



EARLY DESIGN DISCOVERY WORK
Community Construction
Management Plan

Prepared by:

Graham Contracting, LTD

For:

SR 520 MONTLAKE PROJECT

April 2019

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1.0 COMMUNITY CONSTRUCTION MANAGEMENT PLAN OVERVIEW

1.1 PURPOSE AND BACKGROUND

Graham has developed an Early Design Discovery Work Community Construction Management Plan (Early Work CCMP) to identify best measures and practices to reduce Project impacts from Early Work to the nearby neighbors and the travelers on the SR 520 Corridor. This document will be part of a larger Montlake Project CCMP.

WSDOT first developed the Community Construction Management Plan (CCMP) as a mitigation commitment for adverse effects from the I-5 to Medina: Bridge Replacement and HOV Project (I-5 to Medina project) to historic properties during the National Historic Preservation Act Section 106 Consultation process. Because Section 106 consulting parties had significant concerns related to construction effects (both indirect and direct) to historic properties, development of the CCMP was included in the earliest iterations of the Section 106 Programmatic Agreement (PA). Construction effects (as defined in 36 CFR 800.5(a)(2)) may include vibration, noise, change of use or physical features of a property's setting, visual, atmospheric or audible intrusions.

During the consultation process, participants recognized that impacts the CCMP was intended to mitigate were not exclusive to historic properties but could potentially affect other resources in similar ways. The CCMP then became a project-wide commitment, not exclusive to Section 106 PA concurring parties. The PA language references the concurring parties "and others potentially affected by Project construction."

The SR 520 Montlake Project includes the construction of the West Approach Bridge South (WABS), Montlake lid and interchange, and Montlake bicycle/pedestrian "land bridge." Construction of this phase is expected to begin in 2019 with a duration of 4-5 years.

The CCMP allows members of the public an ongoing opportunity to provide input that may be considered for construction management decisions to avoid, minimize, or mitigate the impacts of construction activities on historic and other properties. Additional CCMP volumes and/or updates to existing CCMP volumes will be developed in conjunction with each contract awarded for future construction phases of the I-5 to Medina Project.

1.2 HOW TO USE THE CCMP

The Montlake Project CCMP will be a living document which may be updated through the course of the Project to incorporate changes to construction activities or approaches to the work. As noted above, this Early Work CCMP has been developed for the Early Design Discovery Work only. In order to plan and prepare for design and construction, Graham will use drilling equipment to collect soil samples and use additional equipment to cut holes in the roadway, remove soils, and locate underground utilities. This Early Work is often referred to as utility locating and subsurface geotechnical investigation work to support Design. All Early Work

will occur on land only. All commitments from this document will be part of the Montlake Project CCMP.

The Montlake Project CCMP includes commitments made in accordance with the Section 106 PA, environmental and right of way commitments made through other regulatory processes, including the city of Seattle shoreline permit, best management practices (BMPs), and additional tools that will help to avoid, minimize, and/or mitigate construction impacts on local communities and historic properties. WSDOT will meet regularly with the concurring parties to the Section 106 PA and others potentially affected by construction throughout the duration of construction to discuss construction management.

The public is encouraged to provide feedback about the effectiveness of the CCMP and suggest changes. Information about the SR 520 Montlake Project is available at project-related public meetings and on the SR 520 Montlake Project website:

<https://www.wsdot.wa.gov/projects/sr520/montlake/home>.

While the Montlake Project CCMP is for construction impacts; questions on other topics such as design, permitting, operations and maintenance, and other non-construction related activities on the SR 520 Montlake Project can be directed to SR520Bridge@wsdot.wa.gov.

1.3 PROJECT COMMITMENTS

The SR 520 Montlake Project will be constructed accounting for commitments that are included in agreements with permitting agencies, local governments, and other interested parties.

Graham's commitments include:

- Performing construction management, including inspection and monitoring of the construction activities to ensure contract requirements are met.
- Developing an Early Work CCMP, as well as the full Montlake Project CCMP and ensuring the updating and implementation of the CCMP occurs to reflect construction activities.
- Ensuring local, state, and federal permits are obtained as necessary for compliance with applicable laws and regulations.
- Coordinating and communicating with neighborhoods and businesses about possible project impacts.
- Monitoring performance of the CCMP implementation with the public and the Section 106 PA concurring parties.

