SR 520 haul route information for West Approach Bridge North construction

Summer 2013

The Washington State Department of Transportation (WSDOT) is moving forward with the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. This important project will enhance safety by replacing the vulnerable structures on SR 520 from I-5 to Medina, and increase mobility with a new roadway that has four general-purpose and two new transit/HOV lanes.

The next major phase of construction is building the northern half of the west approach bridge, or West Approach Bridge North (WABN). The new structure will address corridor vulnerability, extend the transit and HOV lanes, and connect the regional bicycle/pedestrian path to local trails.

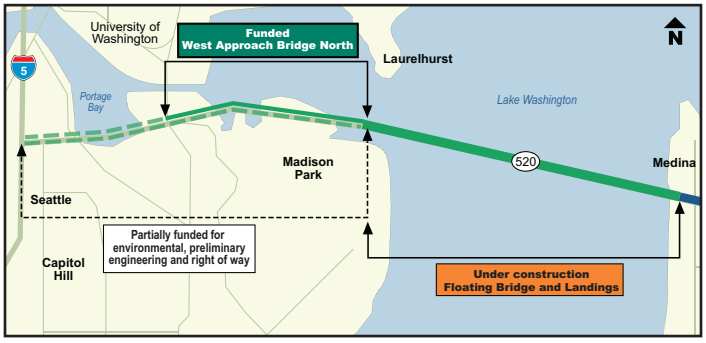
Throughout the environmental process, we have evaluated the potential effects of haul routes and construction activities on neighborhoods and historic properties. Our analysis has included vibration, noise, air quality and economic effects that could be caused during project construction by any of the potential haul routes we've identified.

When we identify a contractor for the construction of WABN, we could refine the haul routes that the contractor could use to move equipment and materials in the project area during construction.

How does WSDOT identify potential haul routes?

Our goal is to keep the majority of haul route traffic on I-5 and SR 520. It's more efficient for our contractors to access their work sites when they use these main routes. Whenever possible, we will work from the WSDOT right of way or build temporary direct-access connections to work sites and staging areas from I-5 and SR 520.

However, there will be times when a contractor needs to use city streets as secondary haul routes when primary routes are not available or feasible.



I-5 to Medina: Bridge Replacement and HOV Project map

We've identified several potential secondary haul routes based on the following considerations:

- Provides access to locations needed for construction where direct highway access is unavailable.
- Meets the city of Seattle's requirements for proper use of city streets.
- Uses most practical routes, considering type, size and number of truck loads needed for construction.
- Requires the shortest off-highway mileage

How will the final haul routes be selected?

The haul routes WSDOT has identified to date are potential and are based on our best available information. The selected contractor will ultimately be responsible for choosing final haul routes, and must obtain appropriate street-use permits from the city of Seattle.

When will WSDOT hire a contractor?

WSDOT is funded to build WABN after securing a $300 million federal loan. WABN is currently scheduled to begin construction in summer 2014. We are continuing to work with the Legislature to identify funding for the remainder of the I-5 to Medina project.

Map of potential haul routes and staging areas for West Approach Bridge North construction

What are the next steps?

WSDOT will develop a Community Construction Management Plan (CCMP) before construction of WABN begins.

The CCMP will share what the public can expect during construction including noise, air quality, traffic effects, and more. It will also outline construction management practices that avoid, minimize, and mitigate the effects of WABN construction activities on communities and the traveling public.

WSDOT and the contractor will utilize the CCMP and pre-construction outreach to further engage the public, and gather input to improve and modify construction practices as needed.

Example of a truck hauling materials on SR 520.

For more information:

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Washington State Department of Transportation

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