SELLEN CONSTRUCTION MANAGEMENT PLAN AND EXHIBITS

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SWEDISH FIRST HILL TRANSFORMATION

BLOCK 95
Project Address: 1115 Columbia Street
MUP #: 3018701

NW TOWER
Project Address: 747 Broadway Avenue
MUP #: 3018961

APPLICANT/CONTRACTOR: SELLEN CONSTRUCTION COMPANY
Version: Draft
Date: 3/9/16
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ATTACHMENTS

1) Swedish First Hill Expansion Phasing Schematics for Block 95 & NWT.
2) Swedish First Hill Expansion Truck Hauling Routes
3) Swedish First Hill Expansion Public Transportation Plan
1.0 PROJECT OVERVIEW
This Construction Management Plan (CMP) is intended to anticipate and reduce the potential noise and vibration impacts from construction activities, minimizing impacts on neighbors, businesses and downtown traffic. Management practices that will help achieve this goal include: coordinating with neighbors before and during construction regarding noise and vibration; reducing the overall construction period by working two shifts on critical path items; incorporating technological and operational noise control measures to reduce the amount of sound generation; reducing the transmission of construction noise to off-site receivers through sound-containment measures; and, coordinating with Seattle Department of Planning and Development (DPD) on street use, parking and traffic routing.

i. This plan will be coordinated with the DPD Noise Abatement Office, SDOT and King County Metro Transit Division.

ii. Implementation of this plan is the responsibility of Sellen Construction and its subcontractors, working with the developers, DPD, and the affected community.

1.1 PROJECT ADDRESS

Block 95 Project Address: 1115 Columbia Street

NW Tower Project Address: 747 Broadway Avenue

1.2 SITE DEVELOPMENT
Swedish will make these improvements to:

• Replace structures dating back as early as 1925
• Provide the best care for a rapidly aging population
• Respond to unprecedented inpatient growth
• Meet the most current technology needs in appropriate space
• Support the safest, highest quality care possible
• Fulfill our promise to care for all those who need our services
• Utilize clinical space most effectively and efficiently

The plans include new buildings to replace the current North Tower and Block 95 (which includes small non-acute care buildings and a garage). The new Northwest Tower will be the most significant and complex project undertaken by Swedish in the past several decades, and will involve replacement of many of the most complicated and systems-intensive services on the campus. The Northwest Tower will be approximately 17 stories and will contain a variety of uses; including: emergency department, dining facility, critical care units, surgical suites, and patient rooms. Many of the support functions for the campus will be located on Block 95.
There will be a number of public benefits associated with the development related to street improvements, sidewalks, landscaping, open space plazas, and more. Swedish will collaborate with the city to develop a street concept plan for Minor Ave between James and Madison that is coordinated with the First Hill Public Realm Action Plan and Bicycle Master Plan. Improvements may include realignment of curbs, traffic lanes and parking, pedestrian crossings and curb bulbs, wider sidewalks, street trees and landscaping, furnishings and signage.

We are beginning construction in 2016 and occupying the buildings in 2019.

2.0 CONSTRUCTION COMMUNICATION

2.1 CONSTRUCTION CONTACT PERSONS

Nancy Rickert, Project Manager & Construction Liaison  
Sellen // M 206.571.7460 // P 206.682.7770 // F 206.623.5206  
Nancy.Rickert@Sellen.com

Mike Ryberg, Senior Superintendent  
Mike.Ryberg@Sellen.com
2.2 CONSTRUCTION NOTIFICATION LIST

This is a partial list of the affected parcel owners, neighbors, and area businesses that will receive direct notification of planned and emergency construction activities:

- First Hill Improvement Association (FHIA).
  Alex Hudson alex@firsthill.org

- Frye Museum
  Alex Lawhorn ALawhorn@fryemuseum.org
  Jeffrey Hirsch jhirsch@fryemuseum.org

- O'Dea High School
  Jason Kerr jckerr@odea.org

- St James Cathedral
  Larry Brouse lbrouse@stjames-cathedral.org

- Capitol Hill Chamber
  Sierra Hansen sierra@caphillchamber.org

- Horizon House
  Jackie Claessens-Bauer jackiec@horizonhouse.org

- First Hill Condos
  Mary Ellen Hudgins hudginsme@gmail.com

2.3 COMMUNICATION METHODS

We will employ several methods to reach out to our neighbors, including the following:

A. Monthly Construction Updates: These email updates will be sent out to our distribution list and will provide a summary of recently completed work, along with an outline of upcoming work and any associated street or sidewalk closures. In addition, each update will include a map that is continuously updated to reflect any closures. These updates will be distributed via email and available at any time on the project website:

   www.sellen.com/swedishfirsthill

B. Construction Activity Notices: These brief notices will be sent out as needed to notify or remind neighbors of any high-impact activities.
C. The First Hill Improvement Association also allows Swedish to submit information on their website to their membership of over 500 people, and attend town hall meetings.

2.4 NOTIFICATION TIMING & TRACKING:
As mentioned above, Construction Updates will be distributed monthly to provide a comprehensive overview of the project’s progress and any associated neighborhood impacts. Shorter Construction Activity Notices will be distributed as needed, at a minimum of 72 hours prior to the activity.

Note: SDOT Street Use requires notification and permits for all work or impacts in the right of way. Contact SDOT Street Use at SDOTPermits@seattle.gov or (206) 684-5253. Emergency-related construction activities impacting the right of way require additional notification directly to the City of Seattle Transportation Operations Center (TOC). Seven days a week, 6 AM to 10 PM at (206) 684-5117. After hours, 10 PM to 6 AM at (206) 684-5117. If a closure is expected to extend into a weekday AM or PM peak traffic hour and is on a key arterial call TOC on-call personnel.

