Montlake Phase: A design-build project

The upcoming Montlake Phase project will be delivered using the design-build contracting method.

**Major Procurement dates and milestones**

- **Q1 2018**: Publish contract documents
- **Fall 2018**: Select contractor
- **Late 2018**: Host preconstruction open house with contractor and begin construction

**Montlake Phase shortlisted teams:**

- Atkinson/Traylor JV
- Graham Contracting LTD
- Kiewit Manson

**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-builder completes the final design and constructs the project.
- The SR 520 Eastside and floating bridge projects were built with the design-build method.
- Examples of other WSDOT design-build projects in the region include:
  - I-405 / SR 167 interchange Direct Connector Project
  - SR 167 Puyallup River Bridge

**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.
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

How to stay informed during construction

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 proactively find information on how to live, work, play and get around during construction.

Storefront: Permanent drop-in location where neighbors can talk to someone in person regarding construction-related questions.

Hotline: 24-hour phone line for urgent construction issues.

Meet the contractor: 1) Attend the preconstruction open house. 2) Attend monthly construction update meetings.

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

Email updates: Receive regular email updates regarding upcoming construction activities.

Construction Corner online tool: One-stop shop for construction information during the Montlake Phase.

Test drive today!
SR 520 Ombudsman David Goldberg

What is an Ombudsman?
An Ombudsman investigates citizens’ questions or complaints about an agency’s actions and tries to impartially help to address their concerns.

Why an SR 520 Ombudsman?
While large projects such as the SR 520 Program deliver numerous long-term public benefits, the construction work can have significant 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 effects 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:
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Call: 206-770-3659
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Anticipated staging areas and haul routes for the Montlake Phase

Map of potential 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 a contractor needs to use city streets as haul routes when primary routes are not available or feasible. In these cases, the contractor may use City-identified truck routes.

• The contractor 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.
Minimizing construction impacts on frontline neighbors

WSDOT recognizes that people living or working along the frontline of a complex construction project are the ones most affected by the work. While some effects of SR 520 construction are unavoidable, we strive to limit impacts to neighbors as much as possible.

Consulting with the community to ease effects of construction

In late 2016 and early 2017, WSDOT held a series of outreach meetings in Montlake to give frontline residents a preview of SR 520 Montlake Phase construction activities, hear their concerns about current or potential construction impacts, and discuss measures to minimize the effects.

As a result, WSDOT is implementing the following measures for those most affected neighbors:

- Installed fences and planted fast-growing trees for visual screening, and will install acoustifence material in the Shelby-Hamlin area
- Hired a full-time Community Liaison/Ombudsman
- Establish a WSDOT “storefront” office in Montlake where the public can learn about the project, ask questions and discuss concerns directly with project staff
- Offer contractor performance incentives related to exceeding community, mobility and environmental contract requirements
- Implement dust control (e.g. site watering)
- Minimize disruptions to neighborhood street access
- Implement 24-hour noise monitoring

Frontline neighbors adjacent to SR 520 Montlake Phase construction
In Montlake, we’re working to minimize the effects of our construction both on local residents and on those traveling through the neighborhood. In response to feedback received from the public, WSDOT has included incentives in the Montlake Phase RFP, providing an opportunity for the Design-Builder to surpass baseline performance standards.

The incentives are for contractor performance that exceeds contract requirements in the following areas:

- **Community:** Based on the Design-Builder’s relationship with the local community, including responsiveness to nearby residents’ concerns about topics such as noise, dust and lights, detailed and timely communications, and work-site appearance.

- **Mobility:** Based on maintaining freeway, local street and transit operations, as well as maximizing bicycle and pedestrian access throughout construction.

- **Environmental:** Based on the design-builder exceeding environmental requirements and having no environmental or noise permit violations.

Crews work along Montlake Boulevard, adjacent to active traffic and local sidewalks.
Nighttime construction during SR 520 Montlake Phase

WSDOT applied for a Major Public Project Construction Noise Variance for Montlake Phase construction with the City of Seattle. The variance sets limits for nighttime construction noise by WSDOT contractors for the duration of construction.

Why is nighttime work necessary?
- Provides a safer work environment for contractor crews and safer travel for the public.
- Minimizes daytime traffic congestion on SR 520 and Montlake arterial streets.

When is ‘nighttime’?
- The City of Seattle defines nighttime construction hours as 10 p.m. to 7 a.m. on weekdays, and 10 p.m. to 9 a.m. on weekends and legal holidays.

How will nighttime noise restrictions be monitored and enforced?
- Electronic noise meters installed will record noise levels 24 hours per day and detect any exceedance that occurs.
- 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.
- WSDOT will provide an independent noise monitor to be on site during all nighttime work, and report any violations or neighborhood complaints to the Seattle Department of Construction and Inspections. Residents can report noise complaints to a 24-hour hotline.
Closures and detours

Types of closures

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

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 Phase, and reopen as part of the new Montlake lid.
- The Bill Dawson Trail connection is expected to be closed during portions of the Montlake Phase.

Types of detours

Short-term detours
- When the highway, local streets, sidewalks or bike paths need to be closed, the design-builder will provide safe, clearly signed detours so that cars, buses, bicyclists and pedestrians can safely get to their destination.

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.
- Closure details will be provided to the traveling public in advance. See the “how to stay informed during construction” board for additional details. Examples of tools include website, email, mailers, monthly meetings with the contractor, the storefront, the Construction Corner, and the media.
- Closure plans are subject to change based on the contractor’s schedule, weather conditions and other factors.
Keeping SR 520 traffic flowing 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 (WABN) structure. During this interim construction period, the WABN structure will carry eastbound and westbound highway traffic.

Current configuration

Montlake Phase construction

Montlake Phase at completion

Notes:
- Illustrations of SR 520 mainline operations are shown. Interchanges are not detailed.
- Detailed traffic plans in future construction phases are subject to change.
Vibrations resulting from construction

Some residents in the Montlake and Madison Park neighborhoods will likely notice vibrations while crews perform certain work during Montlake Phase construction.

Vibration-producing equipment and activities include:

• Vibratory and impact hammers used for pile installation
• Drills and vibratory hammers used for shaft installation
• Hoe-rams and munchers used for structure removal
• Excavators used for digging and trenching
• Vibratory rollers used for grading land and paving roads
• Concrete trucks and flatbed trucks used for moving heavy equipment

Vibration monitoring

• WSDOT will install vibration monitors around the Montlake and Madison Park areas. The vibration monitors will provide the design-builder and WSDOT with necessary data to gauge vibration levels.
• Vibration monitors are used to track vibrations at structures near the corridor.
• Home inspections will be provided to frontline homeowners.
Construction on Lake Washington

The Montlake Phase project will require crews to work both in and over Lake Washington.

To complete the project, the design-builder is expected to:

- Build a temporary work bridge in the shallower waters of Lake Washington and the Arboretum to:
  - Remove the old west approach bridge
  - Construct the new West Approach Bridge South
  - Remove the on-ramp from Lake Washington Blvd.

- 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.