January 5, 2012 KGM to City of Medina Serial Letter # 0004

Mr. Robert Grumbach
Director of Development Services
PO Box 144
Medina, Washington 98039

WSDOT Contract #008066 – SR 520 Evergreen Point Floating Bridge and Landings Project

RE: Construction Mitigation Plan Application
SR 520 Floating Bridge and Landings Project

Dear Mr. Grumbach:

Enclosed is a Construction Mitigation Plan (CMP) that Kiewit/General/Manson, A Joint Venture (KGM) has prepared for the Medina portion of the State Route (SR) 520 Evergreen Point Floating Bridge and Landings Project.

In late spring of 2012, KGM will apply for a building permit from the City of Medina for the maintenance facility, which will be located under the new SR 520 bridge. Although the CMP package typically would accompany the building permit application (per City of Medina code), this CMP package is being submitted in advance of the building permit application for the maintenance facility, as KGM has elected to provide the City with a CMP that addresses all planned construction activities within the Medina city limits, including both the bridge and approach structure elements and the maintenance building.

Development of a CMP for the bridge and approach structure elements is not required, as these structures do not require a building permit from the City of Medina. However, we believe that our elective development of this comprehensive CMP will help to demonstrate our commitment to environmental and community stewardship for the citizens of Medina. At the same time, KGM must balance this with our commitment to WSDOT and the traveling public to provide a new SR 520 bridge on schedule. As indicated in our letter dated December 7, 2011, in the event that the CMP does not receive formal approval from the City of Medina prior to the start of construction on the WSDOT bridge approach structures, scheduled for April 1, 2012, that work will commence and will be conducted with the provisions stated in the proposed CMP as submitted for City review.

In addition to preparing this expanded CMP, we also propose use of a substantially expanded public notice. Whereas the CMP instructions require mailings to owners of all properties within 300 feet or 3 parcels of the construction property, we are including mailing labels for all owners of property within 1,000 feet of the southern WSDOT right-of-way boundary and all property owners within the Medina City limits to the north of SR 520, as all of those residents north of SR 520 are affected by activities occurring on Evergreen Point Road.

Kiewit/General/Manson, a Joint Venture | 3015 112th Ave NE Suite 100, Bellevue, WA 98004 | Ph. (253)943-4200 | Fax (425)576-7099

If you have any questions regarding this CMP package, please contact Robert Brenner at 425.576.7138 or via email at Robert.Brenner@kiewit.com.

Sincerely,

Kiewit/General/Manson, a Joint Venture

Erik Nelson,
Project Director

List of Attachments

Attachment 1: City of Medina Forms

- Cover Form and Instructions
- Tailored Construction Mitigation Plan
- Construction Code of Conduct

Attachment 2: Figures

- Figure 1 Vicinity Map
- Figure 2 Construction Area and Offset Distances
- Figure 3 Mitigation Site Plan
- Figure 4 Site Access from Off-site Parking Map
- Figure 5 Truck Travel Route Map
- Figure 6 Crane Operation Layout
- Figure 7 Final Site Configuration

Attachment 3: Project Description – Additional Information for Tailored CMP

Attachment 4: Proof of Ownership/Legal Description – WSDOT Right-of-way Plan

Attachment 5: Mailing Labels for All Properties in Medina North of SR 520 and Properties Within 1,000 Feet to the South of the Project Area

ATTACHMENT 1
CITY OF MEDINA FORMS

Cover Form and Instructions

Construction Mitigation Permit Module

C

PROPERTY ADDRESS: SR 520 WSDOT right-of-way, west of Evergreen Point Road

PROPERTY OWNER: Washington State Department of Transportation

Office Use Only

PERMIT NO. _____ Date Received _____ By _____

Appl Fee Pd._____ Rcpt #_____ Date Approved _____ By_____

Purpose of Construction Mitigation Permits:

Although the City of Medina is a mature community, it has been experiencing a very high rate of teardown redevelopment. While all property owners have a right to redevelop their lots, the Construction Mitigation Program has been develop*ed* to help protect the rights of the other residents seeking the peaceful enjoyment of their properties. Requirements for obtaining Construction Mitigation Plan approval for construction activities are described in Medina Municipal Code (MMC) chapter 15.20.

Supporting Documents:

Projects meeting the requirements of MMC 15.20.010.C(1) or C(2) require submission and approval of a Tailored Construction Mitigation Plan; all other projects require submission of a signed Construction Code of Conduct. The Worksheet on pages 1 & 2 will be used to determine whether or not development of a Tailored Construction Mitigation Plan is required for your project. *Please check the box next to the items you are submitting.*

Tailored Construction Mitigation Plan Submit the following documents with your building permit application package:

☑ Three copies of completed Construction Mitigation Cover Form (the first three pages of this document)

☑ Three draft copies of completed Tailored Construction Mitigation Plan (narrative, Construction Code of Conduct, & drawings)

☑ One set mailing labels

If a Tailored Construction Mitigation Plan is not required, then submit the following documents with your building permit application package:

☐ Completed Construction Mitigation Cover Form (the first three pages of this document)

☐ Two copies signed Construction Code of Conduct

Supporting Drawings:

Supporting drawings are required dependent on the proposed plan, please see instructions below.

Construction Code of Conduct only: No drawings required.

Tailored CMP:

☑ A **Mitigation Site Plan** drawing is required to be attached to all Tailored CMPs. Minimum content to be shown on the Mitigation Site Plan includes: property boundaries; outlines of existing and proposed structures/fences/site features to remain; locations of significant trees; location of critical areas (as applicable), outline of each proposed construction parking stall (typically 8" x 20" stalls); construction vehicle staging and material delivery areas; outline of material storage areas; outline of construction entrance; locations of temporary construction fencing/screening (as applicable); location of portable toilet. City staff may require additional information as needed to more fully identify construction impacts and mitigation measures.

Three other drawings that may be required, depending on which boxes are checked on the Tailored CMP, are:

☑ Off-site Parking Location map

☑ Truck Travel Routes map

☑ Crane Operation drawing.

Applicant to Complete

TOTAL FLOOR AREA 15,000 (square footage of proposed maintenance facility only) TOTAL PROJECT COST* over $1,500,000

CMP CATEGORY (check):

_____Construction Code of Conduct **OR**

__X__Tailored CMP

CMP APPROVAL (check):

_____ Staff **OR**

_____ Planning Commission

KGM requests CMP approval from the Hearing Examiner in a joint review with the Noise Variance.

Submittal Interview Notes – Staff Use

Worksheet

Do You Need to Submit a Construction Mitigation Plan or a Construction Code of Conduct?

All projects requiring a building permit issued by the City of Medina must comply with the Medina Construction Code of Conduct or a Tailored Construction Mitigation Plan. (CMP).

Please answer each of the following 11 questions by checking the appropriate box:

Yes/ No*	Staff Approved CMP
___/✓	1. Will the total floor area of all structures or portions of structures which are the subject of the permitted construction exceed 25% of the lot area and 3,000 square feet?
✓/___	2. Will total project cost exceed $750,000**?
___/✓	3. Will there be less than 3 on-site parking stalls, at any time, for vehicles associated with construction activity?
✓/___	4. Will power, water, or sewer service to any other property within Medina be interrupted on more than one occasion during construction?
___/✓	5. Is construction proposed within the building setback(s) on a building structure that is located in a setback area?
___/✓	6. Is use of private lane or shared driveway proposed for parking, staging, of construction related vehicles, loading or off-loading of equipment, or loading or off-loading of materials?
___/✓	7. Is project located within 600 feet of the Medina Elementary School, the Bellevue Christian School, or Saint Thomas School?

Yes/ No*	Planning Commission Approved CMP
✓/___	8. Will total project cost exceed $1.5 million**?
✓/___	9. Will the total quantity of excavated soils exceed 2,000 cubic yards?
✓/___	10. Will construction activities (except as exempt per MMC 18.12.110) occur in a landslide hazard area?
✓/___	11. Will a tower crane ever be used during construction?

* Staff may require documentation to support a "no" answer to any of these questions (e.g. requirement to prepare a site plan demonstrating that there is sufficient space on the property for employee parking, deliveries and material storage.)

** "Total project cost" means true market values for materials, labor, normal contractor profit and overhead, but exclude state and local sales taxes and permit fees, for all buildings and site work

CITY OF MEDINA

CONSTRUCTION MITIGATION PLAN PERMIT APPLICATION

Office Use

Permit no. _____ Date Received _____

Fee: $_____ Received by _____

Application worksheet _____

ADDRESS OF PROPERTY SR 520 Washington State Department of Transportation (WSDOT) right-of-way, west of Evergreen Point Road

Medina, Washington

OWNER'S AGENT (Print or Type) Erik Nelson, Kiewit/General/Manson, A Joint Venture (KGM)

AGENT'S MAILING ADDRESS 3015 112th Avenue NE, Suite 100

(City / Zip) Bellevue, Washington 98004-8001

Phone Number 425.576.7119 **Fax No.** 425.576.7099

Email address erik.nelson@kiewit.com

SIGNATURE OF AGENT _____ **Date** 1/4/12

LEGAL OWNER(S) WSDOT

John White

ADDRESS OF LEGAL OWNER(S) 3015 112th Avenue NE, Suite 100

(Mailing Address) Bellevue, Washington 98004-8001

Phone Number 425.576.7118 **Fax No.** 425.576.7099

SIGNATURE OF OWNER(S) _____ **Date** 1/4/12

_____ **Date** _____

ZONING DESIGNATION State Highway **LOT SIZE** _____

TAX PARCEL NUMBER Former parcels: 242504-9071, -9072, -9181, -9177, -9259

LEGAL DESCRIPTION See WSDOT Right-of-Way Plan (Attachment 4)

(Attach if lengthy)

Form date: Jan07

Tailored Construction Mitigation Plan

Construction Mitigation Permit

PROPERTY ADDRESS: SR 520 WSDOT right-of-way, west of Evergreen Point Road

PERMIT NUMBER: __C-_____

Tailored Construction Mitigation Plan

PURPOSE:

The purpose of the Tailored Construction Mitigation Plan (CMP) is to identify potential negative impacts of construction on neighbors and the community and to identify required measures to mitigate (reduce) the impacts. This Plan establishes minimum standards and requirements for the conduct of the construction project. Additional regulations are contained in the Medina Municipal Code.

APPLICABILITY & NOTICE:

The requirements of this plan apply to, and shall be communicated to, all people involved with the construction project including, but not limited to the following:

- Property owner
- Contractor
- Subcontractors
- Owner's agents
- Employees of contractor, subcontractor and owner's agents
- Material suppliers / vendors

IMPACTS AND REQUIRED MITIGATION

Mitigation Plan Manager

A mitigation plan manager shall be assigned to enforce the provisions of this Plan and a City-provided sign shall be posted on site listing the name and telephone number of the mitigation plan manager.

Name of Plan Manager: Robert Brenner, KGM

Work-hours telephone number: 425.576.7138

After-hours telephone number: 425.577.2939

Work Hours

Construction and development activity, or operation of heavy equipment, is prohibited on Sundays, City-recognized holidays, and before 7:00 am or after 7:00 pm Monday thru Friday and before 8:00 am or after 5:00 pm Saturday, except with prior written permission of the Medina Director of Development Services.

Earliest arrival time on site will be ____5:00____ am, Monday – Friday
Earliest work start time will be ____6:00____ am, Monday – Friday

Work will end no later than ____7:00____ pm, Monday – Friday
Earliest arrival time on site on Saturday will be ____6:00____ am
Earliest work start time on Saturday will be ____7:00____ am
Work will end no later than ____5:00____ pm, Saturday

Other work hours: Typical work will end by 7:00 pm, but the project will also require swing shift (4 pm to midnight) and 24-hour work. See Attachment 3: Detailed Responses #1

Noise

Workers arriving on site before 7:00 am weekdays (M-F), 8:00 am Saturdays, or the earliest official work start time, shall not make noise that can be heard by the neighbors.

Noise shall be limited to those sounds normally produced by residential construction activity. Radios, tape and disc recorders and any other amplified sound source are expressly prohibited at all times on the construction site if audible at the property line.

Sound levels, measured at any point on or above the property line of the construction site, shall not exceed the thresholds described in Medina Municipal Code Section 8.06. Loud voice interchanges and other vocal noise shall be limited to that necessary to conduct the construction activity.

Vehicles and equipment shall not be left to idle when not in use.

Hours for roof tile cutting shall be limited to 9:00 am to 5:30 pm. Roof tiles will be cut at ground level, behind a temporary sound barrier

Other noise mitigation measures: _____
See Attachment 3: Detailed Responses #2

Parking, Staging, & Material Deliveries
(check as applicable)

Parking for all construction related vehicles and equipment, including delivery vehicles, is permitted only within the boundaries of the construction site, in accordance with Medina Municipal Code Chapter 10.72. No construction parking is permitted in Medina rights-of-way, parks, or private lanes, except for an officially designated area on the north side of NE 12 Street across from the Medina Park.

Exceptions:
(a) Temporary parking permits issued by the Medina Police Department under provisions of Medina Municipal Code Section 10.72.040.

(b) Inspection personnel of the governing jurisdiction[s] may park in legal locations on or off-site while engaged in construction related duties.

As required by Section 10.72.030 of the Medina Municipal Code, an area shall be improved on-site (as shown on the attached mitigation site plan drawing) to accommodate 20-30 cars or pick-up trucks, including those driven by the property owner, contractor, construction workers, and material suppliers. (*In the blank, fill in the number of parking spaces to be created on site*).

___ The number of workers and subcontractor personnel may exceed the number of available on site parking; therefore, all workers and subcontractors shall be required to carpool from outside the City of Medina.

X The number of workers and subcontractor personnel on site at any one time may exceed the number of available on site parking spots; therefore, 100 (*fill in number*) off-site parking spots have been arranged (see attached map) and workers will be shuttled to the construction site. The address of the off-site parking is:

Off-site parking to accommodate approximately 100 vehicles will be located outside of Medina.

See Attachment 2, Figure 4 for the access plan to the project site from off-site parking.

An area for deliveries shall be created on site (as shown on the attached Mitigation Site Plan Drawing) so that deliveries can be made without stopping or parking in any street or private lane and without blocking any driveway, sidewalk, or path.

Safety

Certified flaggers shall be used during all activity within public rights-of-way that may interfere with normal flow of pedestrians or vehicle movement, including trucks backing into, out of, or on City rights-of-way.

Flaggers shall escort all trucks backing on private lanes.

Other safety measures: See Attachment 3: Detailed Responses #4

Environmental Protection

Temporary Erosion and Sedimentation Control (TESC) procedures will be installed and maintained in accordance with Best Management Practices and Medina TESC requirements.

Mud and blowing dust shall be prevented. Exposed soils shall be covered with straw, mulch, or plastic and spoils piles will be covered with plastic. Soils shall be stabilized beneath material storage areas and construction vehicle parking and staging areas with quarry spalls, gravel, or ATB.

Temporary Construction entrances shall be constructed for all projects that involve excavation and grading. Prior to start of excavation or grading, a filter fabric fence shall be installed to prevent silt-laden water from leaving the site and inserts shall be installed in catch basins on site and nearby downstream of the site. Any mud or dirt inadvertently tracked onto the street or private lane shall be immediately swept up.

Temporary 4-feet tall fencing shall be installed at the drip lines of all trees to be saved, to create tree protection zones. No materials shall be stored in, and no earthwork performed in, tree protection zones, unless specifically pre-authorized by the City Landscape Consultant.

Actions shall be taken to reduce exhaust emissions, including not leaving equipment or vehicles to idle when not in use.

Other environmental protection measures: _____
See Attachment 3: Detailed Responses #5

Maintenance & Repair of Public Lands and Property

Public ways shall be maintained free of dirt, debris, waste or damage to the surfaces within the public way boundary. Mud, dirt and debris carried from the construction site on the tires of vehicles to the street shall be removed from the street at the end of each working day.

The Owner of the Construction Site shall be fully responsible for damage caused by the construction forces under his or her control by contract or agreement whether verbal or written and shall repair, replace or compensate the City of Medina in full for damages caused by the construction forces. To this end, the City is empowered to withhold issuance of any Temporary Occupancy Permit or Certificate of Occupancy until any and all known claims for damages against the Owner of the Construction Site and the Owner's forces have been discharged and due notice has been given the City in written form. In the event claims cannot be fully resolved the Owner may deposit funds in the full amount of the claim in an interest bearing escrow account, the contents to be disbursed in accordance with the terms of any settlement or determination reached, whether by mediation, arbitration or by decision of a court of law.

No work shall be performed in public rights-of-way without an approved Right-of-Way Use and/or Street Excavation Permit. Streets damaged due to construction shall be promptly repaired in accordance with the Medina Right-of-Way Construction Requirements.

Other maintenance measures: _____
See Attachment 3: Detailed Responses #6

Site Appearance

Waste materials of any sort shall be cleaned from the construction site and surrounds daily and placed in secured containers intended for that use. Containers shall be monitored for contents. Fire and other hazards shall be immediately mitigated. Containers shall not be overfilled and shall be removed the same day that they have been filled to capacity.

Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

Other site appearance mitigation measures: _____
See Attachment 3: Detailed Responses #7

Site Management

During construction, the site shall be configured as shown on the attached Mitigation Site Plan drawing. The Plan drawing shows locations for construction vehicle parking, and staging and for material storage. The Plan also shows (*as applicable*) location of portable toilet, job shack and dumpster.

Miscellaneous

The use of obscene, offensive, and abusive language audible to adjacent property or to the public is prohibited.

Animals brought to the site shall be controlled and shall not be allowed to stray onto neighboring property. The Owner of the construction site and the Contractor shall be held responsible for the actions of animals brought to the construction site by any of the Owner's forces.

The portable toilet shall be regularly cleaned to prevent odors, shall be located away from property lines as much as practical, and shall not be located in the right-of-way.

Utility disruptions, to the neighbors, shall be planned so that they are limited to the fewest number and shortest durations possible. All affected neighbors shall be notified 48 hours prior to utility shut off and given an estimate of the duration of the shutoff.

No advertising signs shall be posted on site.

Other miscellaneous mitigation measures: _____
See Attachment 3: Detailed Responses #8

Site Specific Mitigation Measures

Screening & Buffering
(check one)

✓ Existing fence and/or vegetation provide a visual barrier with adjacent properties and shall be left intact until project completion; therefore, additional screening measures are not required.

___ Existing fence and/or vegetation do not provide a visual barrier with adjacent properties or will not be left intact until project completion; therefore, a 6-foot tall temporary opaque construction fence shall be installed in areas without other visual barrier.

Other screening/buffering measures: _____

See Attachment 3: Detailed Responses #9a

Work Near School Zones
(check as applicable)

___ This project is located within 600 feet of the Medina Elementary School; therefore, no truck movement, on and off site, shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 8th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time. Truck travel shall be restricted to the routes shown on the attached map.

___ This project is located within 600 feet of Bellevue Christian School; therefore, no truck travel shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 28th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time. Truck travel routes shall be restricted to the routes shown on the attached map.

___ This project is located within 600 feet of the Saint Thomas School; therefore, no truck travel shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 12th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time.

Temporary Blockage of Lane or Driveway Access
(check as applicable)

___ Site configuration and construction sequencing and scheduling shall be coordinated to maintain private lane access at all times. In the event that temporary blockage of the lane is unavoidable, the Contractor shall provide the neighbors with a minimum of 24-hour prior notice, except a minimum of 48-hour prior notice shall be provided for repair or replacement of private lane. Such notice shall consist of a sign posted on the lane and the Contractor contacting the neighbors by telephone (at a minimum leave voice mail message), if the neighbors provide contact numbers for such purpose.

Tailored Construction Mitigation Plan

___ Prior to start of construction or demolition, a 24" x 24" sign shall be posted on along the private lane that reads:

> "Private lane shall remain open at all times. Do not park in, or block, private lane access."

___ Lane is long and narrow; therefore, during all trucking operations, flagger(s) will be stationed at the top end and bottom end of the private lane to control traffic. The flaggers will be in audio communication with each other at all times they are stationed for traffic control. No trucks shall back within the private lane without control by flagger or other escort from behind the vehicle.

Other lane/driveway blocking mitigation measures: _____

_____

_____

Temporary Road Closure Mitigation

Road closures shall be kept to the absolute minimum number necessary to construct the project. Neighbors affected by road closure shall be notified at least 1 week in advance and again at least 24 hours in advance. Bellevue Fire Department and Medina Police Department shall be notified 24 hours in advance of road closure and again immediately before such closure and immediately upon road re-opening. All road closures shall be approved in advance by the City Engineering Consultant.

If road closure is required, describe public notification/coordination measures and measures to limit duration of road closure. See Attachment 3: Detailed Responses #9b

Other Site Specific Mitigation

See Attachment 3: Detailed Responses #9c, and Attachment 2, Figure 5, for information on truck travel routes.

Crane
(check as applicable)

___ No cranes will be used.

_✓_ A crane will be used during construction. The crane shall be located and operated so that no portion of the crane travels over rights-of-way or over any neighboring property unless there is a compelling reason to do so and the owners of all affected properties have consented in writing. The location of the crane and the swing radius are shown on the attached Crane Operation drawing.

_✓_ A fixed tower crane will be used during construction and:

- The height of the crane has been restricted to the minimum height necessary to clear obstructions for the boom's turning radius.
- The length of time the crane remains in place shall be the minimum reasonably necessary.
- No advertising or signs shall be attached to the tower crane except built-in signs identifying the manufacturer of the crane which cannot be removed.

Other crane mitigation measures: _____

See Attachment 3: Detailed Responses #10

Landslide Hazard Area
(check as applicable)

___ No work will be performed in a landslide hazard area or its buffer area.

_✓_ Work will be performed in a landslide hazard area or its buffer area and such work will fully comply with the critical area report and the following: _____

See Attachment 3: Detailed Responses #11

TAILORED CONSTRUCTION MITIGATION PLAN

AGREEMENT:

Project Address: SR 520 WSDOT right-of-way, west of Evergreen Point Road

Permit Numbers: _____

Compliance Bond: _____

I have received a copy of the City of Medina Construction Code of Conduct. Having read the Code of Conduct, I understand and agree to the requirements for construction conduct within the City of Medina. I understand and agree that violations of the Code of Conduct may result in Stop Work Order, civil penalty, criminal penalty or as otherwise specified in MMC 15.20.090.

Owner's signature	1/4/12 Date
John White (WSDOT) Owner's Name - Please print	3015 112th Avenue NE, Suite 100 Owner's mailing address
425.576.7118 Owner's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

Owner's Agent signature	1/4/12 Date
Erik Nelson (KGM) Owner's Agent Name - Please print	3015 112th Avenue NE, Suite 100 Owner's Agent mailing address
425.576.7119 Owner's Agent Phone no.	Bellevue, WA 98004-8001 City, State, Zip

General Contractor's signature	1/4/12 Date
Erik Nelson (KGM) General Contractor - Please print	3015 112th Avenue NE, Suite 100 General Contractor's mailing address
425.576.7119 General Contractor's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

Construction Code of Conduct

PURPOSE:

The purpose of the City of Medina Construction Code of Conduct is to protect the health, welfare, and rights of property owners in the City of Medina. Medina's peaceful, residential character is valued by its residents. In accordance with Medina Municipal Code, chapter 15.20, the Construction Code of Conduct establishes minimum standards for the conduct of construction projects in Medina. Additional rules are contained in the Medina Municipal Code.

SCOPE:

This code applies to all people involved with construction projects (private and public) including, but not limited to the following:

- Property owner
- Contractor
- Subcontractors
- Owner's agents
- Employees of contractor, subcontractor and owner's agents
- Material suppliers / vendors

RULES OF CONDUCT:

Work Hours

Construction and development activity, or operation of heavy equipment, is prohibited on Sundays, City-recognized holidays, and before 7:00 am or after 7:00 pm weekdays (Mon – Fri) and before 8:00 am or after 5:00 pm Saturdays, except with prior written permission of the Medina Director of Development Services.

Noise

1. Workers arriving on site before 7:00 am weekdays, 8:00 am on Saturdays, or the official start of work, shall not make noise that can be heard by the neighbors.

2. Noise shall be limited to those sounds normally produced by residential construction activity. Radios, tape and disc recorders and any other amplified sound source are expressly prohibited at all times on the construction site if audible at the property line.

3. Sound levels, measured at any point on or above the property line of the construction site, shall not exceed the thresholds described in Medina Municipal Code Section 8.06. Loud voice interchanges and other vocal noise shall be limited to that necessary to conduct the construction activity.

4. Vehicles and equipment shall not be left to idle when not in use.

Parking, Staging, & Material Deliveries

1. Parking for all construction related vehicles and equipment, including delivery vehicles, is permitted only within the boundaries of the construction site, in accordance with Medina Municipal Code Chapter 10.72. No construction parking is permitted in Medina rights-of-way, parks, or private lanes, except for a designated area on the north side of NE 12 Street across from the Medina Park.

   Exceptions:
   (a) Temporary parking permits issued by the Medina Police Department under provisions of Medina Municipal Code Section 10.72.040.

   (b) Inspection personnel of the governing jurisdiction[s] may park in legal locations on or off-site while engaged in construction related duties.

2. A parking area shall be created on site with sufficient parking for all workers, or workers shall carpool from outside Medina or be shuttled from authorized parking areas.

3. An area for deliveries shall be created on site so that deliveries can be made without stopping or parking in any street or private lane and without blocking any driveway, sidewalk, or path.

4. In the event adequate on-site parking or permitted parking in the City right-of-way is not available, workers shall be required to carpool from outside Medina and/or the Owner of the property shall secure adequate off-site parking and arrange for transportation of personnel and materials to the job site.

Safety

Certified flaggers shall be used during all activity within the public right-of-way that may interfere with normal flow of pedestrians or vehicle movement, including trucks backing into, out of, or on City rights-of-way. Flaggers shall escort all trucks backing on private lanes.

Environmental Protection

1. Medina Temporary Erosion and Sedimentation Control requirements apply to all construction projects. Blowing dust shall be prevented. Exposed soils and spoils piles shall be covered. Temporary Construction entrances shall be constructed for all projects that involve excavation and grading. Soils under parking, staging, and material storage areas shall be stabilized with quarry spalls, gravel, or ATB.

2. Temporary 4-feet tall fencing shall be installed at the drip lines of all trees to be saved, to create tree protection zones. No materials shall be stored in, and no earthwork performed in, tree protection zones, unless specifically pre-authorized by the City Landscape Consultant.

Site Appearance

1. Waste materials of any sort shall be cleaned from the construction site and surrounds daily and placed in secured containers intended for that use. Containers shall be monitored for contents. Fire and other hazards shall be immediately mitigated. Containers shall not be overfilled and shall be removed the same day that they have been filled to capacity.
2. Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

Maintenance of Public Ways

Public ways shall be maintained free of dirt, debris, waste or damage to the surfaces within the public way boundary. Mud, dirt and debris carried from the construction site on the tires of vehicles to the street shall be removed from the street at the end of each working day.

Damage to Public Lands and Property

The Owner of the Construction Site shall be fully responsible for damage caused by the construction forces under his or her control by contract or agreement, whether verbal or written, and shall repair, replace or compensate the City of Medina in full for damages caused by the construction forces. To this end, the City is empowered to withhold issuance of any Temporary Occupancy Permit or Certificate of Occupancy until any and all known claims for damages against the Owner of the Construction Site and the Owner's forces have been discharged and due notice has been given the City in written form. In the event claims cannot be fully resolved the Owner may deposit funds in the full amount of the claim in an interest bearing escrow account, the contents to be disbursed in accordance with the terms of any settlement or determination reached, whether by mediation, arbitration or by decision of a court of law.

No work shall be performed in public rights-of-way without an approved Right-of-Way Use and/or Street Excavation Permit. Streets damaged due to construction shall be promptly repaired in accordance with the Medina Right-of-Way Construction Requirements.

Miscellaneous

1. The use of obscene, offensive, and abusive language audible to adjacent property or to the public is prohibited.

2. The Owner of the construction site and the Owner's Agent shall be held responsible for animals and any action of animals brought to the construction site by any of the Owner's forces. Animals shall not be allowed to enter onto neighboring property.
3. Actions shall be taken to reduce exhaust emissions, including not leaving equipment or vehicles to idle when not in use.
4. Utility disruptions, to the neighbors, shall be planned so that they are limited to the fewest number and shortest durations possible. All affected neighbors shall be notified 48 hours prior to utility shut off and given an estimate of the duration of the shutoff.
5. The portable toilet shall be regularly cleaned to prevent odors, shall be located away from property lines to the extent practical, and shall not be located in public rights-of-way.
6. No advertising signs shall be posted on site.

Enforcement, Violations, and Penalties

Requirements of the Construction Code of Conduct shall be enforced in accordance with MMC Section 15.20.090. Violations shall be noticed in accordance with MMC Section 15.20.090. Violations are subject to the penalties described in MMC Section 15.20.090.

2. Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

CONSTRUCTION CODE OF CONDUCT

AGREEMENT:

Project Address: SR 520 WSDOT right-of-way, west of Evergreen Point Road

Permit Numbers: _____

I have received a copy of the City of Medina Construction Code of Conduct. Having read the Code of Conduct, I understand and agree to the requirements for construction conduct within the City of Medina. I understand and agree that violations of the Code of Conduct may result in Stop Work Order, civil penalty, criminal penalty or as otherwise specified in MMC 15.20.090.

Owner's signature	1/4/12 Date
John White (WSDOT) Owner's Name - Please print	3015 112th Avenue NE, Suite 100 Owner's mailing address
425.576.7118 Owner's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

Owner's Agent signature	1/4/12 Date
Erik Nelson (KGM) Owner's Agent Name - Please print	3015 112th Avenue NE, Suite 100 Owner's Agent mailing address
425.576.7119 Owner's Agent Phone no.	Bellevue, WA 98004-8001 City, State, Zip

General Contractor's signature	1/4/12 Date
Erik Nelson (KGM) General Contractor - Please print	3015 112th Avenue NE, Suite 100 General Contractor's mailing address
425.576.7119 General Contractor's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

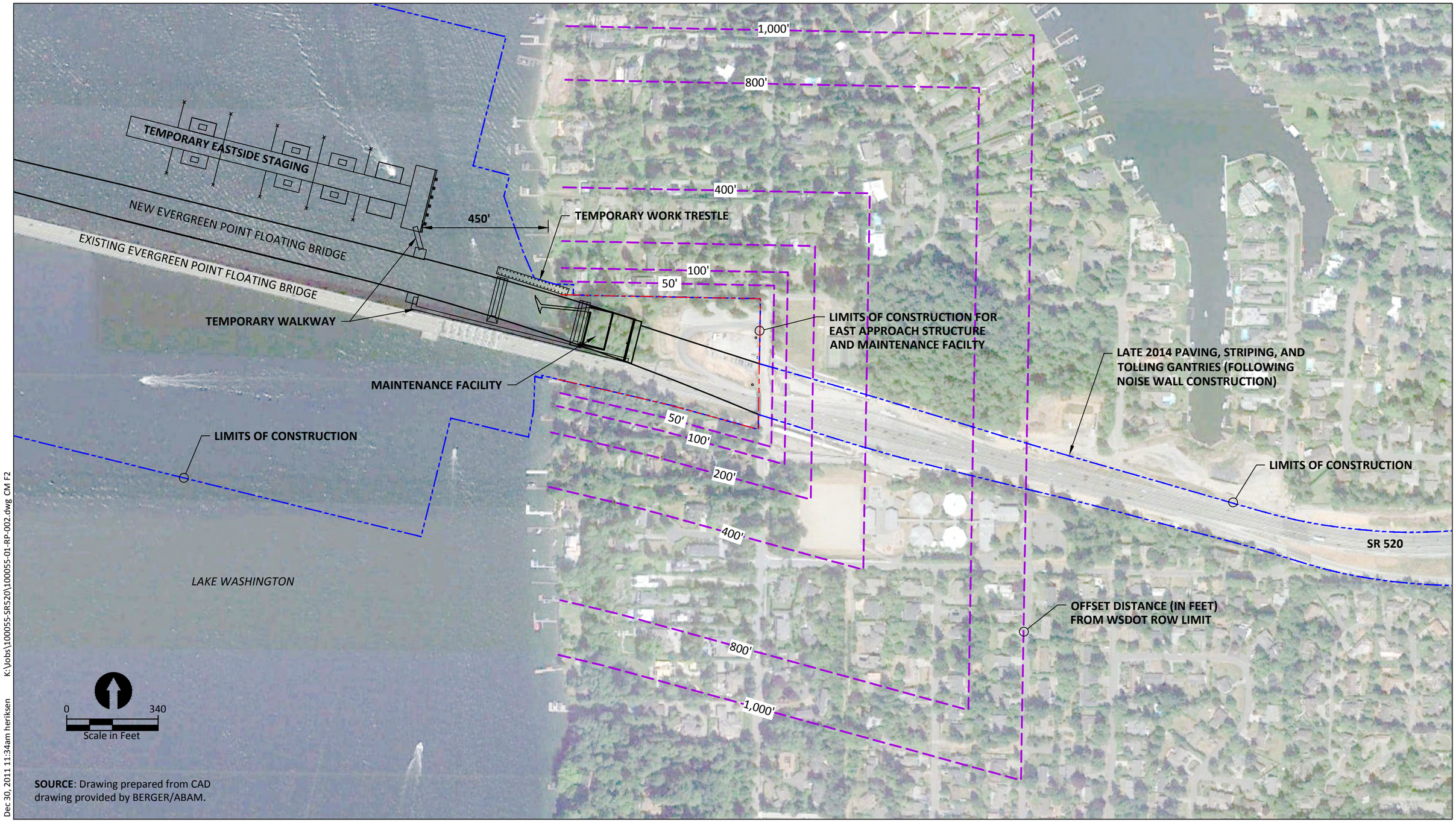
ATTACHMENT 2
FIGURES

AERIAL SOURCE: Google Earth Pro, 2010.