2.5 CONSTRUCTION PROJECT AND KNOWN SPECIAL EVENTS IN THE VICINITY
The project team is in the process of developing a comprehensive list of known projects and events that may occur during the construction of the Swedish First Hill Transformation.

A. THE CMP shall identify existing construction projects or known projects and special events (parade, run, marathon, community event). Indicate construction or event activity that might begin or occur during the life of the CMP in order to identify potential construction related conflicts and the need for coordination.

B. Fun Runs and Fundraisers around Swedish:
The Swedish Fun Run will take place on Sunday, July 17, 2016. The run will not be impacted by construction activities. Any ongoing work will be fenced or covered for the safety of everyone around the site.

C. Events at Seattle University, Frye Art Museum, and O’Dea should not be impacted by construction, but communication and coordination will occur on an as-needed basis.
3.0 CONSTRUCTION NOISE AND SENSITIVE RECEIVERS

Except as may otherwise be approved through the variance process in the Noise Ordinance, construction activities shall be conducted in such a manner as to conform to the permissible noise levels in the Noise Ordinance and to the construction noise and vibration management measures approved as part of this plan.

3.1 CONSTRUCTION HOURS

A. Standard Hours of Construction: The majority of construction activities will be limited to standard construction hours between 7 a.m. and 3:30 p.m. on non-holiday weekdays. Construction workers may arrive at the site prior to standard start times; however, noisy set-up activity will be expressly prohibited prior to 7 a.m. on weekdays, 9 a.m. on Saturdays. Any necessary equipment warm-up prior to standard start times will be coordinated to not disturb neighbors.

B. Second Shift (2:30 p.m. to midnight 12 a.m.) and Saturday Construction Hours: Evening or Second Shift work will be limited to smaller crews working between the hours of 6 p.m. and 12 a.m. on non-holiday weekdays. Saturday work hours are between 9 a.m. and 6 p.m. Work may occur between 10 p.m. and 12 a.m., but will be restricted to activities that are less noisy and within the limit of the noise ordinance. Activities will include progressive clean-up, putting hand tools and electrical cords away, re-configure hanging temporary light strings, and site security walks.

C. In addition:

   I. Work that is scheduled to take place during evenings and Saturdays will help maintain the construction schedule.

   II. Impact types of equipment, such as pavement breakers, pile drivers, jackhammers, sand-blasting tools and other impulse noise equipment will be prohibited.

   III. Work is not expected to occur on Legal holidays, defined as: New Year’s Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, day after Thanksgiving Day, and Christmas Day. Any listed holiday that falls on a Sunday shall be observed as a holiday on the following Monday. If any of the listed holidays falls on a Saturday, the preceding Friday shall be a regular workday.

D. Third Shift (12 a.m. to 7 a.m. on non-holiday weekdays): This work will be coordinated with the appropriate City agencies and will generally be limited to only those activities that cannot be performed during standard, second, or Saturday shifts. This would be due to external restrictions or requirements imposed by City or County agencies, such as over-sized load restrictions, work that requires street closures or work that affects
public safety. If work is proposed that exceeds the limits of the Noise Ordinance, a variance would be sought and would need to be approved by DPD in advance of such work occurring. The Construction Contact will provide a minimum seventy-two-hour advance notice to the Construction Notification List for this type of work, notice will be provided when the variance is sought rather than waiting until the variance is approved.

i. Third Shift construction activities anticipated include:

a. Pouring and pumping of the mat footing. Sellen Construction will provide a separate work plan for this activity that’ll include obtaining an approved variance, and minimum 72-hour notice to entities within the Construction Notification List.

b. Occasional night time delivery of loads that exceed highway and street limitations. Sellen Construction will attempt to bring these in at night and drop the trailer at the site to be unloaded during the following work day. Sellen Construction will avoid oversized deliveries to the job-site in the early morning.

In addition, small deliveries may begin as early as 5:30 a.m. on weekdays to minimize traffic on downtown streets.

c. Mobilization, De-mobilization, and Jumping the Tower Crane: Installation and removal of the tower crane may occur partially at night. Periodically, the crane and worker-lifts will need to be jumped at night or Sundays to raise them above the structure as it climbs. This is expected to involve twelve Third/Sunday shifts.

**Block 95 Tower Crane:**
Erection is scheduled for April 2017
Dismantling is scheduled for February 2019

**NW Tower Crane #1:**
Erection is schedule for March 2017
Dismantling is scheduled for March 2018

**NW Tower Crane #2:**
Erection is schedule for October 2017
Dismantling is scheduled for September 2018
### Block 95 Worker-Lift:
- Erection is scheduled for May 2017
- Dismantling is scheduled for February 2019

### NW Tower Worker-Lift:
- Erection is scheduled for May 2017
- Dismantling is scheduled for February 2019

#### E. Site cleaning and preparation.
There will be workers on site after hours performing silent equipment maintenance, measuring and site preparation functions. Use of leaf blowers and street sweepers will be prohibited after 8 p.m.

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### 3.2 HIGH NOISE-GENERATING ACTIVITIES

Except as may otherwise be approved through the variance process in the Noise Ordinance, construction activities shall be conducted in such a manner as to conform to the permissible noise levels in the Noise Ordinance and to the construction noise and vibration management measures approved as part of this plan.

The following unusually high noise-generating activities; when they are likely to occur; and their duration is indicated below:

- **A.** Potholing in the streets with vacuum-trucks will take place April 2016 through June 2016.

- **B.** Impact types of equipment like pavement breakers, jackhammers, pneumatic equipment, and other impulse noise sources will be utilized during underground Utility infrastructure upgrades. Installations will be on Cherry from Boren to Minor and on Minor from Cherry to Marion. July 5, 2016 through December 30, 2016 for both Block 95 and NW Tower.