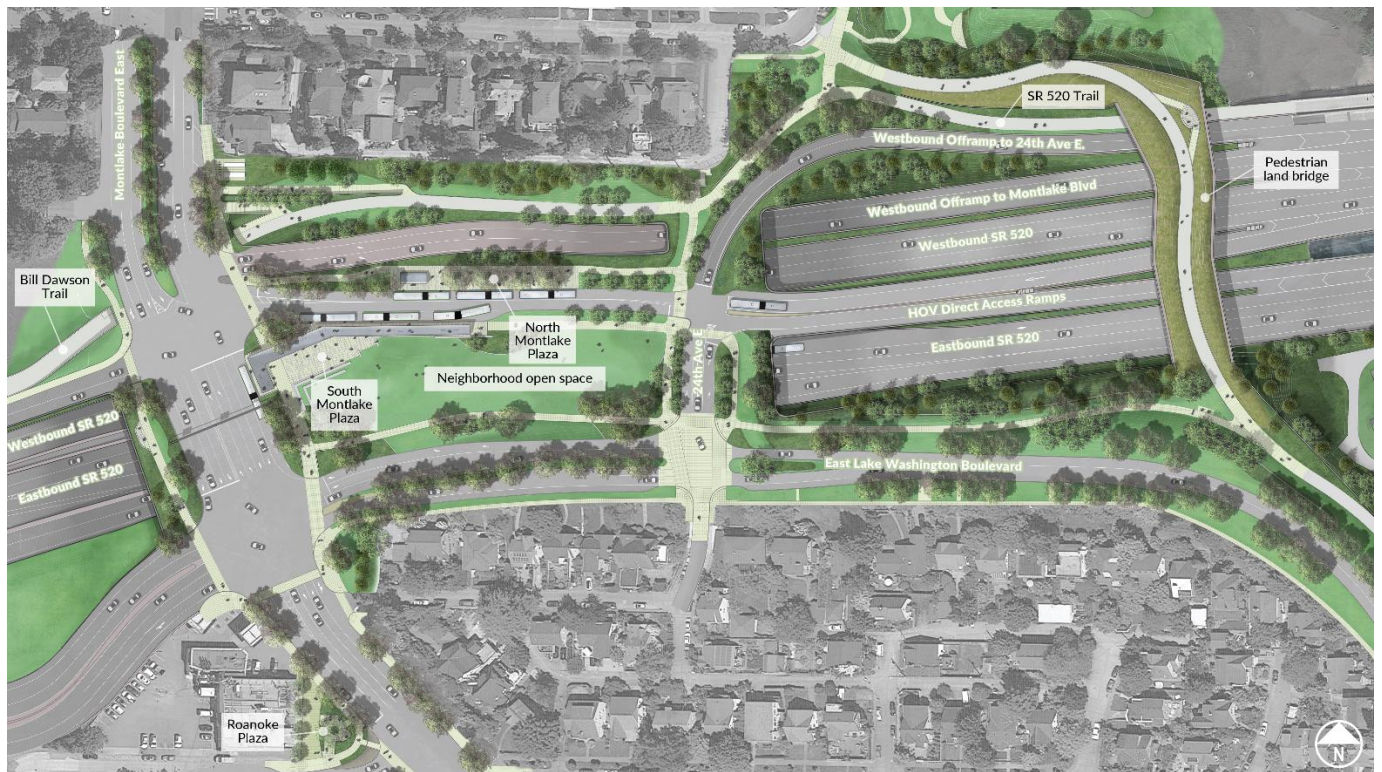
1.4 PROJECT OVERVIEW

The SR 520 Montlake Project includes the construction of the West Approach Bridge South (WABS), Montlake lid and interchange, and Montlake bicycle/pedestrian land bridge. The WABS will connect eastbound traffic from Montlake to the new floating bridge. It will also feature a dedicated transit/HOV lane that connects these facilities to the floating bridge and, in turn, to the

Eastside SR 520. Implementation of this project also includes removal of the existing eastbound Lake Washington Boulevard on-ramp, and construction of an improved Montlake interchange.

