

Appendix C

List of Commitments

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WSDOT has established design and construction best management practices (BMPs) for avoiding or minimizing impacts to environmental resources along the project corridor. The following summarizes the BMPs which the contractor will be required to implement to avoid or minimize impacts during construction and operation of the project.

Project Measures to Avoid or Minimize Effects During Construction

Project design elements such as boundaries of areas that can be impacted will be incorporated into the project specifications, as well as construction plans and procedures to avoid or minimize impacts to environmental resources.

Traffic and Transportation

- ▶ WSDOT and its contractor will work together on the construction timing and sequencing to ensure the maximum access through and around the project area during construction. Some construction may be timed to avoid, as much as possible, the primary business hours at certain locations and special events
- ▶ WSDOT will meet with individual businesses, local cities, and King County, as needed, to develop a plan that minimizes construction disruptions.
- ▶ WSDOT will require the contractor to develop a traffic control plan that conforms to the established standards in the *Manual of Uniform Traffic Control Devices, Part VI* as well as any hour and/or date restrictions stipulated by WSDOT.

Public Services

- ▶ WSDOT will coordinate in advance with emergency services, law enforcement, public service providers, and schools regarding planned detours and delays. WSDOT will fully explain the project and familiarize them with the construction traffic plan that will be used
- ▶ WSDOT will regularly update project websites that report construction activities and the main SR 520 project website to provide information regarding construction activities and how drivers, residents, and businesses will be affected.
- ▶ WSDOT will require that road closures and detours are prominently signed and also widely distribute notice of changes to media covering the project area.
- ▶ WSDOT will coordinate with local emergency responders to ensure priority access for emergency and law enforcement vehicles.

Surface Water, Water Quality and Floodplains

- ▶ WSDOT will require a Temporary Erosion and Sedimentation Control Plan to be prepared and implemented during construction. This plan will identify the best management practices (BMPs) that WSDOT and the contractor will use to control stormwater runoff and minimize sediment transport to Lake Washington.
- ▶ WSDOT will require a Spill Prevention, Control, and Countermeasures Plan to be prepared according to WSDOT standards and implemented by the contractor during project construction. This plan details containment and cleanup procedures in the event of a spill of fuel or other chemicals during project construction. Effective implementation of this plan will greatly reduce the potential for release of toxic materials during construction.

Ecosystems

- ▶ WSDOT will require the contractor to minimize the area disturbed by construction by limiting the amount of soil exposed and vegetation removed.
- ▶ The contractor will restore the disturbed areas to prevent erosion of exposed soils and enhance wildlife habitat.

Visual Quality

- ▶ Construction activities will temporarily affect foreground views due to construction equipment and storage piles. The equipment and storage piles used during construction will be removed upon completion of the project.
- ▶ To reduce the temporary visual effects during construction, WSDOT will require the contractor to minimize the removal of existing vegetation and locate storage and staging areas in places that are not visually prominent to the extent practical.
- ▶ The contractor will address light and glare associated with nighttime construction activities by using downcast lighting sources.

Utilities

- ▶ WSDOT will require the verification of utility locations with permit and franchise holders during final design. All existing utility locations will be shown on the construction plans.
- ▶ Utility providers will be given advanced notice of construction activities. If utility relocations are necessary, WSDOT will work with the providers to relocate the utility in accordance with state law. In addition, the contractor will verify utility locations as required by law prior to any excavation work.

Hazardous Materials

- ▶ WSDOT will specify in the construction documents that the contractor will avoid releasing or spreading any contaminated soil or groundwater encountered during construction.

- ▶ If excavation or dewatering of contaminated material is necessary, the contractor will properly segregate and contain the material during and after excavation and dewatering and will test the material to determine how it can be disposed of. The contractor will handle and dispose of the material in accordance with applicable regulations.

Energy

- ▶ WSDOT will develop specifications for project construction to encourage energy conservation.
- ▶ WSDOT will adhere to construction practices that promote efficient energy use, such as limiting idling equipment, encouraging construction workers to carpool, and locating staging areas near work sites.

Noise

- ▶ WSDOT will require that all engine-powered equipment will have mufflers installed according to manufacturer's specifications.
- ▶ WSDOT will require that all equipment complies with pertinent EPA equipment noise standards.
- ▶ WSDOT will require that noisiest construction equipment be limited to daytime hours.
- ▶ WSDOT will require the minimization of noise by regular inspection and replacement of defective mufflers and parts.
- ▶ WSDOT will require that stationary construction equipment be located far from nearby noise sensitive sites.
- ▶ WSDOT will require the installation of temporary barriers around stationary construction noise sources.
- ▶ Idling of equipment will be avoided or minimized.
- ▶ WSDOT will require the use of the Occupational Safety and Health Act (OSHA) approved ambient sound-sensing backup alarms that can reduce disturbances at night.