- **C.** Major demolition of Block 95 will take place October 2016 through November 2016. NW Tower demolition will take place December 2016 through February 2017.

- **D.** Conventional drilling equipment, air-powered drills and air compressors will operate during shoring activities generating high noise levels, particularly while clearing augers and drilling horizontally for tie-backs, soldier pile drilling and mass excavation. Block 95 activities will be during December 2016 through May 2017. NW Tower activities will be during February 2017 through May 2017.

- **E.** The large mat pour and general concrete work will emit higher than normal noise levels from pump equipment and concrete mixer trucks. Block 95 activities will be
during June 2017 on a Saturday. NW Tower activities will be during July 2017 on a Saturday.

F. Foundation work for both Block 95 and NW Tower will take place May 2017 through July 2017.

G. Placing rebar, assembling and dismantling formwork, and activities associated with the concrete core should also be considered high noise-generating activities. Block 95 will be during June 2017 through October 2017 and NW Tower will be during June 2017 through December 2017.

H. Underground concrete garage work for Block 95 will take place August of 2017 through June 2018.

I. Structural steel high impact noise includes erecting the steel, placing metal decking, rebar and wire mesh and placing concrete for Block 95 will take place during June 2018 through October 2018. NW Tower activities will be during September 2017 through March 2018.

J. Curtainwall exterior enclosure for Block 95 will take place during September 2018 through March 2019. NW Tower will take place during December 2017 through August 2018.

K. Street Improvements for Block 95 will start up December of 2018 and last through May 2019. NW Tower activities will start during January 2019 and last through August 2019.

L. Tunnel work across Minor Avenue will begin during June 2018 and last through December 2018.

M. The new Minor Skybridge for Block 95 will be built during June 2019 through October 2019.

3.3 NOISE-SENSITIVE RECEIVERS

Provisions designed to reduce or prevent noise impacts are addressed below. We anticipate that the 24/7 patient care at Swedish Hospital will be the most sensitive receiver and construction activities are being addressed to mitigate noise impacts based on this constraint.

3.4 CONSTRUCTION NOISE MANAGEMENT

Sellen Construction will use the following techniques to minimize construction noise and vibration.

A. Timing Restrictions:

I. Most activities will be limited to standard construction hours, which are 7 a.m. to 6 p.m. on non-holiday weekdays.

II. Impact types of equipment like pavement breakers, pile drivers, jackhammers, and blasting tools and other impulse noise sources will only be used between 8 a.m. and 5 p.m. weekdays and 9 a.m. and 5 p.m. on Saturdays.
III. Efforts will be made to reduce noise and vibration levels from construction activity between 6 p.m. and 10 p.m. weekdays. Potentially intrusive work will be accomplished as much as possible during standard working hours. Quieter work will be performed during the evening shift, which includes but not limited to; progressive clean-up, small-medium sized material deliveries pre-stocking floors utilizing pallet jacks, taping & finishing GWB, installing insulation, or placing acoustical ceiling systems. Any work occurring between 10 p.m. and 12 a.m. will be limited to activities that generate little noise (such as daily cleanup) and are within the 60 dBA limit of the Noise Ordinance.

B. Noise Reduction Construction Technologies:
   I. For large deliveries, Sellen will request select subcontractors and suppliers to outfit their trucks with “Broadband Sound Reversing Alarms” in lieu of “Smart Alarms”, or coordinate delivery pathways such that backing up the truck is negated. Broadband Sound Reversing Alarms are preferred backup alarm devices over the Smart Alarms.
   II. Back-up alarms will not be allowed to operate from 10 p.m. to 7 a.m. on weekdays and before 9 a.m. on Saturdays.
   III. During excavation of the site, an electric dirt conveyor will be used at street level rather than diesel equipment, a clamshell excavator or a ramp export method that would cause more noise and vibration.
   IV. Mandatory use of electric welders and electric tower cranes will be required by the general contractor and the steel erection subcontractor.

C. Process Modifications:
   I. Reduce truck noise and audible backup alarms by using one-way trucking routes. See attached truck routes that will be used for Block 95 and NW Tower.
   II. Loud talking or any miscellaneous noisy activities are prohibited before 7 a.m. and after 6 p.m. on weekdays, and before 9 a.m. and after 6 p.m. on Saturdays.
   III. Concrete truck staging will be done off-site to minimize the impact of street-level truck traffic. The location of a staging area will depend upon subcontractor selection, which has not been accomplished at the time this plan was developed. Any location is expected to be in an industrial area and trucking routes will be coordinated with SDOT.
   IV. Sellen Construction will utilize any opportunities for pre-fabrication of construction assemblies at off-site locations that will help minimize on-site manpower and noisy activity.
   V. A compliance statement for this Construction Management Plan will be included in all subcontracts for this project allowing Sellen Construction to manage and enforce their activities.
D. Noise Barriers Near On-Site Sources:
   I. Use of portable sound barriers around generators, compressors and other noise-producing machinery.
   II. Construction of noise barriers near fixed engines (i.e. pumps).

4.0 CONSTRUCTION MILESTONES

4.1 SCHEDULE

A. Abatement and demolition will proceed with separately issued permits. Abatement begins in July 2016 with structural demolition to follow in October 2016. Foundation shoring will begin in December 2016. Foundation construction is scheduled to begin in May 2017 and the structure is scheduled to top out in June 2018. Tenant occupancy is expected in October 2019. Major construction milestones important to this plan are described below.