The new Montlake interchange, including a lid, will include direct-access for transit and HOV in addition to new bicycle and pedestrian connections to existing regional and local trails and routes. The Montlake lid will be a hub for local and regional transportation connectivity, and will include multifunctional open spaces, urban trails, undercrossings, a regional shared-use path and transit connections. A new land bridge, to the east of the lid, will be a bicycle/pedestrian path over SR 520 that provides a north-south connection across the highway between the Arboretum and points north of the SR 520 corridor. The Montlake Project also features the construction of stormwater treatment facilities to capture and naturally filter and treat highway runoff.

The Early Design Discovery Work will support design for the ultimate Project. The figure below depicts a final configuration of the SR 520 Montlake Project.



2.0 PROJECT GOALS AND OBJECTIVES

WSDOT established the following Project goals for the SR 520 Montlake Project. Graham has adopted the Project goals and will ensure they are communicated and understood by the Project Team and communicated to the Community.

The Project goals established for the Montlake Project are:

- Project Management: Collaboration – Through effective project management, provide a successful Design-Build Project by collaborating with WSDOT to efficiently resolve issues at the Project level.
- Project Management: Quality – Through effective project management, implement a strong quality management program to ensure design and construction Work meets or exceeds Contract requirements.
- Design – Create excellent design through collaboration with stakeholders in meeting the vision and intent for the Montlake Project development.
- Minimize Impacts: Community/Mobility – Maintain freeway, local street, and transit operations; bicycle and pedestrian access; and safety performance through the various stages of construction; and engage community and successfully communicate project vision, progress, timeline, and challenges to the local community, motorists, and other users.
- Environmental Compliance – Meet or exceed environmental requirements with no permit violations.

3.0 CONSTRUCTION IMPACTS

What to expect during Early Work?

Beginning the week of April 15, 2019 and lasting three to four weeks, Graham crews will perform Early Design Discovery Work to plan and gather information that helps shape the Project design. Early Work locations and associated activities are shown below:



Of the three to four weeks to complete this Early Work, only one week's work will occur at nighttime; the rest during daytime. Three types of Early Work will occur (utility locating, geotechnical drilling, mobilization) at the locations identified below.

Early Work – Utility Locating (daytime work):

- In the alley off East Hamlin Street, east of Montlake Boulevard East:
 - This work requires a short-term closure of the alley, during work hours, for one to two days. During non-work hours, steel plates will be used to cover the work area and provide nighttime access.
 - This work will not take place on Wednesdays in order to avoid conflicting with trash and recycling pickup services.
- At the northeast corner of East North Street and East Montlake Place East:
 - This work requires the closure of East North Street, during work hours, for two to three days. During non-work hours, steel plates will be used to cover the work area and provide nighttime access.
 - Local access will be available from 24th Avenue East.
 - This work will not take place on Thursdays in order to avoid conflicting with trash and recycling pickup services.

Early Work – Geotechnical Drilling (daytime/nighttime work):

- In the Old Canal Reserve and MOHAI areas off 24th Avenue East near the SR 520 Trail:
 - This is daytime work and will require intermittent closures (5 – 10 minutes) of the SR 520 Trail.
- On SR 520:
 - This is nighttime work and will require single lane closures on the westbound off-ramp to Montlake Boulevard, the eastbound on-ramp from Montlake Boulevard, and on westbound SR 520 (east of Montlake Boulevard).

Early Work – Mobilization (daytime work):

- In the WSDOT Peninsula, along the Canal Reserve, and at the MOHAI property:
 - This is daytime work that will require access to the WSDOT Peninsula site for mobilization activities such as trailer delivery and installation of silt fence at the sites.

The utility locating and geotechnical drilling Early Work includes pavement removal and repair as well as removing dirt with pressurized water, vacuums, and backhoes. Much of this work will occur between 7 a.m. and 7 p.m. with some occurring at night between 7 p.m. and 7 a.m. A temporary noise variance from the City of Seattle will be in place for the nighttime work. Nearby neighbors should expect typical construction impacts, such as increased noise, dust, and truck activity. Graham will comply with the construction best management practices as well as all City of Seattle noise regulations to reduce the effects of this work.

