

Seattle Community Design Process

In July 2011, WSDOT completed the environmental review process and received federal approval for the I-5 to Medina: Bridge Replacement and HOV Project. Starting from the basic design features of the I-5 to Medina preferred alternative, WSDOT is now working with local neighborhoods and regional stakeholders through the Seattle Community Design Process (SCDP) to refine the design of the project.

The goal of the SCDP is to ensure that urban and sustainable design features that support regional mobility needs and livable urban communities are integrated into the project.



What's next in 2012

- We will continue to closely monitor the implementation of sustainability elements in the design-build construction projects currently under way.
- We will continue to develop sustainability measures for the I-5 to Medina project that will be incorporated into future construction contracts.
- Construction for project elements on SR 520 from I-5 to the west end of the floating bridge is currently unfunded. We will continue to work with the Legislature to identify full funding for this portion of the corridor.

For more information:

Visit: www.wsdot.wa.gov/projects/SR520Bridge
E-mail: SR520Bridge@wsdot.wa.gov
Call: 1-888-520-NEWS (6397)
Mail: **Washington State Department of Transportation**
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101



SR 520 Golden Thread features

Reduce, reuse or recycle

- Details to follow when construction begins.

Reclaim existing sites and facilities

- Selecting less carbon-intensive materials, and implementing low-impact construction practices and shorter construction durations when possible.

Reduce greenhouse gases

- Restoring natural habitat, treating stormwater runoff, and reducing noise and air pollution to protect the natural ecosystems and livability within the project area.

Improve access

- Maintaining access to and completing linkages in Seattle's neighborhood, bicycle greenways and parks systems.
- Creating safe and practical access to local and regional parks, waterfront and community spaces.
- Increasing reliable transit and other multi-modal commuting options between Seattle's high-density neighborhoods and regional employment centers.
- Implementing bridge architectural elements that support corridor aesthetic continuity, regional significance and local character.

Work completed in 2011 is included in the 2011 Progress Update that is available on the SR 520 program website: wsdot.wa.gov/projects/SR520bridge/I5toMedina/SCDP

Americans with Disabilities Act (ADA): Materials can be provided in alternative formats for people with disabilities by contacting Shawn Murinko at 360-705-7097 or murinko@wsdot.wa.gov. Persons who are deaf or hard of hearing may contact the Office of Equal Opportunity through the Washington Relay Service at 711.

Title VI Information: WSDOT ensures full compliance with Title VI of the Civil Rights Act of 1964 by prohibiting discrimination against any person on the basis of race, color, national origin or sex in the provision of benefits and services resulting from its federally assisted programs and activities. For questions regarding WSDOT's Title VI Program contact Jonté Sulton at 360-705-7082 or Sulton.J@wsdot.wa.gov.



SR 520 Bridge Replacement and HOV Program



March 2012

The new, more sustainable SR 520 corridor

SR 520 Golden Thread

The SR 520 Program includes a **Golden Thread of Sustainability**, or four key sustainability goals that are woven through the design, construction and operation of the new SR 520 corridor. These goals are:

- **Reduce, reuse or recycle** construction materials
- **Reclaim existing sites and facilities** for new uses
- **Reduce greenhouse gases** during construction and for the life of the corridor
- **Improve access** for all users to transportation options and community space

Share your thoughts on sustainability

Join us at meetings of the Seattle Community Design Process, a public involvement effort that is evaluating design opportunities and sustainability measures for the Seattle side of the new SR 520 corridor.

Public workshops will be held throughout 2012.

More info is available online: wsdot.wa.gov/projects/SR520Bridge.

You can also email us: SR520CommunityDesign@wsdot.wa.gov

The Washington State Department of Transportation is designing and building a safer, more reliable SR 520 corridor. In addition to planning key safety and mobility improvements, we also consider the long-term environmental, social and economic effects of our project plans.

With an eye to the future, WSDOT has developed an ambitious sustainability program that goes beyond preserving the environment and instead assures the new corridor lasts, supports the economy and health of the region and contributes to livable communities.

Sustainability in transportation requires not only a well-designed, safe and accessible transportation system, but also the integration of multimodal transportation options, like transit and cycling, and a system that can be maintained and operated efficiently.