B. Demolition and Excavation
   I. The majority of demolition activities and pavement removal that utilizes impact equipment will be conducted between 8 a.m. to 5 p.m. on weekdays, and 9 a.m. to 5 p.m. on Saturdays and holidays.
   II. In addition, Saturday work may be scheduled and specially permitted to close the adjacent streets or traffic lanes to drop the exterior walls, and clean up any debris that may fall outside of the construction zone. By using Saturday street closures, demolition of the existing building will be performed as quickly as possible to minimize the overall duration of disruption to surrounding properties.
   III. Excavation is required to remove soil in preparation for the underground parking structure. Dirt moving will occur at a depth of seventy five feet below grade. Perimeter walls of the excavation will provide natural barriers from excavating equipment noise. As the hole deepens, the walls of the excavation will direct equipment sound upwards.
   IV. The general noise and vibration control measures outlined in the Construction Noise and Vibration Management section of this plan apply to demolition and excavation efforts. Additional methods specific to these phases of construction include:
      A. Electric dirt conveyor: During excavation of the site, an electric dirt conveyor will be used at street level rather than diesel equipment, a clamshell excavator or a ramp export method that would cause more noise and vibration.
      B. Off-site recycling: When the rubble from the existing structure has filled the basement and the demolition work is at street level, the demolition contractor will break up the concrete into pieces small enough to be loaded onto trucks and moved off-site for recycling. This specific activity utilizing impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays and 9 a.m. – 5 p.m. on Saturdays.
C. Restricted use of pneumatic equipment related to demolition. This will follow noise
ordinance requirements as stated within standard, second, third, and Saturday work
shifts. Use of any impact equipment will be limited to 8 a.m. – 5 p.m. on weekdays,
and 9 a.m. – 5 p.m. on Saturdays.

C. Other Major Construction Phases

I. The general noise and vibration control measures outlined in the Construction Noise
and Vibration Management section of this plan apply to the following major
construction phases. Additional methods specific to these phases of construction are
included in the descriptions of the work.

II. Shoring and Excavation: Shoring and excavation activities are expected to occur from
December 2016 to May 2017. Drilling of support piles will occur at approximately 50
feet from the closest sensitive receivers and this activity will occur anywhere from 0-75
feet below street level at the existing sidewalk and building slab on grade. Pile
installation may occur between the hours of 7 a.m. to 6 p.m., Monday through Friday,
and 9 a.m. to 6 p.m. on Saturday. Every effort will be made to complete drilling
activities by 6 p.m. daily. As the shoring progresses downward with the excavation,
tiebacks will be drilled, grouted and stressed into the earth wall. The equipment
required for this process uses compressed air for drilling and will generate more
noticeable noise than the excavation equipment or support pile drill rigs (diesel
engines), but will not cause any noticeable vibration. The work hours for the tieback
drilling will be limited to 8 a.m. to 5 p.m., Monday through Friday, and 9 a.m. to 5 p.m.
on Saturday.

III. Large mat pour and general concrete work: The large mat foundation consists of
approximately 4,700 cubic yards of concrete for Block 95 and 6,800 cubic yards of
concrete for Northwest Tower. The mat foundation pours will occur on a Saturday’s
due to the need for four pumping stations along streets surrounding both Block 95 &
Northwest Tower, which will necessitate shutting-down the streets. Queuing of
cement trucks will not take place adjacent to residential buildings and dispatch rates
will be controlled by radio with the concrete supplier. Sellen Construction will submit
a detailed work plan when applying for a noise variance, and provide a minimum 72-
hour notice to neighboring properties.

IV. The below grade structure is concrete. Several concrete pours will be required to build
the structure. Pumping stations for placement of concrete will be established along
Columbia and Cherry for Block 95. Pumping stations for placement concrete will be
established along the construction zone section of Minor and Marion for Northwest
Tower.

V. The above grade structure is steel and concrete the method for placing steel and
pouring concrete is similar to the below grade structure. The majority of reinforcing
steel placement and elevated deck forming will take place during standard construction hours. The concrete pumping stations will continue to be used for the concrete structure above grade.

VI. Following the concrete structure will be erection of the curtainwall façade. Installation of the exterior façade elements is not excessively noisy work. With the installation of the façade any further interior noise will be shielded from sensitive receivers.

5.0 OFF-SITE CONSTRUCTION WORKER PARKING

5.1 LOCATION

A. Identify where construction worker parking will be located and how it will be managed. Include:

I. Construction workers will be encouraged to park outside of downtown and use transit service to the project. The site is near most major King County Metro bus routes, as well as routes operated by Sound Transit and Community Transit. Bus information will be made available to construction workers and there are several easily accessible routes on Madison, Jefferson, and Broadway, and the First Hill Trolley stops within blocks of the jobsite.

II. To the extent they do drive, construction workers will be allowed to park their cars in public parking outside of a 6 block radius from the project site. They will be prohibited from parking in on-street spaces and parking garages within 6 block radius of the project, and east of Broadway Avenue. Carpooling and other high-occupancy-vehicle modes of transportation will be encouraged.

A. Peak number of construction workers anticipated on site 400 to 500 workers.
B. Map showing location of nearby parking lots to be used by construction workers coming to the site - see attached transportation plan.
C. Number of parking spaces in each of the identified lots TBD.
D. Methods proposed to encourage/require carpooling, transit, and non-motorized transport - see attached transportation plan.