Air Quality

The construction contractor will be required to control fugitive dust during construction activities.

The following BMPs to control fugitive dust will be used during construction activities:

- ▶ Spraying exposed soil with water or other suppressant to reduce emissions and deposition of particulate matter.
- ▶ Using phased development to keep disturbed areas to a minimum.

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- ▶ Using wind fencing to reduce disturbance to soils.
- ▶ Minimizing dust emissions during transport of fill materials or soil by wetting down or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- ▶ Cleaning up spills of transported material on public roads promptly.
- ▶ Scheduling work task to minimize disruption of the existing vehicle traffic on streets.
- ▶ Locating construction equipment and truck staging areas away from sensitive receptors, as practical, and in consideration of potential effects on other resources.
- ▶ Providing wheel washers to remove particulate matter that will otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.
- ▶ Covering dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

Mitigation strategies to reduce MSAT emissions include:

- ▶ Reducing engine activity.
- ▶ Redirecting work or changing shift times to avoid community exposures.
- ▶ Making adjustments to equipment, including PM traps, oxidation catalysts, and other devices that provide an after-treatment of exhaust emissions.
- ▶ Using clean fuels, such as ultra-low sulfur diesel.

Project Measures to Avoid or Minimize Effects During Operation

Design, operational, and maintenance BMPs for managing long-term operation issues are summarized below.

Environmental Justice

- ▶ WSDOT has already decided to employ the following five strategies to help minimize adverse effects on low-income or minority populations:
 1. **Permanent customer service centers:** WSDOT will establish a permanent customer service centers at either end of the Evergreen Point Bridge. Both locations will be transit accessible. Drivers will be able to purchase Good To Go!TM transponders and establish prepaid accounts with cash at these centers.
 2. **EBT cards can be used to establish and replenish Good To Go!TM accounts:** Low-income Evergreen Point Bridge users will be able to establish and replenish their prepaid accounts using their Electronic Benefit Transfer (EBT) card. EBT functions like a debit

card and allows recipients who receive federal benefits to pay for products and services, such as groceries and health care.

3. **Transponder retail outlets:** WSDOT will explore the possibility of establishing permanent *Good To Go*™ retail outlets at convenient locations, such as grocery stores, convenience stores, or pharmacies throughout the region. Low-income focus group participants and Spanish-speaking interview participants indicated that this will make it much easier for them to purchase transponders and set up prepaid accounts with WSDOT.
 4. **Multi-language outreach:** WSDOT will conduct outreach in multiple languages to provide information about how to purchase a transponder, establish an account, and use the system. Target languages will be the same languages that the Washington Department of Licensing uses for its translation: Chinese, Korean, Japanese, Russian, Spanish, and Vietnamese. WSDOT will also use pictograms whenever possible to explain the system. WSDOT will distribute information about the new tolling system and transponders throughout the region via community-based organizations, social service offices, churches, and schools; purchase advertising in ethnic newspapers and radio stations; and establish hotlines with multi-lingual customer service agents well in advance of tolling.
 5. **Training of social service workers:** WSDOT will provide social service agencies with information about tolling and options to avoid the tolls. This will assist social service workers in sharing accurate information with clients.
- ▶ In addition, the following strategies could be considered to further minimize the effects of tolling on low-income or limited-English proficient populations. Some options may require legislative action, coordination with other agencies, or commitment of additional funding resources other than tolling revenue.
1. **Targeted transit improvements:** The Washington State Legislature could consider allocating additional funding to increase service along SR 520 routes that are used by low-income populations, especially in the University District and Crossroads in Bellevue. These routes could be identified by overlaying the travel shed map with King County Metro and Sound Transit route maps. Service could also be increased between low-income residential neighborhoods and job/education centers.
 2. **Refunds to social service agencies:** The Washington State Legislature could allocate funding to provide refunds to social service agencies that broker transportation for low-income and disabled populations that meet certain thresholds.

Visual Quality

- ▶ The gantry structure added to the bridge will be placed as close as possible to the existing truss structure and painted the same color to avoid foreground impacts.
- ▶ If roadside equipment is noticeable, vegetative screening will be used to minimize the visual impact.