K:\Jobs\100055-SR520\100055-01-RP-003.dwg CM F1

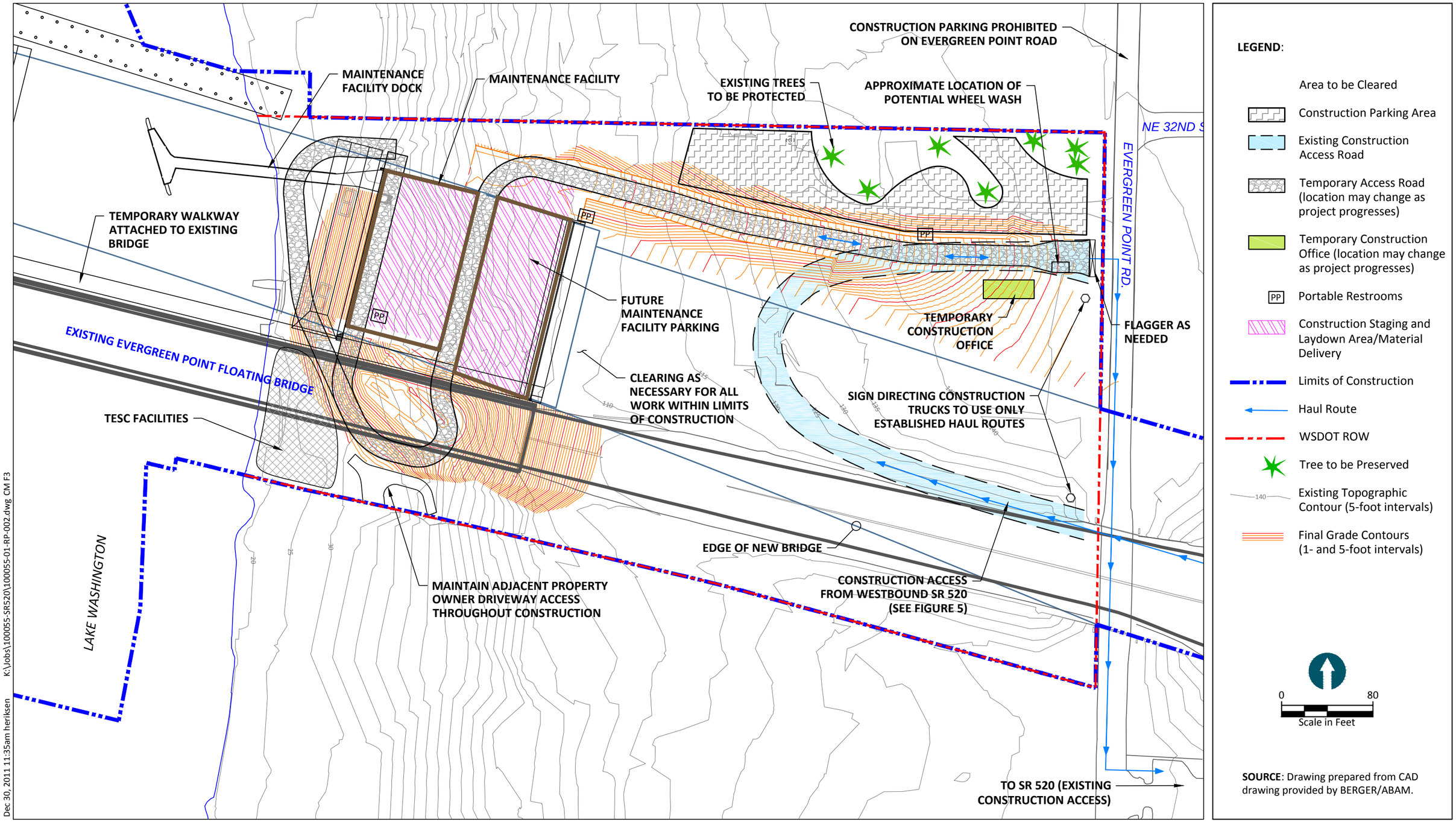
Jan 04, 2012 1:32pm heriksen

Figure 1
Vicinity Map
Medina Construction Mitigation Plan
SR520 Floating Bridge and Landings



Dec 30, 2011 11:34am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F2

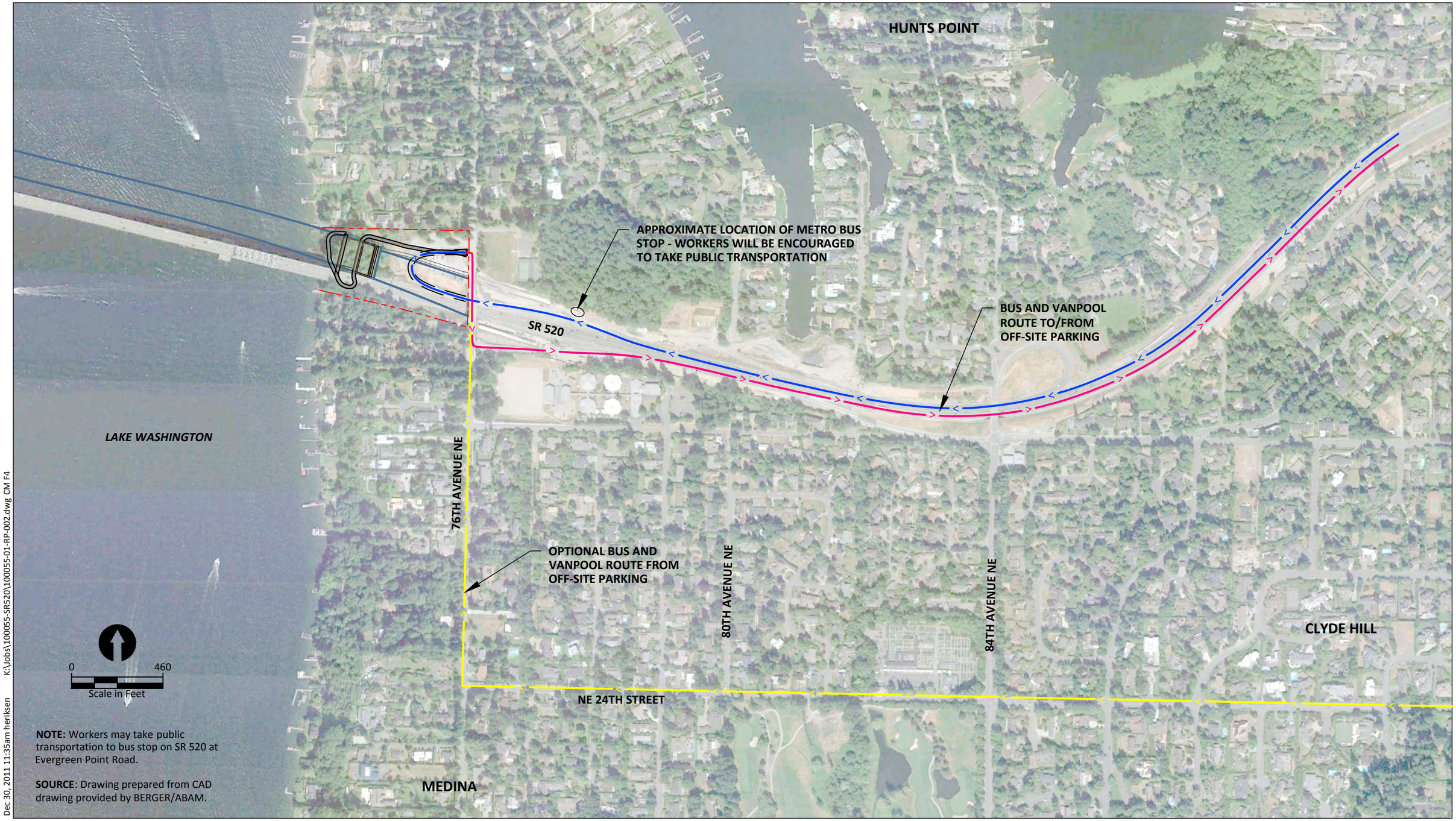
Figure 2
Construction Area and Offset Distances
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



Dec 30, 2011 11:35am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F3

KGM

Figure 3
Mitigation Site Plan
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings

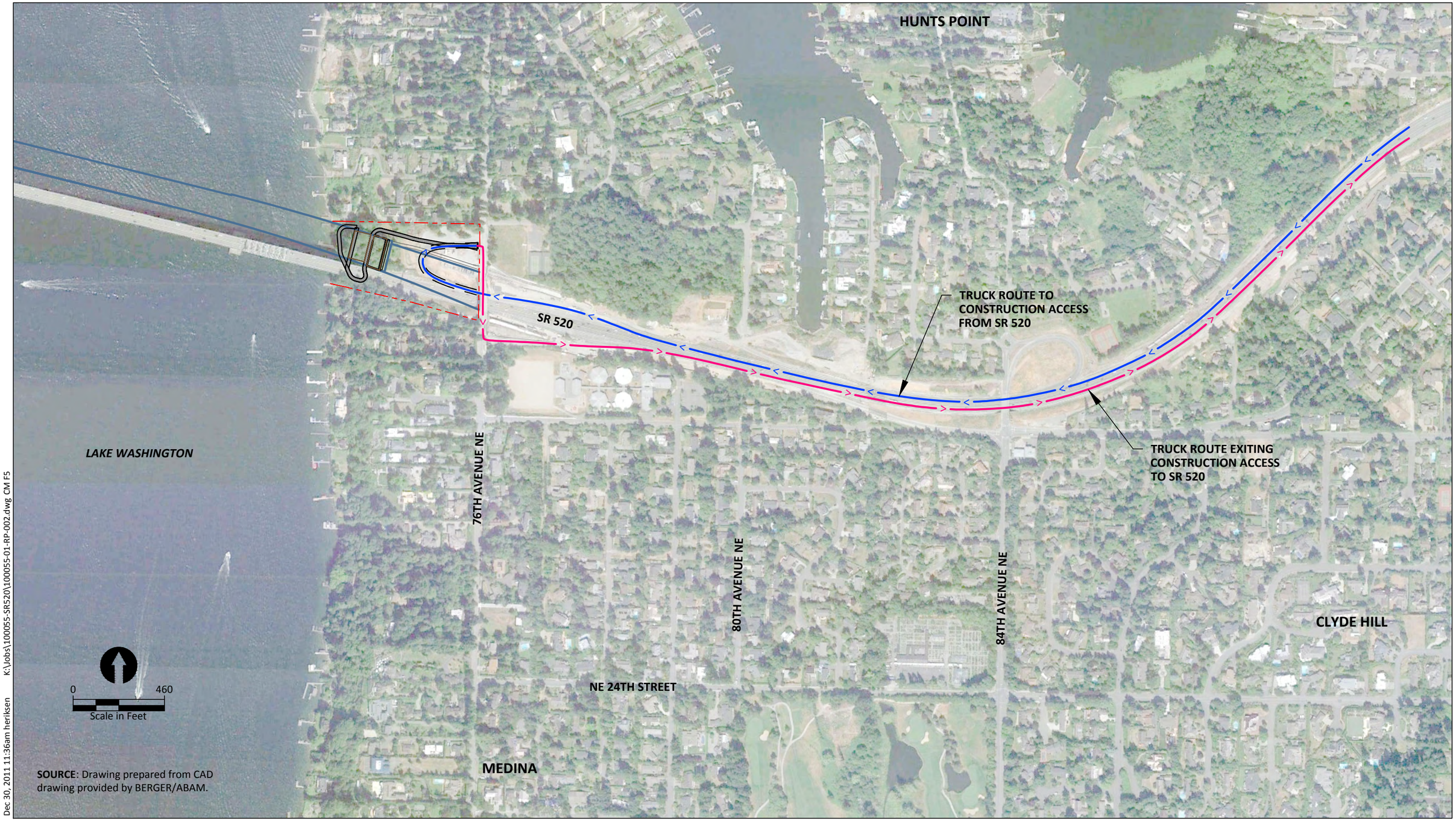


NOTE: Workers may take public transportation to bus stop on SR 520 at Evergreen Point Road.

SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM.

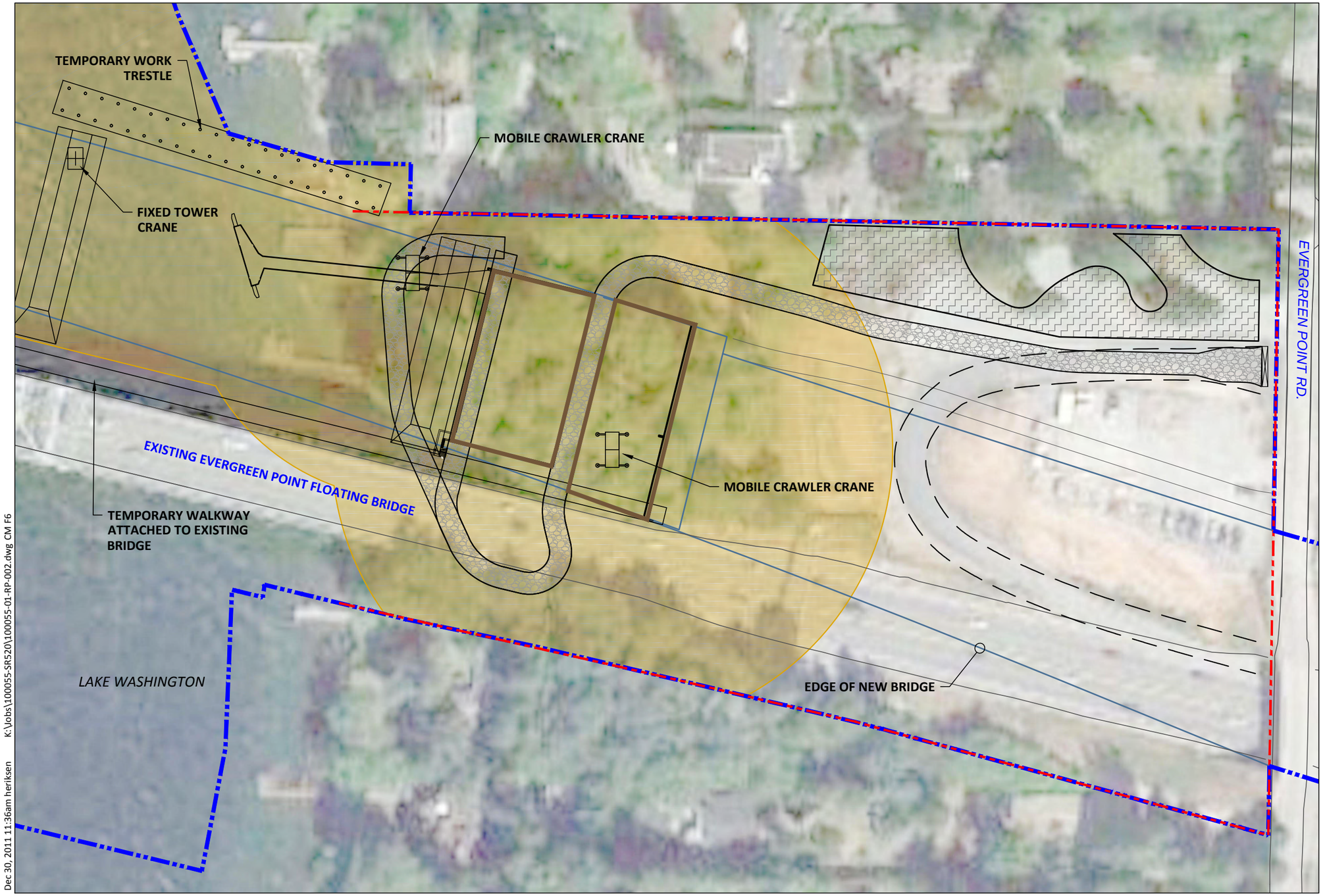
Dec 30, 2011 11:35am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F4

Figure 4
Site Access from Off-site Parking Map
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



Dec 30, 2011 11:36am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F5

Figure 5
Truck Travel Route Map
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



LEGEND:

- Construction Parking Area
- Existing Construction Access Road
- Temporary Access Road
- WSDOT ROW
- Limits of Construction
- Zone of Crane Boom Swing

0 100
Scale in Feet

NOTES:

1. Other crane locations may be used for existing bridge demolition.
2. Crane booms will not swing beyond WSDOT limits of construction without written consent of property owner.

SOURCE: Drawing prepared from CAD drawing provided by Keiwet/General/Manson.

Dec 30, 2011 11:36am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F6

KGM

Figure 6
Crane Operation Layout
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings

ATTACHMENT 3
PROJECT DESCRIPTION – ADDITIONAL INFORMATION FOR TAILORED CMP

PROJECT DESCRIPTION

The State Route 520 Evergreen Point Floating Bridge and Landings Project (SR 520 FBL Project) consists of the design and construction of the new SR 520 Evergreen Point floating bridge across Lake Washington (Figure 1). The planned construction activities include building the new floating bridge and maintenance facility, and demolishing the existing bridge and landings. The SR 520 FBL Project construction activities include:

- Construction of a new six-lane bridge that includes high occupancy vehicle (HOV) lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail
- Construction of the floating bridge structure, a fixed east approach, and transition structures between the fixed structures and floating bridge
- Towing, storage, and outfitting of the 33 pontoons that will be constructed in Grays Harbor through the Pontoon Construction Project
- Construction, storage, and outfitting of an additional 44 supplemental stability pontoons, 58 anchors, and the associated anchor cables
- All aspects of floating bridge assembly including temporary moorage, towing all pontoons to Lake Washington, anchor installation, assembly of the pontoon substructure, and installation of the superstructure and roadway deck
- Construction of the final connection between the new six-lane bridge and the new lidded roadway section constructed within the Medina to SR 202: Eastside Transit and HOV Project design-build contract
- Construction of a new bridge maintenance facility and dock located beneath the east approach structure
- Paving, striping, and installation of tolling gantries east of Evergreen Point Road
- Demolition of the existing SR 520 bridge

Construction activities within or in near proximity to the City of Medina (Figure 2) include:

- The east approach structure that connects the floating bridge to the at-grade highway to the east of the Medina shoreline; the approach structure will be supported on two foundation piers, one in-water, approximately 200 feet from the shoreline, and one on land, just a few feet from the shoreline
- A temporary construction work bridge that will be constructed to the north of the proposed bridge alignment; the work bridge will be adjacent to and will facilitate construction of the east approach structure and the in-water foundation pier

- A temporary floating eastside staging area that will be located approximately 100 feet north of the proposed bridge alignment and 450 feet from the eastern shoreline of Lake Washington:
  - The new bridge pontoons will be delivered, connected, and outfitted in this area prior to installation in the final bridge alignment
  - A walkway connected to the existing bridge will connect the floating staging area to the landward construction area
- A three-level, approximately 15,000-square-foot maintenance facility with a footprint of approximately 80 feet by 130 feet that will be built under the new bridge deck, between Lake Washington and Evergreen Point Road
- A 121-foot-long dock that will connect the maintenance facility to Lake Washington
- Demolition of the existing bridge after traffic is active on the new bridge
- Paving, restriping, and installing tolling gantries east of Evergreen Point Road

Access to the construction site will be both upland from SR 520, crossing Evergreen Point Road, and from Lake Washington. For construction of the bridge and east approach elements, as well as the maintenance facility elements of the project, the Washington State Department of Transportation's (WSDOT's) contractor (Kiewit/General/Manson, or KGM) must access the shoreline area with heavy equipment and construction materials. To facilitate site access early in the work sequence for the bridge and east approach elements, KGM will build a primary temporary construction access road from the top of the hillside down to the shoreline area.

At the top of the hillside and the eastern portion of the site near Evergreen Point Road, construction access and egress will be at the existing construction access point from Evergreen Point Road and the new permanent driveway location. At the steeper hillside portions of the site to the west, the primary construction access road will traverse the site from north to south, turning north as it approaches the bottom of the hillside near the shoreline. In this area, an abutting property owner's driveway encroaches into the WSDOT right-of-way. Driveway access for this property owner will be maintained throughout construction.

During construction, a temporary ecology block wall will be installed along the shoreline, just above the ordinary high water mark. This temporary block wall will support temporary construction access roadway fill, which will allow level access and will accommodate the necessary turning area for heavy equipment to the Pier 2 and maintenance facility construction areas. Additionally, this temporary wall will serve a critical purpose as part of the shoreline construction best management practices (BMPs), in addition to silt fencing, to ensure that stormwater runoff and soil from the construction site do not flow directly into the lake. The wall will serve as a hard edge to the construction site during site disruption. The wall will also provide an internal temporary swale and underdrain that will direct runoff to the temporary erosion and sediment control facilities for treatment prior to discharge.

Construction of the new bridge will begin in April 2012 with estimated completion in 2014. Demolition of the existing bridge, final grading, and landscaping are scheduled for 2015.

1. Work Hours

Most substantive project work will typically occur between 7:00 am and 7:00 pm, Monday through Friday. Clean-up of the day's work and staging for the next day's work will typically be done in the late afternoon and early evening, with occasional work into the later evening hours or early-to-mid morning hours. The earliest typical weekday arrival will be 5:00 am with work beginning at 6:00 am. The earliest arrival on Saturdays will be 6:00 am with work starting at 7:00 am and concluding at 5:00 pm. Circumstances warranting early start times include:

- Preparing equipment and/or materials that are necessary for the day's work
- Conducting work preparatory to other work that will require much or all of the typical day shift
- Starting work that must finish within the day that is projected to take longer than the typical day's work allows
- Large concrete pours that will require certain shifts to last more than 12 hours
- Similar types of situation-dependent work that require more time than a single work shift allows

Although KGM intends to complete as much of the project during daytime work hours as possible, some activities will have to take place at night. Work after 7:00 pm will only be

conducted for those critical path items for bridge completion that require night work to meet the WSDOT schedule.

Planned night work falls into three primary categories: work associated with required lane closures, swing shift work associated with construction of the east approach elevated structure, and work associated with shifting traffic to the new bridge.

Night work will be necessary when ancillary roadwork requires lane closures to protect the traveling public. Examples of this would include installation of traffic barriers, tolling gantries, and the temporary worker walkway on the existing bridge, Although all of this work has not yet been scheduled, and may not be known until closer to the construction activity, it is estimated that there will be approximately 50 nights of work associated with lane closures. To protect the travelling public and reduce traffic congestion, lane closures must occur at night, typically between 9:00 pm and 5:00 am.

To construct the east approach elevated structure, the method of segmental cast-in-place concrete construction requires that swing shift work between the hours of 4:00 pm and midnight is conducted for approximately 24 months. Work performed during the swing shift will be quieter work, including completion of concrete pours, rebar installation, and similar activities.

Additional night work is also required when shifting traffic to the new bridge. This is anticipated to include up to six complete weekend closures, with 24-hour construction operations for the duration of each closure.

Other than as described above, night work is not expected, but may need to occur. There may be situations where unexpected work past 7:00 pm is necessary. An example of this would be a large concrete pour that, once started, must continue without interruption until complete.

When night work does need to occur, the following provisions will be taken:

- A notice will be sent to all affected residences at least 7 days prior to scheduled night work, when the work is scheduled, or as soon as possible when unscheduled night work is determined to be necessary.

- The notice will include a description of why the night work is required.
- If possible, the noisiest work will be completed before midnight.
- Other than occasions that are associated with scheduled road closures, KGM does not intend to perform work on Saturday or Sunday nights.

2. Noise

Minimization and Mitigation Measures

- KGM will apply for a noise variance from the City of Medina for work that exceeds allowable noise thresholds, and will comply with any conditions of the variance.
- Mufflers will be required on all engine-powered equipment.
- Equipment will be inspected regularly and defective mufflers and parts that do not meet the manufacturers' specifications will be replaced.
- Activities that produce high noise levels (such as hauling, loading spoils, jack hammering, and other demolition equipment) will be limited to daytime hours when feasible.
- Pile driving will be limited to the hours between 7:00 am and 5:00 pm when feasible.
- To further minimize noise associated with pile driving, KGM will use pile cushion pads when feasible.
- Stationary construction equipment will be located as far from nearby noise-sensitive properties as possible.
- Equipment will not be allowed to idle unnecessarily.
- KGM will evaluate the possibility of using ambient back-up alarms, or otherwise minimizing the use of standard back-up alarms.
- KGM will prohibit truck tailgate banking.
- KGM will use electric tools and equipment when possible.
- KGM will maintain a construction log, which will include information on activities, dates and times, and equipment used and the duration, to better pinpoint problematic activities or equipment and to facilitate quick resolution of issues or noise level exceedances.
- KGM will notify nearby residents when pile driving or other noisy work would be occurring.
- When nighttime work is necessary, KGM will notify all households within the impacted area at least 7 calendar days in advance of the work, when the work is

scheduled, or as soon as possible when unscheduled night work is determined to be necessary. KGM will complete the noisiest work before midnight when feasible.

- KGM will establish a 24-hour construction hotline to investigate noise complaints.

3. Parking, Staging, and Material Deliveries

The project site will accommodate approximately 20 to 30 cars or pick-up trucks initially. The site will be reconfigured periodically as the project progresses, and additional on-site parking may become available. The number of workers and subcontractor personnel on site at any one time may exceed the number of available on-site parking spots; therefore, KGM will secure off-site parking areas to accommodate approximately 100 vehicles and will shuttle workers to the construction site. See Figure 4 for the access plan for buses and vanpools to the site from off-site parking. Vehicles associated with the construction project will be prohibited from parking within the Evergreen Point Road right-of-way or at the Fairweather Nature Preserve. Trucks delivering materials to the site will use the construction access routes to the site as described below. Within the site, construction vehicles will use the primary access road, and staging/laydown/material deliver areas indicated on Figure 3. The configuration of temporary access roads internal to the site and short term stating/laydown/material delivery areas will shift as needed to complete the work.

Passenger vehicles, including shuttle buses and vans, will be allowed to access the site from Evergreen Point Road. Construction deliveries and material haul out will be limited to designated haul routes. Incoming deliveries will use the existing construction access from westbound SR 520 that was built as a part of the Eastside Corridor Constructors (ECC) project. Outgoing construction vehicles will exit the site going southbound on Evergreen Point Road and will enter SR 520 eastbound via the construction access that was also built by the ECC project. Signs stating "Construction Vehicles Must Use Established Truck Travel Routes" and showing the designated route will be posted at access point from westbound SR 520 and at the access point with Evergreen Point Road. See Figure 4: Site Access from Off-site Parking Map and Figure 5: Truck Travel Route Map for details.

4. Safety

KGM will develop a detailed project-specific safety plan. This plan will require many safety protocols to be used during construction, including:

- KGM management and field supervisors will incorporate safety considerations into each work task.
- A hazard analysis will be performed and documented prior to starting any operation.
- Daily, weekly, and monthly project safety meetings will be held.

KGM will develop and implement a Worker and Public Health and Safety Plan to minimize the effects from encountering any unidentified hazardous materials. KGM will also comply with noise-related Washington State Department of Labor and Industries requirements for worker safety.

To address traffic safety, all oversized (longer than 40 feet) deliveries will be flagged. In addition, a flagger will be stationed at the construction entrance off Evergreen Point Road during excavation for the maintenance facility and during high volume material deliveries.

5. Environmental Protection

KGM has developed and will implement environmental protection measures throughout the construction effort as outlined in the Environmental Compliance Plan (ECP) that has been approved by WSDOT. The ECP includes the following components and/or plans:

- Environmental Protection Training Program for all staff, subcontractors, and vendors
- Internal, external, and emergency response communication procedures
- Spill Prevention, Control, and Countermeasures (SPCC) Plan
- Construction Water Quality Monitoring and Protection Plan (CWQMPP)
- Soil and Groundwater Management (SGM) Plan
- Fugitive Dust Control Plan
- Collection, Containment, and Disposal (CCD) Plan
- Bird Protection Plan
- Underwater Noise Monitoring Plan
- Unanticipated Discovery Plan
- Temporary Erosion and Sedimentation Control (TESC) Plan
- Stormwater Pollution Prevention Plan (SWPPP)

5.1 Environmental Protection – Upland Construction Activities

Environmental protection measures implemented during upland construction activities will

aim to prevent and minimize potential effects to the surrounding upland areas and Lake Washington. During all phases of construction activities, an adaptable and responsive environmental management approach will be used to minimize and mitigate environmental concerns. The approach includes specific measures to protect the environment, respond to environmental issues as they arise, and manage known environmental issues through the implementation of project-specific BMPs.

All construction activities and waters generated from the land-based construction activities in the uplands of Medina will be managed in accordance with the requirements of the SR 520 FBL Project National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit and the associated TESC Plan and SWPPP.

5.1.1 Management and Prevention Measures

- **Construction Work Areas** – All project work will be conducted within the limits of construction/impact area footprint (Figure 2) and will be clearly defined using stakes and high visibility fencing. Shoreline and other sensitive areas will be delineated and protected with silt fencing. High visibility and silt fencing will be removed when the project is complete.
- **General Dust Prevention and Air Quality Control** – Fill material and roadway areas on site will be wetted when dry and dusty to prevent fugitive dust occurrences.
  - Paved Roads – KGM will construct stabilized construction entrances for ingress and egress points, such as at Evergreen Point Road, to prevent tracking of mud/soil onto paved roads. Procedures for removing dirt from wheels and truck exteriors will be used, and will include a wheel wash at the entrance/exit from the site to Evergreen Point Road if necessary. Dirt, dust, and debris will be removed from this area on a regular basis to prevent and minimize the transport of soils or dirt offsite. Spills of transported material onto public roads will be cleaned up immediately.
  - On-site Disturbed Areas – Water will be applied to active construction work areas to suppress dust as needed. Stabilization BMPs will be used for disturbed areas not supporting construction traffic or active work and may include vegetation, plastic covering, erosion control fabrics and matting, and the early application of a gravel base on areas to be paved.

- Transport of Materials – Any trucks leaving the site with soils or materials that could result in fugitive dust will be covered with a tarpaulin to ensure that there are no emissions during transit.
- Stockpiled Materials – Stockpiled materials may be dampened by water sprays to minimize fugitive dust if necessary.
- Demolition Activities – Water sprays will be used to dampen active work areas and stockpiled demolished materials, and during the loading of trucks with demolition debris.
- Other Air Emissions – Other emission-generating activities related to operations and maintenance may include sandblasting or other abrasives, painting, and coating, and general operation of diesel equipment. The following BMPs may be implemented to limit unnecessary generation of air pollutants:
    - Appropriate emission-control devices on equipment powered by gasoline or diesel fuel will be used to reduce CO and NOx emissions in vehicular exhaust. Low-sulfur diesel will be used when possible.
    - Sandblasting materials will be stored inside a building or contained so as to not generate dusts.
    - Non-slag (inert) sandblasting abrasives will be used when feasible.
    - Sandblasting will be conducted on days when the wind will not transport the material off-site or in a confined area to limit emissions.
    - Spent material will be immediately contained and disposed of at an appropriate facility.
    - Lids will be kept on all containers of paints and coatings.
    - Methods will be implemented for efficient paint application to reduce overspraying, including proper training for painters.
    - When possible, paint types such as waterborne paints, powder coatings, ultraviolet light or electron beam curable coatings, or higher solids paints will be used.
    - When possible, cleaners with low hazardous air pollutant and volatile organic compound content such as water-based, alkaline, or microbial cleaners may be used.

- **Land-based Equipment Refueling** – All refueling facilities will have appropriate signage, be fully self-contained, and be compliant with secondary containment requirements for portable refueling operations. All refueling locations will be located

at least 100 feet away from the shoreline, and BMPs will be in place to ensure that spills do not enter the stormwater system or adjacent receiving waters. Refueling BMPs include:

- Secondary containment will be placed under hose reels and protected from weather.
- Sorbent pads will be placed under refueling area to catch any drips and/or spills and any drips will be wiped up immediately.
- Fuel storage tanks will be double hulled and properly labeled.
- Hoses and fittings on all equipment will be inspected, and drip pans will be placed under fuel transfer areas.
- Funnels will be used when applicable and necessary.
- Refueling will require trained KGM personnel who will remain present at all times during any refueling.
- No topping off will occur.
- Fuel will not be stored on unlevel ground.
- Spill kits, which will include sorbent pads, will be maintained at refueling facilities.
- Gauges will be checked to ensure they are working properly on fuel tanks and all equipment will be inspected for drips.

- **Spill Prevention and Planning –** All equipment will be inspected daily for leaks, drips, or maintenance needs. Equipment deemed not sufficiently serviceable or at risk of developing a hydraulic leak will be taken out of operation until it can be made operational. Staging and decontamination areas will be located within fenced and/or inaccessible areas. Any flow control valves and/or drain valves associated with any onsite storage containers will be securely locked in the closed position while not in use. Any bulk storage or hazardous materials will be stored in secured, lockable storage containers/cabinets with secondary containment. Spill response kits will be maintained in close proximity to all hazardous materials and equipment, and will be immediately accessible to all project personnel.
- **Maintenance and Storage** – All repairs and routine maintenance will be performed within equipment staging/storage areas in secondary containment at all project support locations. Shop cloths, drain pans, and spill pads will be used during routine maintenance of equipment. All portable containers, including drums and smaller

containers, will have secondary containment such as double-walled construction or plastic spill pallets, or will be stored in structures engineered to provide secondary containment capable of preventing discharge to nearby surface waters.