6.0 RIGHT OF WAY USE

6.1 SDOT COORDINATION:

Right of way use must be approved by SDOT prior to beginning work. SDOT requests right of way use planning happen at least 3 months prior to beginning work. Contact SDOT Street Use at SDOTPermits@seattle.gov or (206) 684-5253 for current review and submittal lead times.
6.2 MATERIAL MANAGEMENT:
The following items related to truck and material movement are identified on the attached
Phased Site Logistics plans:
A. Staging and off-site queuing location
B. Proposed haul routes developed in conjunction with SDOT and DPD to minimize public
impact and maintain project efficiency
C. Crane locations both on private property and in the right of way
D. On-site construction access locations

6.3 PEDESTRIAN MOBILITY
A. Sidewalk Closures in place during working and non-working hours:
   I. Northwest Tower: Minor St. and Marion St. Frontages
      Sidewalks along Minor Ave. and Marion St. adjacent to the project site will be closed
      for the duration of the structural demolition phase and the shoring and demolition
      phase identified in the attached schematics. The sidewalk along Marion St. adjacent
      to the project will remain closed during the shoring and excavation phase and the
      structure phase. The sidewalk along Minor Ave. adjacent to the project will be re-
      routed into a covered walkway that Sellen Construction will establish in the
      northeast parking lane on Minor Ave. Signage, way-finding provisions for the blind
      and ADA ramps will be provided redirecting pedestrian traffic as required by the
      SDOT.
   II. Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages
      Sidewalks along Columbia St., Minor Ave., and Cherry St. adjacent to the project site
      will be closed for the duration of the construction of Block 95. The sidewalk on Boren
      Ave. will be protected with a covered walkway and access will be maintained for
      pedestrians adjacent to the project. Signage, way-finding provisions for the blind and
      ADA ramps will be provided redirecting pedestrian traffic as required by the SDOT.
B. Transit stop closures and/or relocations are not anticipated.

6.4 STREET CLOSURES
A. Parking lane closures
   I. Northwest Tower: Minor Ave. and Marion St. Frontages
      Parking lanes along Minor Ave. and Marion St. adjacent to the project site will be
      closed for the duration of project. Sellen Construction will communicate with DPD
      and SDOT to coordinate the removal and re-installation of signage and metering
      infrastructure as necessary.
   II. Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages
Parking lanes along Columbia St., Minor Ave., and Cherry St. adjacent to the project site will be closed for the duration of project. Sellen Construction will communicate with DPD and SDOT to coordinate the removal and re-installation of signage and metering infrastructure as necessary.

B. Bike lane closures (re-routes and/or detour locations) are not anticipated.

C. Travel lane closures
   I. Northwest Tower: Minor Ave. and Marion St. Frontages
      The northbound travel lane on Minor Ave. will be periodically closed during the demolition of the West Tower. Closures will be conducted temporarily during working hours to provide for public safety during demolition activities. Travel lanes along Minor Ave. and Marion St. adjacent to the project site will be closed periodically to facilitate underground installations, demolition, oversized deliveries, the mat pour, and SIP restoration. Sellen Construction will communicate with DPD and SDOT to coordinate in advance of activities that will require travel lane closures.

   II. Block 95: Boren Ave., Columbia St., Minor Ave., and Cherry St. Frontages
      Travel lanes along Columbia St., Minor Ave., and Cherry St. adjacent to the project site will be closed periodically to facilitate underground installations, demolition, oversized deliveries, the mat pour, and SIP restoration. Sellen Construction will communicate with DPD and SDOT to coordinate in advance of activities that will require travel lane closures.

7.0 TRAFFIC IMPACTS AND TRAFFIC OPERATIONS CENTER INFRASTRUCTURE
   Traffic Infrastructure requiring temporary relocation:
      A. The impacted frontages operate through the utilization of stop signs, no traffic, bicycle or pedestrian signals. Impacted signs will be relocated in coordination with SDOT to ensure clear mobility direction for vehicles, cyclists, pedestrians.

      B. Infrastructure will be relocated in a permanent fashion in a location providing comparable view and then returned to the original location upon completion of the project at the project’s cost, unless otherwise approved by the TOC Manager.

ATTACHMENTS
   1) Swedish First Hill Expansion Phasing Schematics for Block 95 & NWT.
   2) Swedish First Hill Expansion Truck Hauling Routes
   3) Swedish First Hill Expansion Public Transportation Plan
Sidewalk and Parking lane Closed During Demo Phase

Periodic temporary daytime traffic lane closures during demolition of the West Tower.

Structural Demolition Phase
12/1/16 - 1/20/17
Shoring and Demo
1/20/17 - 3/9/17

Trucking and Exporting on Marion

Sidewalk and parking lane closed during pre-installation, 1/20/17 - 3/9/17

Sidewalk and Parking lane closed during Shoring and Excavation.
Structure Phase
4/13/17 - 3/7/18
SWEDISH FIRST HILL PROJECT
PUBLIC TRANSPORTATION & PARKING INFORMATION

Construction workers will be encouraged to park outside of the First Hill area and to use transit service to the project. The site is near most major King County Metro bus routes, as well as routes operated by Sound Transit and Community Transit. Bus information will be made available to construction workers as well as the First Hill Line schedule for Seattle’s Streetcar. Carpooling and other high-occupancy-vehicle modes of transportation will be encouraged.

To the extent they drive, construction workers will park their cars in the Sellen shuttle parking lot. The Sellen shuttle will operate at various times depending on the project activities needs. The Sellen shuttle lot will be located in the Industrial District south of Century Link Field. Routes will be determined as street closures and other constraints are observed.

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RIDE THE WAVE TRANSIT GUIDE
Route Maps & Schedules
Bus, Commuter Rail & Light Rail

Serving KING, PIERCE & SNOHOMISH counties
soundtransit.org
Building University Link

On track to open early 2016

University Link construction is going so well Sound Transit expects to open service in early 2016, six to nine months earlier than previously scheduled.

Construction remaining

Excavation of the underground stations and tunnel construction is complete. Crews are now building the two stations, installing tracks and installing communications, power, train control, HVAC and emergency systems. Train and systems testing will occur late 2015 through early 2016.

Building pedestrian concourse under Broadway

An underground pedestrian concourse will allow riders to access Capitol Hill Station from the west side of Broadway.

To build that concourse, Sound Transit’s contractors are excavating portions of the road and sidewalks on Broadway between East Howell Street and East Denny Way.

