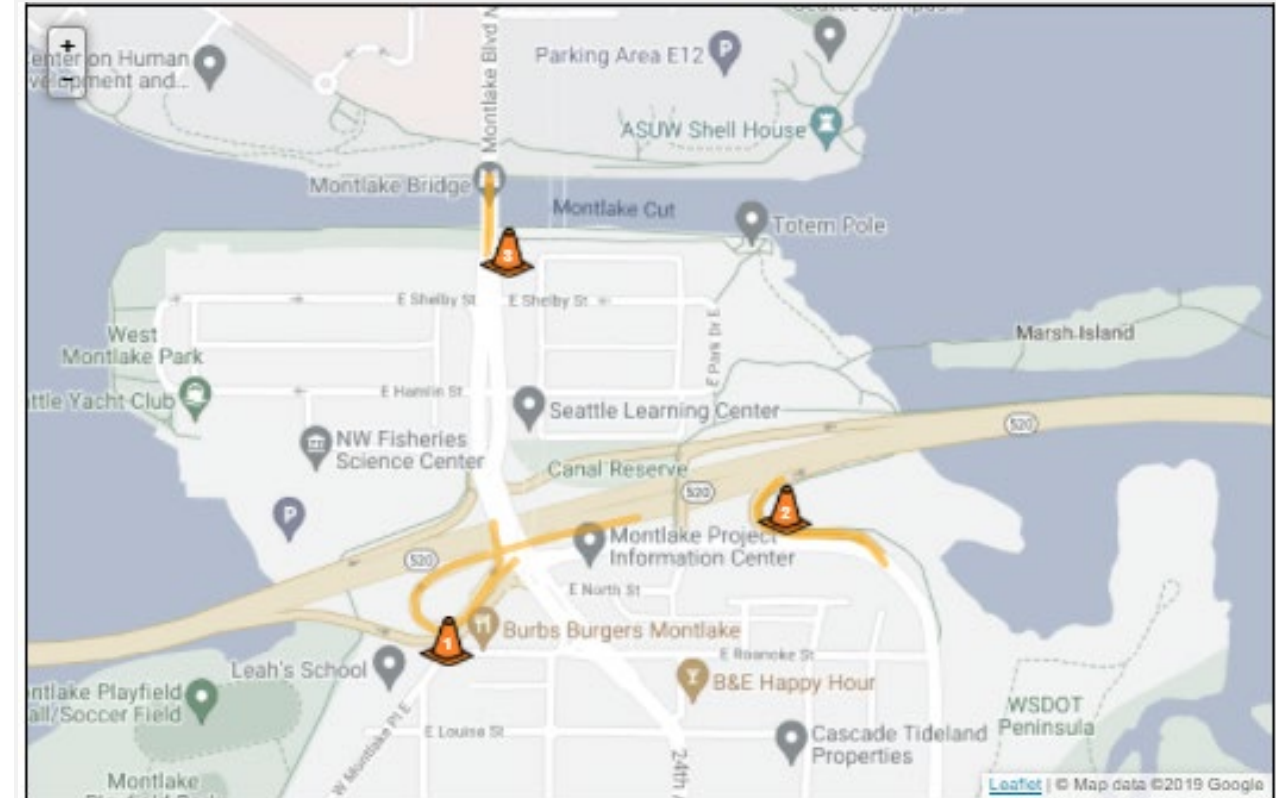
- Different types of equipment result in different levels and kinds of noise and vibration.
- Electronic noise and vibration meters record levels throughout the project area.
- Vibration monitors collect data in the field and immediately alert the project team when readings are outside the set tolerances.
- Nighttime construction has stricter rules for noise levels and equipment use.
- We've received a Major Public Project Construction Noise Variance (MPPCNV) permitting higher than normal decibel levels between the hours of 10 p.m. and 7 a.m.
- Crews may work 24 hours a day, seven days a week throughout construction.
- Typical work hours for the loudest work:
 - 7 a.m. to 10 p.m. weekdays
 - 9 a.m. to 10 p.m. weekends and holidays
 - Impact pile driving has stricter work hours and will occur:
 - 8 a.m. to 5 p.m. weekdays
 - 9 a.m. to 5 p.m. weekends
- Independent noise monitors will be present for night work to ensure compliance with specified noise levels.

Our 24-hour hotline, **206-775-8885**, is the best way to report noise and vibration concerns and to have questions addressed in the moment.

Visit the SR 520 Construction Corner to view the MPPCNV, read up on the allowable nighttime decibel levels, or read our weekly noise report:
www.sr520construction.com/ManagingConstructionEffects

How to stay informed

- Call our 24-hour hotline: [206-775-8885](tel:206-775-8885)
- Email us with questions: sr520bridge@wsdot.wa.gov
- Visit the Montlake Project website: https://bit.ly/520montlake_program
- Visit the SR 520 Construction Corner to learn more about upcoming construction: www.sr520construction.com
- Follow us on Twitter: [@wsdot_520](https://twitter.com/wsdot_520)
- Sign up for our email updates by emailing us at sr520bridge@wsdot.wa.gov
- Watch construction in “real time” on our four construction cameras: <http://bit.ly/520cams>
- Participate in our online meetings and events



Construction Corner map.



Comments and questions?

End of program

Tree removal plan



FEBRUARY 2022

SR 520 Bridge Replacement and HOV Program



Montlake Project tree removal/retention - Proposed plan

