



SR 520 West Approach Bridge North Project Monthly Public Meeting #6 – Summary

Wednesday, April 1, 2015, 5:30 - 6:30 p.m.

Graham Visitors Center
2300 Arboretum Drive East, Seattle, WA 98112

Attendees

Flatiron West, Inc.

- Paul Mayo, Regional Manager

WSDOT

- Brian Dobbins, WABN Construction Engineering Manager
- Suanne Pelley, Program Communications Manager
- Emily Namiki, WABN Communications
- Kathryn Murdock, WABN Communications

City of Seattle

- John Arnesen, Seattle Department of Transportation
- Eric O'Brien, Seattle Department of Transportation

Meeting overview

On April 1, WSDOT and the contractor, Flatiron West, Inc., cohosted a monthly public meeting and invited the local community to learn about upcoming construction activities on the [SR 520 West Approach Bridge North Project](#) (WABN). Approximately eight members of the public attended. The monthly meeting is an informal forum where community members can learn about progress on the WABN project and ask WSDOT staff and the contractor questions about construction activities.

Key features: Brian Dobbins

- WSDOT is constructing a 6,000-foot-long bridge which will connect two general purpose lanes and one HOV lane of the new floating bridge into the Montlake area. Other [key design features](#), changes and improvements of the WABN project include:
 - Extending a new 14-foot-wide regional shared-use bicycle/pedestrian path from the new floating bridge to 24th Avenue East in Montlake and existing city of Seattle (City) paths.
 - Removing the westbound SR 520 Arboretum off-ramp and replacing its function with a new off-ramp at 24th Avenue East. Crews will also add a four-way stop with stop signs for vehicles exiting the off-ramp.
 - Constructing an additional westbound lane on East Lake Washington Boulevard between 24th Avenue East and Montlake Boulevard.
 - Constructing a new westbound SR 520 off-ramp to Montlake Boulevard at the location of the removed northbound bus shelter and adding a northbound signal for vehicles exiting the off-ramp.

- Constructing American Disability Act (ADA) improvements, including curb cuts and widening sidewalks from eight to 10 feet on the eastside of Montlake Boulevard
- Narrowing and lengthening the transit island near the eastbound SR 520 on-ramp from Montlake Boulevard in order to allow crews to widen the eastbound SR 520 off-ramp to Montlake Boulevard and add a dedicated right-turn and through lane.

Pedestrian detours: Brian Dobbins

- Phase one of sidewalk closures between the westbound SR 520 off-ramp to Montlake Boulevard and East Hamlin Street is complete.
- Crews have now begun phase two of sidewalk closures at the southeast corner of East Lake Washington Boulevard and Montlake Boulevard. **UPDATE 4/23:** Phase two of sidewalk closures has been extended to protect existing utilities while workers replace the sidewalk and build ramps that meet ADA standards.
- Crews do not plan to begin phase three of sidewalk closures until early June. Phase three will include the closure of the bus stop near the eastbound SR 520 ramps to and from Montlake Boulevard.
- During sidewalk closures, project staff is onsite to help guide pedestrians safely around the detour routes.

Constructions progress: Brian Dobbins

- Crews have made significant progress on Lake Washington and will install total of 99 casings between 8 and 12 feet in diameter for the permanent bridge. Crews will spend the summer filling the casings with steel rebar and concrete to create a shaft.
- Crews also continue to install piles for the widening of westbound SR 520. Neighbors may hear and feel the impact hammer install one inch thick piles that are about 70 to 100 feet tall.
- During the March weekend closure, crews completed critical work including:
 - Building a new delivery ramp from westbound SR 520 to the former Museum of History and Industry (MOHAI) for nighttime deliveries.
 - Continuing to widen westbound SR 520 to create space for a new westbound SR 520 off-ramp to Montlake Boulevard.
 - Beginning to install a new combined sewer pipe across SR 520. This combined sewer will be created in stages and tie in to a pump station near the former MOHAI building.