- **Site Inspection** – Site inspection audits will be completed weekly to ensure that spill controls are in place and remain effective. In addition, daily visual inspections will be conducted to ensure that spill kits are present and BMPs are being appropriately implemented.
- **Bird Protection** – Impacts to nesting birds will be avoided or minimized by both actively and passively deterring them from nesting both on land and on the bridge within the project area. During migratory bird nesting season, a qualified biologist will monitor potential nesting habitat to determine if any nests or nesting behavior are present.
- **Training** – KGM employees and subcontractors, including refueling and maintenance contractors, will be trained on the contents of the SPCC Plan including personnel roles and responsibilities, emergency recognition, spill resource and receptor recognition, spill prevention planning techniques, spill response measures, and spill reporting protocol.

5.1.2 Response Measures

- **Spill Response** – Potential spill sources derived from heavy equipment include fuel, hydraulic fluid, coolant, and transmission fluid. Spills will be responded to according to the following protocol:
  - Get help.
  - Assess hazard.
  - Secure spill response and personal protective equipment.
  - Contain and eliminate spill source.
  - Conduct spill cleanup and mitigation of environmental impacts.
  - Dispose of spill residue, absorbent materials, and contaminated media at appropriately designated and permitted off-site facility. If storage containers are used, they will be properly maintained and labeled.
  - If the spill cannot be safely and effectively contained or controlled, contact the designated spill cleanup contractor.
- **Impacted Stormwater** – If stormwater comes into contact with hazardous materials,

the area immediately downgradient will be contained to prevent further run-off. Response and reporting procedures are the same for Spill Response.

- **Impacted Soil and Groundwater** – All contaminated soil and groundwater will be handled according to the SGM Plan with a specific process to follow for an Underground Storage Tank (UST) discovery.

5.2 Environmental Protection – In-water and Over-water Construction Activities

All in-water work will be conducted during the agency approved in-water work windows. Water quality monitoring will be conducted during in-water/over-water construction activities per the CWQMPP to document the performance of BMPs and procedures used within and over Lake Washington, ensure that Water Quality Standards are being met and ensure compliance with the conditions and requirements of the project environmental permits.

Specific measures related to in-water and overwater work are as detailed in Sections 5.2.1 and 5.2.2.

5.2.1 Management and Prevention Measures

- **Construction Work Areas** – All project work will be conducted within the limits of construction/impact area footprint (Figure 2).
- **General Dust Prevention and Air Quality Control** – Concrete structures will be wetted during demolition activities to prevent fugitive dust occurrences.
- **Concrete Dust Control** – The prevention of concrete dust migration will include the following containment and collection BMPs:
  - Water spray will be used as needed to control concrete dust before and during concrete demolition activities.
  - Demolition activities during high winds will be avoided when possible. If rescheduling is not practical, the collection area for water spray and/or debris collection will be expanded to accommodate this factor.
  - Demolished concrete debris may be directly loaded into trucks for off-site disposal or recycling.
  - Sweepings from exposed aggregate concrete will not be swept into the access roads, streets, or storm drain.

- **Concrete-related Construction Activities** – KGM will implement a CCD Plan for any work performed related to concrete installation and activities that generate residue from asphalt, concrete, or Portland cement concrete materials during construction activities. The following concrete-specific BMPs will be used:
  - All concrete-related construction products—such as form release agent, curing compound, and bonding agent—will be stored under cover and away from drainage areas.
  - All concrete slurry waste will be collected in secure containment for proper handling and off-site disposal.
  - Eco-pans or similar containers will be used for waste concrete and construction products.
  - Concrete slurry pans, eco-pans, or containers will be covered when not in use to minimize the generation of water requiring handling and disposal.
  - A protected area will be used for quality control testing.
  - All concrete residues will be removed (vacuumed) from the roadway and other surfaces on a continuous basis immediately behind the grinding or cutting operations.
  - Concrete slurry will be collected, contained, and transported for disposal at an appropriate off-site disposal facility.
  - Concrete will be poured in the dry or within confined waters not being discharged to surface water, and concrete will be allowed to cure before contact with surface water.
  - Concrete pumps and pipelines will be equipped with an emergency cut-off valve so that no uncured concrete comes into contact with surface water.
  - When construction activities are occurring on bridge in work areas where water must be collected and treated, catch basins will be blocked to allow for the collection and containment of construction waters.
  - All concrete curing water and concrete contact water that is generated during casting, curing, concrete grinding, or demolition activities will not be discharged to surface waters or groundwater and will instead be captured, treated, discharged, and monitored in compliance with project environmental permits.
- **Refueling** – Standard marine refueling procedures will be used to refuel all over-water equipment. These procedures include fueling procedures for portable equipment on

floating platforms and fueling procedures for commercial watercraft. Refueling operations are specifically outlined in the SPCC Plan.

  - Land-based fueling stations will be used to the extent practicable.
  - Eco-friendly lubricants and fuel sources (e.g., vegetable-based) will be used for in-water and over-water construction where practicable.

- **Spill Prevention and Planning** – The following are specific over-water BMPs:
  - All fluid out of any equipment will flow into a containment tub.
  - Fuel hoses, oil drums, and oil or fuel transfer valves and fittings on equipment will be checked daily for drips or leaks, and shall be properly maintained and stored to prevent spills into the surface water.
  - Spill containment kits and visqueen plastic will be kept on site and within construction vehicles/barges for easy deployment in the event of a spill.
  - An oil containment boom to contain and localize any potential spills and thus minimize pollution, and to assist in the removal of any spilled oil will be present and available during all construction activities.
  - Absorbent materials will be placed under all vehicles and equipment on barges or other over-water structures. Absorbent materials will be applied immediately on small spills, and promptly removed and disposed of properly. An adequate supply of spill cleanup materials such as absorbent materials will be maintained and available on site.

- **Water and Construction Debris Containment**
  - KGM and associated subcontractors will ensure that all construction-related debris is collected and contained and that no debris, garbage, or fuel enters the harbor.
  - Visual monitoring for floating debris (trash, oil sheen, etc.) will take place and will be removed via boat as necessary.
  - Edge forms, curbs, rails, or tow boards will be installed around the perimeters of over-water work structures to contain potential spills and prevent materials, tools, and debris from leaving the over-water structure.
  - Formwork used during cast-in-place concrete bridge component construction will be secure, preventing any leaks of cure water or concrete, and concrete pour watches will be used.

- A temporary cofferdam will be used for the in-water pier construction to prevent sediment, concrete, and steel debris from mixing with surface waters.

- **Maintenance and Storage** – The following are specific over-water BMPs:
  - Vehicle and construction equipment inspection will occur daily.
  - Vehicles will be inspected prior to entering any over-water work zone. Vehicles and equipment will be kept clean of excessive build-up of oil and grease.
  - Offsite repair shops will also be used to the extent practicable. These businesses are better equipped to handle vehicle fluids and spills properly.
  - Tie downs will be used to secure all material to aid in preventing discharges to the lake via wind forces.
  - Over-water work areas and any temporary stockpiled materials will be covered between use. Nets, tarps, platforms, scaffolds, blankets, barges, and/or floats will be used to contain and control debris beneath structures being constructed.

- **In-Water Equipment Operation –** Barges used for construction will not be allowed to ground within the project area. Barges and other floating equipment shall be operated to minimize nearshore propeller-wash impacts such as suspension of nearshore sediments.
- **Fish Protection –** Pile driving will occur only during approved in-water work windows to minimize the potential effects on fish species. Underwater sound attenuation in the form of a bubble curtain will be used during impact pile driving. After construction of a project cofferdam, any trapped fish will be removed using approved WSDOT fish handling and exclusion protocols or appropriately adapted and approved methods.
- **Training** – KGM employees and subcontractors, including refueling and maintenance contractors, will be trained on the contents of the SPCC Plan including personnel roles and responsibilities, emergency recognition, spill resource and receptor recognition, spill prevention planning techniques, spill response measures, and spill reporting protocol.

5.2.2 Response Measures

- **Spill Response** – Spill response occurring with equipment used below the ordinary high water line will follow the procedures described in the Shipboard Oil Pollution Emergency Plan included in the SPCC Plan. This includes specific information for

handing small spills from a vessel as well as activities required in the event of a major spill incident, including vessel grounding or explosion. General spill response for small spills (pipe leaks and/or tank overflows) include the following:

- Stop the flow of any spilled product.
- Act to ensure safety of the vessel or facility personnel.
- Conduct an initial assessment and attempt to contain the spill if it can be done safely.
- Notify the appropriate people as identified in the SPCC Plan Contact List.
- Deploy containment/recovery equipment.
- Document the spill as outlined in the SPCC Plan.

- Diesel, gasoline, and hydraulic oil spills to water will immediately have booms placed around them, the equipment and/or operations will cease, and the spill location on the equipment will be identified and the leak will be stopped. The appropriate regulatory agencies will be notified, as well as WSDOT, as outlined in the SPCC Plan.

6. Maintenance and Repair of Public Lands and Property

Prior to construction, KGM will ensure that the roadway surfaces on the portion of Evergreen Point Road between the construction site and the eastbound construction access to SR 520 are repaired to remove potholes, cracks, and other surface damage. KGM will ensure that the roadway surface is maintained for the duration of the construction activities in Medina. At the end of the project, KGM will comply with City of Medina requirements for asphalt replacement.

On the southwest portion of the site, the abutting property owner's driveway encroaches into WSDOT right-of-way. KGM will maintain driveway access for this property owner throughout construction.

7. Site Appearance

At the end of work activities each day, the KGM site superintendent or designee will inspect the work area to ensure that the site is safe, orderly, and organized, and will take immediate action to resolve identified issues. Construction materials will be stored primarily on the western portions of the property, out of view from Evergreen Point Road.

8. Miscellaneous

In addition to measures described above, KGM and WSDOT will implement a comprehensive public outreach plan that will include:

- Frequently updated project website: http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/Default.htm
- Regular e-mail updates for subscribers: https://public.govdelivery.com/accounts/WADOT/subscriber/new
- Written Materials: fact sheets, fliers, and mailers for the public to keep them informed
- Media Relations: WSDOT and KGM will provide information to local media including blogs, neighborhood newspapers, and broadcast media outlet
- 24-hour project hotline and e-mail:
  - Project Hotline: 425-576-7098
  - Project e-mail address: SR520Bridge@wsdot.wa.gov.
- Communicate events (including open houses and other public meetings) before and during construction

9. Site Specific Mitigation Measures

a. Screening and Buffering

The primary work areas are on the western portion of the site, buffered by vegetation and topography. No additional fencing is proposed.

b. Temporary Road Closure Mitigation

To connect to utilities that are located in Evergreen Point Road, temporary lane revisions will be required. However, a full closure of Evergreen Point Road will not be necessary. Several temporary closures of SR 520 will occur. WSDOT and KGM will conduct extensive community outreach in advance of the SR 520 closures. A minimum of 14 days prior to any temporary road closures, WSDOT and KGM will provide information on maintenance of traffic and maintenance of access to external stakeholders and government entities. This outreach will extend to affected commuters, residents, and businesses.

c. Haul Routes

KGM will ensure that construction truck traffic only uses the defined truck haul route (Figure 5) to and from SR 520, and that construction trucks do not use Medina neighborhood streets. To ensure this, KGM will:

- Clearly notify and manage all subcontractors
- Post highly visible signs that define the requirement at the construction entrance and exit

10. Crane

Fixed tower cranes and mobile crawler cranes will be used to construct the maintenance facility; no portion of the crane will extend beyond WSDOT right-of-way. Tower and crawler cranes will be used to construct the bridge. The cranes will be located on and near the temporary work trestle near the maintenance facility pier. A crane height of 190 feet is anticipated to be sufficient to conduct the bridge construction work. Operation, including the swing zone, will be restricted to WSDOT right-of-way unless permission is granted by the property owner. See Figure 6: Crane Operation Layout for approximate locations.

11. Landslide Hazard Area

The proposed permanent shoring and retaining walls associated with the eastside approach will improve the long-term stability of the slopes by removing the weaker surficial soils on the steepest portion of the slope. Retaining walls will support slope cuts that cannot be laid back to a long-term stable configuration. All permanent excavation support and all retaining walls will be designed to meet WSDOT and American Association of State Highway and Transportation Officials (AASHTO) codes.

Permanent drainage measures will be included behind all shoring walls and retaining walls, and below the maintenance facility, as required by the geotechnical design. The long-term impact of these drainage measures will reduce the hydrostatic pressure, and consequently will increase the deep-seated stability of the adjacent slopes.

The area of hillside excavation and filling for both permanent construction and temporary construction access was evaluated in the Geotechnical Report submitted as Supplemental Critical Areas Report—East Approach Segment of SR 520 Evergreen Point Floating Bridge

and Landings Project for KGM by GeoEngineers in support of the WSDOT Shoreline Substantial Development Permit from the City of Medina. General construction impacts to the hillside were also evaluated in the report, which specified the construction mitigation measures and BMPs that will be implemented during construction to reduce erosion and landslide hazards. These mitigation measures and BMPs include temporary erosion and sediment control requirements, design requirements for temporary site grades, and a geotechnical instrumentation program to monitor the stability of temporary and permanent earthwork. All mitigation measures, BMPs, and monitoring requirements defined in the Geotechnical Report will be implemented for temporary construction access elements of the work as well as permanent construction. A design team of geotechnical and civil engineers will be responsible for development and approval of all project plans to ensure construction safety and slope stability.

ATTACHMENT 4
PROOF OF OWNERSHIP/LEGAL DESCRIPTION – WSDOT RIGHT-OF-WAY PLAN

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES.

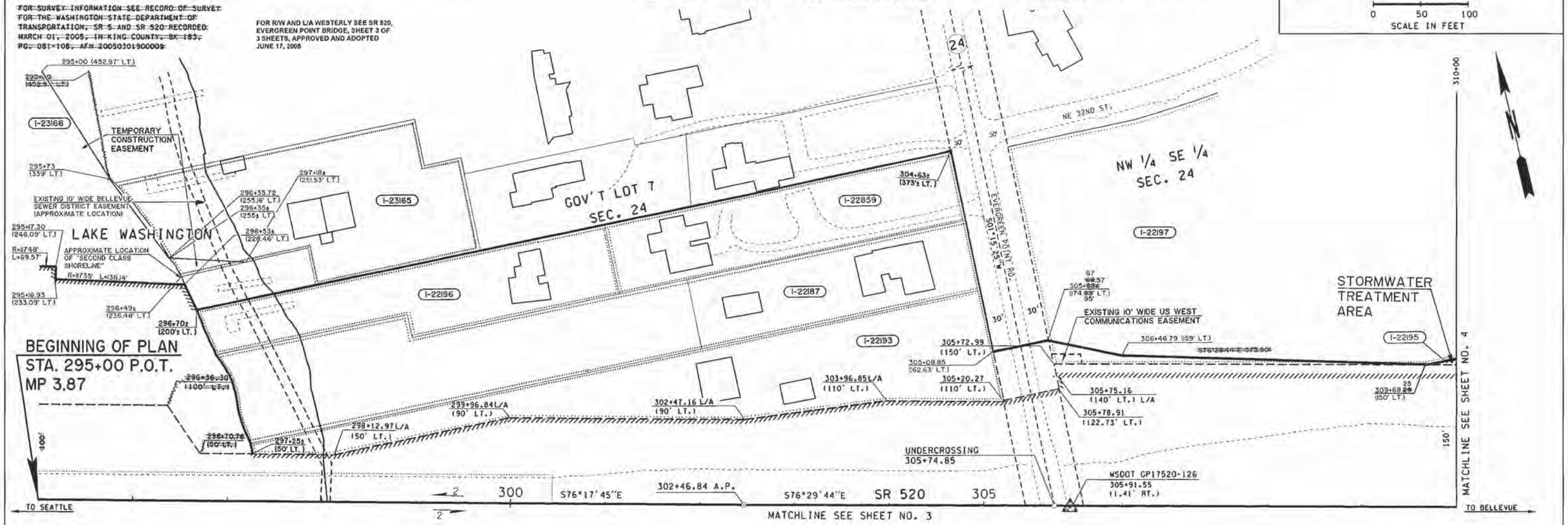
~~FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SR 5 AND SR 520 RECORDED MARCH 01, 2005, IN KING COUNTY, BK 183, PG. 081-108, AFN 20050301900009~~

** FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE: E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 20070215900002

FOR R/W AND L/A WESTERLY SEE SR 520, EVERGREEN POINT BRIDGE, SHEET 3 OF 3 SHEETS, APPROVED AND ADOPTED JUNE 17, 2005

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

LEGEND
ACCESS TO BE PROHIBITED SHOWN THUS
PROPERTY OWNERSHIP NUMBERS
PROPERTY LINES
0 50 100
SCALE IN FEET



ACCESS NOTES:

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT:
STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10 ± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

FOR AREAS SEE SR 520, SR 5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005

* CALCULATED AREA

THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

~~OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.~~

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

SEAN M. POUTHETT — STATE OF WASHINGTON — 36718 — REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 03-19-07 — 06/22/05

SR 520
EVERGREEN POINT BRIDGE TO SR 405 VICINITY
KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

KINTAN LUI — STATE OF WASHINGTON — 36718 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 02/28/07 — 1/28/05
PROJECT ENGINEER

APPROVED AND ADOPTED JUNE 29, 2005

James R. Waege
RIGHT OF WAY PLANS ENGINEER

SHEET 2 OF 18 SHEETS

APPROVED PER STATE HIGHWAY COMMISSION ORDER MARCH 22, 1961

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.		EASM'T	
I-23165	KELLUM, ROBERT E. (BROWN, GREG)	42,072 *				769	
I-23166	DEPT. OF NATURAL RESOURCES	**					
I-22197	CITY OF MEDINA	451,477	2718	448,759			
I-22195	BELLEVUE SCHOOL DIST. NO. 405	2.06 AC	2.06 AC		0		
I-22859	BARBEE, JAMES	27,886	27,886				
I-22196	BARBEE, ROGER L.	23,520	23,520				
I-22193	ELLIOTT, OLIVER JR.	44,458	44,458				
I-22187	SCHULER, DORIN A.	55,928	55,928				
	CITY OF MEDINA						

TOTAL AREA IS FROM ASSESSOR'S RECORDS UNLESS OTHERWISE NOTED.

ALL AREAS ARE SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

ACCESS APPROACH SCHEDULE

STATION ON ROADWAY	TYPE
STA. 314+01 LT. TO STA. 315+56 LT. FRANCHISE 10240	21

Reference	Approval	Revision Description	By
Letter 9-14-11	10-6-11	Added Parcel I-23165, Added T.C.E. Sta. 296+35± to 297+18± LT.	CAB
Letter 9-28-11	9-29-11	Corrected Drafting Error on Lt. 295+00 (452.97' LT.) Added Cross Reference Note	CAB
Letter 4-28-11	8-8-11	Added Parcel I-23166, Revised R/W and L/A on Lt. Sta. 295+00 to 296+70±, Added T.C.E. on Lt. Sta. 295+00 to 296+53±, Revised Record of Survey Note, Revised Ownership Verification Note, Added Area Note	CB
Letter 6-8-11	6-16-11	Revised R/W on Lt. Vic. Sta. 305+67	CAB
Letter 5-25-11	5-26-11	Revised Franchise No. for City of Medina	CAB
Letter 1-12-11	2-17-11	Revised Area Parcel I-22195	DS
Letter 12-6-10	12-22-10	Revised R/W on Lt. Sta. 305+68.57 to 309+68.25	CAB
Letter 8-5-10	8-12-10	Revised areas Parcel I-22195 and I-22197	CAB
Letter 2-3-10	3-25-10	Added Parcel I-22197, Revised R/W on Lt. Sta. 305+20.27 to 309+68.26	CAB
Letter 1-27-09	2-12-09	Added Stormwater Treatment Area on Lt. Sta. 309+68.26 to 310+00, Added Parcel I-22195	CAB
Letter 10-1-08	10-2-08	Removed Extra Property Data on Lt. Vic. Sta. 302+00	CAB
Letter 9-4-08	9-4-08	Revised R/W on Lt. Sta. 297+25± to 305+20.27, Added Parcels I-22187, I-22193, I-22196 and I-22859	CAB

R/W

SR 520/61

Drawer V093 Sequence 05

SCANNED

shulerf | 06/27/2005 01:05:11 PM | C:\AAWork\Sr 520\Evergreen Point Bridge to SR 405 Vicinty\wsdot0303rw.ps3.sht03.dgn

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES.

~~FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SR 5 AND SR 520 RECORDED MARCH 01, 2005, IN KING COUNTY, BK 183, PG. 081-106, AFN 20050301900009.~~

T.25N. R.4E. W.M.
CITY OF MEDINA

LEGEND

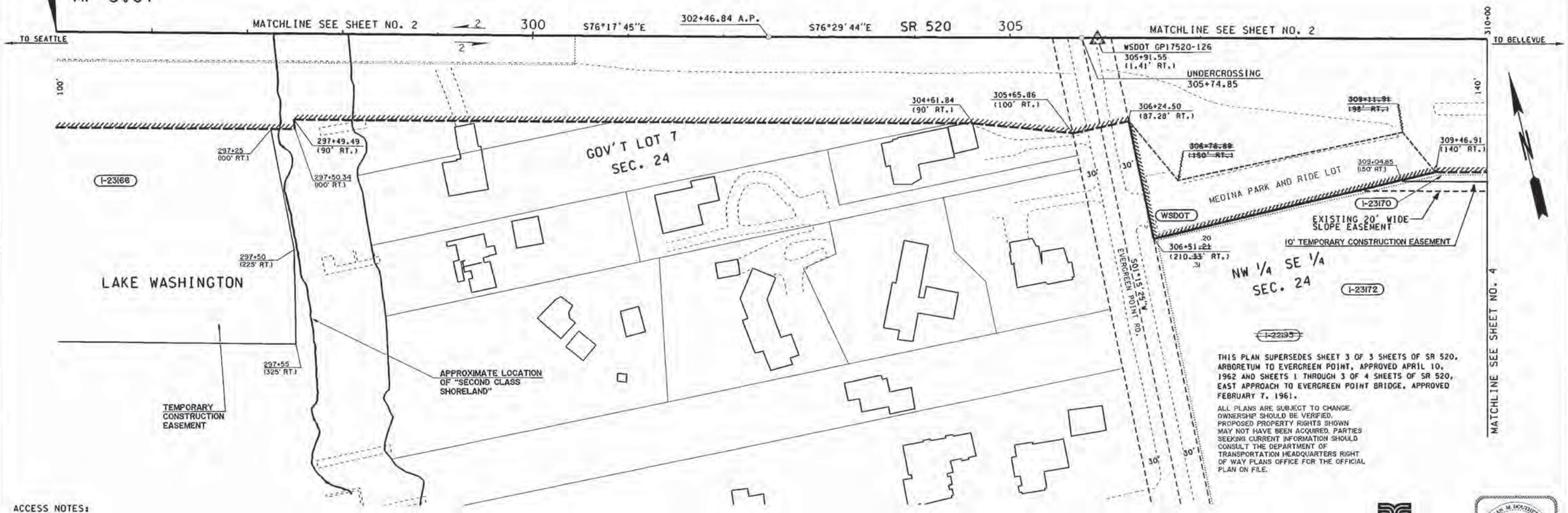
ACCESS TO BE PROHIBITED SHOWN THUS

PROPERTY OWNERSHIP NUMBERS

PROPERTY LINES

0 50 100
SCALE IN FEET

BEGINNING OF PLAN
STA. 295+00 P.O.T.
MP 3.87



THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

ACCESS NOTES:

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT: STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE TOLL FACILITY ROAD BETWEEN THE BUS STOP AT STA. 309+47± ON THE RIGHT AND THE MEDINA PARK & RIDE LOT.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

NO. 5 * THE WSDOT MAINTENANCE FACILITY ACCESS ROAD IS TO BE USED FOR THE OPERATION, MAINTENANCE, AND REPAIR OF THE USER SPECIFIED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

* TEMPORARY CONSTRUCTION EASEMENT
‡ SOIL NAIL EASEMENT
** FOR AREAS SEE SR 520 SR5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005

FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE: E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 20070215900002

~~OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.~~

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.		EASM'T
I-23166	DEPT. OF NATURAL RESOURCES	**				
I-23172	BELLEVUE SCHOOL DIST. NO. 405	8.32 AC				‡ 2,060
I-22195	NOT USED					
I-23170	BELLEVUE SCHOOL DIST. No. 405	8.32 AC				* 10,291
-	SEATTLE SWSA LIMTIED PARTNERSHIP					
-	PUGET SOUND POWER AND LIGHT CO.					
-	US WEST COMMUNICATIONS, INC.					

TOTAL AREA IS FROM ASSESSOR'S RECORDS UNLESS OTHERWISE NOTED.

OWNERSHIPS

ALL AREAS ARE SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

STATION ON ROADWAY	TYPE
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21

ACCESS APPROACH SCHEDULE

Reference	Approval	Revision Description	By
Letter 8-10-11	8-18-11	Revised Area Parcel I-23172	CM
Letter 4-28-11	8-8-11	Added Parcel I-23168, Added Approx. Location Second Class Shoreland, Added T.C.E. on Rt. Sta. 295+00 to 297+55, Revised Record Of Survey Note, Revised Ownership Verification Note, Added Area Note	CM
Letter 6-29-11	7-21-11	Added Parcel I-23172, Added Ownership Verification Note	CM
Letter 1-12-11	2-17-11	Added Parcel I-23170; Added T.C.E. on Rt. Sta. 309+04.85 to 310+00; Deleted Parcel I-22195	CS
Letter 12-6-10	12-22-10	Revised R/W and L/A on Rt. Sta. 306+24.50 to 309+46.91	CM
Letter 1-27-09	2-12-09	Added Parcel I-22195	CM

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

JEAN M. HOUDLETT — STATE OF WASHINGTON — 36718 REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 01/15/07 — 06/28/05

SR 520
EVERGREEN POINT BRIDGE TO SR 405 VICINITY

KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

KINTAN LIU — STATE OF WASHINGTON — 36196 REGISTERED PROFESSIONAL ENGINEER — EXPIRES 02/28/07 — 6/28/05
PROJECT ENGINEER

APPROVED AND ADOPTED JUNE 29, 2005

James R Waggoner
RIGHT OF WAY PLANS ENGINEER

SHEET 3 OF 18 SHEETS

APPROVED PER STATE HIGHWAY COMMISSION ORDER MARCH 22, 1961

R/W

SR 520/61

Drawer V093 Sequence 05

20-MED

ATTACHMENT 5
MAILING LABELS FOR ALL PROPERTIES IN MEDINA NORTH OF SR 520 AND PROPERTIES WITHIN 1,000 FEET TO THE SOUTH OF THE PROJECT AREA

2425049056
Heather and Sudhir Singh
3616 Evergreen Point Road
Medina, WA 98039

2425049058
Ara Manoogian and Paula Donabid
3409 Evergreen Point Road
Medina, WA 98039

2425049059
Allen and Marry Jackson
PO Box 188
Medina, WA 98039

2425049060
William Wolfe
3339 Evergreen Point Road
Medina, WA 98039

2425049061
Augustus and Ann Hart
3337 Evergreen Point Road
Medina, WA 98039

2425049062
Michael and Alexix Rowell
PO Box 691
Medina, WA 98039

2425049063
Dayang Real Estate
6513 132nd Ave NE #386
Kirkland, WA 98033

2425049065
Fikso Kretchmer Smith
C/O Dixson Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049066
Yates Hickey Scottman
5115 Long Meadow Circle
Greenwood Village, CO 80111

2425049067
Severt Thurston CO Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049068
Eiji and Chie Minami
3609 Evergreen Point Rd
Medina, WA 98039

2425049069
Gretchen Stengel
3221 EVERGREEN POINT RD
Medina, WA 98039

2425049070
David and Steven Yee
14505 BelRed Road #200
Bellevue, WA 98007

2425049074
Gail Gowdy and John C. Wiseman
9815 15th NW
Seattle, WA 98117

2425049075
Allen Haines and Elle McBride
2853 Evergreen Point Road
Medina, WA 98004

2425049078
Anthony and Elaine Pagones
PO Box 511
Medina, WA 98039

2425049079
Dan and Kristen Newell
2623 Evergreen Point Rd
Medina, WA 98039

2425049088
City of Medina/Fairweather Park
PO Box 144
Medina, WA 98039

2425049099
Cornel and Rodica Petrisor
3207 EVERGREEN POINT RD
Medina, WA 98039

2425049100
Sarah and David Doud
3211 EVERGREEN POINT RD
Medina, WA 98039

2425049102
Sohrab Moshiri
3405 Evergreen Point Road
Medina, WA 98039

2425049103
Jennifer and Neal Garone
2835 EVERGREEN POINT RD
Medina, WA 98039

2425049104
BELLEVUE SCHOOL DIST 405
7800 NE 28TH ST
Medina, WA 98039

2425049107
Jason and Melissa MacKenzie
3201 78th PL NE
Medina, WA 98039

2425049118
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049119
Chris Marker
PO Box 869
Medina, WA 98039

2425049120
Patricia Dotson
PO Box 7
Medina, WA 98039

2425049122
Kathleen Harris
3607 Evergreen Point Road
Medina, WA 98039

2425049123
Suzanne and Michael Cohen
PO Box 649
Medina, WA 98039

2425049124
Bruce Milne
20409 NE 116th St
Medina, WA 98039

2425049126
Neil and Margery Hokonson
3648 Fairweaterh Lane
Medina, WA 98039

2425049127
Patricia and Peter May
3630 Evergreen Point Road
Medina, WA 98039

2425049128
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049129
Ann Woodliff
3611 Evergreen Point Road
Medina, WA 98039

2425049133
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049134
James and Carolyn Sisley
3450 Evergreen Point Road
Medina, WA 98039

2425049136
Eric Cheng
3660 Fairweather Lane
Medina, WA 98039

2425049137
Gary Fluhner
3654 Fairweather Lane
Medina, WA 98039

2425049142
Jerry and Valerie Parrish
2827 EVERGREEN POINT RD
Medina, WA 98039

2425049143
Phillis Lindsey
PO Box 327
Medina, WA 98039

2425049147
Rodger and Linda Kuula
3425 Evergreen Point Road
Medina, WA 98039

2425049148
Colin Radford
10423 Main Street, Suite 4
Bellevue, WA 98004

2425049153
Gail Husick
3602 Evergreen Point Road
Medina, WA 98039

2425049155
John Li
3619 Evergreen Point Road
Medina, WA 98039

2425049157
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049158
James Hayes, C/O Margie Suskin
3667 Fairweather Lane
Medina, WA 98039

2425049161
Howard and Lisa Hawk
3249 Evergreen Point Rd
Medina, WA 98039

2425049165
Edward and Ha Shau Kwan
PO Box 50011
Bellevue, WA 98015

2425049166
Franz Lazarus
PO Box 471
Medina, WA 98039

2425049167
Hisayo and Satoshi Nakajima
2633 Evergreen Point Rd
Medina, WA 98039

2425049169
Matthew and Kristi Eldrenkamp
2665 Evergreen Point Rd
Medina, WA 98039

2425049172
Dan and Kristen Newell
2617 Evergreen Point Rd
Medina, WA 98039

2425049176
David Langworthy
3212 Evergreen Point Road
Medina, WA 98039

2425049180
Stephen Sharon
2851 Evergreen Point Road
Medina, WA 98039

2425049182
Cynthia Adkins
3204 Evergreen Point Road
Medina, WA 98039

2425049184
Woosung Park and Eun Joo
3461 Evergreen Point Road
Medina, WA 98039

2425049185
James Quinn
3419 Evergreen Point Road
Bellevue, WA 98004

2425049186
Suk and Ick Kim
5636 E. Mercer Way
Mercer Island, WA 98040

2425049188
Shy Meeker
7900 NE 32nd St
Medina, WA 98039

2425049189
Emmett and Diane Koontz
12449 94th Ave NE
Kirkland, WA 98034

2425049192
Suzanne Hutchinson
PO Box 131
Medina, WA 98039

2425049193
Bhavnish and Kanan Lathia
16616 NE 117th Way
Redmond, WA 98052

2425049195
James and Sandra Clyne
7930 NE 32nd Street
Medina, WA 98039

2425049197
Dmitry and Sakhnova Pugachev
7920 NE 32nd Street
Medina, WA 98039

2425049200
Shiris and Manisha Nadkarni
3443 Evergreen Point Road
Medina, WA 98039

2425049202
Hsiu Wei Lee
7944 NE 32nd Street
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049208
Scott Fletcher
2837 Evergreen Point Road
Medina, WA 98039

2425049210
David Martin
3205 EVERGREEN POINT RD
Medina, WA 98039

2425049211
Steven Johnson
11235 SE 6th St, Ste 230
Bellevue, WA 98004

2425049212
Sally Sue Colman
3327 Evergreen Point Rd
Medina, WA 98039

2425049213
Richard Carter
7832 NE 32nd
Bellevue, WA 98004

2425049214
John Maffei
3204 78th Place NE
Medina, WA 98039

2425049216
Eric and Sarah Oeltjen
7628 NE 32nd St
Medina, WA 98039

2425049217
Greg Brown and Sherri Del Bene
3201 EVERGREEN POINT RD
Medina, WA 98039

2425049219
Vernon Smith
PO Box 354
Medina, WA 98039

2425049220
Ann Slater
3309 Evergreen Point Rd
Medina, WA 98039

2425049221
Stephen and Laurel Preston
7640 NE 32nd St
Medina, WA 98039

2425049223
ET and Claire Thomas
PO Box 216
Bellevue, WA 98009

2425049224
Fikso Kretchmer Smith CO Dixson Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049225
Chandan and Geeta Chauhan
3645 Evergreen Point Road
Medina, WA 98039

