

Community Construction Management Plan

SR 520 Union Bay Natural Area Wetland Mitigation Site

2/9/2016

The Community Construction Management Plan (CCMP) is a mitigation measure for the construction of the Union Bay Natural Area (UBNA) mitigation site, as required by Shoreline Substantial Development Permit #3012587. The CCMP helps guide the actions of construction contractors and provides opportunities for the Washington State Department of Transportation (WSDOT) to keep the public informed about the construction process. Through the preparation of the CCMP WSDOT has gathered input to improve and modify the construction practices addressed by the CCMP.



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Acronyms and Abbreviations

BMP	Best management practice
CCMP	Community Construction Management Plan
DAHP	Washington State Department of Archaeology and Historic Preservation
FHWA	Federal Highway Administration
HOV	High-occupancy vehicle
SPCC	Spill Prevention, Control and Countermeasure Plans
TESC	Temporary Erosion and Sediment Control
WABN	West Approach Bridge North
WSDOT	Washington State Department of Transportation



I. Community Construction Management Plan Overview

A. Purpose and background

The Community Construction Management Plan (CCMP) is a mitigation measure for the construction of the Union Bay Natural Area (UBNA) mitigation site, as required by Shoreline Substantial Development Permit #3012587. The CCMP helps guide the actions of construction contractors and provides opportunities for the Washington State Department of Transportation (WSDOT) to keep the public informed about construction. Through the preparation of the CCMP WSDOT has gathered input from the University of Washington (UW) to improve and modify the construction practices addressed by the CCMP.

CCMP's have been prepared for other I-5 to Medina: Bridge Replacement and HOV Project phases, including the replacement of the floating span of the Evergreen Point Bridge, the West Approach Bridge North (WABN), and the West Connection Bridge. This volume of the CCMP has been developed specifically for the SR 520 Union Bay Natural Area (UBNA) construction activities. WSDOT is implementing wetlands enhancement and establishment at the UBNA as mitigation related to the WABN construction phase of the I-5 to Medina project.

B. How to use the CCMP

The UBNA CCMP is a living document, which will be updated through the course of the project to incorporate changes to construction activities or approaches to the work. The initial version of the UBNA CCMP was developed prior to selection of a contractor for the project, and will be reviewed, and updated, with the contractor, once the construction contract has been executed.

This CCMP includes best management practices (BMPs) and environmental commitments made through other regulatory processes, including the city of Seattle shoreline permits, and additional tools that will help to avoid, minimize, and/or mitigate construction effects on local communities.

This CCMP is best read and reviewed electronically as there are a number of hyperlinks throughout the document. These hyperlinks direct users to websites and environmental documentation that will provide more information on each topic.

The public is encouraged to provide feedback about the effectiveness of the CCMP and suggest changes. Information about this CCMP is available on the [SR 520 Orange Page](#). While the UBNA CCMP is intended to address the construction, questions on other topics such as design, permitting, operations and maintenance, and other non-construction related activities on the UBNA 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 for UBNA

The UBNA project will be constructed using a design-bid-build contract, with design and plan preparation under the direct control of WSDOT. An open competitive bidding process will be used to select the contractor. The contract is scheduled for advertisement to contractors in February 2016, with construction anticipated to occur from spring 2016 to spring 2017.



WSDOT's responsibilities include:

- Preparing the final design including the specifications, criteria, and commitments to which the contractor will be held.
- 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 for UBNA

The responsibilities of the contractor include:

- Determining construction methods and techniques for project implementation.
- Constructing the project improvements for UBNA in accordance with the contract plans and specifications.

Once the construction contract has been executed, WSDOT will work with the contractor to ensure the contractor reviews the CCMP and incorporates means and methods as appropriate.



II. Project Overview

A. About the SR 520 UBNA Project

Description

In order to comply with a variety of local, state and federal regulations, the Washington State Department of Transportation (WSDOT) is required to construct wetlands as mitigation for the environmental effects of the [SR 520 Bridge Replacement and HOV Program](#). Per regulatory requirements and strong local citizen feedback, WSDOT sought mitigation opportunities around the SR 520 corridor as close to the areas of construction impact as possible. Since there were no sufficient on-site mitigation opportunities, WSDOT implemented what was feasible on-site and also researched off-site mitigation opportunities for the remaining needs.

WSDOT focused on mitigation sites that are important to Lake Washington and that would provide the same important functions as those at the wetland-impacted sites. WSDOT is committed to constructing the wetland mitigation sites as documented in the Final Wetland Mitigation Report and addenda. This report is also included as a requirement of various local, state and federal permits, including the I-5 to Medina Section 106 Programmatic Agreement and the Shoreline Substantial Development Permit.