Upcoming construction work: Brian Dobbins

- A full closure of East Lake Washington Boulevard is planned for this spring. Crews will dig two eight-foot diameter man holes on East Lake Washington Boulevard. This work will likely be loud and will need to be completed within a 54-hour window so that we can open the street to traffic by the Monday morning commute.
- WSDOT and Flatiron will notify neighbors in advance of work. Flatiron will have a temporary noise variance in place and WSDOT may offer hotel rooms to affected residents.

Incident: Paul Mayo and Brian Dobbins

- An incident on the WABN project occurred on Monday, March 17 around 10 p.m. Crews were conducting routine operations that had been completed safely for months near Foster Island. Crews were using a crane to pick up a 100-foot-long pile from a truck that was located in the closed lane. One end of the pile shifted into live traffic, where it struck a Metro bus. The pile then

ricocheted into an overhead sign bridge, which fell onto the lanes of SR 520. No other vehicles were involved in the incident.

- The driver and seven people were injured on the Metro bus; we are very thankful that the injuries were not life threatening.
- The debris was cleared by 5 a.m. and the highway was re-opened. Labor and Industries (L&I) is investigating the incident and Flatiron is fully cooperating with L&I and WSDOT during the investigation.
- Safety has been and will always be the top priority. Flatiron conducted safety stand downs two days following the incident.

On-land vibration monitors: Brian Dobbins

- WSDOT developed a comprehensive on-land vibration plan and installed vibration monitors at properties closest to construction activities to measure vibrations from construction activities.
- Locations of the installed on-land vibration monitors include:
 - East Hamlin Street
 - East Lake Washington Boulevard
 - East Roanoke Street
 - Canterbury Shores Condominiums
 - Edgewater Apartments
- The thresholds for vibration limits have been set according to the Federal Transit Authority's guidelines for historic structures.
- The remote monitoring system uploads all data to a website accessible to both the contractor and WSDOT and automatically sends notifications if vibration levels exceed allowable thresholds. This notification would trigger action from both WSDOT and Flatiron.
- To date, the readings have been well below the FTA damage threshold used for historic properties, no exceedances have been identified.
- WSDOT also gives monthly updates to the Section 106 group on vibrations as required by the Section 106 Programmatic Agreement.

Next monthly meeting: Emily Namiki

- The next monthly meeting is on May 6 at Graham Visitors Center from 5:30-6:30 p.m.
- At past monthly meetings, people expressed interest in wanting to tour the project site. At our next meeting, we will be giving you more information about summer construction tours that will begin in June.

Seattle Yacht Club opening day: Suanne Pelley

- Both the Floating Bridge and WABN projects are coordinating with the Seattle Yacht Club in preparation for the Opening Day of Boating parade on Saturday, May 2, and the other boating activities which take place from Thursday, April 30 – Monday, May 4.
- Parking and access to the former MOHAI site is now a WABN construction staging area and will not be open to the public. All boats and pedestrians need to stay clear of construction areas for their own safety. WSDOT will send messages out to the community via our email updates to give you additional details before Opening Day weekend.
- We hope to minimize effects as much as possible during that weekend.

Key comments and questions

The summary below highlights key comments, questions and responses posed during the discussion. The summary is not verbatim but represents the themes of the comments and responses.

Sidewalk detours

- **Question:** Where can you cross the street during phase two of sidewalk detours?
- **Response (WSDOT):** You can use the crosswalks on Montlake Boulevard at East Roanoke Street and East Lake Washington Boulevard. You will not be able to access the crosswalk at East Lake Washington Boulevard from the southeast corner of East Lake Washington Boulevard and Montlake Boulevard. For a map of the [phase two detour](#), you can visit our website or see maps throughout the Montlake interchange.

East Lake Washington Boulevard weekend closure

- **Question:** Will we receive notice about the weekend closure of East Lake Washington Boulevard?
- **Response (WSDOT):** Yes, WSDOT and Flatiron will notify neighbors in advance about the work and what resources you have available during the weekend.
- **Question:** What is significant about this work on Lake Washington Boulevard compared to other work?
- **Response (WSDOT):** Crews will excavate a hole 12 feet in diameter and over 20 feet deep in the middle of East Lake Washington Boulevard to install the new manholes.
- **Question:** Where will crews excavate on East Lake Washington Boulevard?
- **Response (WSDOT):** Crews will dig just east of 24th Avenue East.