2425049226
John Broback
3223 EVERGREEN POINT RD
Medina, WA 98039

2425049228
George Gulick and Julie Kerans
7816 NE 32nd St
Medina, WA 98039

2425049229
Kevin and Laurie Kaufmann
3319 Evergreen Point Rd
Medina, WA 98039

2425049232
Stephen and Kristine Taylor
3407 Evergreen Point Road
Medina, WA 98039

2425049236
Steve Lin
3219 Evergreen Point Rd
Medina, WA 98039

2425049237
Foundation Bank
1110 112th Ave NE, Suite 200
Bellevue, WA 98004

2425049238
Gail Swihart
6515 Evergreen Point Road
Medina, WA 98039

2425049241
Liang Yi-Li Chung
2841 Evergreen Point Road
Medina, WA 98039

2425049242
Carrie Essmeier
7940 NE 32nd Street
Medina, WA 98039

2425049243
Metha Kumar
2839 EVERGREEN POINT RD
Medina, WA 98039

2425049244
RMMTM Corp
3621 Evergreen Point Road
Medina, WA 98039

2425049248
Michael and Suzanne Cohen
PO Box 649
Medina, WA 98039

2425049249
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049251
Robert Johnston
2701 1st Avenue, Suite 340
Seattle, WA 98121

2425049252
Roy Noorda
2615 Evergreen Point Rd
Medina, WA 98039

2425049255
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049256
William Shaughnessy
3245 Evergreen Point Rd
Medina, WA 98039

2425049257
Nevet Basker and Gabriel Scherzer
3401 Evergreen Point Road
Medina, WA 98039

2425049258
Keith Holsapple
PO Box 305
Medina, WA 98039

2425049262
Alan and Joanne Montgomery
3455 Evergreen Point Road
Medina, WA 98039

2425049263
Steve Lin
3219 EVERGREEN POINT RD
Medina, WA 98039

2425049264
c/o Marina Bakhmet 3223
EVERGREEN POINT RD LLC
1208 230th Ave NE
Sammamish, WA 98074

2425049266
Fikso Kretchmer Smith C/O Dixson
Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049270
Severt Thurston C/O Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049271
Vikram Nagaraj
3241 Evergreen Point Rd
Medina, WA 98039

2425049274
John Andrews
3233 Evergreen Point Rd
Medina, WA 98039

2425049275
KEH LLC
3244 W Lake Sammamish PKWY NE
Redmond, WA 98052

3252300795
Tracy Takeuchi
PO Box 582
Medina, WA 98039

3262300005
Howard Wu and Carol Cotter
2790 Evergreen Point Rd
Medina, WA 98039

3262300010
Peter and Heidi Buck
2770 Evergreen Point Rd
Medina, WA 98039

3262300015
Sangeorzan
2710 Evergreen Point Rd
Medina, WA 98039

3262300020
Amy and Scott Hutchinson
2740 Evergreen Point Rd
Medina, WA 98039

3262300030
KFS-1 LLC
4957 Lakemont Blvd SE C4#369
Bellevue, WA 98004

3262300035
Alice Portz and Brad Smith
2620 76th Ave NE
Bellevue, WA 98004

3262300042
Marie Byrne
2610 Evergreen Point Rd
Medina, WA 98039

3262300045
D J Minakshi Madhani
2614 Evergreen Point Rd
Medina, WA 98039

3262300057
Jeremy and Lauren Silvernail
2616 Evergreen Point Rd
Medina, WA 98039

3262300058
Dwight Russell
2618 Evergreen Point Rd
Medina, WA 98039

3262300060
Susan Reilly
2750 Evergreen Point Rd
Medina, WA 98039

3262300705
Hyung Joon Chun and Eun Sung
7701 NE 28th St
Medina, WA 98039

3262300715
Harumi Guiberson
2665 77th Ave NE
Medina, WA 98039

3262300725
Luis and Sondra Hazim
2637 77th Ave NE
Medina, WA 98039

3262300735
Amit and Jerene Dekate
2625 77th Ave NE
Medina, WA 98039

3262300740
Miao and Chen Ye Zhang
2615 78th Ave NE
Medina, WA 98039

3262300775
Christopher Koh
2621 78th Ave NE
Medina, WA 98039

3262300777
2633 Medina LLC
3100 142nd PL NE
Bellevue, WA 98007

3262300800
Jie Liu and Wang Feng
2655 78th Ave NE
Medina, WA 98039

7397300010
Jason and Kristen Bay
3438 Evergreen Point Road
Medina, WA 98039

7397300011
Schneider Family Trust
3436 Evergreen Point Road
Medina, WA 98039

7397300012
Christopher Kozlowski
3434 Evergreen Point Road
Medina, WA 98039

7397300013
Frederick Voorhees
3430 Evergreen Point Road
Medina, WA 98039

7397300020
Alex Morcos
3404 Evergreen Point Road
Medina, WA 98039

7397300031
Richard and Susan Fade
3440 78th Place NE
Medina, WA 98039

7397300052
Stanely Dollar
3334 78th Place NE
Medina, WA 98039

7397300060
Kathleen Rossmeissl
3326 78th Place NE
Medina, WA 98039

7397300070
PFHC-Holdings LLC
14200 NE 12th Place
Bellevue, WA 98007

7397300080
Yu Te Pong
14200 NE 12th Place
Bellevue, WA 98007

7397300081
PWD LLC
3312 78th PL NE
Medina, WA 98039

7397300090
Mark and Jennifer Holmes
3306 78th Place NE
Medina, WA 98039

7397300091
Mariette Patterson
3302 78th PL NE
Medina, WA 98039

7397300100
Harold Anderson
3300 78th PL NE
Medina, WA 98039

7397300101
Jon and Laura Wood
3304 78th Place NE
Medina, WA 98039

7397300110
Craig Hintze
PO Box 866
Medina, WA 98039

7397300115
Mary Norris
3254 78th Place NE
Medina, WA 98039

7397300120
David Dryer
3248 78th Place NE
Medina, WA 98039

7397300130
Yong Park and Julie Hong
3242 78th Place NE
Medina, WA 98039

7397300131
Lawrence and Lynne Jones
3240 78th Place NE
Medina, WA 98039

7397300140
Michael and Jadine Murphy
3234 78th PL NE
Medina, WA 98039

7397300150
Celia and Lionel Heathcote
3232 78th PL NE
Medina, WA 98039

7397300151
Heideh Eftekhari
3230 78th Place NE
Medina, WA 98039

7397300160
Michael Mandel
4033 E Madison St
Seattle, WA 98112

7397300161
David Naness Trustee
3226 78th Place NE
Medina, WA 98039

7397300170
Ronald and Shields Nichols
3220 78th Place NE
Medina, WA 98039

7397300172
Michael Mertel
3222 78th Place NE
Medina, WA 98039

7397300180
Elizabeth and Jeffrey Johnson
3210 78th Place NE
Medina, WA 98039

7397300190
Thomas and Andi Chou
3217 78th PL NE
Medina, WA 98039

7397300191
Roger and Jennifer Gulrajani
3215 78th PL NE
Medina, WA 98039

7397300200
Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300201
Steven and Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300210
John Bradley McMullen
3239 78th PL NE
Medina, WA 98039

7397300211
Mark and Gail Parry
3244 Evergreen Point Rd
Medina, WA 98039

7397300212
Kevin and Kimberly Oakes
3256 Evergreen Point Rd NE
Medina, WA 98039

7397300220
Beth Lottinville
5600 NE 8th ST #B1, PMB 843
Bellevue, WA 98008

7397300230
Boris and Tanya Rubinstin
3266 Evergreen Point Dr
Medina, WA 98039

7397300231
Reliance Ricketts
PO Box 227
Medina, WA 98039

7397300240
Patrick and Nancy McGough
3255 78th PL NE
Bellevue, WA 98004

7397300241
AM and Roberta Matulich
3268 Evergreen Point Rd
Medina, WA 98039

7397300243
Kavid Young Kim
3301 78th PL NE
Medina, WA 98039

7397300250
Newell and Myrle Bossart
3311 SE 78th PL NE
Medina, WA 98039

7397300251
Ji Lei
3310 Evergreen Point Rd
Medina, WA 98039

7397300252
Celina and Matthew Kochel
3316 Evergreen Point Rd
Medina, WA 98039

7397300260
Denise Lane
3340 Evergreen Point Rd
Medina, WA 98039

9269600010
Paul and Mary Schwitters
7570 NE 28TH PL
Medina, WA 98039

9269600020
Zap Holdings LLC
2795 Evergreen Point Rd
Medina, WA 98039

9269600030
Robert and Linda Hildreth
2436 108th Ave SE
Bellevue, WA 98004

9269600040
Deborah Tom
PO Box 594
Medina, WA 98039

9269600050
Kamela and Murray Sargent
7530 NE 28TH PL
Medina, WA 98039

9269600070
Priya and Rajiv Sarathy
750 NE 28th PL
Medina, WA 98039

9269600080
Perry Satterlee
7560 NE 28TH PL
Medina, WA 98039

January 5, 2012

KGM to City of Medina Serial Letter # 0004

Mr. Robert Grumbach
Director of Development Services
PO Box 144
Medina, Washington 98039

UPDATED 02/02/2012
NEW ATTACHMENTS 2, 3, AND 6

WSDOT Contract #008066 – SR 520 Evergreen Point Floating Bridge and Landings Project

RE: Construction Mitigation Plan Application
SR 520 Floating Bridge and Landings Project

Dear Mr. Grumbach:

Enclosed is a Construction Mitigation Plan (CMP) that Kiewit/General/Manson, A Joint Venture (KGM) has prepared for the Medina portion of the State Route (SR) 520 Evergreen Point Floating Bridge and Landings Project.

In late spring of 2012, KGM will apply for a building permit from the City of Medina for the maintenance facility, which will be located under the new SR 520 bridge. Although the CMP package typically would accompany the building permit application (per City of Medina code), this CMP package is being submitted in advance of the building permit application for the maintenance facility, as KGM has elected to provide the City with a CMP that addresses all planned construction activities within the Medina city limits, including both the bridge and approach structure elements and the maintenance building.

Development of a CMP for the bridge and approach structure elements is not required, as these structures do not require a building permit from the City of Medina. However, we believe that our elective development of this comprehensive CMP will help to demonstrate our commitment to environmental and community stewardship for the citizens of Medina. At the same time, KGM must balance this with our commitment to WSDOT and the traveling public to provide a new SR 520 bridge on schedule. As indicated in our letter dated December 7, 2011, in the event that the CMP does not receive formal approval from the City of Medina prior to the start of construction on the WSDOT bridge approach structures, scheduled for April 1, 2012, that work will commence and will be conducted with the provisions stated in the proposed CMP as submitted for City review.

In addition to preparing this expanded CMP, we also propose use of a substantially expanded public notice. Whereas the CMP instructions require mailings to owners of all properties within 300 feet or 3 parcels of the construction property, we are including mailing labels for all owners of property within 1,000 feet of the southern WSDOT right-of-way boundary and all property owners within the Medina City limits to the north of SR 520, as all of those residents north of SR 520 are affected by activities occurring on Evergreen Point Road.

Kiewit/General/Manson, a Joint Venture | 3015 112th Ave NE Suite 100, Bellevue, WA 98004 | Ph. (253)943-4200 | Fax (425)576-7099

If you have any questions regarding this CMP package, please contact Robert Brenner at 425.576.7138 or via email at Robert.Brenner@kiewit.com.

Sincerely,

Kiewit/General/Manson, a Joint Venture

Erik Nelson,
Project Director

List of Attachments

Attachment 1: City of Medina Forms

- Cover Form and Instructions
- Tailored Construction Mitigation Plan
- Construction Code of Conduct

Attachment 2: Figures

- Figure 1 Vicinity Map
- Figure 2 Construction Area and Offset Distances
- Figure 3 Mitigation Site Plan
- Figure 4 Site Access from Off-site Parking Map
- Figure 5 Truck Travel Route Map
- Figure 6 Crane Operation Layout
- Figure 7 Final Site Configuration

Attachment 3: Project Description – Additional Information for Tailored CMP

Attachment 4: Proof of Ownership/Legal Description – WSDOT Right-of-way Plan

Attachment 5: Mailing Labels for All Properties in Medina North of SR 520 and Properties Within 1,000 Feet to the South of the Project Area

New Attachment 6 Submitted with the Revised Package Dated 02/02/2012

Summary of Medina Requests and KGM Changes or Additions to the Construction Mitigation Plan Application

Request from Medina (January 30, 2012)	Changes or Additions to the Application
1. Provide temporary construction fencing around excavation to secure area during non-working hours.	*Attachment 3, Detailed Responses, Section 4, Safety* has been updated to indicate that excavations will be fenced during non-work hours.
2. Provide temporary opaque screening adjacent to existing residences.	*Attachment 3, Detailed Responses, Section 9a, Screening and Buffering* has been updated to indicate that temporary opaque screening will be provided adjacent to existing residences where natural screening does not already exist.
3. Show and label the critical areas and buffers on the site plan.	*Attachment 2, Figure 3* has been updated to include the shoreline setback and shoreline environment areas, and areas with slopes greater than 40%. *Attachment 6, Part 1* provides additional information on geologically hazardous areas.
4. Label the height of the mobile and tower cranes (Figure 6).	*Attachment 2, Figure 6* has been updated to indicate heights of 190 feet for mobile cranes and 250 feet for the fixed crane. Associated text in *Attachment 3, Detailed Responses, Section 10, Cranes* has also been updated.
5. Show existing docks to be removed from adjacent properties (Figure 3).	*Attachment 2, Figure 3* has been updated to show the existing docks that will be removed and to note that the northernmost dock will be temporarily removed and replaced in-kind post construction.
6. Provide an estimate of site excavation quantities.	*Attachment 3, Detailed Responses, Section 9c, Haul Routes* has been updated to provide an estimate of the quantity of excavated material that will be hauled off-site.
7. Specify the quantity of soil to be exported by barge.	*Attachment 3, Detailed Responses, Section 9c, Haul Routes* has been updated to indicate that no soil will be exported by barge.
8. Provide a site plan and elevation for the proposed maintenance facility.	See *Attachment 6, Part 2* for site plan and elevation drawings for the proposed maintenance facility. The figures were originally submitted to the City of Medina as part of the Shoreline Substantial Development Permit, Maintenance Facility and Dock Package, November 15, 2011. Note that the four figures in *Attachment 6, Part 1* are not sequential.
9. Provide the address of the proposed off-site parking.	See *Attachment 3, Section 3, Parking, Staging, and Material Deliveries* for updated information regarding off-site parking. KGM will use existing public park-and-ride facilities outside of the Medina City limits. Specific sites have not yet been selected.

Request from Medina (January 30, 2012)	Changes or Additions to the Application
10. Show all proposed improvements including roads, parking, structures, walls and landscaping.	*Attachment 2, Figure 3* has been updated to identify walls. See also *Attachment 6, Part 3* for site improvements beyond those shown in *Attachment 3, Figure 3* and *Attachment 6, Part 2*. The figures were originally submitted to the City of Medina as part of the Shoreline Substantial Development Permit, Maintenance Facility and Dock Package, November 15, 2011, and the Floating Bridge and Roadway Package, November 15, 2011. Note that the five figures in *Attachment 6, Part 1* are not sequential.
11. Show existing significant trees proposed for removal.	See *Attachment 6, Part 4* for the location of all significant trees. Trees that will be preserved are marked with a star and a cloud. All other trees are proposed for removal. This figure was originally submitted to the City of Medina on January 31, 2012 as a part of the Tree Removal Permit Application.
12. Show proposed temporary erosion and sedimentation control measures such as construction entrance, silt fences and water quality controls.	See *Attachment 6, Part 5* for the proposed temporary erosion and sedimentation control measures. Related text has been added to *Attachment 3, Detailed Responses, Section 5.1, Environmental Protection—Upland Construction Activities.*
13. Show the locations of proposed pile driving.	See *Attachment 6, Part 6* for the locations of proposed pile driving.
14. Show the area of the hazardous soils and specify proposed mitigation.	Low level exceedances of chemical criteria were identified in two locations. However, because these two areas will not be disturbed by the project, they are not shown on the project figures and mitigation is not proposed. Additional information regarding hazardous materials and testing that has occurred in the project area, as well as the locations of detected contamination, is described in *Attachment 3, Detailed Responses, Section 5.3, Soil and Groundwater Analysis.*
15. Show the sewer main in the lake.	*Attachment 2, Figure 3* has been updated to show the sewer main in the lake and the new connecting sewer line that will be installed as a part of this project.
16. Show the proposed construction easements.	*Attachment 2, Figures 2 and 3* have been updated to show the locations of temporary construction easements that are to be acquired by WSDOT.
17. Show the location of lighting for night work and specify proposed mitigation.	Additional information regarding lighting for night work and associated mitigation has been added to *Attachment 3, Detailed Responses, Section 1, Work Hours.* Because the locations will change frequently, they are not indicated on the figures.

Request from Medina (January 30, 2012)	Changes or Additions to the Application
18. Show the location of generators and specify proposed mitigation.	Additional information regarding generators and associated mitigation has been added to *Attachment 3, Detailed Responses, Section 2, Noise.* There will be no permanent generator locations, and generator use will be minimized. Because the locations will change frequently, they are not indicated on the figures.
19. Show proposed utility revisions in the Evergreen Point Road right-of-way including: power, water, sewer, natural gas, storm water, street cuts and any other work in the right-of-way.	Additional information regarding utility revisions in the Evergreen Point Road right-of-way has been added to *Attachment 3, Detailed Responses, Section 6, Maintenance and Repair of Public Lands and Property.* Design of the work proposed by KGM within the Evergreen Point Road right-of-way is not yet available. Existing utilities in the area are being relocated by Eastside Corridor Constructors in their current work to demolish and replace the existing Evergreen Point Road overpass. When they are finished and KGM can secure final as-built locations for the utility lines, the final layout of KGM work within the Evergreen Point Road right-of-way will be determined. The anticipated scope of work in the right-of-way by KGM includes construction of the new driveway curb cut, and connection to water, electric and natural gas services. The location of the new driveway curb cut is generally shown in the CMP and shoreline permit figures. When detailed design of the KGM work proposed within the Evergreen Point Road right-of-way is available, drawings will be submitted to the City of Medina for review and approval, in compliance with requirements for the Right-of-Way Use Permit.

ATTACHMENT 1
CITY OF MEDINA FORMS

Cover Form and Instructions

Construction Mitigation Permit Module

C

PROPERTY ADDRESS: SR 520 WSDOT right-of-way, west of Evergreen Point Road

PROPERTY OWNER: Washington State Department of Transportation

Office Use Only

PERMIT NO. _____ Date Received _____ By _____

Appl Fee Pd._____ Rcpt #_____ Date Approved _____ By_____

Purpose of Construction Mitigation Permits:

Although the City of Medina is a mature community, it has been experiencing a very high rate of teardown redevelopment. While all property owners have a right to redevelop their lots, the Construction Mitigation Program has been develop*ed* to help protect the rights of the other residents seeking the peaceful enjoyment of their properties. Requirements for obtaining Construction Mitigation Plan approval for construction activities are described in Medina Municipal Code (MMC) chapter 15.20.

Supporting Documents:

Projects meeting the requirements of MMC 15.20.010.C(1) or C(2) require submission and approval of a Tailored Construction Mitigation Plan; all other projects require submission of a signed Construction Code of Conduct. The Worksheet on pages 1 & 2 will be used to determine whether or not development of a Tailored Construction Mitigation Plan is required for your project. *Please check the box next to the items you are submitting.*

Tailored Construction Mitigation Plan Submit the following documents with your building permit application package:

☑ Three copies of completed Construction Mitigation Cover Form (the first three pages of this document)

☑ Three draft copies of completed Tailored Construction Mitigation Plan (narrative, Construction Code of Conduct, & drawings)

☑ One set mailing labels

If a Tailored Construction Mitigation Plan is not required, then submit the following documents with your building permit application package:

☐ Completed Construction Mitigation Cover Form (the first three pages of this document)

☐ Two copies signed Construction Code of Conduct

Supporting Drawings:

Supporting drawings are required dependent on the proposed plan, please see instructions below.

Construction Code of Conduct only: No drawings required.

Tailored CMP:

☑ A **Mitigation Site Plan** drawing is required to be attached to all Tailored CMPs. Minimum content to be shown on the Mitigation Site Plan includes: property boundaries; outlines of existing and proposed structures/fences/site features to remain; locations of significant trees; location of critical areas (as applicable), outline of each proposed construction parking stall (typically 8" x 20" stalls); construction vehicle staging and material delivery areas; outline of material storage areas; outline of construction entrance; locations of temporary construction fencing/screening (as applicable); location of portable toilet. City staff may require additional information as needed to more fully identify construction impacts and mitigation measures.

Three other drawings that may be required, depending on which boxes are checked on the Tailored CMP, are:

☑ Off-site Parking Location map

☑ Truck Travel Routes map

☑ Crane Operation drawing.

Applicant to Complete

TOTAL FLOOR AREA 15,000 (square footage of proposed maintenance facility only) TOTAL PROJECT COST* over $1,500,000

CMP CATEGORY (check):

_____Construction Code of Conduct **OR**

__X__Tailored CMP

CMP APPROVAL (check):

_____ Staff **OR**

_____ Planning Commission

KGM requests CMP approval from the Hearing Examiner in a joint review with the Noise Variance.

Submittal Interview Notes – Staff Use

Worksheet

Do You Need to Submit a Construction Mitigation Plan or a Construction Code of Conduct?

All projects requiring a building permit issued by the City of Medina must comply with the Medina Construction Code of Conduct or a Tailored Construction Mitigation Plan. (CMP).

Please answer each of the following 11 questions by checking the appropriate box:

Yes/ No*	Staff Approved CMP
___/✓	1. Will the total floor area of all structures or portions of structures which are the subject of the permitted construction exceed 25% of the lot area and 3,000 square feet?
✓/___	2. Will total project cost exceed $750,000**?
___/✓	3. Will there be less than 3 on-site parking stalls, at any time, for vehicles associated with construction activity?
✓/___	4. Will power, water, or sewer service to any other property within Medina be interrupted on more than one occasion during construction?
___/✓	5. Is construction proposed within the building setback(s) on a building structure that is located in a setback area?
___/✓	6. Is use of private lane or shared driveway proposed for parking, staging, of construction related vehicles, loading or off-loading of equipment, or loading or off-loading of materials?
___/✓	7. Is project located within 600 feet of the Medina Elementary School, the Bellevue Christian School, or Saint Thomas School?

Yes/ No*	Planning Commission Approved CMP
✓/___	8. Will total project cost exceed $1.5 million**?
✓/___	9. Will the total quantity of excavated soils exceed 2,000 cubic yards?
✓/___	10. Will construction activities (except as exempt per MMC 18.12.110) occur in a landslide hazard area?
✓/___	11. Will a tower crane ever be used during construction?

* Staff may require documentation to support a "no" answer to any of these questions (e.g. requirement to prepare a site plan demonstrating that there is sufficient space on the property for employee parking, deliveries and material storage.)

** "Total project cost" means true market values for materials, labor, normal contractor profit and overhead, but exclude state and local sales taxes and permit fees, for all buildings and site work

CITY OF MEDINA

CONSTRUCTION MITIGATION PLAN PERMIT APPLICATION

Office Use

Permit no. _____ Date Received _____

Fee: $_____ Received by _____

Application worksheet _____

ADDRESS OF PROPERTY SR 520 Washington State Department of Transportation (WSDOT) right-of-way, west of Evergreen Point Road

Medina, Washington

OWNER'S AGENT (Print or Type) Erik Nelson, Kiewit/General/Manson, A Joint Venture (KGM)

AGENT'S MAILING ADDRESS 3015 112th Avenue NE, Suite 100

(City / Zip) Bellevue, Washington 98004-8001

Phone Number 425.576.7119 **Fax No.** 425.576.7099

Email address erik.nelson@kiewit.com

SIGNATURE OF AGENT _____ **Date** 1/4/12

LEGAL OWNER(S) WSDOT

John White

ADDRESS OF LEGAL OWNER(S) 3015 112th Avenue NE, Suite 100

(Mailing Address) Bellevue, Washington 98004-8001

Phone Number 425.576.7118 **Fax No.** 425.576.7099

SIGNATURE OF OWNER(S) _____ **Date** 1/4/12

_____ **Date** _____

ZONING DESIGNATION State Highway **LOT SIZE** _____

TAX PARCEL NUMBER Former parcels: 242504-9071, -9072, -9181, -9177, -9259

LEGAL DESCRIPTION See WSDOT Right-of-Way Plan (Attachment 4)

(Attach if lengthy)

Form date: Jan07

Tailored Construction Mitigation Plan

Construction Mitigation Permit

PROPERTY ADDRESS: SR 520 WSDOT right-of-way, west of Evergreen Point Road

PERMIT NUMBER: __C-_____

Tailored Construction Mitigation Plan

PURPOSE:

The purpose of the Tailored Construction Mitigation Plan (CMP) is to identify potential negative impacts of construction on neighbors and the community and to identify required measures to mitigate (reduce) the impacts. This Plan establishes minimum standards and requirements for the conduct of the construction project. Additional regulations are contained in the Medina Municipal Code.

APPLICABILITY & NOTICE:

The requirements of this plan apply to, and shall be communicated to, all people involved with the construction project including, but not limited to the following:

- Property owner
- Contractor
- Subcontractors
- Owner's agents
- Employees of contractor, subcontractor and owner's agents
- Material suppliers / vendors

IMPACTS AND REQUIRED MITIGATION

Mitigation Plan Manager

A mitigation plan manager shall be assigned to enforce the provisions of this Plan and a City-provided sign shall be posted on site listing the name and telephone number of the mitigation plan manager.

Name of Plan Manager: Robert Brenner, KGM

Work-hours telephone number: 425.576.7138

After-hours telephone number: 425.577.2939

Work Hours

Construction and development activity, or operation of heavy equipment, is prohibited on Sundays, City-recognized holidays, and before 7:00 am or after 7:00 pm Monday thru Friday and before 8:00 am or after 5:00 pm Saturday, except with prior written permission of the Medina Director of Development Services.

Earliest arrival time on site will be ____5:00____ am, Monday – Friday
Earliest work start time will be ____6:00____ am, Monday – Friday

Work will end no later than ____7:00____ pm, Monday – Friday
Earliest arrival time on site on Saturday will be ____6:00____ am
Earliest work start time on Saturday will be ____7:00____ am
Work will end no later than ____5:00____ pm, Saturday

Other work hours: Typical work will end by 7:00 pm, but the project will also require swing shift (4 pm to midnight) and 24-hour work. See Attachment 3: Detailed Responses #1

Noise

Workers arriving on site before 7:00 am weekdays (M-F), 8:00 am Saturdays, or the earliest official work start time, shall not make noise that can be heard by the neighbors.

Noise shall be limited to those sounds normally produced by residential construction activity. Radios, tape and disc recorders and any other amplified sound source are expressly prohibited at all times on the construction site if audible at the property line.

Sound levels, measured at any point on or above the property line of the construction site, shall not exceed the thresholds described in Medina Municipal Code Section 8.06. Loud voice interchanges and other vocal noise shall be limited to that necessary to conduct the construction activity.

Vehicles and equipment shall not be left to idle when not in use.

Hours for roof tile cutting shall be limited to 9:00 am to 5:30 pm. Roof tiles will be cut at ground level, behind a temporary sound barrier

Other noise mitigation measures: _____
See Attachment 3: Detailed Responses #2

Parking, Staging, & Material Deliveries
(check as applicable)

Parking for all construction related vehicles and equipment, including delivery vehicles, is permitted only within the boundaries of the construction site, in accordance with Medina Municipal Code Chapter 10.72. No construction parking is permitted in Medina rights-of-way, parks, or private lanes, except for an officially designated area on the north side of NE 12 Street across from the Medina Park.

Exceptions:
(a) Temporary parking permits issued by the Medina Police Department under provisions of Medina Municipal Code Section 10.72.040.

(b) Inspection personnel of the governing jurisdiction[s] may park in legal locations on or off-site while engaged in construction related duties.

As required by Section 10.72.030 of the Medina Municipal Code, an area shall be improved on-site (as shown on the attached mitigation site plan drawing) to accommodate 20-30 cars or pick-up trucks, including those driven by the property owner, contractor, construction workers, and material suppliers. (*In the blank, fill in the number of parking spaces to be created on site*).

___ The number of workers and subcontractor personnel may exceed the number of available on site parking; therefore, all workers and subcontractors shall be required to carpool from outside the City of Medina.

X The number of workers and subcontractor personnel on site at any one time may exceed the number of available on site parking spots; therefore, 100 (*fill in number*) off-site parking spots have been arranged (see attached map) and workers will be shuttled to the construction site. The address of the off-site parking is:

Off-site parking to accommodate approximately 100 vehicles will be located outside of Medina.

See Attachment 2, Figure 4 for the access plan to the project site from off-site parking.

An area for deliveries shall be created on site (as shown on the attached Mitigation Site Plan Drawing) so that deliveries can be made without stopping or parking in any street or private lane and without blocking any driveway, sidewalk, or path.

Safety

Certified flaggers shall be used during all activity within public rights-of-way that may interfere with normal flow of pedestrians or vehicle movement, including trucks backing into, out of, or on City rights-of-way.

Flaggers shall escort all trucks backing on private lanes.

Other safety measures: See Attachment 3: Detailed Responses #4

Environmental Protection

Temporary Erosion and Sedimentation Control (TESC) procedures will be installed and maintained in accordance with Best Management Practices and Medina TESC requirements.

Mud and blowing dust shall be prevented. Exposed soils shall be covered with straw, mulch, or plastic and spoils piles will be covered with plastic. Soils shall be stabilized beneath material storage areas and construction vehicle parking and staging areas with quarry spalls, gravel, or ATB.

Temporary Construction entrances shall be constructed for all projects that involve excavation and grading. Prior to start of excavation or grading, a filter fabric fence shall be installed to prevent silt-laden water from leaving the site and inserts shall be installed in catch basins on site and nearby downstream of the site. Any mud or dirt inadvertently tracked onto the street or private lane shall be immediately swept up.

Temporary 4-feet tall fencing shall be installed at the drip lines of all trees to be saved, to create tree protection zones. No materials shall be stored in, and no earthwork performed in, tree protection zones, unless specifically pre-authorized by the City Landscape Consultant.

Actions shall be taken to reduce exhaust emissions, including not leaving equipment or vehicles to idle when not in use.

Other environmental protection measures: _____
See Attachment 3: Detailed Responses #5

Maintenance & Repair of Public Lands and Property

Public ways shall be maintained free of dirt, debris, waste or damage to the surfaces within the public way boundary. Mud, dirt and debris carried from the construction site on the tires of vehicles to the street shall be removed from the street at the end of each working day.

The Owner of the Construction Site shall be fully responsible for damage caused by the construction forces under his or her control by contract or agreement whether verbal or written and shall repair, replace or compensate the City of Medina in full for damages caused by the construction forces. To this end, the City is empowered to withhold issuance of any Temporary Occupancy Permit or Certificate of Occupancy until any and all known claims for damages against the Owner of the Construction Site and the Owner's forces have been discharged and due notice has been given the City in written form. In the event claims cannot be fully resolved the Owner may deposit funds in the full amount of the claim in an interest bearing escrow account, the contents to be disbursed in accordance with the terms of any settlement or determination reached, whether by mediation, arbitration or by decision of a court of law.

No work shall be performed in public rights-of-way without an approved Right-of-Way Use and/or Street Excavation Permit. Streets damaged due to construction shall be promptly repaired in accordance with the Medina Right-of-Way Construction Requirements.

Other maintenance measures: _____
See Attachment 3: Detailed Responses #6

Site Appearance

Waste materials of any sort shall be cleaned from the construction site and surrounds daily and placed in secured containers intended for that use. Containers shall be monitored for contents. Fire and other hazards shall be immediately mitigated. Containers shall not be overfilled and shall be removed the same day that they have been filled to capacity.

Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

Other site appearance mitigation measures: _____
See Attachment 3: Detailed Responses #7

Site Management

During construction, the site shall be configured as shown on the attached Mitigation Site Plan drawing. The Plan drawing shows locations for construction vehicle parking, and staging and for material storage. The Plan also shows (*as applicable*) location of portable toilet, job shack and dumpster.

Miscellaneous

The use of obscene, offensive, and abusive language audible to adjacent property or to the public is prohibited.

Animals brought to the site shall be controlled and shall not be allowed to stray onto neighboring property. The Owner of the construction site and the Contractor shall be held responsible for the actions of animals brought to the construction site by any of the Owner's forces.

The portable toilet shall be regularly cleaned to prevent odors, shall be located away from property lines as much as practical, and shall not be located in the right-of-way.

Utility disruptions, to the neighbors, shall be planned so that they are limited to the fewest number and shortest durations possible. All affected neighbors shall be notified 48 hours prior to utility shut off and given an estimate of the duration of the shutoff.

No advertising signs shall be posted on site.

Other miscellaneous mitigation measures: _____
See Attachment 3: Detailed Responses #8

Site Specific Mitigation Measures

Screening & Buffering
(check one)

✓ Existing fence and/or vegetation provide a visual barrier with adjacent properties and shall be left intact until project completion; therefore, additional screening measures are not required.

___ Existing fence and/or vegetation do not provide a visual barrier with adjacent properties or will not be left intact until project completion; therefore, a 6-foot tall temporary opaque construction fence shall be installed in areas without other visual barrier.

Other screening/buffering measures: _____

See Attachment 3: Detailed Responses #9a

Work Near School Zones
(check as applicable)

___ This project is located within 600 feet of the Medina Elementary School; therefore, no truck movement, on and off site, shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 8th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time. Truck travel shall be restricted to the routes shown on the attached map.