The following graphic helps associate daytime and nighttime Early Work to the various locations identified previously.



The Early Work CCMP is organized by potential construction effect. Construction effects covered in this section include:

- Noise
- Vibration
- Air Quality and Fugitive Dust
- Visual Quality: Aesthetics, Glare, Lighting
- Traffic and Transportation
- Utilities and Services
- Vegetation Management and Erosion Control
- Over-Water and In-Water Work
- Staging in WSDOT Right of Way

Each construction effect section includes the following three subsections to provide additional details on the effect related to the Early Work outlined above:

- What to Expect
- Regulations and Commitments
- Measures and Practices

3.1 NOISE

What to Expect

As referenced above in Section 3.0, Graham is performing Early Work for a three to four-week duration beginning in mid-April; only one week of work will occur at night. The design discovery work activities use different types of equipment that result in different levels and kinds of noise.

During the preliminary permitting and planning of the Montlake Project, it was identified that some critical elements of the work are practical to be performed only at night, such as closures of the SR 520 lanes. Therefore, work will occur during the day as well as at night during the Early Work phase. Nearby neighbors may hear intermittent noise from drilling, construction equipment, soil extraction equipment, and paving equipment.

During mobilization into the WSDOT Peninsula, residents may hear daytime noise during trailer delivery.

Regulations and Commitments

For the daytime work, City of Seattle noise ordinances limit allowable noise levels and vary based on zoning and time of day. Noise limits are based upon the average noise levels as measured over a one-hour period in decibels (dBA). The Montlake Neighborhood is classified as residential and has a normally strict noise level of 55 decibels during the day. Normal daytime construction allowances are 25 decibels above the baseline limit of 55, making the daytime limit 80 decibels. All daytime work will be completed within these limits.

Because the nighttime geotechnical drilling work is limited in both scope and duration to support design, Graham has received a temporary noise variance from the City of Seattle to complete this nighttime work. The variance allows work to exceed the limits established by the City of Seattle noise ordinance under specific circumstances and requires notifications to residents who live adjacent to the work. In accordance with the City of Seattle temporary noise variance, the work will be performed using best management practices and sequenced in a way to minimize the duration and levels of noise experienced by residents as much as possible.

Ultimately, the Major Public Project Construction Noise Variance (MPPCNV) will govern the Project when major construction activities start in mid to late May 2019.

Measures and Practices

When possible, Graham will strive to complete loud activities during the day with the quieter activities taking place at night. Certain activities that would cause loud noises during the Early

Work include small areas of pavement removal and repair, vacuum soil removal near utilities, and noise from the geotechnical drilling machine. Graham's intention is to complete work adjacent to neighborhoods during the daytime, while nighttime work is reserved for the westbound SR 520 work.

No pure tone backup-warning devices will be used during nighttime activities. Instead, Graham will use a broadband alarm or backup observer to help reduce noise from backing up during nighttime activities. Radios will be used in place of amplified speaking devices such as bullhorns for long-range communication on site. Trucks and other construction equipment will have limited idling durations.

3.2 VIBRATION

What to Expect

For the Early Work, different types of construction activities will cause vibration that may be felt and/or heard in the project vicinity (e.g., soil compaction and equipment movement). Graham anticipates limited vibration impacts associated with utility locating, backfill compaction, and re-paving at the northeast corner of East North Street and East Montlake Place East.

Regulations and Commitments

For the major construction work performed under the full Montlake Project CCMP, Graham is committed to minimizing vibrations to the maximum extent practicable. A Vibration Monitoring Plan will be developed to detail how vibration will be monitored and the thresholds that will trigger corrective actions. The Early Work is not anticipated to exceed thresholds that would impact or cause damage to historic homes.

Measures and Practices

For the Early Work, equipment and construction methods will be chosen with an eye to minimizing the vibrations that would be experienced by residents and nearby structures. A smaller plate compactor will be used during the limited paving operation in lieu of a large vibratory roller.

Similarly, in lieu of compacting backfill material under the roadway, Graham may elect to use sand or Controlled Density Fill (CDF), since both are self-compacting materials that would eliminate the vibration generating activity used with traditional backfill materials.