East Hamlin Street light pole

- **Question:** Will the light pole on East Hamlin Street be fixed?
- **Response (WSDOT):** Flatiron is coordinating with the City to repair the light pole.

Vibration monitoring

- **Question:** What should property owners do if they find cracks in their homes from construction activities?
- **Response (WSDOT):** Call the 24-hour construction hotline (206-708-4657). WSDOT will schedule an inspection to assess the cracks and can provide information on how to submit a formal tort claim for repair. If there is structural damage, WSDOT will take necessary action to repair damages caused by construction activities.
- **Comment (Julee Neuhart, Montlake Community Club):** I attended the Section 106 meeting last week where WSDOT presented information about vibration monitoring. Procedures are in place where WSDOT is monitoring vibrations 24/7. As the president of the Montlake Community Club, I was very interested to hear from WSDOT how they had reached out to property owners to offer them pre-construction inspections of their homes. WSDOT notified property owners who lived closest to construction multiple times to conduct property inspections.

SR 520 ramps to Montlake Boulevard

- **Question:** Will the new westbound SR 520 off-ramp to Montlake Boulevard be further south?
- **Response (WSDOT):** Yes, vehicles will exit the westbound SR 520 off-ramp to Montlake Boulevard where the bike lockers and former northbound bus stop were located.
- **Question:** Are crews still working on the eastbound SR 520 off-ramp to Montlake Boulevard?

- **Response (WSDOT):** Crews are not currently working on the eastbound SR 520 off-ramp to Montlake Boulevard, but they will be back to install the drainage. After the drainage is installed, crews will add the additional dedicated right turn and through lane.

Local traffic concerns

- **Question:** Do you think more cars will turn right or turn left off the new westbound SR 520 off-ramp to East Lake Washington Boulevard?
- **Response (WSDOT):** WSDOT traffic engineers studied the effects of the new westbound SR 520 off-ramp to East Lake Washington Boulevard. Their prediction was that an extra two cars per minute would turn left on East Lake Washington Boulevard and approximately 3-4 cars per minute would turn right. WSDOT monitor traffic volumes after the new westbound SR 520 off-ramp is in place to ensure that everything is operating smoothly.

Tree replacement

- **Question:** Will trees be replanted in the Old Canal Reserve Area to replace the ones that were cut down?
- **Response (WSDOT):** Some of the trees that are currently in the Old Canal Reserve Area will be protected because they are located in a tree protection zone. After the WABN project is complete, crews will replant bushes to create an integrated landscape. When the unfunded elements from Montlake to I-5 are funded and constructed, WSDOT will replace the area with more permanent plantings.

Incident

- **Question:** What material is the pile made of?
- **Response (Flatiron):** Piles are made out of steel that are about two feet in diameter.
- **Question:** Can you still use the pile that was struck by the bus or does it have to be discarded?
- **Response (Flatiron):** There was not a lot of damage to the pile because they are pretty sturdy. If we inspect it and find it was damaged, it will not be used.

WABN design

- **Question:** At what point does the WABN bridge elevation increase?
- **Response (WSDOT):** The WABN begins to elevate almost immediately and gradually ascends from the former MOHAI site to the floating bridge. The bridge remains straight past Foster Island with no major turns.
- **Question:** What illumination exists on the new WABN in Montlake?
- **Response (WSDOT):** The illumination that currently exists in Montlake will remain as it is today. There will be some additional illumination on the new bridge between Foster Island and 24th Avenue East. It is WSDOT standard to always place illumination on the right side of off-ramps so drivers can clearly see off-ramps as they are exiting the highway.
- **Question:** When the retaining ponds are built at the former MOHAI site, will the capacity be large enough to stop the stormwater runoff into the canal?
- **Response (WSDOT):** The capacity is large enough for the stormwater that runs off the new SR 520 bridge.
- **Response (City):** The stormwater from the neighborhood will continue to go through the City treatment system and be treated by the new combined sewer near the former MOHAI site.
- **Question:** Will the casings run from the beginning of the bridge all the way to the pontoons?
- **Response (WSDOT):** Yes, the casings will end by the pontoons so that the floating bridge can connect to WABN.