___ This project is located within 600 feet of Bellevue Christian School; therefore, no truck travel shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 28th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time. Truck travel routes shall be restricted to the routes shown on the attached map.

___ This project is located within 600 feet of the Saint Thomas School; therefore, no truck travel shall occur during the time period beginning 15 minutes before through 15 minutes after school class-start and school class-dismissal times each school day. No truck traffic, no street blockage, and no work shall occur on NE 12th Street during the time period beginning 30 minutes before through 15 minutes after school class-start and the time period beginning 15 minutes before through 30 minutes after school class-dismissal time.

Temporary Blockage of Lane or Driveway Access
(check as applicable)

___ Site configuration and construction sequencing and scheduling shall be coordinated to maintain private lane access at all times. In the event that temporary blockage of the lane is unavoidable, the Contractor shall provide the neighbors with a minimum of 24-hour prior notice, except a minimum of 48-hour prior notice shall be provided for repair or replacement of private lane. Such notice shall consist of a sign posted on the lane and the Contractor contacting the neighbors by telephone (at a minimum leave voice mail message), if the neighbors provide contact numbers for such purpose.

Tailored Construction Mitigation Plan

___ Prior to start of construction or demolition, a 24" x 24" sign shall be posted on along the private lane that reads:

> "Private lane shall remain open at all times. Do not park in, or block, private lane access."

___ Lane is long and narrow; therefore, during all trucking operations, flagger(s) will be stationed at the top end and bottom end of the private lane to control traffic. The flaggers will be in audio communication with each other at all times they are stationed for traffic control. No trucks shall back within the private lane without control by flagger or other escort from behind the vehicle.

Other lane/driveway blocking mitigation measures: _____

_____

_____

Temporary Road Closure Mitigation

Road closures shall be kept to the absolute minimum number necessary to construct the project. Neighbors affected by road closure shall be notified at least 1 week in advance and again at least 24 hours in advance. Bellevue Fire Department and Medina Police Department shall be notified 24 hours in advance of road closure and again immediately before such closure and immediately upon road re-opening. All road closures shall be approved in advance by the City Engineering Consultant.

If road closure is required, describe public notification/coordination measures and measures to limit duration of road closure. See Attachment 3: Detailed Responses #9b

Other Site Specific Mitigation

See Attachment 3: Detailed Responses #9c, and Attachment 2, Figure 5, for information on truck travel routes.

Crane
(check as applicable)

___ No cranes will be used.

_✓_ A crane will be used during construction. The crane shall be located and operated so that no portion of the crane travels over rights-of-way or over any neighboring property unless there is a compelling reason to do so and the owners of all affected properties have consented in writing. The location of the crane and the swing radius are shown on the attached Crane Operation drawing.

_✓_ A fixed tower crane will be used during construction and:

- The height of the crane has been restricted to the minimum height necessary to clear obstructions for the boom's turning radius.
- The length of time the crane remains in place shall be the minimum reasonably necessary.
- No advertising or signs shall be attached to the tower crane except built-in signs identifying the manufacturer of the crane which cannot be removed.

Other crane mitigation measures: _____

See Attachment 3: Detailed Responses #10

Landslide Hazard Area
(check as applicable)

___ No work will be performed in a landslide hazard area or its buffer area.

_✓_ Work will be performed in a landslide hazard area or its buffer area and such work will fully comply with the critical area report and the following: _____

See Attachment 3: Detailed Responses #11

TAILORED CONSTRUCTION MITIGATION PLAN

AGREEMENT:

Project Address: SR 520 WSDOT right-of-way, west of Evergreen Point Road

Permit Numbers: _____

Compliance Bond: _____

I have received a copy of the City of Medina Construction Code of Conduct. Having read the Code of Conduct, I understand and agree to the requirements for construction conduct within the City of Medina. I understand and agree that violations of the Code of Conduct may result in Stop Work Order, civil penalty, criminal penalty or as otherwise specified in MMC 15.20.090.

Owner's signature	1/4/12 Date
John White (WSDOT) Owner's Name - Please print	3015 112th Avenue NE, Suite 100 Owner's mailing address
425.576.7118 Owner's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

Owner's Agent signature	1/4/12 Date
Erik Nelson (KGM) Owner's Agent Name - Please print	3015 112th Avenue NE, Suite 100 Owner's Agent mailing address
425.576.7119 Owner's Agent Phone no.	Bellevue, WA 98004-8001 City, State, Zip

General Contractor's signature	1/4/12 Date
Erik Nelson (KGM) General Contractor - Please print	3015 112th Avenue NE, Suite 100 General Contractor's mailing address
425.576.7119 General Contractor's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

Construction Code of Conduct

PURPOSE:

The purpose of the City of Medina Construction Code of Conduct is to protect the health, welfare, and rights of property owners in the City of Medina. Medina's peaceful, residential character is valued by its residents. In accordance with Medina Municipal Code, chapter 15.20, the Construction Code of Conduct establishes minimum standards for the conduct of construction projects in Medina. Additional rules are contained in the Medina Municipal Code.

SCOPE:

This code applies to all people involved with construction projects (private and public) including, but not limited to the following:

- Property owner
- Contractor
- Subcontractors
- Owner's agents
- Employees of contractor, subcontractor and owner's agents
- Material suppliers / vendors

RULES OF CONDUCT:

Work Hours

Construction and development activity, or operation of heavy equipment, is prohibited on Sundays, City-recognized holidays, and before 7:00 am or after 7:00 pm weekdays (Mon – Fri) and before 8:00 am or after 5:00 pm Saturdays, except with prior written permission of the Medina Director of Development Services.

Noise

1. Workers arriving on site before 7:00 am weekdays, 8:00 am on Saturdays, or the official start of work, shall not make noise that can be heard by the neighbors.

2. Noise shall be limited to those sounds normally produced by residential construction activity. Radios, tape and disc recorders and any other amplified sound source are expressly prohibited at all times on the construction site if audible at the property line.

3. Sound levels, measured at any point on or above the property line of the construction site, shall not exceed the thresholds described in Medina Municipal Code Section 8.06. Loud voice interchanges and other vocal noise shall be limited to that necessary to conduct the construction activity.

4. Vehicles and equipment shall not be left to idle when not in use.

Parking, Staging, & Material Deliveries

1. Parking for all construction related vehicles and equipment, including delivery vehicles, is permitted only within the boundaries of the construction site, in accordance with Medina Municipal Code Chapter 10.72. No construction parking is permitted in Medina rights-of-way, parks, or private lanes, except for a designated area on the north side of NE 12 Street across from the Medina Park.

   Exceptions:
   (a) Temporary parking permits issued by the Medina Police Department under provisions of Medina Municipal Code Section 10.72.040.

   (b) Inspection personnel of the governing jurisdiction[s] may park in legal locations on or off-site while engaged in construction related duties.

2. A parking area shall be created on site with sufficient parking for all workers, or workers shall carpool from outside Medina or be shuttled from authorized parking areas.

3. An area for deliveries shall be created on site so that deliveries can be made without stopping or parking in any street or private lane and without blocking any driveway, sidewalk, or path.

4. In the event adequate on-site parking or permitted parking in the City right-of-way is not available, workers shall be required to carpool from outside Medina and/or the Owner of the property shall secure adequate off-site parking and arrange for transportation of personnel and materials to the job site.

Safety

Certified flaggers shall be used during all activity within the public right-of-way that may interfere with normal flow of pedestrians or vehicle movement, including trucks backing into, out of, or on City rights-of-way. Flaggers shall escort all trucks backing on private lanes.

Environmental Protection

1. Medina Temporary Erosion and Sedimentation Control requirements apply to all construction projects. Blowing dust shall be prevented. Exposed soils and spoils piles shall be covered. Temporary Construction entrances shall be constructed for all projects that involve excavation and grading. Soils under parking, staging, and material storage areas shall be stabilized with quarry spalls, gravel, or ATB.

2. Temporary 4-feet tall fencing shall be installed at the drip lines of all trees to be saved, to create tree protection zones. No materials shall be stored in, and no earthwork performed in, tree protection zones, unless specifically pre-authorized by the City Landscape Consultant.

Site Appearance

1. Waste materials of any sort shall be cleaned from the construction site and surrounds daily and placed in secured containers intended for that use. Containers shall be monitored for contents. Fire and other hazards shall be immediately mitigated. Containers shall not be overfilled and shall be removed the same day that they have been filled to capacity.
2. Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

Maintenance of Public Ways

Public ways shall be maintained free of dirt, debris, waste or damage to the surfaces within the public way boundary. Mud, dirt and debris carried from the construction site on the tires of vehicles to the street shall be removed from the street at the end of each working day.

Damage to Public Lands and Property

The Owner of the Construction Site shall be fully responsible for damage caused by the construction forces under his or her control by contract or agreement, whether verbal or written, and shall repair, replace or compensate the City of Medina in full for damages caused by the construction forces. To this end, the City is empowered to withhold issuance of any Temporary Occupancy Permit or Certificate of Occupancy until any and all known claims for damages against the Owner of the Construction Site and the Owner's forces have been discharged and due notice has been given the City in written form. In the event claims cannot be fully resolved the Owner may deposit funds in the full amount of the claim in an interest bearing escrow account, the contents to be disbursed in accordance with the terms of any settlement or determination reached, whether by mediation, arbitration or by decision of a court of law.

No work shall be performed in public rights-of-way without an approved Right-of-Way Use and/or Street Excavation Permit. Streets damaged due to construction shall be promptly repaired in accordance with the Medina Right-of-Way Construction Requirements.

Miscellaneous

1. The use of obscene, offensive, and abusive language audible to adjacent property or to the public is prohibited.

2. The Owner of the construction site and the Owner's Agent shall be held responsible for animals and any action of animals brought to the construction site by any of the Owner's forces. Animals shall not be allowed to enter onto neighboring property.
3. Actions shall be taken to reduce exhaust emissions, including not leaving equipment or vehicles to idle when not in use.
4. Utility disruptions, to the neighbors, shall be planned so that they are limited to the fewest number and shortest durations possible. All affected neighbors shall be notified 48 hours prior to utility shut off and given an estimate of the duration of the shutoff.
5. The portable toilet shall be regularly cleaned to prevent odors, shall be located away from property lines to the extent practical, and shall not be located in public rights-of-way.
6. No advertising signs shall be posted on site.

Enforcement, Violations, and Penalties

Requirements of the Construction Code of Conduct shall be enforced in accordance with MMC Section 15.20.090. Violations shall be noticed in accordance with MMC Section 15.20.090. Violations are subject to the penalties described in MMC Section 15.20.090.

2. Construction materials shall be maintained in a safe, orderly and organized manner and screened wherever possible from view of the neighboring property and public ways.

CONSTRUCTION CODE OF CONDUCT

AGREEMENT:

Project Address: SR 520 WSDOT right-of-way, west of Evergreen Point Road

Permit Numbers: _____

I have received a copy of the City of Medina Construction Code of Conduct. Having read the Code of Conduct, I understand and agree to the requirements for construction conduct within the City of Medina. I understand and agree that violations of the Code of Conduct may result in Stop Work Order, civil penalty, criminal penalty or as otherwise specified in MMC 15.20.090.

Owner's signature	1/4/12 Date
John White (WSDOT) Owner's Name - Please print	3015 112th Avenue NE, Suite 100 Owner's mailing address
425.576.7118 Owner's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

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Erik Nelson (KGM) Owner's Agent Name - Please print	3015 112th Avenue NE, Suite 100 Owner's Agent mailing address
425.576.7119 Owner's Agent Phone no.	Bellevue, WA 98004-8001 City, State, Zip

General Contractor's signature	1/4/12 Date
Erik Nelson (KGM) General Contractor - Please print	3015 112th Avenue NE, Suite 100 General Contractor's mailing address
425.576.7119 General Contractor's Phone no.	Bellevue, WA 98004-8001 City, State, Zip

ATTACHMENT 2
FIGURES

AERIAL SOURCE: Google Earth Pro, 2010.

K:\Jobs\100055-SR520\100055-01-RP-003.dwg CM F1

Jan 04, 2012 1:32pm heriksen

Figure 1
Vicinity Map
Medina Construction Mitigation Plan
SR520 Floating Bridge and Landings

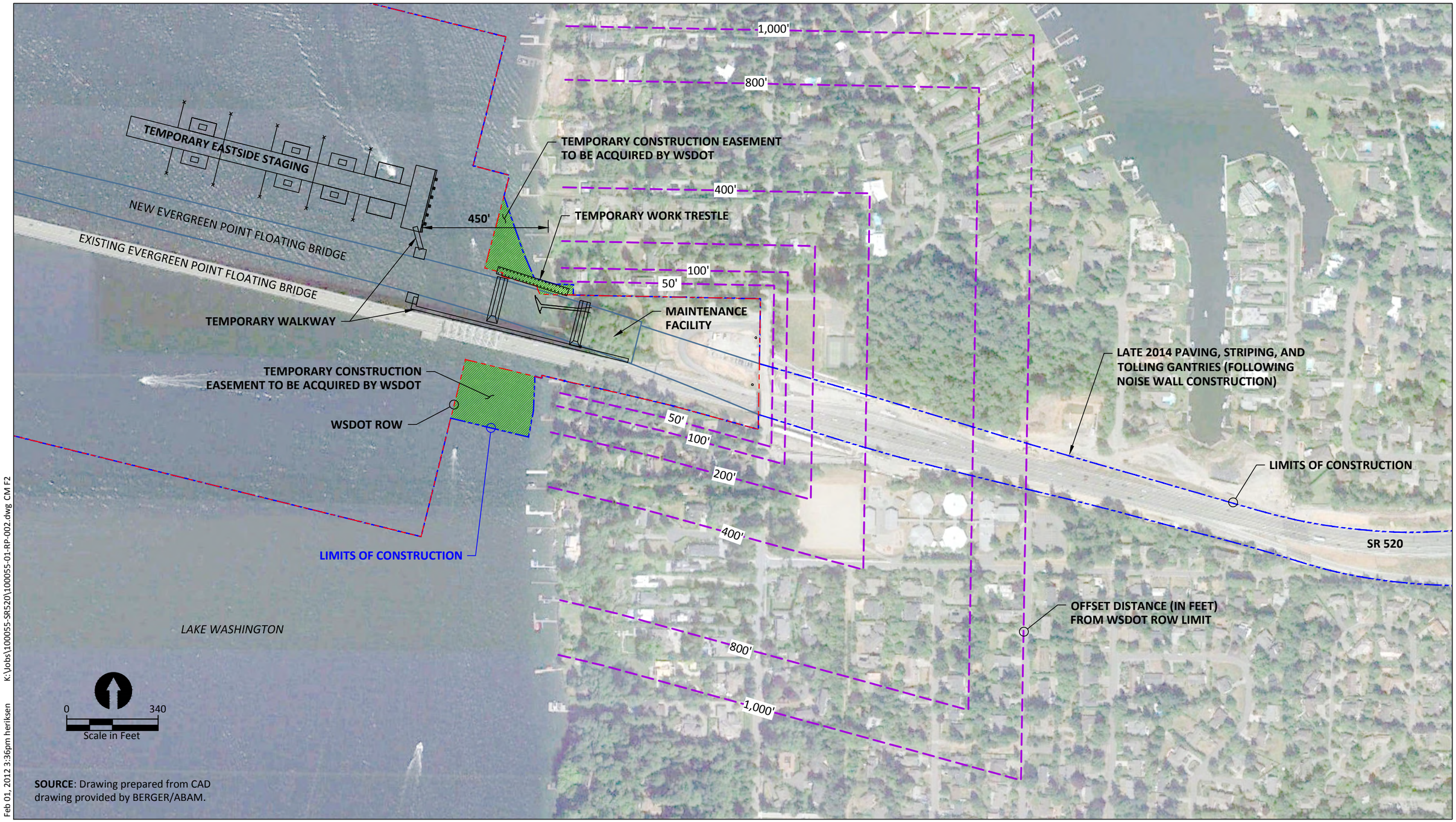
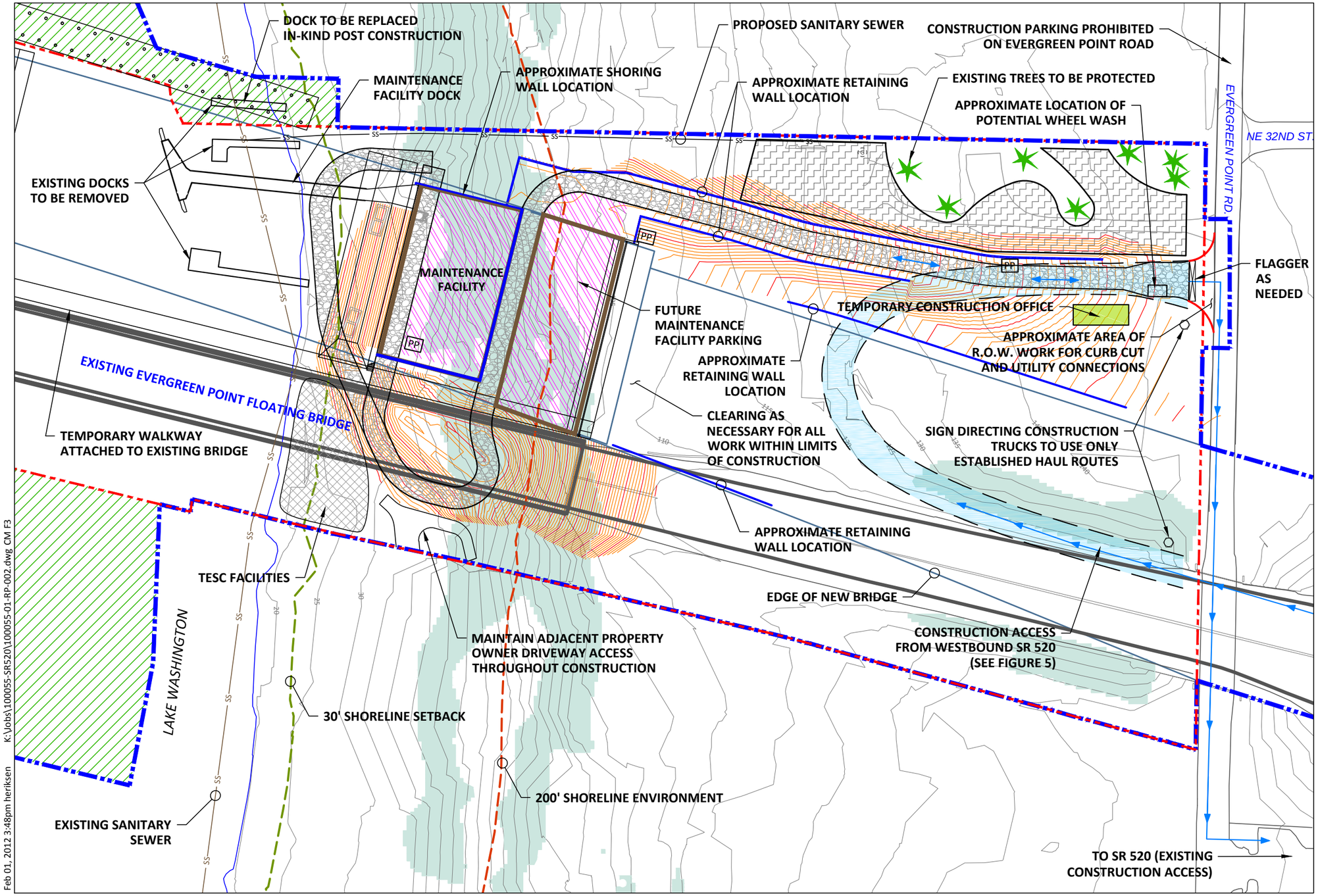


Figure 2
Construction Area and Offset Distances
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



LEGEND:

- Construction Parking Area
- Existing Construction Access Road
- Temporary Access Road (location may change as project progresses)
- Temporary Construction Office (location may change as project progresses)
- PP Portable Restrooms
- Construction Staging and Laydown Area/Material Delivery
- Limits of Construction
- Haul Route
- WSDOT ROW
- Tree to be Preserved
- 140 Existing Topographic Contour (5-foot intervals)
- Final Grade Contours (1- and 5-foot intervals)
- Temporary Construction Easements to be Acquired by WSDOT
- Area where Slopes >40%

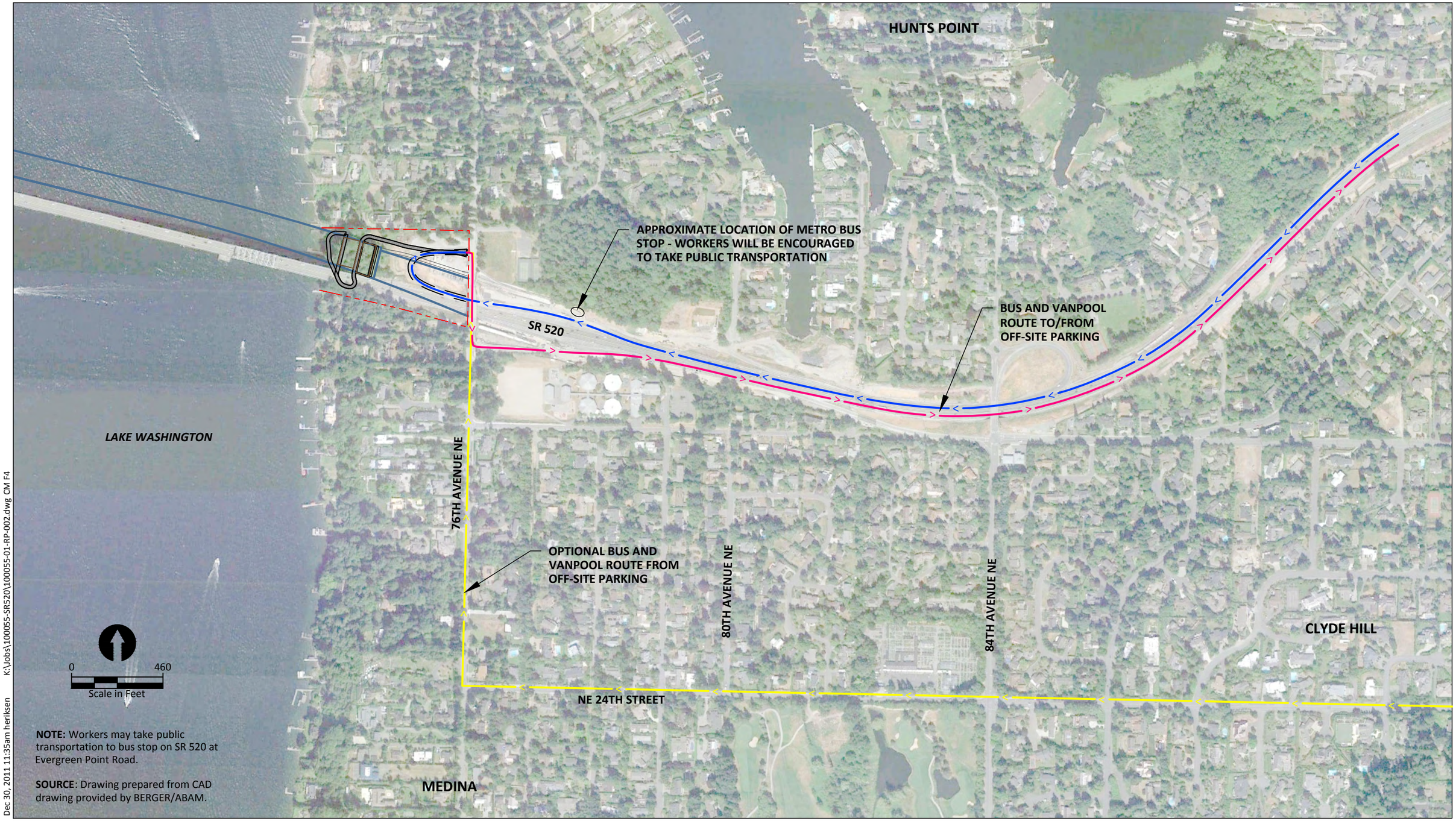
NOTE: Two critical areas were identified in the project area that include (1) the entirety of Lake Washington, which is a Fish and Wildlife Habitat Conservation Area (FWHCA) and (2) the high bluff area along the Lake Washington shoreline which includes both landslide and seismic hazard areas. The project is utilizing the 30-foot zoning Shoreline Setback identified in MMC 17.38.060 as the FHWCA buffer. The 200 ft Shoreline Environment Line shows the extent of the shorelands regulated by the Shoreline Management Act.
The erosion hazard areas across the project site, including a 200-foot buffer from the clearing limits, are described in the Supplemental Critical Areas Report and are shown in Attachment 6, Part 1. The landslide hazard areas were identified on the project site as having slopes steeper than 40 percent and the extent of the steep slopes that meet this criteria are shown in Attachment 6, Part 1.

SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM. Slope >40% data provided by GeoEngineers, Inc.

KGM

0 80
Scale in Feet

Figure 3
Mitigation Site Plan
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings

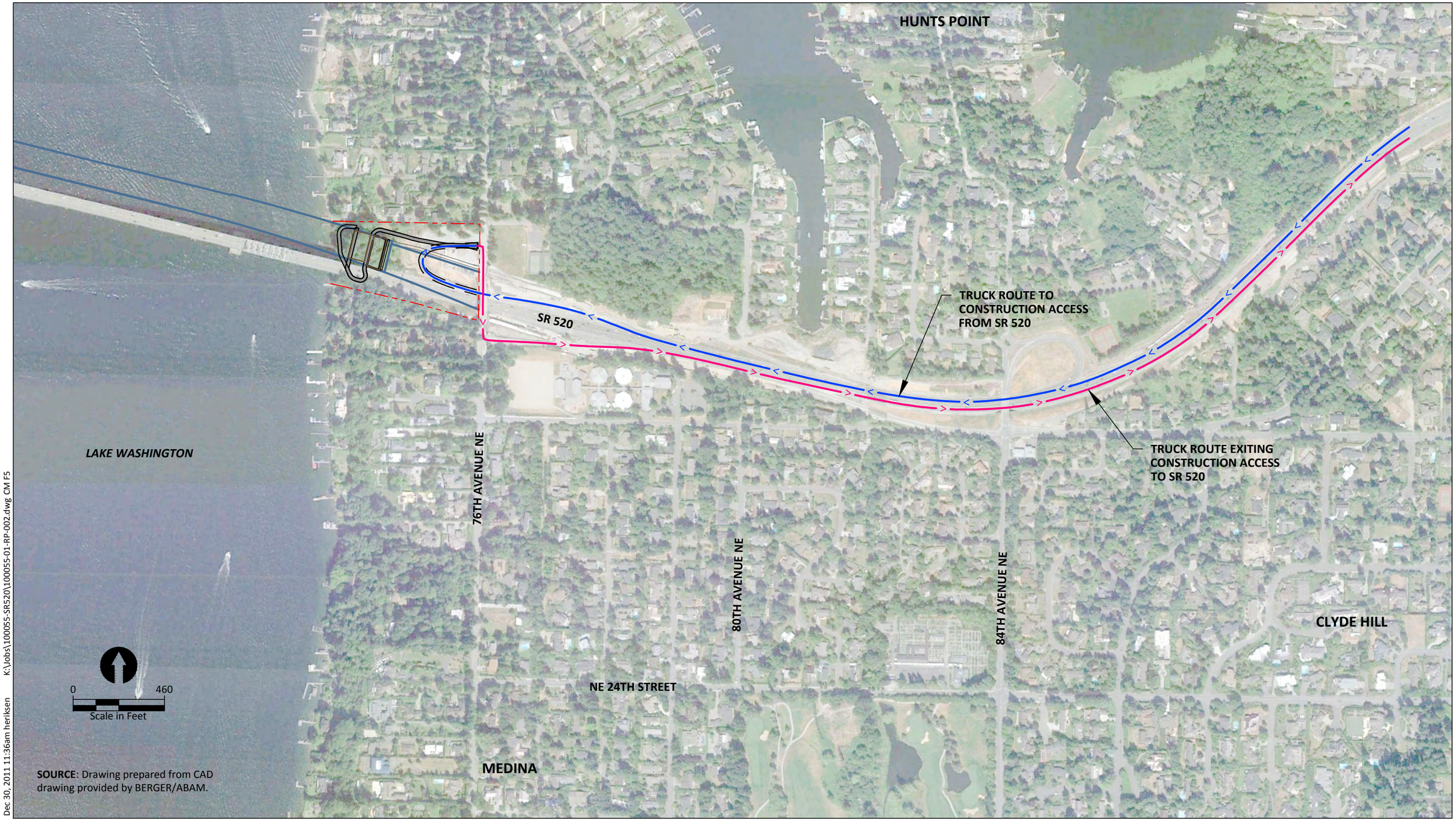


NOTE: Workers may take public transportation to bus stop on SR 520 at Evergreen Point Road.

SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM.

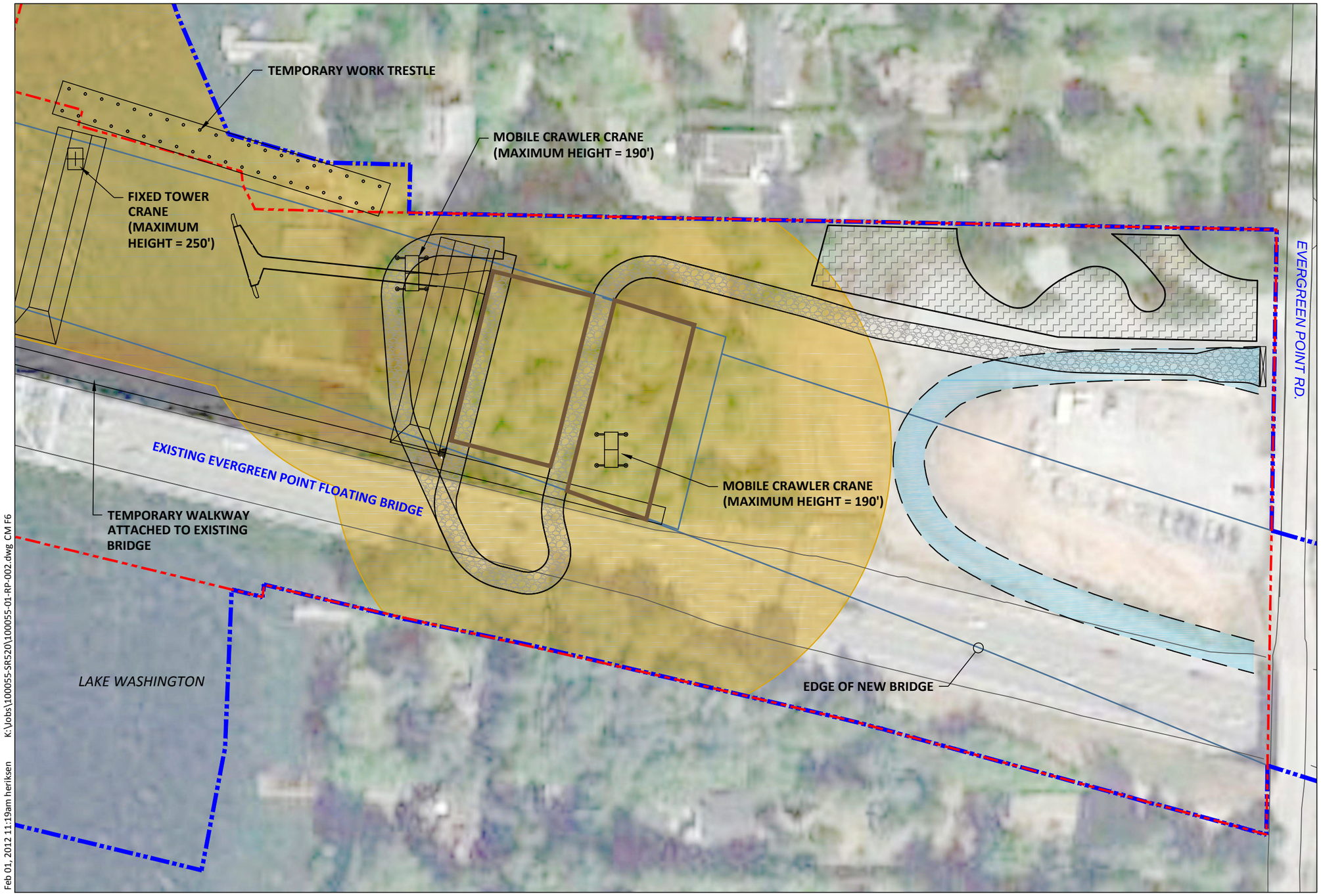
Dec 30, 2011 11:35am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F4

Figure 4
Site Access from Off-site Parking Map
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



Dec 30, 2011 11:36am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F5

Figure 5
Truck Travel Route Map
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings



LEGEND:

- Construction Parking Area
- Existing Construction Access Road
- Temporary Access Road
- WSDOT ROW
- Limits of Construction
- Zone of Crane Boom Swing

0 100
Scale in Feet

NOTES:

1. Other crane locations may be used for existing bridge demolition.
2. Crane booms will not swing beyond WSDOT limits of construction without written consent of property owner.

SOURCE: Drawing prepared from CAD drawing provided by Keiwet/General/Manson.

Feb 01, 2012 11:19am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F6

KGM

Figure 6
Crane Operation Layout
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings

LEGEND:

- Temporary Access Road
- WSDOT ROW
- Tree to be Preserved
- Community Corridor Planting
- Transitional/Guidance Planting
- Shoreline Planting
- Shoreline Gravel Supplementation

0 80
Scale in Feet

SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM.