3.3 AIR QUALITY AND DUST

What to Expect

All construction activities can cause air quality issues and fugitive dust. Activities that are particularly problematic are truck traffic on bare earth and demolition. Frequent truck traffic and

material hauling over large distances can also adversely affect air quality. For the Early Work, Graham anticipates minimal to no fugitive dust and/or air quality concerns. Truck activity is limited to spot locations, including mobilization into the WSDOT Peninsula, with very minimal truck usage.

Regulations and Commitments

The project will abide by the regulations of the Puget Sound Clean Air Agency. Graham will make every reasonable effort to minimize fugitive dust from construction activities, in particular, those due to hauling materials to and from the jobsite.

Measures and Practices

The limited potential contributing activities to fugitive dust include demolition activities such as sawcutting and hauling to and from the jobsite. To reduce potential fugitive dust concerns related to demolition activities, water is applied to the surface to help minimize the potential for dust. To reduce potential fugitive dust and air quality concerns related to hauling activities, only equipment that meets or exceeds current emission standards will be used. Trucks hauling earth or demolished materials may need to be covered to reduce the generation of dust during transit. Equipment idling will be minimized to reduce unnecessary exhaust emissions.

3.4 VISUAL QUALITY: AESTHETICS, GLARE AND LIGHTING

What to Expect

During the Early Work, residents immediately adjacent to SR 520 will see work equipment and construction activities primarily during daytime hours (see graphic on page 4 for work areas). Over the four weeks of anticipated work, night work is limited to a single week. Residents and the traveling public can anticipate seeing construction equipment, work trucks, and construction personnel on site. During nighttime hours, residents and the traveling public can anticipate limited traffic closures on westbound SR 520 and the on-ramp from Montlake to eastbound SR 520 as crews continue their design discovery construction activities. Construction equipment, including lights for the safety of the workers and the public, will be used.

Regulations and Commitments

The project 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

Graham will limit the use of construction lighting as much as possible and keep lighting shielded, directed downward, and pointed away from residences and other sensitive areas to the maximum extent practicable without creating a hazard for the workers.

3.5 TRAFFIC AND TRANSPORTATION

What to Expect

During the Early Work, construction activities will result in a variety of limited impacts to the traveling public. Daytime work shown in orange below will have minimal impact to the traveling public. A short-term flagging operation will be in effect along the pedestrian path across the 24th Avenue East Bridge for access to the MOHAI site for exploration work. This flagging operation will have short term effects (approximately 10 minutes) on pedestrian and bicyclist access while equipment is mobilized in and out of the site. Daytime work with road closures, shown in blue below, will impact access to East North Street and the alley off East Hamlin Street, east of Montlake Boulevard East. Travelers will be detoured around the closure at East North Street. Nighttime work will impact traffic on westbound SR 520 and the SR 520 eastbound on-ramp from Montlake Boulevard East through lane closures. Construction workers, equipment, and trucking will also be present on and adjacent to the roadways.





Regulations and Commitments

Graham will adhere to WSDOT, federal, local, and statewide regulatory requirements and/or other regulations. A Street Use permit for the Project was obtained for work in the city streets from the City of Seattle.

Measures and Practices

WSDOT will notify the public of planned lane closures in coordination with Graham. The planned lane closures will be posted on the WSDOT website and in project email updates. Residents adjacent to the Early Work sites will receive notifications of the planned work, traffic limitations, and the temporary noise variance that will be in place for nighttime work.

For the Early Work, there is no large-scale hauling. Graham will have limited truck usage supporting the Early Work for design discovery.

For the Montlake Project CCMP, additional Section 106 coordination will be required if haul routes outside of those previously identified or restricted by the Section 106 PA coordination process are utilized. If WSDOT determines that haul routes in Seattle not outlined in the SR 520, I-5 to Medina: Bridge Replacement and HOV project Final Environmental Impact Statement might be used, WSDOT will follow the process described in the Section 106 PA.

3.6 UTILITIES AND SERVICES

What to Expect

No Utilities and/or Services are being relocated as part of the Early Work.