Expect sidewalk and lane closures in the area until early 2015. One lane of traffic will be maintained in either direction. The sidewalk will remain open on at least one side of the street. Flaggers and signs will direct traffic.

Schedule

Construction of University Link began in 2009 and will open for service in 2016. By 2030, the University Link line alone is projected to add 70,000

Funding

Funding for University Link was approved by the Sound Transit Board in April, 2006. The project is budgeted at $1.9 billion dollars (adjusted for inflation). Sound Transit received a Federal Transit Administration grant of $813 million to help construct the line. Local funding is 100 percent secured from local taxes approved by voters in 1996.

Community Outreach

Sound Transit is committed to keeping the community informed about construction activities and promptly addressing any problems.

For more information

To request a briefing for your organization or for more information, call (206) 398-5300 or email ulink@soundtransit.org. You can also visit Sound Transit's website at soundtransit.org.

In design

University of Washington

Opens early 2016

University Link Light Rail

FACT SHEET

JANUARY 2015

University Link is a major addition to the region’s transit system. The 3.15-mile underground line connects some of the region’s largest urban centers—
downtown Seattle, Capitol Hill and the University District—with congestion-free light rail.

The line’s two stations will provide all-day service to the University of Washington as well as schools, businesses and neighborhoods on Capitol Hill.

To receive email updates about this project, subscribe online at soundtransit.org.

Connect with us

soundtransit.org

TTY Relay: 711 or email accessibility@soundtransit.org.

For information in alternative formats, call 1-800-201-4900/

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

Sound Transit | 401 S. Jackson St. | Seattle, WA 98104-2826 | 1-800-201-4900 | TTY Relay: 711 | main@soundtransit.org | soundtransit.org
University of Washington Station

The University of Washington Station, located by Husky Stadium, will provide access to the UW campus and Medical Center, nearby sports venues and surrounding neighborhoods. Riders will board trains underground. A pedestrian/bicyclist bridge over Montlake Boulevard will connect the station to the Montlake Triangle. The University of Washington will build a land bridge over NE Pacific Place to connect the triangle to the UV Campus and the Burke Gilman Trail. Riders can use covered bicycle storage or connect to buses at the station.

Sound Transit worked closely with the University of Washington to coordinate design and construction issues and minimize impacts to vital research activities. Sound Transit is also coordinating with other agencies; Washington State Department of Transportation, King County Metro and the City of Seattle as the Montlake Triangle Project and the SR 520 Bridge Replacement Project moves forward.

For more information about the University of Washington Station, please visit soundtransit.org/UWStation.

Public art

Local artist and UW graduate Leo Saul Berk’s concept is to create an underground planetarium by cutting an artist-designed hatch pattern into the back-lit metal walls of the station interior. The walls make up the chamber where transit riders traverse the deep underground station on two pairs of up-down escalators and elevators. The patterns relate to the actual geologic cross-section of the station site, and are inspired by geology soil coding. The experience will remind riders of where they are and what is just on the other side of the station’s massive concrete walls.

The STart program

For more information, contact: Barbara Luecke, Art Program Manager, at barbara.luecke@soundtransit.org or 206-398-5059. See the latest on Sound Transit’s Public Art program at soundtransit.org/start.

Capitol Hill Station

The Capitol Hill Station is located just east of Broadway and south of East John Street. Riders will board trains underground. In addition to serving Seattle Central Community College and Seattle University, this station will also serve the densely populated residential neighborhoods and the Broadway business district. Group Health Medical Center and other employers are also nearby.

Capitol Hill Station will have three entrances: a north entrance on the east side of Broadway at the corner of East John Street, an entrance on the west side of Broadway just south of East Denny Way and a south entrance at the corner of East Denny Way and Nagle Place.

Station features include:

- Covered bicycle storage
- Connections to buses and the First Hill Streetcar
- Easy access to Cal Anderson Park.

When construction is finished, surplus property will be available for redevelopment that is compatible with the station facilities and neighborhood. The redevelopment will include a public plaza and approximately one third of residences will be affordable housing.

East Denny Way between Broadway and 10th Avenue will re-open as a festival street, which can be closed to accommodate public events.

For more information about the Capitol Hill Station, please visit soundtransit.org/capitolhill.

Public art

Mike Ross will create artwork for the station’s platform level and Ellen Forney for the two entrances. Ross, of New York City, is developing a sculpture that explores the tension created by forces that both pull together and push apart and the juxtaposition of nature and powerful technology.

Ellen Forney, a Capitol Hill artist, has proposed two murals for the north and west entrances of the station. Her designs mirror some of the same themes of Ross’ sculpture: a level of playfulness, ambiguity, and a juxtaposition of forces pushing together and pulling apart. With the clean graphic quality of Forney’s work and the bold color she has chosen, her murals will become beacons for the station’s entrances.
Connecting services

There are many transportation agencies in Puget Sound that connect with Sound Transit buses and trains. You may be able to extend your trip by transferring from our service to a bus, train, or ferry provided by another agency. The tools on this page will help you make the best connection.

To download and print regional transit maps, visit the [King County map](#)

Service providers

These agencies provide services that connect to Sound Transit:

**Bus services**
- Commuter Transit - Bus service for Snohomish County
- Everett Transit - Bus service for Everett
- Intercity Transit - Bus service for Lacey, Olympia, Tumwater, and Yelm
- Island Transit - Bus service for Whidbey and Camano Island
- King County Metro Transit - Bus service for King County
- Kitsap Transit - Bus service for Kitsap County
- Pierce Transit - Bus service for Pierce County
- Sound Transit - Bus service for Skagit County
- Train,streetcar and ferry:
  - Amtrak - Nationwide train service
  - King County Ferry District - Water taxi service from Seattle
  - Seattle Streetcar - Service from Downtown Seattle to the South Lake Union neighborhood
  - Washington State Ferries - Statewide ferry service

Plan your trip

Use the regional trip planner. Enter your start point, destination, day and time. The trip planner will provide options and show you which services to take and where to transfer.

