**SW Barton St Layover Repaving Project**

FAQs for website & outreach

*Last Updated: 7/1/25*

\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

**Q: What environmental review or impact study was done for this project?**

**A**: SDOT environmental staff reviewed a variety of information sources to determine the natural resources located in and around the project area. SDOT environmental staff then wrote a comprehensive analysis document called a State Environmental Policy Act (SEPA) Checklist. The SEPA Checklist describes what natural resources are in the area, how they may be affected by the project, and how SDOT will reduce or prevent impacts to these resources while completing the project. The SEPA Checklist can be found on the project’s website: [SW Barton St Layover Repaving - Transportation | seattle.gov](https://www.seattle.gov/transportation/projects-and-programs/current-projects/sw-barton-st-layover-repaving).

**Q: Why are King County Metro and SDOT planning a project in an environmentally critical area?**

**A:** An environmentally critical area (ECA) is a location that has specific rules about how it can be used, built on, and developed. These rules are written in the Seattle Municipal Code. A large part of the Westwood Village shopping center and its surrounding streets, including SW Barton St, were built in areas that are at risk for landslides and sinking. King County Metro and SDOT are working to keep SW Barton St in good shape so people can continue using it.

The Seattle Municipal Code allows this kind of maintenance and repair work in areas at risk for landslides and sinking. King County Metro, SDOT, and the project contractor will use best practices to protect the environment and nearby natural resources while they work.

The project team will share these best practices with the public closer to the start of construction.

**Q: Why are King County Metro and SDOT planning to remove peat deposits from under the roadway?**

A: SW Barton St experiences a lot of vehicle traffic from personal vehicles accessing the Westwood Village shopping center, the King County Metro Rapid Ride C and Route 21 bus lines, and as a location for bus layovers. Over time, King County Metro and SDOT have noticed that the roadway surface is sinking unevenly. This is happening because the roadway was originally built over peat deposits, which do not fully support the heavy vehicle traffic on SW Barton St.

King County Metro and SDOT will strengthen the road’s foundation by removing some peat deposits and replacing them with lightweight cellular concrete. This work will affect a very small portion of the overall peat settlement-prone area and is not expected to cause any damage to the area’s natural resources. A stronger, smoother roadway will not only improve vehicle travel along SW Barton St, but it will also lower the risk of buses and personal vehicles experiencing damage from an uneven driving surface. Additionally, it will ensure that roadway runoff and stormwater flow into the Seattle Public Utilities (SPU) sewer system where they can be properly treated, rather than potentially filtering through gaps between the uneven roadway panels.

**Q: Has this type of lightweight cellular concrete been used in pavement projects in other parts of Seattle? Was it successful?**

Lightweight Cellular Concrete, also known as Low Density Cellular Concrete Fill, is a special type of lightweight material that is used in construction. It’s made by mixing cement, water, and tiny bubbles of air. These bubbles make it lighter than regular concrete, but it’s still strong enough to support heavy things. Builders use it to fill spaces, make roads, or even fix the ground because it’s easy to work with and doesn’t add too much weight.

Lightweight Cellular Concrete has been used on the following projects:

* Areaway Hazard Mitigation - Post Ave (completed in 2012)
* Post Ave Bridge Replacement (completed in 2016)
* Northgate Bridge & 1st Ave NE Protected Bike Lane

**Q: How will King County Metro and SDOT protect the nearby Longfellow Creek and its salmon population?**

A: King County Metro, SDOT, and the project contractor will use construction best management practices (BMPs) to protect Longfellow Creek and its salmon population during construction. This may include installing a temporary physical barrier (such as a silt fence) between the construction zone and the area surrounding Longfellow Creek. SDOT’s construction and environmental staff will discuss appropriate BMPs with the contractor before construction begins. The contractor will also develop plans for managing stormwater and construction waste, as well as a plan for how to protect sensitive areas should a spill occur during work. SDOT environmental staff will visit the construction area regularly during work to ensure all appropriate protections are in place for the entire project.

The finished project is not expected to have any significant impacts to Longfellow Creek or its salmon population.

**Q: Why was the timing for construction for this project delayed?**

A: The delay in the project will allow for the “traffic calming” construction work planned for nearby SW Trenton St to be completed before the SW Barton Street project begins next year. The traffic calming on SW Trenton St includes building speed humps that will help slow down drivers, and will take place in 2025.

The speed hump project on SW Trenton St will extend from 35th Ave SW to Delridge Way SW.