WSDOT is constructing wetland mitigation for the SR 520 West Approach Bridge North phase of the I-5 to Medina Project at the UW UBNA site to meet part of WSDOT's compensatory wetland mitigation requirements and to implement the UW's UBNA Management Plan. The UW's 74 acre UBNA site is located approximately one-half mile north of SR 520 along the shoreline of Lake Washington in Seattle. WSDOT's 25 acre UBNA mitigation project is being coordinated with the UW by agreement. The site is managed by the UW as an outdoor classroom and natural area with trails that are open to the public.

Summary of Construction activities and potential effects

Construction activities, to develop the wetland enhancement and establishment, consists of grading, removing invasive and non-native plant species, replanting with native plant species, and enhancing wetland vegetation buffers. These construction activities are expected to have little to no effect on surrounding residents in regards to noise and fugitive dust. The main community concerns are likely to be focused on UBNA trail access and closures.

Construction impacts associated with UBNA mitigation construction will be largely limited to the construction site and are anticipated to moderately affect the pedestrian access points to the site.

- **Construction staging.** WSDOT anticipates that the majority of the construction staging will take place within the UW E4 parking lot and along Douglas Road (located adjacent to UBNA site). Staging would typically include job trailers, materials laydown yards, maintenance & refueling stations, and would be the contractor's responsibility. Some equipment such as excavators and grading equipment would be allowed to remain on site within the disturbance footprint. Additional disturbance of the site for staging purposes



would not be allowed within UBNA. Some minor materials stock piling may be allowed in the UW E5 parking lot (prior to its conversion to a wetland) and the stabilized construction turnaround near the Douglas Road entrance. The sides of Douglas Road may also be used prior to its removal. The contractor may elect to coordinate with the UW if more space is required.

- **Construction activity.** Construction will occur at several areas throughout the UBNA site. However, grading activities will occur on significantly less area than planting activities (see [Figure 1](#)).
- **UBNA Trail access.** The contractor may implement short-term trail detours during construction of some project features to accommodate trail users' safe travel. Certain sections of the trail will be intermittently closed to accommodate trail reconstruction and water line installation for the irrigation system. The public will be notified prior to trail closures both onsite, online and through email updates.
- **Parking access.** Consistent with the UW's UBNA Management Plan, the E5 parking lot has been permanently closed. Douglas Road leading to the parking lot is also similarly closed and will be removed as a portion of the project.

Schedule

WSDOT has worked closely with the UW between 2008 and 2015 to develop the project design that is consistent with the UW's UBNA Shoreline and Management Guidelines and meets regulatory mitigation requirements. WSDOT expects to advertise a project to contractors in February 2016, begin construction in spring 2016, and to be substantially complete in spring 2017. Construction will be followed by a one-year plant establishment period managed by WSDOT and approximately 10 years of site monitoring by the UW to ensure established mitigation goals are met (WSDOT will maintain oversight of UW's maintenance and monitoring activities).

Agency Coordination

WSDOT is responsible for the construction of the UBNA mitigation project. As part of the I-5 to Medina Project (including the impact analysis for the WABN construction, as well as the design and construction process of the UBNA mitigation site), WSDOT has coordinated with and/or obtained numerous permits and/or approvals from a number of 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 Transportation**

- 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



III. Construction Components and Effects

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

- [Noise](#)
- [Fugitive Dust](#)
- [Aesthetics](#)
- [Construction-Related Traffic](#)
- [Trail and Access within the Project Limits](#)
- [Vegetation Management and Erosion Control](#)
- [Construction Staging within the Project Limits](#)

Each of these construction effects sections includes four subsections to provide the reader with details on the particular 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 web links to documents describing construction-related commitments, including resources that the contractor and WSDOT will use to determine mitigation activities.
- **Measures and Practices:** Describes the potential mitigation activities that may be implemented to mitigate for the stated 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. See [Figure 1](#) for a map that identifies the construction areas, activities, and sequencing for the UBNA.



B. Potential construction effects

1. Noise

WSDOT requires compliance with local, state, and federal environmental regulations on noise from traffic and construction. During construction, WSDOT and the contractor will comply with the Seattle Municipal Code chapter 25.08.425 that addresses sounds created by construction and maintenance equipment. The noise generated by this project is expected to be confined to truck and equipment operation, as well as a minor amount of grading work for wetland creation and Douglas Road removal. There will be no anticipated nighttime work, and there are no nearby sensitive noise receptors (it is approximately 1,000 feet to nearest residential area). Since the noise generation will be minimal, of short duration, and localized, WSDOT does not believe there will be impacts related to this construction element.