Feb 02, 2012 8:32am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg CM F7

KGM

Figure 7
Final Site Configuration
Medina Construction Mitigation Plan
SR 520 Floating Bridge and Landings

ATTACHMENT 3
PROJECT DESCRIPTION – ADDITIONAL INFORMATION FOR TAILORED CMP

PROJECT DESCRIPTION

The State Route 520 Evergreen Point Floating Bridge and Landings Project (SR 520 FBL Project) consists of the design and construction of the new SR 520 Evergreen Point floating bridge across Lake Washington (Figure 1). The planned construction activities include building the new floating bridge and maintenance facility, and demolishing the existing bridge and landings. The SR 520 FBL Project construction activities include:

- Construction of a new six-lane bridge that includes high occupancy vehicle (HOV) lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail
- Construction of the floating bridge structure, a fixed east approach, and transition structures between the fixed structures and floating bridge
- Towing, storage, and outfitting of the 33 pontoons that will be constructed in Grays Harbor through the Pontoon Construction Project
- Construction, storage, and outfitting of an additional 44 supplemental stability pontoons, 58 anchors, and the associated anchor cables
- All aspects of floating bridge assembly including temporary moorage, towing all pontoons to Lake Washington, anchor installation, assembly of the pontoon substructure, and installation of the superstructure and roadway deck
- Construction of the final connection between the new six-lane bridge and the new lidded roadway section constructed within the Medina to SR 202: Eastside Transit and HOV Project design-build contract
- Construction of a new bridge maintenance facility and dock located beneath the east approach structure
- Paving, striping, and installation of tolling gantries east of Evergreen Point Road
- Demolition of the existing SR 520 bridge

Construction activities within or in near proximity to the City of Medina (Figure 2) include:

- The east approach structure that connects the floating bridge to the at-grade highway to the east of the Medina shoreline; the approach structure will be supported on two foundation piers, one in-water, approximately 200 feet from the shoreline, and one on land, just a few feet from the shoreline
- A temporary construction work bridge that will be constructed to the north of the proposed bridge alignment; the work bridge will be adjacent to and will facilitate construction of the east approach structure and the in-water foundation pier

- A temporary floating eastside staging area that will be located approximately 100 feet north of the proposed bridge alignment and 450 feet from the eastern shoreline of Lake Washington:
  - The new bridge pontoons will be delivered, connected, and outfitted in this area prior to installation in the final bridge alignment
  - A walkway connected to the existing bridge will connect the floating staging area to the landward construction area
- A three-level, approximately 15,000-square-foot maintenance facility with a footprint of approximately 80 feet by 130 feet that will be built under the new bridge deck, between Lake Washington and Evergreen Point Road
- A 121-foot-long dock that will connect the maintenance facility to Lake Washington
- Demolition of the existing bridge after traffic is active on the new bridge
- Paving, restriping, and installing tolling gantries east of Evergreen Point Road

Access to the construction site will be both upland from SR 520, crossing Evergreen Point Road, and from Lake Washington. For construction of the bridge and east approach elements, as well as the maintenance facility elements of the project, the Washington State Department of Transportation's (WSDOT's) contractor (Kiewit/General/Manson, or KGM) must access the shoreline area with heavy equipment and construction materials. To facilitate site access early in the work sequence for the bridge and east approach elements, KGM will build a primary temporary construction access road from the top of the hillside down to the shoreline area.

At the top of the hillside and the eastern portion of the site near Evergreen Point Road, construction access and egress will be at the existing construction access point from Evergreen Point Road and the new permanent driveway location. At the steeper hillside portions of the site to the west, the primary construction access road will traverse the site from north to south, turning north as it approaches the bottom of the hillside near the shoreline. In this area, an abutting property owner's driveway encroaches into the WSDOT right-of-way. Driveway access for this property owner will be maintained throughout construction.

During construction, a temporary ecology block wall will be installed along the shoreline, just above the ordinary high water mark. This temporary block wall will support temporary construction access roadway fill, which will allow level access and will accommodate the necessary turning area for heavy equipment to the Pier 2 and maintenance facility construction areas. Additionally, this temporary wall will serve a critical purpose as part of the shoreline construction best management practices (BMPs), in addition to silt fencing, to ensure that stormwater runoff and soil from the construction site do not flow directly into the lake. The wall will serve as a hard edge to the construction site during site disruption. The wall will also provide an internal temporary swale and underdrain that will direct runoff to the temporary erosion and sediment control facilities for treatment prior to discharge.

Construction of the new bridge will begin in April 2012 with estimated completion in 2014. Demolition of the existing bridge, final grading, and landscaping are scheduled for 2015.

1. Work Hours

Most substantive project work will typically occur between 7:00 am and 7:00 pm, Monday through Friday. Clean-up of the day's work and staging for the next day's work will typically be done in the late afternoon and early evening, with occasional work into the later evening hours or early-to-mid morning hours. The earliest typical weekday arrival will be 5:00 am with work beginning at 6:00 am. The earliest arrival on Saturdays will be 6:00 am with work starting at 7:00 am and concluding at 5:00 pm. Circumstances warranting early start times include:

- Preparing equipment and/or materials that are necessary for the day's work
- Conducting work preparatory to other work that will require much or all of the typical day shift
- Starting work that must finish within the day that is projected to take longer than the typical day's work allows
- Large concrete pours that will require certain shifts to last more than 12 hours
- Similar types of situation-dependent work that require more time than a single work shift allows

Although KGM intends to complete as much of the project during daytime work hours as possible, some activities will have to take place at night. Work after 7:00 pm will only be

conducted for those critical path items for bridge completion that require night work to meet the WSDOT schedule.

Planned night work falls into three primary categories: work associated with required lane closures, swing shift work associated with construction of the east approach elevated structure, and work associated with shifting traffic to the new bridge.

Night work will be necessary when ancillary roadwork requires lane closures to protect the traveling public. Examples of this would include installation of traffic barriers, tolling gantries, and the temporary worker walkway on the existing bridge, Although all of this work has not yet been scheduled, and may not be known until closer to the construction activity, it is estimated that there will be approximately 50 nights of work associated with lane closures. To protect the travelling public and reduce traffic congestion, lane closures must occur at night, typically between 9:00 pm and 5:00 am.

To construct the east approach elevated structure, the method of segmental cast-in-place concrete construction requires that swing shift work between the hours of 4:00 pm and midnight is conducted for approximately 24 months. Work performed during the swing shift will be quieter work, including completion of concrete pours, rebar installation, and similar activities.

Additional night work is also required when shifting traffic to the new bridge. This is anticipated to include up to six complete weekend closures, with 24-hour construction operations for the duration of each closure.

Other than as described above, night work is not expected, but may need to occur. There may be situations where unexpected work past 7:00 pm is necessary. An example of this would be a large concrete pour that, once started, must continue without interruption until complete.

Locations for night work, and therefore light plant locations, will change on a daily basis. Temporary construction task lighting will be used only in concentrated active work areas. Lighting will be minimized in areas other than the immediate active work zones. Lighting

will be directed at the specific work locations, not towards adjacent residences. Construction lighting will be shielded with visors, louvers, shields, or screens to minimize light spillage.

When night work does need to occur, the following provisions will be taken:

- A notice will be sent to all affected residences at least 7 days prior to scheduled night work, when the work is scheduled, or as soon as possible when unscheduled night work is determined to be necessary.
- The notice will include a description of why the night work is required.
- If possible, the noisiest work will be completed before midnight.
- Other than occasions that are associated with scheduled road closures, KGM does not intend to perform work on Saturday or Sunday nights.

2. Noise

Minimization and Mitigation Measures

- KGM will apply for a noise variance from the City of Medina for work that exceeds allowable noise thresholds, and will comply with any conditions of the variance.
- Mufflers will be required on all engine-powered equipment.
- Equipment will be inspected regularly and defective mufflers and parts that do not meet the manufacturers' specifications will be replaced.
- Activities that produce high noise levels (such as hauling, loading spoils, jack hammering, and other demolition equipment) will be limited to daytime hours when feasible.
- Pile driving will be limited to the hours between 7:00 am and 5:00 pm when feasible.
- To further minimize noise associated with pile driving, KGM will use pile cushion pads when feasible.
- Stationary construction equipment will be located as far from nearby noise-sensitive properties as possible.
- Equipment will not be allowed to idle unnecessarily.
- KGM will evaluate the possibility of using ambient back-up alarms, or otherwise minimizing the use of standard back-up alarms.
- KGM will prohibit truck tailgate banking.
- KGM will use electric tools and equipment when possible.
- KGM will maintain a construction log, which will include information on activities,

dates and times, and equipment used and the duration, to better pinpoint problematic activities or equipment and to facilitate quick resolution of issues or noise level exceedances.

- KGM will notify nearby residents when pile driving or other noisy work would be occurring.
- When nighttime work is necessary, KGM will notify all households within the impacted area at least 7 calendar days in advance of the work, when the work is scheduled, or as soon as possible when unscheduled night work is determined to be necessary. KGM will complete the noisiest work before midnight when feasible.
- KGM will establish a 24-hour construction hotline to investigate noise complaints.
- Portable generators will be necessary for some of the construction activities. Most generators will be small, portable units that will move with the active work locations. There will be no permanent generator locations. Land power will be used to the greatest extent possible, eliminating the need for multiple large generators to provide necessary power for the site. There will be times that larger generators may be needed. They will be equipped with mufflers and only run when necessary. Predicted construction noise analyzed in the KGM Noise Variance Application (initially submitted on January 5, 2012, and revised January 30, 2012) accounted for the use of generators.

3. Parking, Staging, and Material Deliveries

The project site will accommodate approximately 20 to 30 cars or pick-up trucks initially. The site will be reconfigured periodically as the project progresses, and additional on-site parking may become available. The number of workers and subcontractor personnel on site at any one time may exceed the number of available on-site parking spots; therefore, KGM will secure off-site parking areas to accommodate approximately 100 vehicles and will shuttle workers to the construction site. KGM will use existing public park-and-ride facilities outside of the Medina city limits. Specific sites have not yet been identified. See Figure 4 for the access plan for buses and vanpools to the site from off-site parking.

Vehicles associated with the construction project will be prohibited from parking within the Evergreen Point Road right-of-way or at the Fairweather Nature Preserve. Trucks delivering materials to the site will use the construction access routes to the site as described below. Within the site, construction vehicles will use the primary access road, and

staging/laydown/material deliver areas indicated on Figure 3. The configuration of temporary access roads internal to the site and short term stating/laydown/material delivery areas will shift as needed to complete the work.

Passenger vehicles, including shuttle buses and vans, will be allowed to access the site from Evergreen Point Road. Construction deliveries and material haul out will be limited to designated haul routes. Incoming deliveries will use the existing construction access from westbound SR 520 that was built as a part of the Eastside Corridor Constructors (ECC) project. Outgoing construction vehicles will exit the site going southbound on Evergreen Point Road and will enter SR 520 eastbound via the construction access that was also built by the ECC project. Signs stating "Construction Vehicles Must Use Established Truck Travel Routes" and showing the designated route will be posted at access point from westbound SR 520 and at the access point with Evergreen Point Road. See Figure 4: Site Access from Off-site Parking Map and Figure 5: Truck Travel Route Map for details.

4. Safety

KGM will develop a detailed project-specific safety plan. This plan will require many safety protocols to be used during construction, including:

- KGM management and field supervisors will incorporate safety considerations into each work task.
- A hazard analysis will be performed and documented prior to starting any operation.
- Daily, weekly, and monthly project safety meetings will be held.

KGM will develop and implement a Worker and Public Health and Safety Plan to minimize the effects from encountering any unidentified hazardous materials. KGM will also comply with noise-related Washington State Department of Labor and Industries requirements for worker safety.

To address traffic safety, all oversized (longer than 40 feet) deliveries will be flagged. In addition, a flagger will be stationed at the construction entrance off Evergreen Point Road during excavation for the maintenance facility and during high volume material deliveries.

The construction site will be secured with a gated fence along Evergreen Point Road during non-work hours when KGM and ECC are both inactive. In addition, fencing will be installed around excavation limits during non-work hours.

5. Environmental Protection

KGM has developed and will implement environmental protection measures throughout the construction effort as outlined in the Environmental Compliance Plan (ECP) that has been approved by WSDOT. The ECP includes the following components and/or plans:

- Environmental Protection Training Program for all staff, subcontractors, and vendors
- Internal, external, and emergency response communication procedures
- Spill Prevention, Control, and Countermeasures (SPCC) Plan
- Construction Water Quality Monitoring and Protection Plan (CWQMPP)
- Soil and Groundwater Management (SGM) Plan
- Fugitive Dust Control Plan
- Collection, Containment, and Disposal (CCD) Plan
- Bird Protection Plan
- Underwater Noise Monitoring Plan
- Unanticipated Discovery Plan
- Temporary Erosion and Sedimentation Control (TESC) Plan
- Stormwater Pollution Prevention Plan (SWPPP)

5.1 Environmental Protection – Upland Construction Activities

Environmental protection measures implemented during upland construction activities will aim to prevent and minimize potential effects to the surrounding upland areas and Lake Washington. During all phases of construction activities, an adaptable and responsive environmental management approach will be used to minimize and mitigate environmental concerns. The approach includes specific measures to protect the environment, respond to environmental issues as they arise, and manage known environmental issues through the implementation of project-specific BMPs.

All construction activities and waters generated from the land-based construction activities in the uplands of Medina will be managed in accordance with the requirements of the SR 520 FBL Project National Pollution Discharge Elimination System (NPDES) Construction

Stormwater General Permit and the associated TESC Plan and SWPPP. Consistent with the City of Medina Staff Analysis and Recommendation for the SR 520 Maintenance Facility and Pier Substantial Development and Conditional Use Permit, prepared by Kristen Kissinger and dated January 11, 2012, KGM will submit a copy of the TESC and the SPCC plans to the City of Medina prior to the start of construction work.

5.1.1 Management and Prevention Measures

- **Construction Work Areas** – All project work will be conducted within the limits of construction/impact area footprint (Figure 2) and will be clearly defined using stakes and high visibility fencing. Shoreline and other sensitive areas will be delineated and protected with silt fencing. High visibility and silt fencing will be removed when the project is complete.
- **General Dust Prevention and Air Quality Control** – Fill material and roadway areas on site will be wetted when dry and dusty to prevent fugitive dust occurrences.
  - Paved Roads – KGM will construct stabilized construction entrances for ingress and egress points, such as at Evergreen Point Road, to prevent tracking of mud/soil onto paved roads. Procedures for removing dirt from wheels and truck exteriors will be used, and will include a wheel wash at the entrance/exit from the site to Evergreen Point Road if necessary. Dirt, dust, and debris will be removed from this area on a regular basis to prevent and minimize the transport of soils or dirt offsite. Spills of transported material onto public roads will be cleaned up immediately.
  - On-site Disturbed Areas – Water will be applied to active construction work areas to suppress dust as needed. Stabilization BMPs will be used for disturbed areas not supporting construction traffic or active work and may include vegetation, plastic covering, erosion control fabrics and matting, and the early application of a gravel base on areas to be paved.
  - Transport of Materials – Any trucks leaving the site with soils or materials that could result in fugitive dust will be covered with a tarpaulin to ensure that there are no emissions during transit.
  - Stockpiled Materials – Stockpiled materials may be dampened by water sprays to minimize fugitive dust if necessary.

- Demolition Activities – Water sprays will be used to dampen active work areas and stockpiled demolished materials, and during the loading of trucks with demolition debris.
- Other Air Emissions – Other emission-generating activities related to operations and maintenance may include sandblasting or other abrasives, painting, and coating, and general operation of diesel equipment. The following BMPs may be implemented to limit unnecessary generation of air pollutants:
    - Appropriate emission-control devices on equipment powered by gasoline or diesel fuel will be used to reduce CO and NOx emissions in vehicular exhaust. Low-sulfur diesel will be used when possible.
    - Sandblasting materials will be stored inside a building or contained so as to not generate dusts.
    - Non-slag (inert) sandblasting abrasives will be used when feasible.
    - Sandblasting will be conducted on days when the wind will not transport the material off-site or in a confined area to limit emissions.
    - Spent material will be immediately contained and disposed of at an appropriate facility.
    - Lids will be kept on all containers of paints and coatings.
    - Methods will be implemented for efficient paint application to reduce overspraying, including proper training for painters.
    - When possible, paint types such as waterborne paints, powder coatings, ultraviolet light or electron beam curable coatings, or higher solids paints will be used.
    - When possible, cleaners with low hazardous air pollutant and volatile organic compound content such as water-based, alkaline, or microbial cleaners may be used.

- **Land-based Equipment Refueling** – All refueling facilities will have appropriate signage, be fully self-contained, and be compliant with secondary containment requirements for portable refueling operations. All refueling locations will be located at least 100 feet away from the shoreline, and BMPs will be in place to ensure that spills do not enter the stormwater system or adjacent receiving waters. Refueling BMPs include:

- Secondary containment will be placed under hose reels and protected from weather.
- Sorbent pads will be placed under refueling area to catch any drips and/or spills and any drips will be wiped up immediately.
- Fuel storage tanks will be double hulled and properly labeled.
- Hoses and fittings on all equipment will be inspected, and drip pans will be placed under fuel transfer areas.
- Funnels will be used when applicable and necessary.
- Refueling will require trained KGM personnel who will remain present at all times during any refueling.
- No topping off will occur.
- Fuel will not be stored on unlevel ground.
- Spill kits, which will include sorbent pads, will be maintained at refueling facilities.
- Gauges will be checked to ensure they are working properly on fuel tanks and all equipment will be inspected for drips.

- **Spill Prevention and Planning –** All equipment will be inspected daily for leaks, drips, or maintenance needs. Equipment deemed not sufficiently serviceable or at risk of developing a hydraulic leak will be taken out of operation until it can be made operational. Staging and decontamination areas will be located within fenced and/or inaccessible areas. Any flow control valves and/or drain valves associated with any onsite storage containers will be securely locked in the closed position while not in use. Any bulk storage or hazardous materials will be stored in secured, lockable storage containers/cabinets with secondary containment. Spill response kits will be maintained in close proximity to all hazardous materials and equipment, and will be immediately accessible to all project personnel.
- **Maintenance and Storage** – All repairs and routine maintenance will be performed within equipment staging/storage areas in secondary containment at all project support locations. Shop cloths, drain pans, and spill pads will be used during routine maintenance of equipment. All portable containers, including drums and smaller containers, will have secondary containment such as double-walled construction or plastic spill pallets, or will be stored in structures engineered to provide secondary containment capable of preventing discharge to nearby surface waters.
- **Site Inspection** – Site inspection audits will be completed weekly to ensure that spill

controls are in place and remain effective. In addition, daily visual inspections will be conducted to ensure that spill kits are present and BMPs are being appropriately implemented.

- **Bird Protection** – Impacts to nesting birds will be avoided or minimized by both actively and passively deterring them from nesting both on land and on the bridge within the project area. During migratory bird nesting season, a qualified biologist will monitor potential nesting habitat to determine if any nests or nesting behavior are present.
- **Training** – KGM employees and subcontractors, including refueling and maintenance contractors, will be trained on the contents of the SPCC Plan including personnel roles and responsibilities, emergency recognition, spill resource and receptor recognition, spill prevention planning techniques, spill response measures, and spill reporting protocol.

5.1.2 Response Measures

- **Spill Response** – Potential spill sources derived from heavy equipment include fuel, hydraulic fluid, coolant, and transmission fluid. Spills will be responded to according to the following protocol:
  - Get help.
  - Assess hazard.
  - Secure spill response and personal protective equipment.
  - Contain and eliminate spill source.
  - Conduct spill cleanup and mitigation of environmental impacts.
  - Dispose of spill residue, absorbent materials, and contaminated media at appropriately designated and permitted off-site facility. If storage containers are used, they will be properly maintained and labeled.
  - If the spill cannot be safely and effectively contained or controlled, contact the designated spill cleanup contractor.
- **Impacted Stormwater** – If stormwater comes into contact with hazardous materials, the area immediately downgradient will be contained to prevent further run-off. Response and reporting procedures are the same for Spill Response.
- **Impacted Soil and Groundwater** – All contaminated soil and groundwater will be handled according to the SGM Plan with a specific process to follow for an

Underground Storage Tank (UST) discovery.

5.2 Environmental Protection – In-water and Over-water Construction Activities

All in-water work will be conducted during the agency approved in-water work windows. Water quality monitoring will be conducted during in-water/over-water construction activities per the CWQMPP to document the performance of BMPs and procedures used within and over Lake Washington, ensure that Water Quality Standards are being met and ensure compliance with the conditions and requirements of the project environmental permits.

Specific measures related to in-water and overwater work are as detailed in Sections 5.2.1 and 5.2.2.

5.2.1 Management and Prevention Measures

- **Construction Work Areas** – All project work will be conducted within the limits of construction/impact area footprint (Figure 2).
- **General Dust Prevention and Air Quality Control** – Concrete structures will be wetted during demolition activities to prevent fugitive dust occurrences.
- **Concrete Dust Control** – The prevention of concrete dust migration will include the following containment and collection BMPs:
  - Water spray will be used as needed to control concrete dust before and during concrete demolition activities.
  - Demolition activities during high winds will be avoided when possible. If rescheduling is not practical, the collection area for water spray and/or debris collection will be expanded to accommodate this factor.
  - Demolished concrete debris may be directly loaded into trucks for off-site disposal or recycling.
  - Sweepings from exposed aggregate concrete will not be swept into the access roads, streets, or storm drain.
- **Concrete-related Construction Activities** – KGM will implement a CCD Plan for any work performed related to concrete installation and activities that generate residue from asphalt, concrete, or Portland cement concrete materials during construction activities. The following concrete-specific BMPs will be used:

- All concrete-related construction products—such as form release agent, curing compound, and bonding agent—will be stored under cover and away from drainage areas.
- All concrete slurry waste will be collected in secure containment for proper handling and off-site disposal.
- Eco-pans or similar containers will be used for waste concrete and construction products.
- Concrete slurry pans, eco-pans, or containers will be covered when not in use to minimize the generation of water requiring handling and disposal.
- A protected area will be used for quality control testing.
- All concrete residues will be removed (vacuumed) from the roadway and other surfaces on a continuous basis immediately behind the grinding or cutting operations.
- Concrete slurry will be collected, contained, and transported for disposal at an appropriate off-site disposal facility.
- Concrete will be poured in the dry or within confined waters not being discharged to surface water, and concrete will be allowed to cure before contact with surface water.
- Concrete pumps and pipelines will be equipped with an emergency cut-off valve so that no uncured concrete comes into contact with surface water.
- When construction activities are occurring on bridge in work areas where water must be collected and treated, catch basins will be blocked to allow for the collection and containment of construction waters.
- All concrete curing water and concrete contact water that is generated during casting, curing, concrete grinding, or demolition activities will not be discharged to surface waters or groundwater and will instead be captured, treated, discharged, and monitored in compliance with project environmental permits.

- **Refueling** – Standard marine refueling procedures will be used to refuel all over-water equipment. These procedures include fueling procedures for portable equipment on floating platforms and fueling procedures for commercial watercraft. Refueling operations are specifically outlined in the SPCC Plan.
  - Land-based fueling stations will be used to the extent practicable.

- Eco-friendly lubricants and fuel sources (e.g., vegetable-based) will be used for in-water and over-water construction where practicable.

- **Spill Prevention and Planning** – The following are specific over-water BMPs:
  - All fluid out of any equipment will flow into a containment tub.
  - Fuel hoses, oil drums, and oil or fuel transfer valves and fittings on equipment will be checked daily for drips or leaks, and shall be properly maintained and stored to prevent spills into the surface water.
  - Spill containment kits and visqueen plastic will be kept on site and within construction vehicles/barges for easy deployment in the event of a spill.
  - An oil containment boom to contain and localize any potential spills and thus minimize pollution, and to assist in the removal of any spilled oil will be present and available during all construction activities.
  - Absorbent materials will be placed under all vehicles and equipment on barges or other over-water structures. Absorbent materials will be applied immediately on small spills, and promptly removed and disposed of properly. An adequate supply of spill cleanup materials such as absorbent materials will be maintained and available on site.

- **Water and Construction Debris Containment**
  - KGM and associated subcontractors will ensure that all construction-related debris is collected and contained and that no debris, garbage, or fuel enters the harbor.
  - Visual monitoring for floating debris (trash, oil sheen, etc.) will take place and will be removed via boat as necessary.
  - Edge forms, curbs, rails, or tow boards will be installed around the perimeters of over-water work structures to contain potential spills and prevent materials, tools, and debris from leaving the over-water structure.
  - Formwork used during cast-in-place concrete bridge component construction will be secure, preventing any leaks of cure water or concrete, and concrete pour watches will be used.
  - A temporary cofferdam will be used for the in-water pier construction to prevent sediment, concrete, and steel debris from mixing with surface waters.

- **Maintenance and Storage** – The following are specific over-water BMPs:

- Vehicle and construction equipment inspection will occur daily.
- Vehicles will be inspected prior to entering any over-water work zone. Vehicles and equipment will be kept clean of excessive build-up of oil and grease.
- Offsite repair shops will also be used to the extent practicable. These businesses are better equipped to handle vehicle fluids and spills properly.
- Tie downs will be used to secure all material to aid in preventing discharges to the lake via wind forces.
- Over-water work areas and any temporary stockpiled materials will be covered between use. Nets, tarps, platforms, scaffolds, blankets, barges, and/or floats will be used to contain and control debris beneath structures being constructed.

- **In-Water Equipment Operation –** Barges used for construction will not be allowed to ground within the project area. Barges and other floating equipment shall be operated to minimize nearshore propeller-wash impacts such as suspension of nearshore sediments.
- **Fish Protection –** Pile driving will occur only during approved in-water work windows to minimize the potential effects on fish species. Underwater sound attenuation in the form of a bubble curtain will be used during impact pile driving. After construction of a project cofferdam, any trapped fish will be removed using approved WSDOT fish handling and exclusion protocols or appropriately adapted and approved methods.
- **Training** – KGM employees and subcontractors, including refueling and maintenance contractors, will be trained on the contents of the SPCC Plan including personnel roles and responsibilities, emergency recognition, spill resource and receptor recognition, spill prevention planning techniques, spill response measures, and spill reporting protocol.

5.2.2 Response Measures

- **Spill Response** – Spill response occurring with equipment used below the ordinary high water line will follow the procedures described in the Shipboard Oil Pollution Emergency Plan included in the SPCC Plan. This includes specific information for handing small spills from a vessel as well as activities required in the event of a major spill incident, including vessel grounding or explosion. General spill response for small spills (pipe leaks and/or tank overflows) include the following:

- Stop the flow of any spilled product.
- Act to ensure safety of the vessel or facility personnel.
- Conduct an initial assessment and attempt to contain the spill if it can be done safely.
- Notify the appropriate people as identified in the SPCC Plan Contact List.
- Deploy containment/recovery equipment.
- Document the spill as outlined in the SPCC Plan.

- Diesel, gasoline, and hydraulic oil spills to water will immediately have booms placed around them, the equipment and/or operations will cease, and the spill location on the equipment will be identified and the leak will be stopped. The appropriate regulatory agencies will be notified, as well as WSDOT, as outlined in the SPCC Plan.

5.3 Soil and Groundwater Analysis

Soil and groundwater environmental testing indicates that the soils within the upland areas of the SR 520 FBL Project site located within the City of Medina are not contaminated. All analytes for samples within the KGM work area were either non-detect or detected at low-level concentrations, less than the Washington State Department of Ecology (Ecology) cleanup levels for unrestricted land use. Chemical testing results are included in the Geotechnical Data Report (Appendix G2 of the Request for Proposal; WSDOT 2010[1]), which reported low level exceedances of chemical criteria in two samples. However, neither of these sample locations will be disturbed by the proposed work[2].

Select groundwater samples did have metals concentrations greater than Model Toxics Control Act (MTCA) Method A cleanup levels; however, these concentrations did not exceed the specific Washington State chronic surface water criterion that were calculated by WSDOT for the SR 520 FBL Project using hardness criteria, etc. applicable to this site. It is

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[1] WSDOT (Washington State Department of Transportation), 2010. SR 520 Evergreen Point Floating Bridge and Landings Project Request for Proposal. Olympia, Washington. 6 December.

[2] Arsenic was detected at a level of 38 mg/kg in Sample H-288-08:6, located offshore approximately 50 feet west of the Pier 1 cofferdam and 6 feet deep. This location will not be disturbed by the SR 520 FBL Project. Additionally, gasoline-range petroleum hydrocarbons and benzene were detected in Sample GP-20-10:2 at 47 mg/kg and 0.024 mg/kg, respectively. This sample is located approximately 600 feet east of Evergreen Point Road and 2 feet deep, south of the proposed roadway alignment in an area that will not be disturbed by the KGM work.

also important to understand that these metals concentrations of potential concern were only associated with total metals results, and no criteria exceedances were observed for the dissolved metals analyses. The metals concentrations are associated with soil particles that were present in the groundwater samples.

Construction and dewatering at the site will be performed under the requirements of the Ecology NPDES Construction General Stormwater Permit, and associated discharge monitoring of all water that is released to Lake Washington will be conducted. The NPDES permit requires that discharged water has turbidity of less than 25 nephelometric turbidity units (NTU). All water generated during construction or dewatering will be pre-treated through settlement, filtering, and chemical treatment such as chitosan, as necessary to remove soil particles to reduce turbidity to less than 25 NTU. Pre-treatment prior to discharge will significantly reduce the metals concentrations associated with suspended solids (as seen in the total metals results from previous data). KGM will meet all discharge requirements of the NPDES permit, and will monitor discharge accordingly for turbidity and pH.

6. Maintenance and Repair of Public Lands and Property

Prior to construction, KGM will ensure that the roadway surfaces on the portion of Evergreen Point Road between the construction site and the eastbound construction access to SR 520 are repaired to remove potholes, cracks, and other surface damage. KGM will ensure that the roadway surface is maintained for the duration of the construction activities in Medina. At the end of the project, KGM will comply with City of Medina requirements for asphalt replacement.

On the southwest portion of the site, the abutting property owner's driveway encroaches into WSDOT right-of-way. KGM will maintain driveway access for this property owner throughout construction.

Design of the work proposed by KGM within the Evergreen Point Road right-of-way is not yet available. Existing utilities in the area are being relocated by Eastside Corridor Constructors in their current work to demolish and replace the existing Evergreen Point Road overpass. When they are finished and KGM can secure final as-built locations for the utility lines, the final layout of KGM work within the Evergreen Point Road right-of-way

will be determined. The anticipated scope of work in the right-of-way by KGM includes construction of the new driveway curb cut, and connection to water, electric, and natural gas services. The location of the new driveway curb cut is generally shown in the Construction Mitigation Plan and shoreline permit figures. When detailed design of the KGM work proposed within the Evergreen Point Road right-of-way is available, drawings will be submitted to the City of Medina for review and approval, in compliance with requirements for the Right-of-Way Use Permit.

7. Site Appearance

At the end of work activities each day, the KGM site superintendent or designee will inspect the work area to ensure that the site is safe, orderly, and organized, and will take immediate action to resolve identified issues. Construction materials will be stored primarily on the western portions of the property, out of view from Evergreen Point Road.

8. Miscellaneous

In addition to measures described above, KGM and WSDOT will implement a comprehensive public outreach plan that will include:

- Frequently updated project website: http://www.wsdot.wa.gov/Projects/SR520Bridge/I5ToMedina/Default.htm
- Regular e-mail updates for subscribers: https://public.govdelivery.com/accounts/WADOT/subscriber/new
- Written Materials: fact sheets, fliers, and mailers for the public to keep them informed
- Media Relations: WSDOT and KGM will provide information to local media including blogs, neighborhood newspapers, and broadcast media outlet
- 24-hour project hotline and e-mail:
  - Project Hotline: 425-576-7098
  - Project e-mail address: SR520Bridge@wsdot.wa.gov.
- Communicate events (including open houses and other public meetings) before and during construction

9. Site Specific Mitigation Measures

a. Screening and Buffering

The primary work areas are on the western portion of the site, buffered by vegetation and topography. Prior to the start of construction, temporary opaque screening will be provided along the northern property line adjacent to existing residences where natural screening does not already exist. Screening along the south side of the existing approach will be added prior to demolition of the existing bridge, which is anticipated to occur in late 2014 to early 2015.

b. Temporary Road Closure Mitigation

To connect to utilities that are located in Evergreen Point Road, temporary lane revisions will be required. However, a full closure of Evergreen Point Road will not be necessary. Several temporary closures of SR 520 will occur. WSDOT and KGM will conduct extensive community outreach in advance of the SR 520 closures. A minimum of 14 days prior to any temporary road closures, WSDOT and KGM will provide information on maintenance of traffic and maintenance of access to external stakeholders and government entities. This outreach will extend to affected commuters, residents, and businesses.

c. Haul Routes

KGM will ensure that construction truck traffic only uses the defined truck haul route (Figure 5) to and from SR 520, and that construction trucks do not use Medina neighborhood streets. To ensure this, KGM will:

- Clearly notify and manage all subcontractors
- Post highly visible signs that define the requirement at the construction entrance and exit

Civil design for the project is not yet complete. A rough estimate is that approximately 30,000 cubic yards of material will likely be exported from the site by truck. Excavated material will be used as backfill on-site where feasible given the civil design and material properties. No material will be exported by barge.

10. Cranes

Fixed tower cranes and mobile crawler cranes will be used to construct the maintenance facility; no portion of the crane will extend beyond WSDOT right-of-way. Tower and crawler cranes will be used to construct the bridge. The cranes will be located on and near the temporary work trestle near the maintenance facility pier. Heights of 190 feet for the mobile cranes and 250 feet for the fixed crane are anticipated to be sufficient to conduct the bridge construction work. Operation, including the swing zone, will be restricted to WSDOT right-of-way unless permission is granted by the property owner. See Figure 6: Crane Operation Layout for approximate locations.