Regulations and Commitments

N/A

Measures and Practices

N/A

3.7 VEGETATION MANAGEMENT AND EROSION CONTROL

What to Expect

For the Early Work, no mature vegetation will be disturbed. At the WSDOT Peninsula, along the Canal Reserve, and at the MOHAI property, Graham will be installing Temporary Erosion and Sediment Control (TESC) measures, commonly referred to as silt fence. The Early Work will be accomplished with hand digging only and will be installed in accordance with an approved TESC Plan.



Regulations and Commitments

N/A

Measures and Practices

N/A

3.8 OVER-WATER AND IN-WATER WORK

What to Expect

Early Work will not occur in or over the water. The work is contained to land only.

Regulations and Commitments

N/A

Measures and Practices

N/A

3.9 STAGING IN WSDOT RIGHT OF WAY

What to Expect

For the Early Work, equipment and materials will be staged in the median of SR 520 as well as within the WSDOT Peninsula. Both Early Work staging areas are within WSDOT-owned right of way and will be accessed during daytime and nighttime hours. The staging yard in the median of SR 520 will not affect adjacent residences due to the proximity and grade difference between SR 520 and the adjacent residences. The staging yard at the WSDOT Peninsula is away from nearby residences and separated by a berm and trees from the adjacent roadways.

Regulations and Commitments

Graham will adhere to WSDOT, federal, local, and statewide regulatory requirements as required by the contract.

Measures and Practices

Graham will limit the frequency of access to and from the staging areas as to minimize visual and noise disruptions to travelers and nearby residences.

4.0 COMMUNICATION MECHANISMS

The following communication mechanisms are currently available to the public:

4.1 PROJECT WEBSITE / SR 520 CONSTRUCTION CORNER

Graham will develop and submit content to WSDOT for the project website (also known as the Construction Corner) on a weekly basis. The project website will include project updates and

information on design, construction activities, and construction impacts. Construction information will include content on lane closures, detour routes, road, trail and waterway conditions, and other construction-related activities relevant to the public. The Construction Corner Website is intended to be a dynamic resource for the community to receive the latest Project information and can be found at SR520Construction.com.

4.2 HOTLINE

Construction hotline

Graham's communications team will manage and staff a 24-hour live telephone construction hotline for the duration of the project, beginning at the time of the first preconstruction open house. The hotline shall be active no less than 30 calendar days prior to construction work or potential field work and will continue to be active through physical completion. All staff members responding to inquiries will be trained, friendly, responsive and informed about project construction and traffic impacts. The hotline number is 206-775-8885.

Project phone line

WSDOT has established a phone line that is staffed from 8 a.m. to 5 p.m., Monday through Friday, for general project inquiries regarding the SR 520 Bridge Replacement and HOV Program. The project information number is 206-770-3554. Construction-specific inquiries will be directed to the construction hotline.

4.3 CORRESPONDENCE

Graham will respond to phone calls that are received from sources other than the 24-hour construction telephone hotline within one calendar day, and to emails and letters, including comments forwarded from WSDOT, within five calendar days of the receipt of comments.

4.4 PUBLIC MEETINGS AND BRIEFINGS

Graham will coordinate with WSDOT to schedule and host design and construction open houses. These open houses will inform the public of the project's status, share design and construction updates and answer questions related to the project. Graham will coordinate with WSDOT to schedule and host open houses on an annual basis to inform the public of the project's status, share design and construction updates, and to answer questions related to the project.

4.5 SOCIAL MEDIA

Graham will assist WSDOT in maintaining the project's social media outlets by providing project update content, including photos and videos.

4.6 COMMUNITY RELATIONS PROGRAM

Graham will provide, as directed by WSDOT, the following community relations activities to assist with construction relief for neighbors living near construction activities:

- Car washing services.
- Exterior pressure washing and house cleaning services and interior and exterior window cleaning services.
- Single-night hotel accommodations including pet services for community members.

5.0 MEASURING PERFORMANCE AND PROGRESS

The contents of this Early Design Discovery Work CCMP will be incorporated into the full Montlake Project CCMP. An annual review of the Montlake Project CCMP will be performed and updated to reflect changes in the processes. As feedback from the public from the various communication mechanisms is received, it will also be considered for incorporation into the CCMP.