2. Fugitive Dust

Some construction activities, especially those involving movement of soil, may result in emissions of fugitive dust. Fugitive dust is particulate matter that is suspended in the air by wind or human activities. Projects that require moving soil or otherwise have the potential to create fugitive dust are required to employ BMPs to control dust at project sites.

What to expect during construction

Fugitive dust is generally associated with activities such as mobilization, general construction (particularly earthmoving operations) and construction truck traffic.

Applicable commitments

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

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 the contractor will comply with additional agreements, such as environmental commitments made through regulatory and permitting processes. As most of the permits for this project have been received already, the UBNA CCMP and the contract documents will already include the commitments contained in those permits.

Measures and practices

WSDOT will require the contractor to implement the following BMPs to help prevent, control, and manage the production of fugitive dust:



- Applying 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 to minimize fugitive dust without creating unnecessary muddy areas.

Additional BMPs may be identified after the contractor is selected, and this section of the CCMP may be updated if needed to reflect identified BMPs. These may include:

- When appropriate, installing tarpaulins on trucks to cover their loads prior to leaving the site to control loss of material while the trucks are in transit.

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 the [SR 520 Orange Page](#).

3. Aesthetics

Construction can affect the quality and character of the surrounding community and landscape. Construction could cause temporary changes to views and visual context of the UBNA landscape, primarily due to the presence of high-visibility silt fencing and staking, construction equipment, erosion control BMPs, and vegetation removal.

What to expect during construction

UBNA users will see construction activities in and near trail areas including clearing and grubbing of trees and vegetation, excavation, and planting. High-visibility silt fencing or high-visibility staking, and erosion control BMPs will demarcate construction areas consistent with standard safety and environmental practices. Active construction will occur in these areas for the duration of the construction period, from spring 2016 through spring 2017.

Applicable commitments

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

Measures and practices

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

- Limit clearing areas to only those required to complete construction activities.
- Install high-visibility silt fencing or high-visibility staking and erosion control BMPs in a manner consistent with standard safety and environmental practices.

Additional BMPs may be identified after the contractor is selected, and this section of the CCMP may be updated if needed to reflect identified BMPs.



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 Orange Page](#).

4. Construction-Related Traffic

What to expect during construction

Construction of the project will affect UW E5 parking lot access due to closure and removal of Douglas Road. Construction-related traffic effects from haul routes are anticipated to be minor and easily managed through signage with flagging as needed. Current estimates are approximately 11,000 cubic yards of material to be hauled out and disposed of. Traffic detours are not expected at this time.

Applicable commitments

WSDOT will require the contractor to adhere to 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 for haul route approvals (as needed). The contractor will be required to coordinate with the city of Seattle related to construction traffic as appropriate.

Measures and practices

The contractor will follow established BMPs, including:

Haul routes

The contractor will likely use roadways including SR 513 (Montlake Boulevard) and Mary Gates Memorial Drive Northeast in Seattle for haul routes. The contractor will also have the option to use other major arterials designated as truck routes to access these roadways.

Planning and compliance

- Perform the work in such a way as 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. WSDOT does not currently propose project elements that would trigger the acquisition of a street use permit for the project as the project does not include traffic control measures on Mary Gates Memorial Drive NE. Should the contractor request permission to implement a traffic control plan on Mary Gates Memorial Drive to expedite hauling excavated materials from the UBNA site to the disposal facility, the contractor will be responsible for obtaining the necessary city of Seattle Street Use Permit.
- Generate documentation of the pre-existing conditions prior to starting work.



Access

- Minimize interruptions to access to all public facilities affected by the project unless such access is determined to be 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.

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 Orange Page](#).

5. Trail and Access within the Project Limits

Construction of the project is likely to temporarily affect trail or UW parking lot access due to Douglas Road closures, pedestrian trail alignment detours, and changes in access to pedestrian trails. In addition, construction equipment and activities may occupy a portion of the site.

What to expect during construction

Effects to trail access are anticipated to be minor and easily managed through trail detour routes and signing with flagging as needed.

Trail detours

The activities that are expected to make trail detours necessary include excavation, grading, and installation of irrigation systems.

Applicable commitments

WSDOT will require the contractor to adhere to 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.

Measures and practices

The contractor will follow established BMPs, including:

Trail Detours and closures

- Coordinate trail detours in advance with the UW.
- Provide adequate signing for trail detours.
- Have all trail detours, including all signing, in place prior to implementation.
- WSDOT will ensure advance notices regarding detours are provided.