11. Landslide Hazard Area

The proposed permanent shoring and retaining walls associated with the eastside approach will improve the long-term stability of the slopes by removing the weaker surficial soils on the steepest portion of the slope. Retaining walls will support slope cuts that cannot be laid back to a long-term stable configuration. All permanent excavation support and all retaining walls will be designed to meet WSDOT and American Association of State Highway and Transportation Officials (AASHTO) codes.

Permanent drainage measures will be included behind all shoring walls and retaining walls, and below the maintenance facility, as required by the geotechnical design. The long-term impact of these drainage measures will reduce the hydrostatic pressure, and consequently will increase the deep-seated stability of the adjacent slopes.

The area of hillside excavation and filling for both permanent construction and temporary construction access was evaluated in the Geotechnical Report submitted as Supplemental Critical Areas Report—East Approach Segment of SR 520 Evergreen Point Floating Bridge and Landings Project for KGM by GeoEngineers in support of the WSDOT Shoreline Substantial Development Permit from the City of Medina. General construction impacts to the hillside were also evaluated in the report, which specified the construction mitigation measures and BMPs that will be implemented during construction to reduce erosion and landslide hazards. These mitigation measures and BMPs include temporary erosion and sediment control requirements, design requirements for temporary site grades, and a geotechnical instrumentation program to monitor the stability of temporary and permanent

earthwork. All mitigation measures, BMPs, and monitoring requirements defined in the Geotechnical Report will be implemented for temporary construction access elements of the work as well as permanent construction. A design team of geotechnical and civil engineers will be responsible for development and approval of all project plans to ensure construction safety and slope stability.

ATTACHMENT 4
PROOF OF OWNERSHIP/LEGAL DESCRIPTION – WSDOT RIGHT-OF-WAY PLAN

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES.

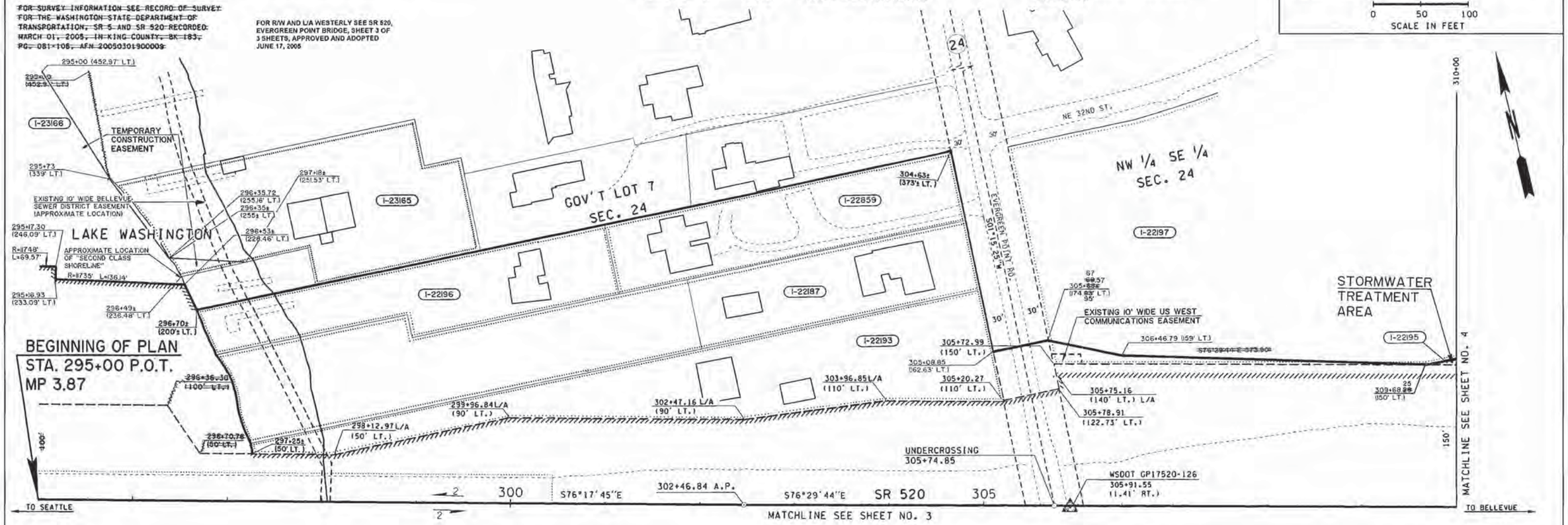
~~FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SR 5 AND SR 520 RECORDED MARCH 01, 2005, IN KING COUNTY, BK 183, PG. 081-108, AFN 20050301900009~~

** FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE: E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 20070215900002

FOR R/W AND L/A WESTERLY SEE SR 520, EVERGREEN POINT BRIDGE, SHEET 3 OF 3 SHEETS, APPROVED AND ADOPTED JUNE 17, 2005

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

LEGEND
ACCESS TO BE PROHIBITED SHOWN THUS
PROPERTY OWNERSHIP NUMBERS
PROPERTY LINES
0 50 100
SCALE IN FEET



ACCESS NOTES:

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT:
STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10 ± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

FOR AREAS SEE SR 520, SR 5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005

* CALCULATED AREA

THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

~~OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.~~

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

SEAN M. POUTHETT — STATE OF WASHINGTON — 36718 — REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 03-19-07 — 06/22/05

SR 520
EVERGREEN POINT BRIDGE TO SR 405 VICINITY
KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

KINTAN LUI — STATE OF WASHINGTON — 36718 — REGISTERED PROFESSIONAL ENGINEER — EXPIRES 02/28/07 — 1/28/05
PROJECT ENGINEER

APPROVED AND ADOPTED JUNE 29, 2005

James R. Waege
RIGHT OF WAY PLANS ENGINEER

SHEET 2 OF 18 SHEETS

APPROVED PER STATE HIGHWAY COMMISSION ORDER MARCH 22, 1961

OWNERSHIPS

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.		EASM'T	
I-23165	KELLUM, ROBERT E. (BROWN, GREG)	42,072 *				769	
I-23166	DEPT. OF NATURAL RESOURCES	**					
I-22197	CITY OF MEDINA	451,477	2718	448,759			
I-22195	BELLEVUE SCHOOL DIST. NO. 405	2.06 AC	2.06 AC		0		
I-22859	BARBEE, JAMES	27,886	27,886				
I-22196	BARBEE, ROGER L.	23,520	23,520				
I-22193	ELLIOTT, OLIVER JR.	44,458	44,458				
I-22187	SCHULER, DORIN A.	55,928	55,928				
	CITY OF MEDINA						

TOTAL AREA IS FROM ASSESSOR'S RECORDS UNLESS OTHERWISE NOTED.

ALL AREAS ARE SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

ACCESS APPROACH SCHEDULE

STATION ON ROADWAY	TYPE
STA. 314+01 LT. TO STA. 315+56 LT. FRANCHISE 10240	21

Reference	Approval	Revision Description	By
Letter 9-14-11	10-6-11	Added Parcel I-23165, Added T.C.E. Sta. 296+35± to 297+18± LT.	CAB
Letter 9-28-11	9-29-11	Corrected Drafting Error on Lt. 295+00 (452.97' LT.) Added Cross Reference Note	CAB
Letter 4-28-11	8-8-11	Added Parcel I-23166, Revised R/W and L/A on Lt. Sta. 295+00 to 296+70±, Added T.C.E. on Lt. Sta. 295+00 to 296+53±, Revised Record of Survey Note, Revised Ownership Verification Note, Added Area Note	CB
Letter 6-8-11	6-16-11	Revised R/W on Lt. Vic. Sta. 305+67	CAB
Letter 5-25-11	5-26-11	Revised Franchise No. for City of Medina	CAB
Letter 1-12-11	2-17-11	Revised Area Parcel I-22195	DS
Letter 12-6-10	12-22-10	Revised R/W on Lt. Sta. 305+68.57 to 309+68.25	CAB
Letter 8-5-10	8-12-10	Revised areas Parcel I-22195 and I-22197	CAB
Letter 2-3-10	3-25-10	Added Parcel I-22197, Revised R/W on Lt. Sta. 305+20.27 to 309+68.26	CAB
Letter 1-27-09	2-12-09	Added Stormwater Treatment Area on Lt. Sta. 309+68.26 to 310+00, Added Parcel I-22195	CAB
Letter 10-1-08	10-2-08	Removed Extra Property Data on Lt. Vic. Sta. 302+00	CAB
Letter 9-4-08	9-4-08	Revised R/W on Lt. Sta. 297+25± to 305+20.27, Added Parcels I-22187, I-22193, I-22196 and I-22859	CAB

R/W

SR 520/61

Drawer V093 Sequence 05

SCANNED

shulerf | 06/27/2005 01:05:11 PM | C:\AAWork\Sr 520\Evergreen Point Bridge to SR 405 Vicinty\wsdot0303rw.ps3.sht03.dgn

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES.

~~FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SR 5 AND SR 520 RECORDED MARCH 01, 2005, IN KING COUNTY, BK 183, PG. 081-106, AFN 20050301900009.~~

T.25N. R.4E. W.M.
CITY OF MEDINA

LEGEND

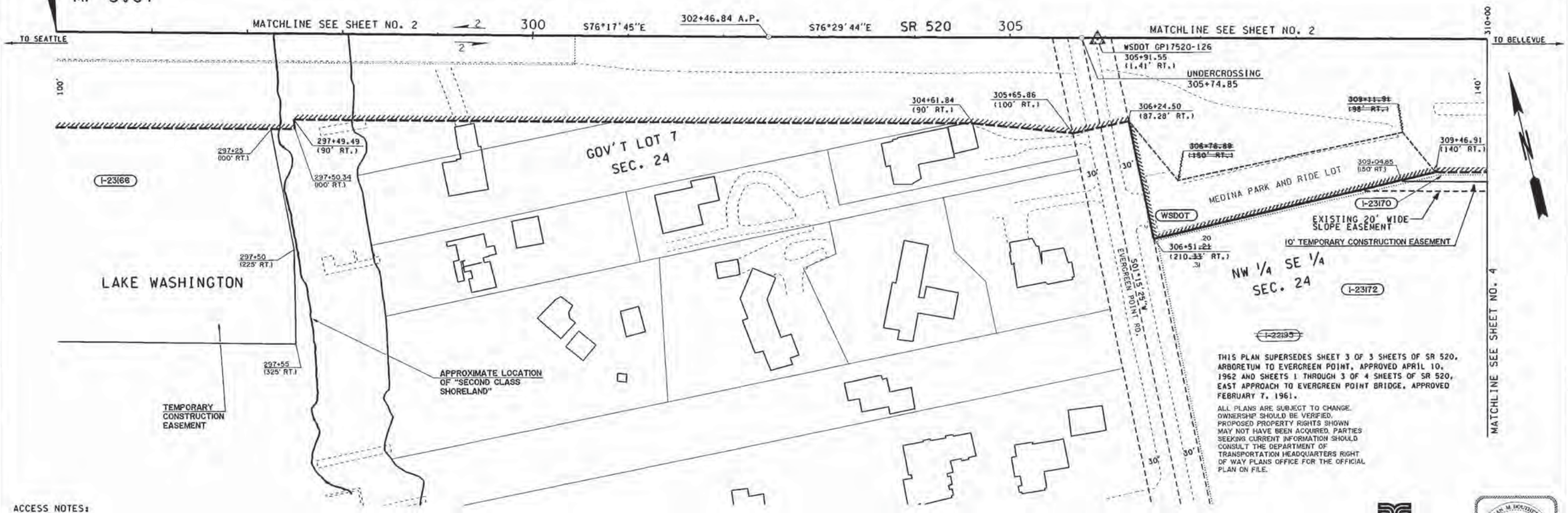
ACCESS TO BE PROHIBITED SHOWN THUS

PROPERTY OWNERSHIP NUMBERS

PROPERTY LINES

0 50 100
SCALE IN FEET

BEGINNING OF PLAN
STA. 295+00 P.O.T.
MP 3.87



THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

ACCESS NOTES:

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT: STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE TOLL FACILITY ROAD BETWEEN THE BUS STOP AT STA. 309+47± ON THE RIGHT AND THE MEDINA PARK & RIDE LOT.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

NO. 5 * THE WSDOT MAINTENANCE FACILITY ACCESS ROAD IS TO BE USED FOR THE OPERATION, MAINTENANCE, AND REPAIR OF THE USER SPECIFIED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

* TEMPORARY CONSTRUCTION EASEMENT
‡ SOIL NAIL EASEMENT
** FOR AREAS SEE SR 520 SR5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005

FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE: E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 20070215900002

~~OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.~~

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.		EASM'T
I-23166	DEPT. OF NATURAL RESOURCES	**				
I-23172	BELLEVUE SCHOOL DIST. NO. 405	8.32 AC				‡ 2,060
I-22195	NOT USED					
I-23170	BELLEVUE SCHOOL DIST. No. 405	8.32 AC				* 10,291
-	SEATTLE SWSA LIMTIED PARTNERSHIP					
-	PUGET SOUND POWER AND LIGHT CO.					
-	US WEST COMMUNICATIONS, INC.					

TOTAL AREA IS FROM ASSESSOR'S RECORDS UNLESS OTHERWISE NOTED.

OWNERSHIPS

ALL AREAS ARE SHOWN IN SQUARE FEET UNLESS OTHERWISE NOTED.

STATION ON ROADWAY	TYPE
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21
STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503	5* -21

ACCESS APPROACH SCHEDULE

Reference	Approval	Revision Description	By
Letter 8-10-11	8-18-11	Revised Area Parcel I-23172	CM
Letter 4-28-11	8-8-11	Added Parcel I-23168, Added Approx. Location Second Class Shoreland, Added T.C.E. on Rt. Sta. 295+00 to 297+55, Revised Record Of Survey Note, Revised Ownership Verification Note, Added Area Note	CM
Letter 6-29-11	7-21-11	Added Parcel I-23172, Added Ownership Verification Note	CM
Letter 1-12-11	2-17-11	Added Parcel I-23170; Added T.C.E. on Rt. Sta. 309+04.85 to 310+00; Deleted Parcel I-22195	CS
Letter 12-6-10	12-22-10	Revised R/W and L/A on Rt. Sta. 306+24.50 to 309+46.91	CM
Letter 1-27-09	2-12-09	Added Parcel I-22195	CM

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.6500

JEAN M. HOUDLETT — STATE OF WASHINGTON — 36718 REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 01/15/07 — 06/28/05

SR 520
EVERGREEN POINT BRIDGE TO SR 405 VICINITY

KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

KINTAN LIU — STATE OF WASHINGTON — 36196 REGISTERED PROFESSIONAL ENGINEER — EXPIRES 02/28/07 — 6/28/05
PROJECT ENGINEER

APPROVED AND ADOPTED JUNE 29, 2005

James R Waggoner
RIGHT OF WAY PLANS ENGINEER

SHEET 3 OF 18 SHEETS

APPROVED PER STATE HIGHWAY COMMISSION ORDER MARCH 22, 1961

R/W

SR 520/61

Drawer V093 Sequence 05

20-MED

ATTACHMENT 5
MAILING LABELS FOR ALL PROPERTIES IN MEDINA NORTH OF SR 520 AND PROPERTIES WITHIN 1,000 FEET TO THE SOUTH OF THE PROJECT AREA

2425049056
Heather and Sudhir Singh
3616 Evergreen Point Road
Medina, WA 98039

2425049058
Ara Manoogian and Paula Donabid
3409 Evergreen Point Road
Medina, WA 98039

2425049059
Allen and Marry Jackson
PO Box 188
Medina, WA 98039

2425049060
William Wolfe
3339 Evergreen Point Road
Medina, WA 98039

2425049061
Augustus and Ann Hart
3337 Evergreen Point Road
Medina, WA 98039

2425049062
Michael and Alexix Rowell
PO Box 691
Medina, WA 98039

2425049063
Dayang Real Estate
6513 132nd Ave NE #386
Kirkland, WA 98033

2425049065
Fikso Kretchmer Smith
C/O Dixson Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049066
Yates Hickey Scottman
5115 Long Meadow Circle
Greenwood Village, CO 80111

2425049067
Severt Thurston CO Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049068
Eiji and Chie Minami
3609 Evergreen Point Rd
Medina, WA 98039

2425049069
Gretchen Stengel
3221 EVERGREEN POINT RD
Medina, WA 98039

2425049070
David and Steven Yee
14505 BelRed Road #200
Bellevue, WA 98007

2425049074
Gail Gowdy and John C. Wiseman
9815 15th NW
Seattle, WA 98117

2425049075
Allen Haines and Elle McBride
2853 Evergreen Point Road
Medina, WA 98004

2425049078
Anthony and Elaine Pagones
PO Box 511
Medina, WA 98039

2425049079
Dan and Kristen Newell
2623 Evergreen Point Rd
Medina, WA 98039

2425049088
City of Medina/Fairweather Park
PO Box 144
Medina, WA 98039

2425049099
Cornel and Rodica Petrisor
3207 EVERGREEN POINT RD
Medina, WA 98039

2425049100
Sarah and David Doud
3211 EVERGREEN POINT RD
Medina, WA 98039

2425049102
Sohrab Moshiri
3405 Evergreen Point Road
Medina, WA 98039

2425049103
Jennifer and Neal Garone
2835 EVERGREEN POINT RD
Medina, WA 98039

2425049104
BELLEVUE SCHOOL DIST 405
7800 NE 28TH ST
Medina, WA 98039

2425049107
Jason and Melissa MacKenzie
3201 78th PL NE
Medina, WA 98039

2425049118
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049119
Chris Marker
PO Box 869
Medina, WA 98039

2425049120
Patricia Dotson
PO Box 7
Medina, WA 98039

2425049122
Kathleen Harris
3607 Evergreen Point Road
Medina, WA 98039

2425049123
Suzanne and Michael Cohen
PO Box 649
Medina, WA 98039

2425049124
Bruce Milne
20409 NE 116th St
Medina, WA 98039

2425049126
Neil and Margery Hokonson
3648 Fairweaterh Lane
Medina, WA 98039

2425049127
Patricia and Peter May
3630 Evergreen Point Road
Medina, WA 98039

2425049128
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049129
Ann Woodliff
3611 Evergreen Point Road
Medina, WA 98039

2425049133
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049134
James and Carolyn Sisley
3450 Evergreen Point Road
Medina, WA 98039

2425049136
Eric Cheng
3660 Fairweather Lane
Medina, WA 98039

2425049137
Gary Fluhner
3654 Fairweather Lane
Medina, WA 98039

2425049142
Jerry and Valerie Parrish
2827 EVERGREEN POINT RD
Medina, WA 98039

2425049143
Phillis Lindsey
PO Box 327
Medina, WA 98039

2425049147
Rodger and Linda Kuula
3425 Evergreen Point Road
Medina, WA 98039

2425049148
Colin Radford
10423 Main Street, Suite 4
Bellevue, WA 98004

2425049153
Gail Husick
3602 Evergreen Point Road
Medina, WA 98039

2425049155
John Li
3619 Evergreen Point Road
Medina, WA 98039

2425049157
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049158
James Hayes, C/O Margie Suskin
3667 Fairweather Lane
Medina, WA 98039

2425049161
Howard and Lisa Hawk
3249 Evergreen Point Rd
Medina, WA 98039

2425049165
Edward and Ha Shau Kwan
PO Box 50011
Bellevue, WA 98015

2425049166
Franz Lazarus
PO Box 471
Medina, WA 98039

2425049167
Hisayo and Satoshi Nakajima
2633 Evergreen Point Rd
Medina, WA 98039

2425049169
Matthew and Kristi Eldrenkamp
2665 Evergreen Point Rd
Medina, WA 98039

2425049172
Dan and Kristen Newell
2617 Evergreen Point Rd
Medina, WA 98039

2425049176
David Langworthy
3212 Evergreen Point Road
Medina, WA 98039

2425049180
Stephen Sharon
2851 Evergreen Point Road
Medina, WA 98039

2425049182
Cynthia Adkins
3204 Evergreen Point Road
Medina, WA 98039

2425049184
Woosung Park and Eun Joo
3461 Evergreen Point Road
Medina, WA 98039

2425049185
James Quinn
3419 Evergreen Point Road
Bellevue, WA 98004

2425049186
Suk and Ick Kim
5636 E. Mercer Way
Mercer Island, WA 98040

2425049188
Shy Meeker
7900 NE 32nd St
Medina, WA 98039

2425049189
Emmett and Diane Koontz
12449 94th Ave NE
Kirkland, WA 98034

2425049192
Suzanne Hutchinson
PO Box 131
Medina, WA 98039

2425049193
Bhavnish and Kanan Lathia
16616 NE 117th Way
Redmond, WA 98052

2425049195
James and Sandra Clyne
7930 NE 32nd Street
Medina, WA 98039

2425049197
Dmitry and Sakhnova Pugachev
7920 NE 32nd Street
Medina, WA 98039

2425049200
Shiris and Manisha Nadkarni
3443 Evergreen Point Road
Medina, WA 98039

2425049202
Hsiu Wei Lee
7944 NE 32nd Street
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049208
Scott Fletcher
2837 Evergreen Point Road
Medina, WA 98039

2425049210
David Martin
3205 EVERGREEN POINT RD
Medina, WA 98039

2425049211
Steven Johnson
11235 SE 6th St, Ste 230
Bellevue, WA 98004

2425049212
Sally Sue Colman
3327 Evergreen Point Rd
Medina, WA 98039

2425049213
Richard Carter
7832 NE 32nd
Bellevue, WA 98004

2425049214
John Maffei
3204 78th Place NE
Medina, WA 98039

2425049216
Eric and Sarah Oeltjen
7628 NE 32nd St
Medina, WA 98039

2425049217
Greg Brown and Sherri Del Bene
3201 EVERGREEN POINT RD
Medina, WA 98039

2425049219
Vernon Smith
PO Box 354
Medina, WA 98039

2425049220
Ann Slater
3309 Evergreen Point Rd
Medina, WA 98039

2425049221
Stephen and Laurel Preston
7640 NE 32nd St
Medina, WA 98039

2425049223
ET and Claire Thomas
PO Box 216
Bellevue, WA 98009

2425049224
Fikso Kretchmer Smith CO Dixson Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049225
Chandan and Geeta Chauhan
3645 Evergreen Point Road
Medina, WA 98039

2425049226
John Broback
3223 EVERGREEN POINT RD
Medina, WA 98039

2425049228
George Gulick and Julie Kerans
7816 NE 32nd St
Medina, WA 98039

2425049229
Kevin and Laurie Kaufmann
3319 Evergreen Point Rd
Medina, WA 98039

2425049232
Stephen and Kristine Taylor
3407 Evergreen Point Road
Medina, WA 98039

2425049236
Steve Lin
3219 Evergreen Point Rd
Medina, WA 98039

2425049237
Foundation Bank
1110 112th Ave NE, Suite 200
Bellevue, WA 98004

2425049238
Gail Swihart
6515 Evergreen Point Road
Medina, WA 98039

2425049241
Liang Yi-Li Chung
2841 Evergreen Point Road
Medina, WA 98039

2425049242
Carrie Essmeier
7940 NE 32nd Street
Medina, WA 98039

2425049243
Metha Kumar
2839 EVERGREEN POINT RD
Medina, WA 98039

2425049244
RMMTM Corp
3621 Evergreen Point Road
Medina, WA 98039

2425049248
Michael and Suzanne Cohen
PO Box 649
Medina, WA 98039

2425049249
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049251
Robert Johnston
2701 1st Avenue, Suite 340
Seattle, WA 98121

2425049252
Roy Noorda
2615 Evergreen Point Rd
Medina, WA 98039

2425049255
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049256
William Shaughnessy
3245 Evergreen Point Rd
Medina, WA 98039

2425049257
Nevet Basker and Gabriel Scherzer
3401 Evergreen Point Road
Medina, WA 98039

2425049258
Keith Holsapple
PO Box 305
Medina, WA 98039

2425049262
Alan and Joanne Montgomery
3455 Evergreen Point Road
Medina, WA 98039

2425049263
Steve Lin
3219 EVERGREEN POINT RD
Medina, WA 98039

2425049264
c/o Marina Bakhmet 3223
EVERGREEN POINT RD LLC
1208 230th Ave NE
Sammamish, WA 98074

2425049266
Fikso Kretchmer Smith C/O Dixson
Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049270
Severt Thurston C/O Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049271
Vikram Nagaraj
3241 Evergreen Point Rd
Medina, WA 98039

2425049274
John Andrews
3233 Evergreen Point Rd
Medina, WA 98039

2425049275
KEH LLC
3244 W Lake Sammamish PKWY NE
Redmond, WA 98052

3252300795
Tracy Takeuchi
PO Box 582
Medina, WA 98039

3262300005
Howard Wu and Carol Cotter
2790 Evergreen Point Rd
Medina, WA 98039

3262300010
Peter and Heidi Buck
2770 Evergreen Point Rd
Medina, WA 98039

3262300015
Sangeorzan
2710 Evergreen Point Rd
Medina, WA 98039

3262300020
Amy and Scott Hutchinson
2740 Evergreen Point Rd
Medina, WA 98039

3262300030
KFS-1 LLC
4957 Lakemont Blvd SE C4#369
Bellevue, WA 98004

3262300035
Alice Portz and Brad Smith
2620 76th Ave NE
Bellevue, WA 98004

3262300042
Marie Byrne
2610 Evergreen Point Rd
Medina, WA 98039

3262300045
D J Minakshi Madhani
2614 Evergreen Point Rd
Medina, WA 98039

3262300057
Jeremy and Lauren Silvernail
2616 Evergreen Point Rd
Medina, WA 98039

3262300058
Dwight Russell
2618 Evergreen Point Rd
Medina, WA 98039

3262300060
Susan Reilly
2750 Evergreen Point Rd
Medina, WA 98039

3262300705
Hyung Joon Chun and Eun Sung
7701 NE 28th St
Medina, WA 98039

3262300715
Harumi Guiberson
2665 77th Ave NE
Medina, WA 98039

3262300725
Luis and Sondra Hazim
2637 77th Ave NE
Medina, WA 98039

3262300735
Amit and Jerene Dekate
2625 77th Ave NE
Medina, WA 98039

3262300740
Miao and Chen Ye Zhang
2615 78th Ave NE
Medina, WA 98039

3262300775
Christopher Koh
2621 78th Ave NE
Medina, WA 98039

3262300777
2633 Medina LLC
3100 142nd PL NE
Bellevue, WA 98007

3262300800
Jie Liu and Wang Feng
2655 78th Ave NE
Medina, WA 98039

7397300010
Jason and Kristen Bay
3438 Evergreen Point Road
Medina, WA 98039

7397300011
Schneider Family Trust
3436 Evergreen Point Road
Medina, WA 98039

7397300012
Christopher Kozlowski
3434 Evergreen Point Road
Medina, WA 98039

7397300013
Frederick Voorhees
3430 Evergreen Point Road
Medina, WA 98039

7397300020
Alex Morcos
3404 Evergreen Point Road
Medina, WA 98039

7397300031
Richard and Susan Fade
3440 78th Place NE
Medina, WA 98039

7397300052
Stanely Dollar
3334 78th Place NE
Medina, WA 98039

7397300060
Kathleen Rossmeissl
3326 78th Place NE
Medina, WA 98039

7397300070
PFHC-Holdings LLC
14200 NE 12th Place
Bellevue, WA 98007

7397300080
Yu Te Pong
14200 NE 12th Place
Bellevue, WA 98007

7397300081
PWD LLC
3312 78th PL NE
Medina, WA 98039

7397300090
Mark and Jennifer Holmes
3306 78th Place NE
Medina, WA 98039

7397300091
Mariette Patterson
3302 78th PL NE
Medina, WA 98039

7397300100
Harold Anderson
3300 78th PL NE
Medina, WA 98039

7397300101
Jon and Laura Wood
3304 78th Place NE
Medina, WA 98039

7397300110
Craig Hintze
PO Box 866
Medina, WA 98039

7397300115
Mary Norris
3254 78th Place NE
Medina, WA 98039

7397300120
David Dryer
3248 78th Place NE
Medina, WA 98039

7397300130
Yong Park and Julie Hong
3242 78th Place NE
Medina, WA 98039

7397300131
Lawrence and Lynne Jones
3240 78th Place NE
Medina, WA 98039

7397300140
Michael and Jadine Murphy
3234 78th PL NE
Medina, WA 98039

7397300150
Celia and Lionel Heathcote
3232 78th PL NE
Medina, WA 98039

7397300151
Heideh Eftekhari
3230 78th Place NE
Medina, WA 98039

7397300160
Michael Mandel
4033 E Madison St
Seattle, WA 98112

7397300161
David Naness Trustee
3226 78th Place NE
Medina, WA 98039

7397300170
Ronald and Shields Nichols
3220 78th Place NE
Medina, WA 98039

7397300172
Michael Mertel
3222 78th Place NE
Medina, WA 98039

7397300180
Elizabeth and Jeffrey Johnson
3210 78th Place NE
Medina, WA 98039

7397300190
Thomas and Andi Chou
3217 78th PL NE
Medina, WA 98039

7397300191
Roger and Jennifer Gulrajani
3215 78th PL NE
Medina, WA 98039

7397300200
Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300201
Steven and Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300210
John Bradley McMullen
3239 78th PL NE
Medina, WA 98039

7397300211
Mark and Gail Parry
3244 Evergreen Point Rd
Medina, WA 98039

7397300212
Kevin and Kimberly Oakes
3256 Evergreen Point Rd NE
Medina, WA 98039

7397300220
Beth Lottinville
5600 NE 8th ST #B1, PMB 843
Bellevue, WA 98008

7397300230
Boris and Tanya Rubinstin
3266 Evergreen Point Dr
Medina, WA 98039

7397300231
Reliance Ricketts
PO Box 227
Medina, WA 98039

7397300240
Patrick and Nancy McGough
3255 78th PL NE
Bellevue, WA 98004

7397300241
AM and Roberta Matulich
3268 Evergreen Point Rd
Medina, WA 98039

7397300243
Kavid Young Kim
3301 78th PL NE
Medina, WA 98039

7397300250
Newell and Myrle Bossart
3311 SE 78th PL NE
Medina, WA 98039

7397300251
Ji Lei
3310 Evergreen Point Rd
Medina, WA 98039

7397300252
Celina and Matthew Kochel
3316 Evergreen Point Rd
Medina, WA 98039

7397300260
Denise Lane
3340 Evergreen Point Rd
Medina, WA 98039

9269600010
Paul and Mary Schwitters
7570 NE 28TH PL
Medina, WA 98039

9269600020
Zap Holdings LLC
2795 Evergreen Point Rd
Medina, WA 98039

9269600030
Robert and Linda Hildreth
2436 108th Ave SE
Bellevue, WA 98004

9269600040
Deborah Tom
PO Box 594
Medina, WA 98039

9269600050
Kamela and Murray Sargent
7530 NE 28TH PL
Medina, WA 98039

9269600070
Priya and Rajiv Sarathy
750 NE 28th PL
Medina, WA 98039

9269600080
Perry Satterlee
7560 NE 28TH PL
Medina, WA 98039

ATTACHMENT 6
ADDITIONAL FIGURES IN RESPONSE TO CITY OF MEDINA REQUESTS DATED JANUARY 30, 2012

Part 1

- Geologically Hazardous Areas, EA Segment/SR 520 Evergreen Point Floating Bridge and Landings Design-Build Project, Medina, Washington, Figure 2

This figure was previously submitted to the City of Medina on November 15, 2011 as a part of the Supplemental Critical Areas Report (November 3, 2011) in support of the Shoreline Substantial Development Permit for the Floating Bridge and Roadway Package.

Part 2

- Maintenance Facility and Dock Package, Site Plan, Sheet 2 of 24
- Maintenance Facility and Dock Package, Maintenance Facility Layout, Sheet 6 of 24
- Maintenance Facility and Dock Package, Maintenance Facility West Elevations, Sheet 7 of 24
- Maintenance Facility and Dock Package, Maintenance Facility Sections, Sheet 8 of 24

These sheets were previously submitted to the City of Medina on November 15, 2011 as a part of the Shoreline Substantial Development Permit for the Maintenance Facility and Dock.

Part 3

- Maintenance Facility and Dock Package, Maintenance Facility Grading Plan, Sheet 3 of 24
- Maintenance Facility and Dock Package, Landscape Plan, Sheet 4 of 24
- Maintenance Facility and Dock Package, Dock Layout and Elevations, Sheet 9 of 24
- Floating Bridge and Roadway Package, Temporary Impacts, Sheet 4 of 11
- Floating Bridge and Roadway Package, Stormwater Facility K Plan, Sheet 8 of 11

The first three sheets in Part 3 were previously submitted to the City of Medina as a part of the Shoreline Substantial Development Permit for the Maintenance Facility and Dock on November 15, 2011. The last two sheets in Part 2 were submitted to the City of Medina as a part of the Shoreline Substantial Development Permit for the Floating Bridge and Roadway Package, also on November 15, 2011.

Part 4

- Figure 2, Location of Significant Trees, Medina Tree Removal Permit, SR 520 Floating Bridge and Landings

This figure was previously submitted to the City of Medina on January 31, 2012 as a part of the Medina Tree Removal Permit.