Explore the map

The interactive system map will show you how services connect. You can also find parking options and places to purchase a ticket or a transfer pass.

Interactive system map
Ride the First Hill Streetcar with your ORCA card or Streetcar ticket

The First Hill Streetcar is now in regular revenue service. Use your ORCA card or buy a ticket at any streetcar station to pay your fare. More **free rides** are coming this spring and summer as we partner with community organizations to provide easy access to festivals such as Pioneer Square First Thursday, Capitol Hill Art Walk, Dragon Fest, Capitol Hill Block Party, and more!

The First Hill Streetcar connects riders to the diverse and vibrant neighborhoods of Capitol Hill, First Hill, the Central District, Little Saigon, Chinatown, Japantown, and Pioneer Square. SDOT and its partners, Sound Transit and King County Metro, are excited to provide riders with an easy link to other modes of travel, including Metro buses, Link light rail, Pronto bike sharing, Washington State Ferries, Sounder, and Amtrak.

The City of Seattle is building a modern streetcar system that will provide new urban mobility options, support economic growth and strengthen connections among the places where people live, work and socialize.

The First Hill Streetcar will be an important link in the regional transit system, with connections to Link Light Rail at the Capitol Hill Station and **International District Station**, as well as Sounder Commuter Rail and Amtrak intercity rail at **King Street Station**.

There are 10 stops on the First Hill Streetcar line, connecting the diverse and vibrant residential neighborhoods and business districts of Capitol Hill, First Hill, Yesler Terrace, Central Area, Chinatown-International District and Pioneer Square, while also serving major medical centers (Swedish Medical Center and Harborview Medical Center), institutions of higher learning (Seattle Central College and Seattle University) and major sporting event venues (CenturyLink & Safeco Field).

There are opportunities to connect to the local bike network along the line, including **Pronto Cycle Share stations**, and the project includes a new **protected bike lane** on Broadway. Other innovative features of the First Hill Streetcar line include an Operations and Maintenance Facility that incorporates sustainable features and achieved LEEDS Gold certification, and modern streetcars with On-Board Energy Storage Systems that allow for off-wire operation and energy efficiency.

Visit the **Broadway Extension** and **Center City Connector** pages on this site to learn more about how the First Hill Streetcar will be connected to other Seattle Streetcar segments.
**Fares**

![Fare Chart]

* People 65 or older and people with disabilities can ride at a reduced rate with a Regional Reduced Fare Permit (RRFP). An RRFP is given to you on an ORCA card. For more information on eligibility and how to obtain an RRFP please click here.

+ A Low Income Adult fare (ORCA Lift) is available to adult riders with incomes at or below 200% of the federal poverty level. To qualify, a household of four would have an annual household income at or below about $47,700, and an individual would have an income at or below about $23,340. Qualified riders are issued an ORCA card to pay their fare. Cash or paper tickets are not available for this fare category. The new low income fare program is called ORCA Lift and is managed by King County. More information is available on the King County Metro website or by calling (206) 553-3000.

# Day Passes are valid for an unlimited number of trips on the day of purchase on Seattle Streetcar only. They can be purchased at the ticket vending machines at each station.

**Ways to Pay**

You can pay your fare by...

1. Buying a paper ticket at a pay station.

   The pay stations located at each Streetcar station platform accept credit cards (MasterCard, Visa, American Express, and Discover) or coins. You can purchase up to 5 single ride or day pass tickets in one transaction. Click here for a short tutorial on how to use the pay stations.

2. Using your ORCA Card.

   Please tap your ORCA card at the yellow ORCA card reader located on each platform before getting on the streetcar. You do not need to tap a second time when you exit the train. Note, if you are boarding at Terry and Mercer northbound, you will need to tap your card when exiting at Lake Union Park or Fairview and Campus Drive.

   To find out more about how to buy ORCA cards click here.

**Transfers**

You can transfer to or from Link Light Rail, Metro Bus, or other participating services if you paid your fare with an ORCA card. Please tap your ORCA card at the yellow ORCA card reader at the Streetcar station platform before boarding. Within an approximate 2-hour window, the value of your previous trip will transfer toward your next ride. Additional fare might be required.

**Bulk Tickets**

Advanced/bulk ticket purchases can also be accommodated, for purchase of all-day passes at $4.50 each. To arrange a bulk ticket purchase, please e-mail your request to seattle.streetcar@seattle.gov.
Arrival Times & Schedule

Please note, South Lake Union Streetcar has temporarily reduced hours due to construction on Westlake. Please click here for details.

For real time arrival information click here. For a mapped view please click here for SLU and click here for FHS. The NextBus system uses Global Positioning System (GPS) technology to provide streetcar arrival times at each of the streetcar stops and on-line, making it easy to schedule and plan a trip.

Hours of Operation

<table>
<thead>
<tr>
<th></th>
<th>South Lake Union Streetcar</th>
<th>First Hill Streetcar</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday &amp; Holidays</td>
<td>10:00 a.m. to 7:00 p.m.</td>
<td>10:00 a.m. to 8:00 p.m.</td>
</tr>
<tr>
<td>Monday - Thursday</td>
<td>6:00 a.m. to 9:00 a.m.</td>
<td>5:00 a.m. to 1:00 a.m.</td>
</tr>
<tr>
<td>Friday</td>
<td>6:00 a.m. to 11:00 p.m.</td>
<td>5:00 a.m. to 1:00 a.m.</td>
</tr>
<tr>
<td>Saturday</td>
<td>6:00 a.m. to 11:00 p.m.</td>
<td>5:00 a.m. to 1:00 a.m.</td>
</tr>
</tbody>
</table>

*HOLIDAY SCHEDULE:* The Streetcar operates on Sunday schedule on New Year's Day, Martin Luther King Day, Presidents Day, Memorial Day, Labor Day, Thanksgiving Day (First Hill Streetcar Only), and Christmas Day (First Hill Streetcar Only). NO SERVICE on Thanksgiving Day and Christmas Day on the South Lake Union Streetcar only.