Trail Damage minimization and repair

- Restore trail systems and access routes that are damaged in the course of construction to a condition similar or equal to existing before the damage occurred.

Access

- Minimize interruptions to access to all public facilities affected by the project unless such access is determined to be a public/construction safety risk.

To contact the project about trail closures and access in your area, see the contact information in the [Questions or Concerns?](#) section of this document or visit the [SR 520 Orange Page](#).

6. Vegetation Management and Erosion Control

Some vegetation will be altered within the project area including removing invasive and non-native species, replanting with native species, weed control and enhancing wetland buffers. Also, certain vegetated areas will be protected from construction activities.

What to expect during construction

WSDOT is preparing a TESC Plan to identify the placement of BMPs for on-land work to reduce the risk of water quality impacts. Vegetation clearing, grubbing, pruning, and spraying will be limited to those areas required to construct the project. High-visibility silt fencing or staking will be used to protect vegetation in certain areas.

Applicable commitments

WSDOT and the contractor will adhere to all WSDOT, Federal, local, and statewide regulatory requirements and/or as required by the contract. WSDOT will also protect certain vegetated areas as identified by the UW.

The UBNA TESC Plan will be included in the contract documents. The contractor may modify the TESC Plan to reflect specific means and methods and will submit an updated plan to WSDOT for review.

Measures and practices

The contractor will implement TESC BMPs where needed for on-land work, including:

- Marking sensitive and vegetation protection areas with high-visibility silt fencing or staking.
- Installing silt fencing or other BMPs where needed to limit sediment transport downslope from construction areas.
- Applying permanent seeding, mulching, plastic covering, erosion control fabrics and matting, for disturbed areas.
- Stabilizing channels and outlets using check dams, vegetation, or rock as required.
- Inspecting and maintaining BMPs during the course of construction.
- Revegetating exposed areas and maintaining vegetation.



- Stabilizing construction entrances for ingress and egress points to prevent tracking of mud and soil onto paved roads.
- Following the TESC Plan and Spill Prevention, Control and Countermeasure Plans (SPCC).

Additional BMPs may be identified after the contractor is selected, and this section of the CCMP may be updated if needed to reflect identified BMPs.

For more information

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

7. Construction Staging within the Project Limits

WSDOT anticipates that the contractor will primarily stage at UW E4 parking lot, with only limited storage for equipment and materials within the construction areas. Staging areas may vary in size and function, but will be available for use by the contractor 24 hours per day, seven days per week.

What to expect during construction

WSDOT anticipates that the contractor will store equipment and materials at contractor selected staging locations outside the project area (most likely UW E4 parking lot).

Final contractor staging areas will need to be reflected in an updated CCMP.

Applicable commitments

WSDOT and the contractor will adhere to all WSDOT, Federal, local, and statewide regulatory requirements and or as required by the contract. The contractor may elect to coordinate with the UW if more space is required. However, additional staging within UBNA will not be allowed as a portion of this project.

Measures and practices

To the maximum extent practicable, WSDOT will work with the contractor to:

Ensure offsite staging areas are fenced and/or secured in order to ensure public safety and to prevent public access from those areas.

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 Orange Page](#).



IV. Questions or Concerns?

Visit the website:

- [SR 520 Bridge Replacement and HOV Program](#)

Call the project:

- Call the 24-hour construction hotline at 206-708-4657 for immediate concerns regarding construction activities and possible property impacts.
- For general project information, call the automated SR 520 Information Line: 1-888-520-NEWS (6397). Options available on the information link include:
 - Option 1: To connect directly to the WSDOT Project Contact.
 - Option 2: To hear about SR 520, Medina to 202: Eastside Transit and HOV Project construction
 - Option 3: To hear about the SR 520, I-5 to Medina: Bridge Replacement and HOV Project
 - Option 4: To hear about the Pontoon Construction Project
 - Option 5: To hear general information about the SR 520 Bridge Replacement and HOV Program
 - Option 6: To hear about the tolling on SR 520
 - Option 7: To leave a message for the project team or to be added to the email distribution list

Email the project team:

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

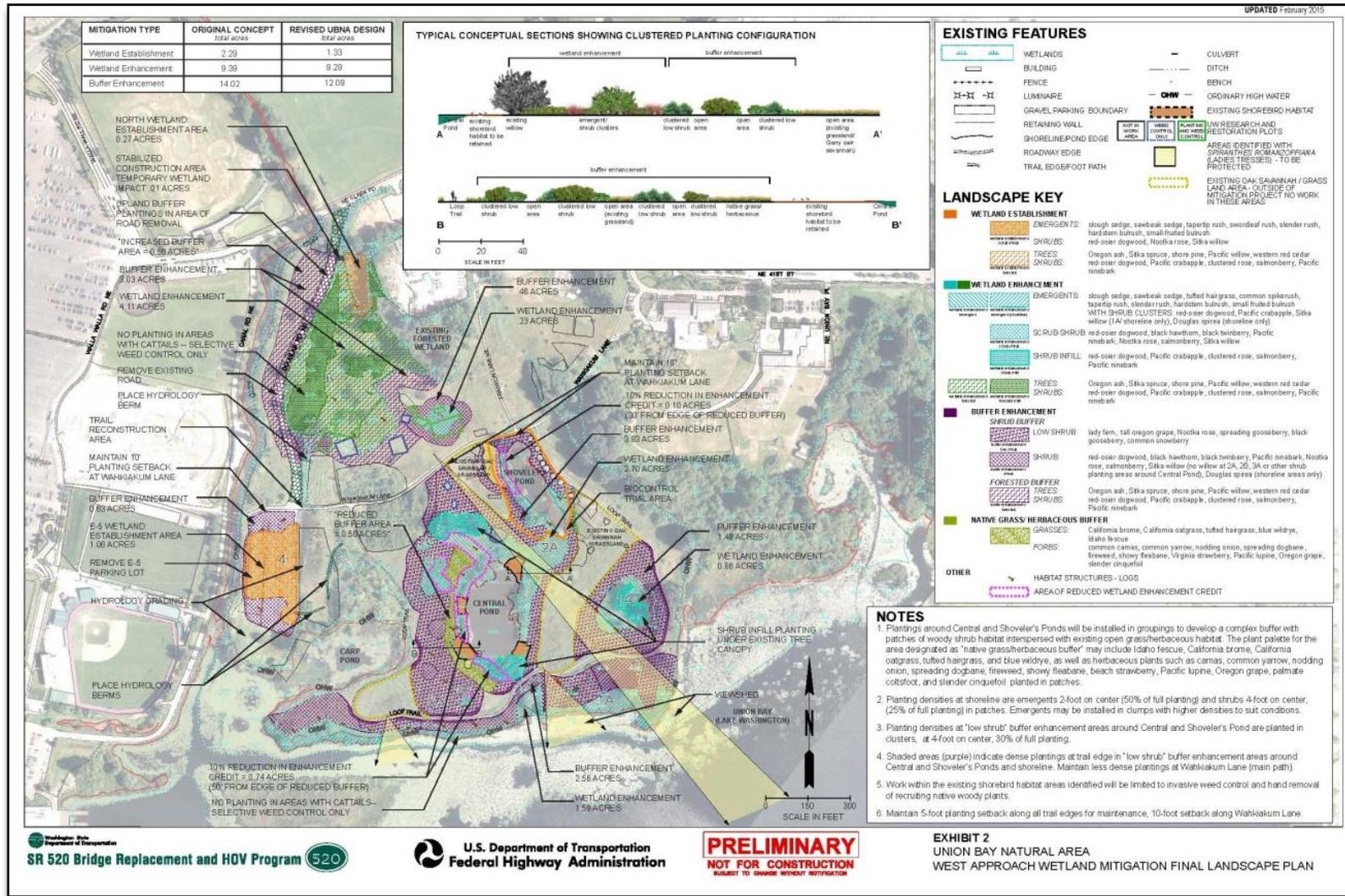
Stay informed about project construction:

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

- [SR 520 Orange Page](#) for up to date construction information and closure updates.
- [E-mail distribution lists](#) – Login or subscribe to the SR 520 distribution list to get regular updates about construction activities.
- Highway advisory radio, variable message signs, active traffic management signs, project identification signs.
- [Public engagement activities](#) (meetings, briefings and open houses) are posted on the SR 520 program website.

V. Figures

Figure 1: Site Design Overview



Contact Information

SR 520 Bridge Replacement and HOV Program
I-5 to Medina: Bridge Replacement and HOV Project
Union Bay Natural Area

Address: 999 3rd Avenue, Suite 2200, Seattle, WA 98104

24-hour construction hotline: 206-708-4657

General information: 1-888-520-NEWS (6397)

Email: SR520Bridge@wsdot.wa.gov

Web: www.wsdot.wa.gov/projects/SR520Bridge

SR 520 Orange Page: sr520.publicinvolvement.net