The SR 520 Bridge Replacement and HOV Program is the first program in the U.S. working to implement measurable sustainability criteria across an entire corridor. These criteria seek to improve the environmental, social, and economic welfare of communities affected by construction and operation of public infrastructure.

### SR 520 sustainability


### SR 520 Golden Thread

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

- Reuse, reduce, 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

### Eastside Transit and HOV Project

- Enhance public open space.
- Improve transit access and quality of experience.
- Recycle construction materials.
- Improve fish passage.
- Provide continuous HOV lanes.

### Floating Bridge and Landings

- Reduce stormwater pollution discharges to the lake.
- Minimize in-water impacts.
- Reduce construction duration.
- Increase structural durability and life-cycle costs.
- Reuse and recycle materials.
- Decommission the existing floating bridge.
- Use existing industrial sites.

### Westside Design and Construction

- Assure integration of urban and sustainability design principles.
- Increase transit and HOV access.
- Increase access to public open space.
- Reduce infrastructure impacts on the natural environment.
- Reduce construction-related noise and pollution.

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Highway lids that reconnect neighborhoods, provide better transit connections and increase community green space.

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

Pontoon construction in Tacoma, WA, at an existing industrial site.

A new cross-lake bicycle and pedestrian path that provides better connections to bus and light rail stops, local bike paths, and a new Montlake multimodal lid.
Natural resources and parks mitigation

Here are the SR 520 Program’s environmental mitigation projects that are completed, underway, or planned in the future. When planning a transportation project, we try to avoid or limit adverse effects to the environment. When that isn’t possible, we look for ways to mitigate those effects. How? We coordinate with regulatory agencies and local jurisdictions on mitigation projects in parks, wetlands, and other sensitive natural areas.

1. Bear Creek
   Improves about 16 acres of important stream and riparian habitat for salmon by stabilizing creek bank, adding stream gravel and wood, and planting native vegetation. Completed in 2015.

2. Bryant Building Site
   Creates a new, approximately 4-acre City of Seattle public park on the north shore of Portage Bay, with water access for boaters and open space for other uses. Completion expected in 2018.

3. Cedar River Elliott Bridge Reach
   Restores about 5 acres of wetlands, side channels, floodplain and river habitat for migrating fish, including Chinook salmon. Completion expected in 2016.

4. Evans Creek
   Improves about 32 acres of wetlands at the confluence of Bear Creek and Evans Creek, near Redmond. Completed in 2013.

5. Grass Creek
   Restores wetlands and shoreline habitat in the 68-acre Grass Creek site in Grays Harbor County by removing a portion of earthen dike and re-establishing tidal channels. (SR 520 pontoons were constructed in Aberdeen, Grays Harbor County.) Completed in 2011.

6. Magnuson Park
   Wetland and aquatic mitigation located north of SR 520 near Sand Point, on the west end of Lake Washington.

7. Seward Park
   Aquatic mitigation located near the south end of Lake Washington.

8. SR 520 East Approach
   Improves about 1 acre of sockeye-spawning habitat beneath the east end of the new floating bridge by adding lake-bed gravel, removing bulkheads and rubble, and restoring/replanting the shoreline. Completion expected in 2016.

9. South Lake Washington
   Improves about 4 acres of lake-shore salmon habitat by planting native vegetation, removing decades-old industrial structures, and enhancing near-shore habitat. Completed in 2015.

10. Taylor Creek
    Aquatic mitigation located in south Seattle, near Lake Washington

11. Union Bay Natural Area
    Improves existing wetlands and buffers, and creates new wetlands – about 22 acres total – within the University of Washington’s Union Bay Natural Area, northeast of Husky Stadium. Completion expected in 2017.

12. Washington Park Arboretum
    Makes a variety of improvements in the Arboretum, including creation of a new multi-use trail and stream and wetlands restoration. Projects here are underway.