Traffic on the existing SR 520 floating bridge

Sustainability update: Eastside Transit and HOV Project

The Eastside Transit and HOV Project increases travel time reliability for transit and carpools by adding a new transit/HOV lane in both directions from Medina to Bellevue.

A new transit/HOV lane makes transit a more attractive option to driving alone while also helping to improve traffic flow by reducing buses merging across general-purpose lanes.

Project construction began in spring 2011, and is expected to wrap up in late 2013.



An artist's rendering of the new Evergreen Point Road lid, looking east. When complete, the lid will provide new open space, improve transit operations, provide better bicycle and pedestrian connections.



The Evergreen Point Road Lid under construction, from an aerial view looking north (top) and under the lid (bottom)

SR 520 Golden Thread features

Reduce, reuse or recycle

- Design-build contractor Eastside Corridor Constructors (ECC) has established a goal of recycling 80 percent of project materials.

Reclaim existing sites and facilities

- Rebuilt culverts under the highway will improve fish passage for migrating salmon.

Reduce greenhouse gases

- WSDOT and ECC are evaluating hot-mix asphalt with quartz aggregates used as brighteners to reduce lighting and energy consumption under the lids.

Improve access

- New lids will improve transit access and provide open space to reconnect communities divided by construction of the original highway.
- Bicycle and pedestrian continuity will be improved throughout the SR 520 corridor.



New and wider culverts will provide better fish passage on the Eastside.

Sustainability update: Floating Bridge and Landings Project

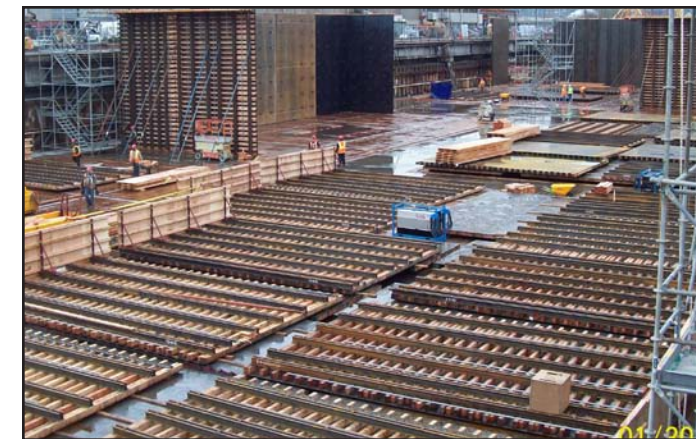
We will build a new, safer SR 520 floating bridge that is more resistant to windstorms and will provide improved travel operations with new transit/HOV lanes and a bicycle/pedestrian path on the north side of the bridge. Project construction began in late 2011, and we have a target date to open the new floating bridge in 2014.



Rendering of the new SR 520 floating bridge.



Rendering of the new bicycle/pedestrian path on the floating bridge that will connect bicyclists and pedestrians to regional trails on both sides of Lake Washington.



Pontoon construction under way at an existing site in Tacoma.

SR 520 Golden Thread features

Reduce, reuse or recycle

- Design-build contractor Kiewit/General/Manson, A Joint Venture (KGM) has designed a more efficient bridge that uses significantly less material than the original plan.
- The contractor plans to reuse and recycle construction materials while also incorporating recycled materials into the project.
- The existing floating bridge will be decommissioned for reuse rather than demolished.

Reclaim existing sites and facilities

- The contractor is using existing industrial sites in Kenmore and Tacoma for pontoons, pre-cast elements and other off-site construction needs.
- Water treatment at Kenmore will be improved.

Reduce greenhouse gases

- Construction effects will be minimized by using low-impact construction methods like electric tower cranes, minimizing in-water impacts, incorporating energy-efficient fleet and equipment, and reducing overall construction duration.
- The construction is reducing hauling distances by using construction sites and materials that are in close proximity to the SR 520 corridor.
- The new bridge maintenance facility will be LEED Silver certified.
- The new floating bridge will include increased structural durability to reduce life-cycle costs.

Improve access

- The new floating bridge includes a transit/HOV lane and bicycle/pedestrian path, improving alternatives to driving alone.
- Bicycle and pedestrian continuity will be improved throughout the SR 520 corridor.