Streetcar frequencies on weekdays (Monday-Friday)

<table>
<thead>
<tr>
<th>Time</th>
<th>South Lake Union Streetcar</th>
<th>First Hill Streetcar</th>
</tr>
</thead>
<tbody>
<tr>
<td>5:00 a.m. to 6:00 a.m.</td>
<td>na</td>
<td>18-25 minutes</td>
</tr>
<tr>
<td>6:00 a.m. to 9:00 a.m.</td>
<td>15 minutes</td>
<td>10 minutes</td>
</tr>
<tr>
<td>9:00 a.m. to 4:00 p.m.</td>
<td>15 minutes</td>
<td>12 minutes</td>
</tr>
<tr>
<td>4:00 p.m. to 6:00 p.m.</td>
<td>10 minutes</td>
<td>10 minutes</td>
</tr>
<tr>
<td>6:00 p.m. to 7:00 p.m.</td>
<td>15 minutes</td>
<td>10 minutes</td>
</tr>
<tr>
<td>7:00 p.m. to 9:00 p.m.</td>
<td>15 minutes</td>
<td>18 minutes</td>
</tr>
<tr>
<td>9:00 p.m. to 11:00 p.m.</td>
<td>15 minutes^</td>
<td>18 minutes</td>
</tr>
<tr>
<td>11:00 p.m. to 1:00 a.m.</td>
<td>na</td>
<td>18-25 minutes</td>
</tr>
</tbody>
</table>
THE SOUTH LAKE UNION STREETCAR HAS NEW TICKET PAY STATIONS!

The South Lake Union Streetcar has new ticket vending machines! Buying a Streetcar ticket for a group or for all day use will become much easier with these new "TVMs." The TVMs have added functionality, allowing purchases of:

- Streetcar-only day passes ($4.50 adult, $3.00 youth and $2.00 senior/Regional Reduced Fare Permit)
- Multiple tickets (up to five tickets per transaction).

The TVMs accept coins (nickels, dimes, quarters, and dollar coins), cards (MasterCard, Visa, American Express, and Discover) or a combination of coins and card.

Here's a short tutorial on how to use them:
Frequently Asked Questions

Follow these easy steps to start riding the streetcar!

1. **Where is the nearest station?**
   
   See the Streetcar Routes map to find a station near you and near your destination.

2. **When is the next streetcar coming?**
   
   Streetcars run every 10-15 minutes. You can check arrival times at the station or on-line. NextBus tells you when the next streetcar will arrive! For more information on streetcar schedules please click here.

3. **How much does it cost and how do I pay?**
   
   The adult single-ride fare is $2.25. For more information on fares please click here. You can purchase a paper ticket on the station platform before your trip using credit card or coin or you can use an ORCA card. You may transfer to Link or buses if you use your ORCA card only. Remember to tap your ORCA card on the yellow ORCA card reader at each station before boarding. Tap even if you are transferring from bus or light rail.

4. **Once I’m on how do I get off?**
   
   The streetcar does not automatically stop at every station. Press the yellow stop request strip to request your stop. The next stop is announced by audio and shown on a digital message display inside the streetcar.

5. **Can I ride if I have a bike, stroller or wheelchair?**
   
   Yes. If you are using a mobility device or a stroller, you can choose to press the blue button to deploy the bridge-plate that bridges the small gap between the streetcar and the platform. Bikes are allowed, space permitting, in the center section of the streetcars. Please use the bike racks, located in the center section of the First Hill streetcars and new South Lake Union streetcar, when available. If the racks are occupied or if you are on a South Lake Union streetcar without racks, please hold your bike upright while riding. For more information on streetcar accessibility please click here.
ABOUT SEATTLE STREETCAR
The City of Seattle is building a modern streetcar system that will serve several neighborhoods, connecting major transportation nodes and parks. The Seattle Streetcar project is designed to help reduce automobile use, decrease traffic congestion, and encourage the use of public transportation. The Seattle Streetcar will also contribute to a wide range of economic and social benefits that can be realized when public transportation systems are improved. The Seattle Streetcar project is a great example of a smart investment that will benefit the community for years to come.

COMMUTE TRIP REDUCTION
The City of Seattle's Commute to Zero (C2Z) program is designed to reduce our region's commute trip rates by 10% by 2020. The City of Seattle, through this program, will partner with employers and organizations to increase use of public transportation, carpooling, walking, and biking. This goal is an important step in reducing our region's commute trip rates and improving air quality.

STOP, LOOK, AND LISTEN
We can do better.

ENERGY CONSUMPTION
It helps keep Seattle a great place to live.

STREETCAR FEATURES
• Easy to use for a variety of trips and serves tourist attractions.
• Level boarding makes streetcar travel accessible for all passengers.

RIDING THE STREETCAR

GENERAL
• Do not use the doors when the streetcar is in motion.
• Let people get off the streetcar first.
• Do not run across the street or tracks.
• Do not swerve.
• Do not place items in the streetcar's path.
• Check to see if a streetcar is approaching before you step onto the street.
• If you have a fender bender over 10 cm, report it to police.

LEVEL BOARDING MAKES STREETCAR TRAVEL ACCESSIBLE FOR ALL PASSENGERS

BRAZILIAN RIDE CAPSULE

DISTRIBUTED IMAGE GENERATOR

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