13. Yarrow Creek
    Restores wetlands and rehabilitated stream to improve fish and wildlife habitat, and adds eight large, fish-friendly culverts within SR 520’s Eastside corridor. Completed in 2014.
Project overview
The Union Bay Natural Area (UBNA) Mitigation Project is a partnership between the University of Washington (UW) and the Washington State Department of Transportation (WSDOT) to create and enhance existing wetlands and replace invasive and non-native species with native wetland species. The mitigation supports and continues work previously begun by the UW as part of the UBNA Shoreline Management Guidelines, and mitigates for adverse effects from the SR 520 West Approach Bridge North project, currently under construction in the Montlake area. When complete, the UBNA Mitigation Project will have added and enhanced approximately 22 acres of wetlands and buffer areas at the UBNA site.

What to expect during construction
WSDOT and the UW are committed to construction management practices that avoid, minimize and mitigate the effects of WSDOT construction activities on neighbors, park users and the traveling public. As mitigation work begins, you can expect:

- **Trail closures**: In order to maintain safety for trail users, the contractor will need to intermittently close the trail along Wahkiakum Lane and the Loop Trail. The contractor is allowed up to 50 days of trail closures and is required to keep trails open over weekends.
- **Restricted construction areas**: The contractor will install orange fencing and stakes around project boundaries, research plots and key areas that need additional protection during construction.
- **Staging of materials**: In order to minimize impact to trail users, the contractor plans to stockpile materials, such as woodchips, in specified locations throughout the UBNA site and near Douglas Road Northeast.
- **Staging areas**: In order to minimize impacts to the traveling public, the contractor plans to stage construction equipment and offices in the E4 parking lot and near Douglas Road Northeast.
- **Vegetation removal**: In order to provide access for construction equipment to the work areas within UBNA, the contractor will prune select trees and vegetation. The contractor will also remove selected non-native species and replant with native wetland species.
- **Restricted construction during bird nesting season**: In order to protect nesting birds, between March 1 and July 31, the contractor will not be permitted to conduct certain construction activities such as vegetation removal and excavation. Some activities such as material stockpiling and other staking activities will be permitted as long as these activities do not disturb nesting sites. All construction activities will be monitored by WSDOT and the contractor to ensure that construction activities do not disturb nesting sites.

Anticipated project timeline
- May 2016 – Construction begins
- Spring 2017 – Construction scheduled for completion

How to stay informed about Union Bay Natural Area construction
WSDOT will notify the public of upcoming trail closures and other key construction milestones throughout the project through the following forums.

Online
- Visit the SR 520 UBNA website: bit.ly/520UBNA
- Follow us on Twitter: @wsdot_520

On-site signage and informational fliers
- Keep an eye out for information posters on site.
- Sign up for WABN email updates: bit.ly/WABNweekly
- Email project staff: SR520Bridge@wsdot.wa.gov

Phone: For urgent construction issues, call the SR 520 24-hour construction hotline: 206-708-4657

We thank you in advance for your patience as we work to add and enhance wetlands within the UBNA.
Noise modeling in the Montlake area

Noise levels were modeled for the existing condition, 2011 Final Environmental Impact Statement (FEIS) Preferred Alternative and the 2015 Final Concept Design on the map below. Noise levels that are predicted below the federal Noise Abatement Criteria are shown in green, noise levels that are predicted above are in red. Modeled noise levels with the Final Concept Design are comparable to the noise levels described in the FEIS Preferred Alternative. The project is expected to improve noise levels overall for the surrounding community compared to existing conditions.

Concepts and materials shown may be further refined pending outcomes of ongoing maintenance conversations between WSDOT, the City of Seattle, and King County Metro. For clarity, renderings do not show all utilities, transit infrastructure, and signage.

1 Possible future use of a portion of the NOAA property, approximating the area shown in the FEIS, for a public pedestrian-bike path is subject to agreement by NOAA as a part of ongoing mitigation discussion.

2 City-owned property under review with the City of Seattle.

**LEGEND:**
- Below Noise Abatement Criteria (NAC)
- Above Noise Abatement Criteria (NAC)

Existing conditions

800' lid in 2015 Final Concept Design Report

1,400' lid in 2011 Final Environmental Impact Statement