Part 5

- SR 520, I-5 to Medina-Stg. 1 Evergreen Pt. Floating Bridge and Landings, Maintenance Facility Site Preparation Plan, Temporary Erosion Control, Sheets 8 of 51, 9 of 51 and 10 of 51 – PRELIMINARY

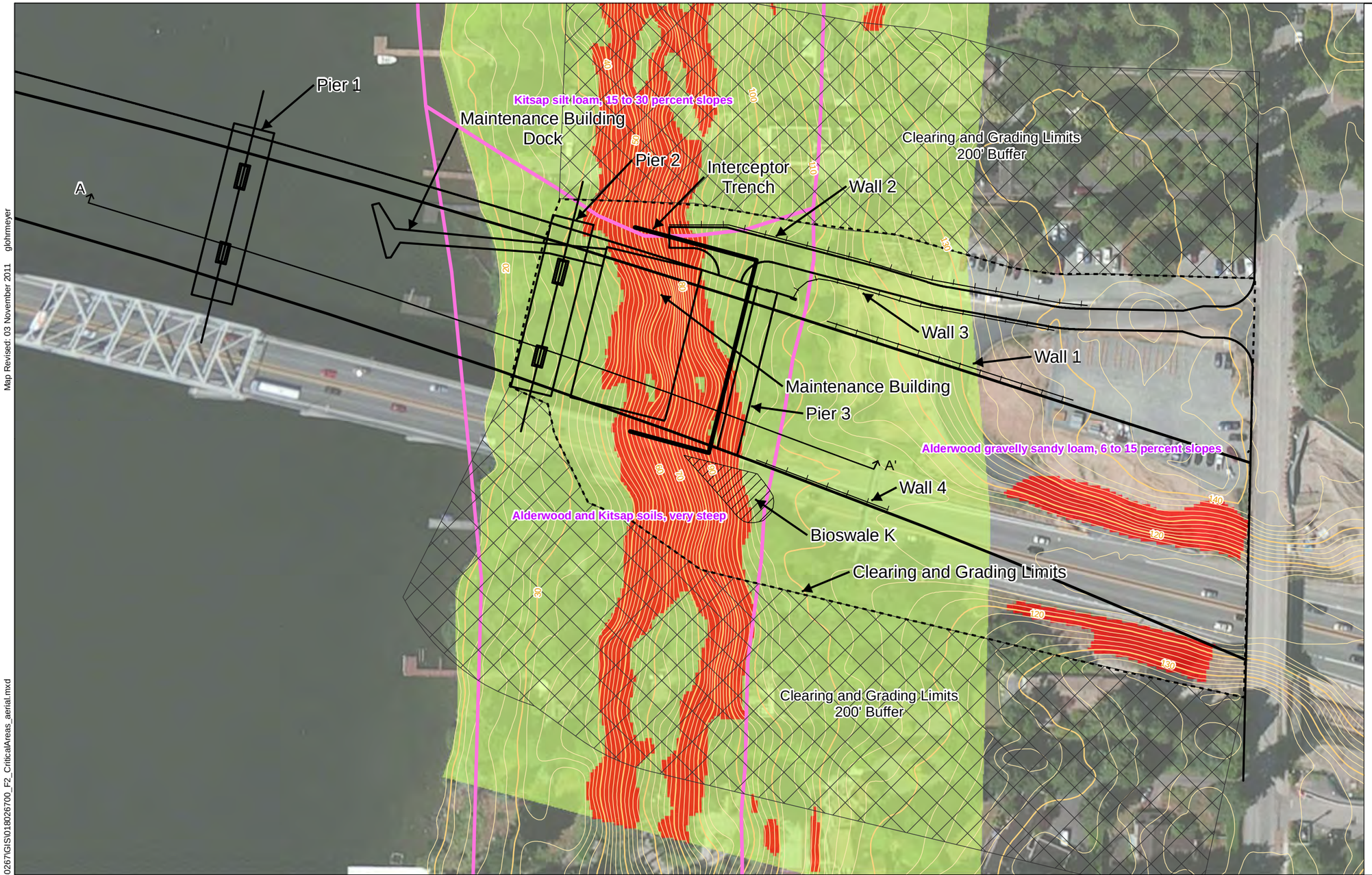
Note that these are preliminary Temporary Erosion and Sedimentation Control (TESC) plan sheets. Final TESC construction documents, narrative, and Spill Prevention, Control, and Countermeasures Plan will be provided to the City of Medina prior to the start of construction.

Part 6

- Figure 1, Underwater Noise Monitoring Locations, Underwater Noise Monitoring Plan, SR 520 Evergreen Point Floating Bridge and Landings Project

This figure identifies the locations of pile driving activities.

PART 1



NRCS Soil Unit Boundary

Slopes > 40%

Erosion Hazard

Existing Contours

2 Foot Contour Interval

10 Foot Contour Interval

N
W E
S

100 0 100
Feet

Data Source: Geology from WA DNR (2010). Erosion Hazard from King County(2006).
Slopes derived from LiDAR provided by Puget Sound LiDAR Consortium (2003).
Soil from NRCS (2009). Aerial from Bing/ESRI.
CAD data provided by Critigen: MedinaCriticalAreas_20111017.dwg.

Projection: NAD 1983 StatePlane Washington North FIPS 4601 Feet

Notes:
1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

This figure is included as part of the February 2, 2012 Construction Mitigation Plan Application for the SR 520 Floating Bridge and Landings Project for the purposes of showing areas with slopes greater than 40% and the erosion hazard area. The clearing and grading limits shown on this figure have been revised. Refer to Attachment 2, Figure 3 for the current site plan.

Geologically Hazardous Areas

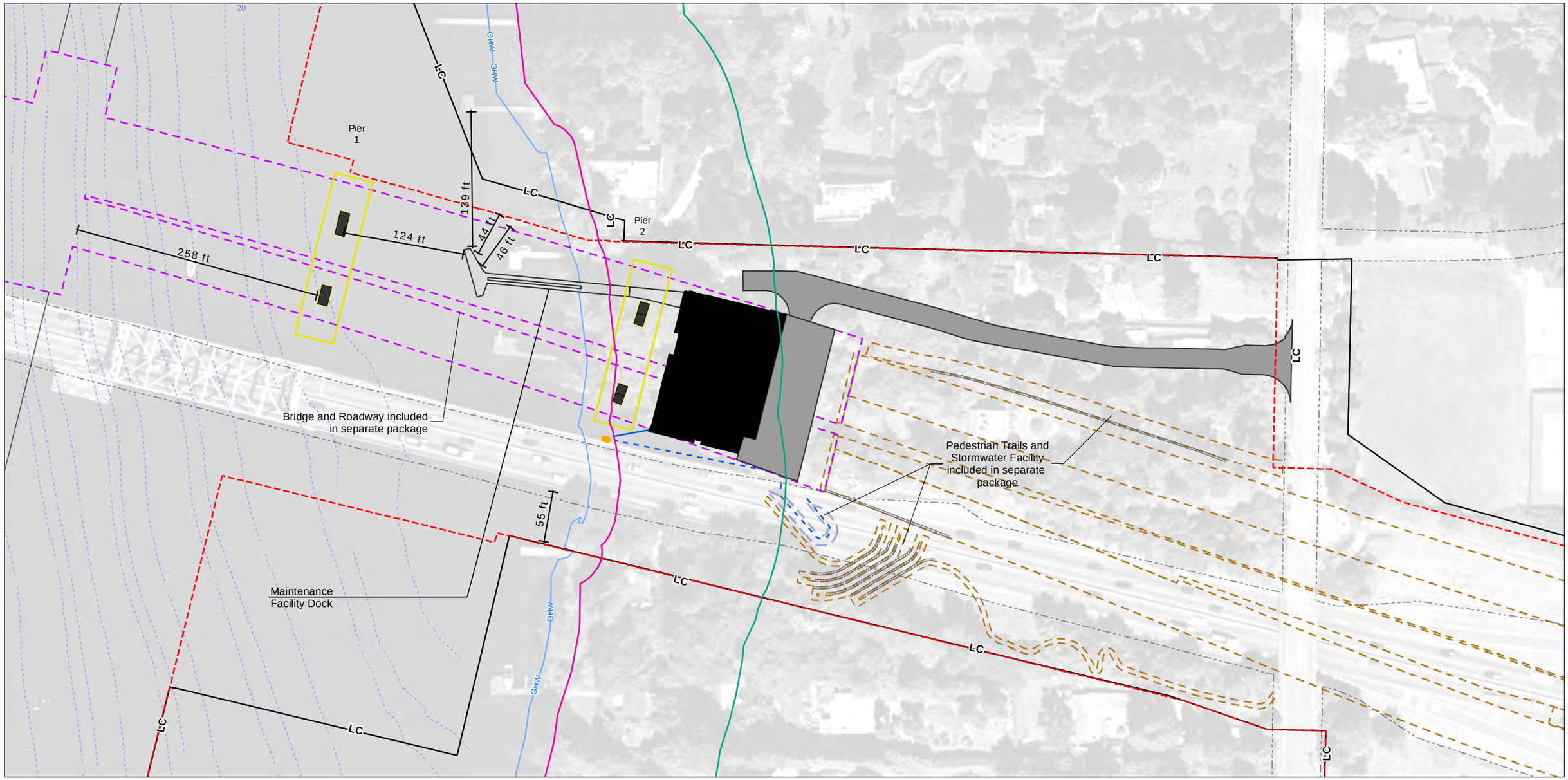
EA Segment/ SR 520 Evergreen Point
Floating Bridge and Landings Design-Build Project
Medina, Washington

GEOENGINEERS

Figure 2

Office: RED Path: \\red\projects\0\0180267\GIS\0180267 00_F2_CriticalAreas_aerial.mxd Map Revised: 03 November 2011 glohmeyer

PART 2

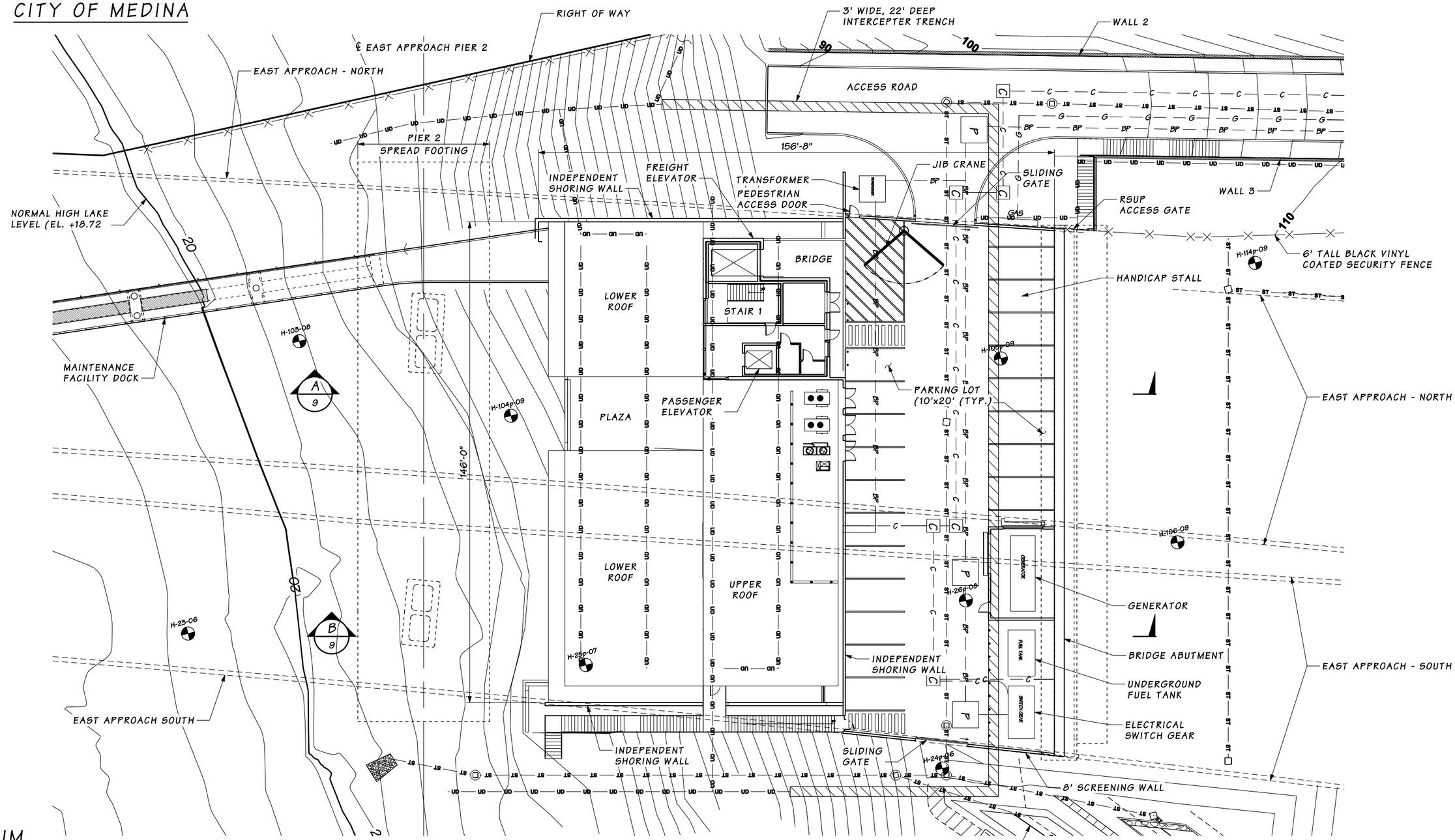


Proposed Edge of Pavement
Bridge Pier
Water Quality Facility
Spread Footing
Outfall
Building
Right-of-Way
Drainage Pipe
Retaining Wall
Anchor and Cable
Limits of Construction
Ordinary High Water Mark (18.57')
5-ft Bathymetry
Existing Edge of Pavement
Shoreline Setback
Shoreline Environment
Elevated Structure
Roadway Element

SR520 - I-5 TO MEDINA **I-5 to Medina: Bridge Replacement and HOV Project** **Washington State Department of Transportation**	Applicant: WSDOT c/o Kerry Ruth 600 Stewart Street, Suite 520 Seattle, WA 98101	**Shoreline Substantial Development Permit Application** **City of Medina** **November 15, 2011**	N W E S 0 50 100 Feet **HORIZONTAL DATUM:** NAD 83/91 **VERTICAL DATUM:** NAVD 88	**Maintenance Facility and Dock Package Site Plan** Sheet 2 of 24

SEC. 24, T.25 N., R.4E., W.M.
CITY OF MEDINA

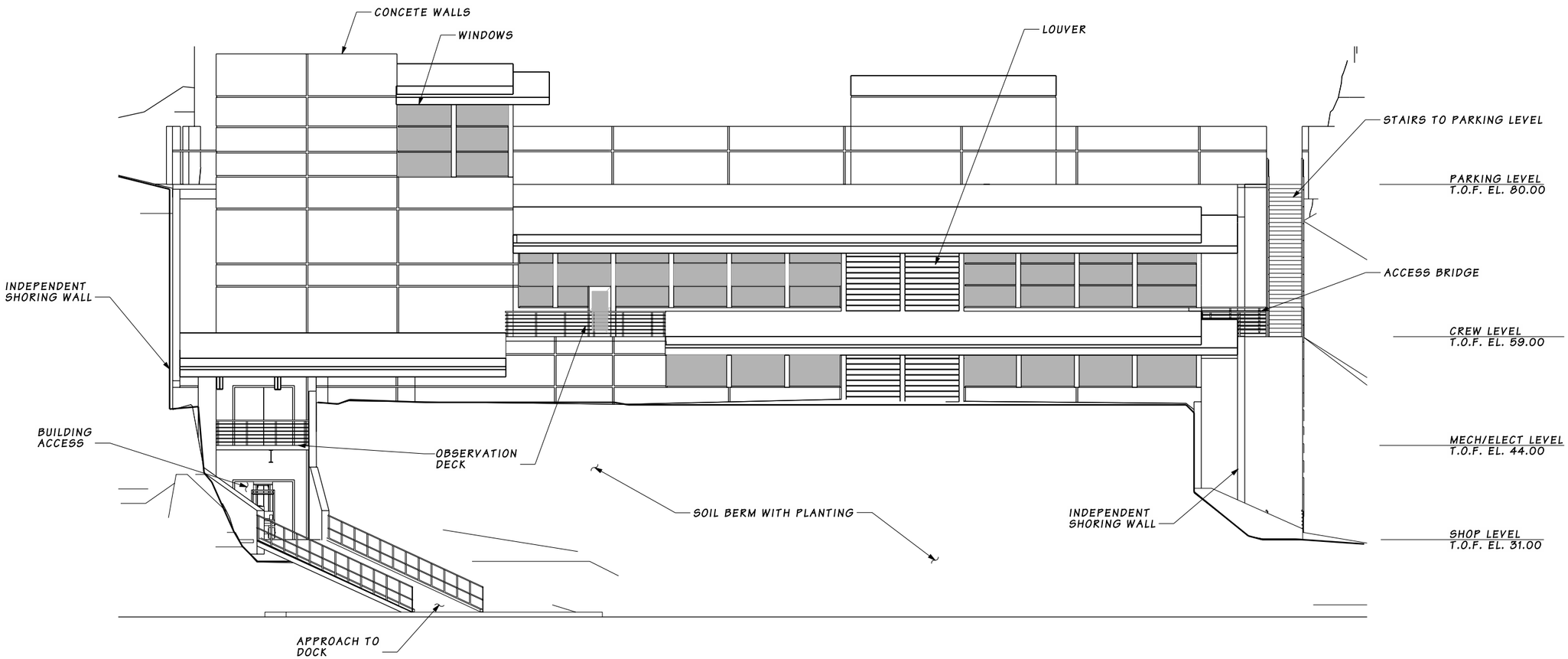
SR-520



DATUM
NAVD 88

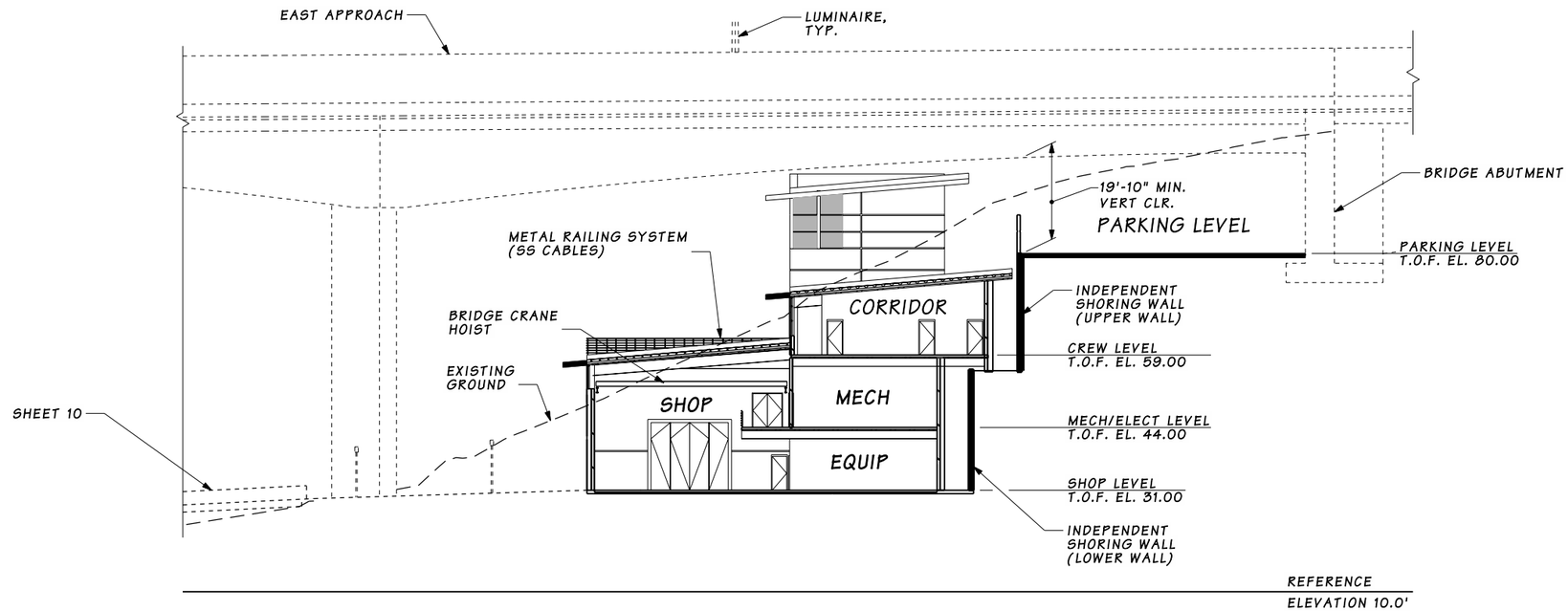
PLAN

SR 520 - I-5 TO MEDINA I-5 to Medina: Bridge Replacement and HOV Project Washington State Department of Transportation	APPLICANT: WSDOT c/o Kerry Ruth APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101	SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION CITY OF MEDINA NOVEMBER 15, 2011	N E S W	HORIZONTAL DATUM: NAD 83/91 VERTICAL DATUM: NAVD 88	MAINTENANCE FACILITY AND DOCK PACKAGE MAINTENANCE FACILITY LAYOUT SHEET 6 OF 24

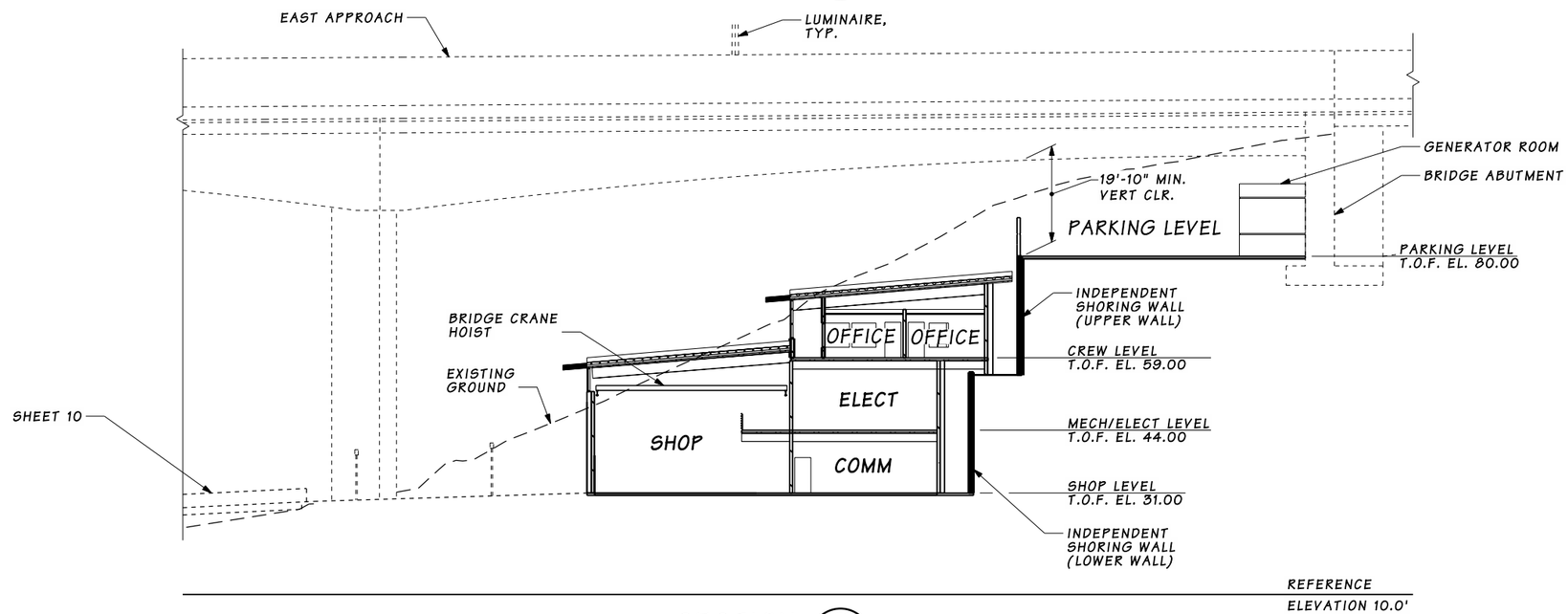


WEST ELEVATION

SR 520 - I-5 TO MEDINA I-5 to Medina: Bridge Replacement and HOV Project Washington State Department of Transportation	APPLICANT: WSDOT c/o Kerry Ruth APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101	SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION CITY OF MEDINA NOVEMBER 15, 2011		HORIZONTAL DATUM: NAD 83/91 VERTICAL DATUM: NAVD 88	MAINTENANCE FACILITY AND DOCK PACKAGE MAINTENANCE FACILITY WEST ELEVATIONS SHEET 7 OF 24



SECTION A
7



SECTION B
7

SR 520 - I-5 TO MEDINA I-5 to Medina: Bridge Replacement and HOV Project Washington State Department of Transportation	APPLICANT: WSDOT c/o Kerry Ruth APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101	SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION CITY OF MEDINA NOVEMBER 15, 2011	N W E S	HORIZONTAL DATUM: NAD 83/91 VERTICAL DATUM: NAVD 88	MAINTENANCE FACILITY AND DOCK PACKAGE MAINTENANCE FACILITY SECTIONS SHEET 8 OF 24

PART 3

SEC. 24 T.25N. R.4E. W.M.

RIGHT OF WAY, TYP

EXISTING TREES TO SAVE AND PROTECT

EXISTING TREES TO SAVE AND PROTECT, TYP

SECURITY FENCE

AUTOMATIC ACCESS GATE

BRIDGE MAINTENANCE PIER

BRIDGE OVERHEAD (SR520)

BRIDGE MAINTENANCE FACILITY PARKING

BRIDGE MAINTENANCE FACILITY BUILDING

BRIDGE COLUMN

REMOVE EXISTING CONC. SLAB AND BLOCK

SECURITY FENCE

COORDINATE WITH EASTSIDE TRANSIT & HOV PROJECT FOR FINAL RETAINING WALL DESIGN

EXISTING SHORELINE

Top of Lid and South of Lid Grading and Landscaping By Others

Top of Lid and South of Lid Grading and Landscaping By Others

NOTE

1. SEE SHEETS 12-24 FOR MAINTENANCE FACILITY VISUALIZATION.
2. REMOVE EXISTING ROCK AND TIMBER BULKHEADS ALONG LAKE WASHINGTON SHORELINE. LAY EXISTING SOIL BACK TO A MAXIMUM SLOPE OF 15%.
3. BRIDGE ROADWAY, TRAILS AND STORMWATER INCLUDED IN SEPARATE APPLICATION.

N

0 25 50
SCALE IN FEET

GRADING LEGEND

SYMBOL	DESCRIPTION
—50—	PROPOSED INDEX CONTOUR
—52—	PROPOSED INTERMEDIATE CONTOUR
TW 50.0	PROPOSED WALL ELEVATIONS
—50—	EXISTING INDEX CONTOUR
—52—	EXISTING INTERMEDIATE CONTOUR
	EXISTING TREE TO REMAIN
CF	TREE PROTECTION FENCING
	SECURITY FENCING

SR 520 - I-5 TO MEDINA
I-5 to Medina: Bridge Replacement and HOV Project

Washington State Department of Transportation

APPLICANT: WSDOT c/o Kerry Ruth
APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101

SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION

CITY OF MEDINA
NOVEMBER 15, 2011

N E S W

HORIZONTAL DATUM: NAD 83/91
VERTICAL DATUM: NAVD 88

MAINTENANCE FACILITY AND DOCK PACKAGE

MAINTENANCE FACILITY GRADING PLAN

SHEET 3 OF 24

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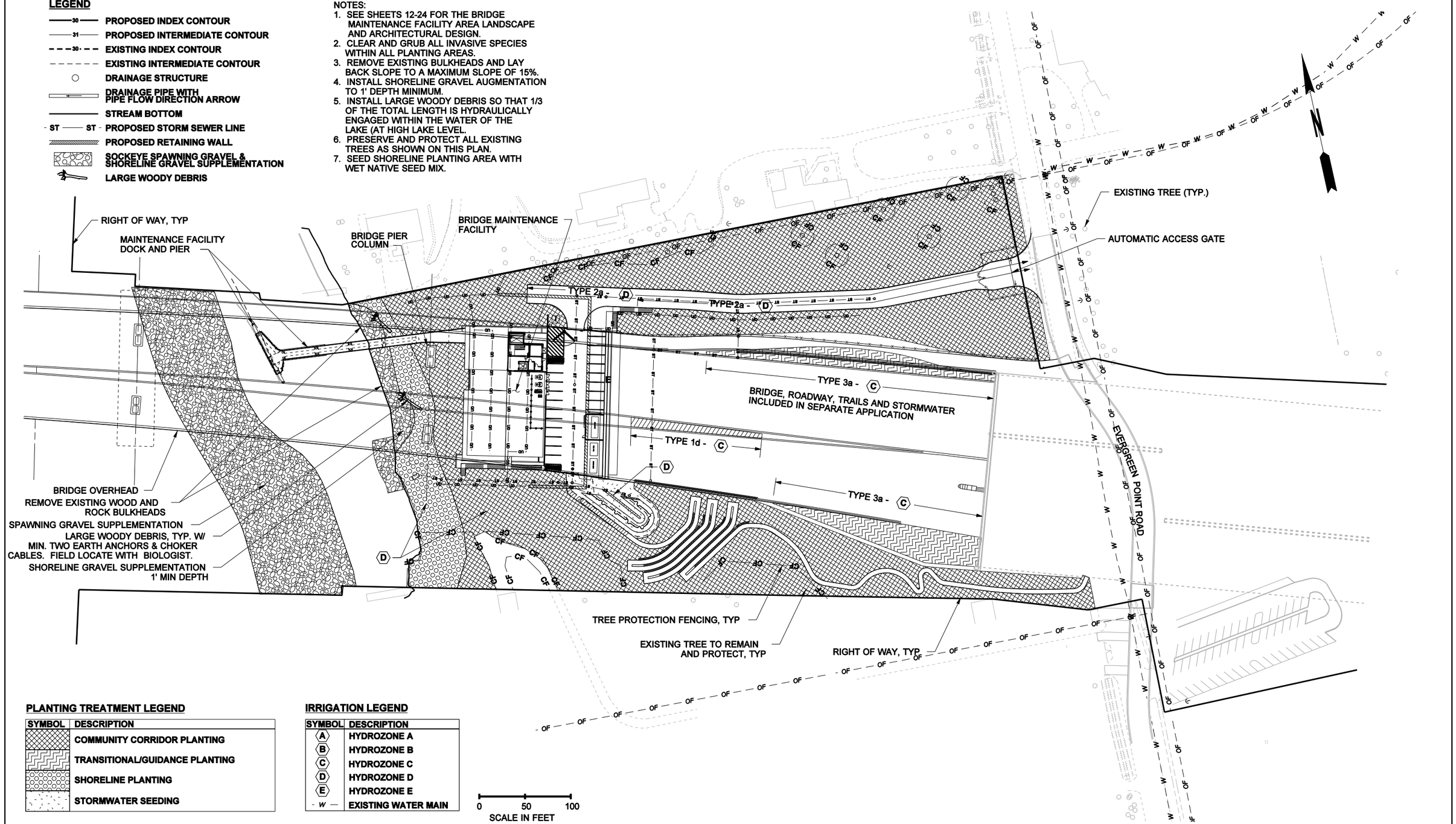
LEGEND

- PROPOSED INDEX CONTOUR
- PROPOSED INTERMEDIATE CONTOUR
- EXISTING INDEX CONTOUR
- EXISTING INTERMEDIATE CONTOUR
- DRAINAGE STRUCTURE
- DRAINAGE PIPE WITH PIPE FLOW DIRECTION ARROW
- STREAM BOTTOM
- PROPOSED STORM SEWER LINE
- PROPOSED RETAINING WALL
- SOCKEYE SPAWNING GRAVEL & SHORELINE GRAVEL SUPPLEMENTATION
- LARGE WOODY DEBRIS

NOTES:

1. SEE SHEETS 12-24 FOR THE BRIDGE MAINTENANCE FACILITY AREA LANDSCAPE AND ARCHITECTURAL DESIGN.
2. CLEAR AND GRUB ALL INVASIVE SPECIES WITHIN ALL PLANTING AREAS.
3. REMOVE EXISTING BULKHEADS AND LAY BACK SLOPE TO A MAXIMUM SLOPE OF 15%.
4. INSTALL SHORELINE GRAVEL AUGMENTATION TO 1' DEPTH MINIMUM.
5. INSTALL LARGE WOODY DEBRIS SO THAT 1/3 OF THE TOTAL LENGTH IS HYDRAULICALLY ENGAGED WITHIN THE WATER OF THE LAKE (AT HIGH LAKE LEVEL.
6. PRESERVE AND PROTECT ALL EXISTING TREES AS SHOWN ON THIS PLAN.
7. SEED SHORELINE PLANTING AREA WITH WET NATIVE SEED MIX.



PLANTING TREATMENT LEGEND

SYMBOL	DESCRIPTION
	COMMUNITY CORRIDOR PLANTING
	TRANSITIONAL/GUIDANCE PLANTING
	SHORELINE PLANTING
	STORMWATER SEEDING

IRRIGATION LEGEND

SYMBOL	DESCRIPTION
A	HYDROZONE A
B	HYDROZONE B
C	HYDROZONE C
D	HYDROZONE D
E	HYDROZONE E
- W -	EXISTING WATER MAIN

0 50 100
SCALE IN FEET

SR 520 - I-5 TO MEDINA
I-5 to Medina: Bridge Replacement and HOV Project

Washington State Department of Transportation

APPLICANT: WSDOT c/o Kerry Ruth
APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101

SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION

CITY OF MEDINA
NOVEMBER 15, 2011

N E S W

HORIZONTAL DATUM: NAD 83/91
VERTICAL DATUM: NAVD 88

MAINTENANCE FACILITY AND DOCK PACKAGE

LANDSCAPE PLAN

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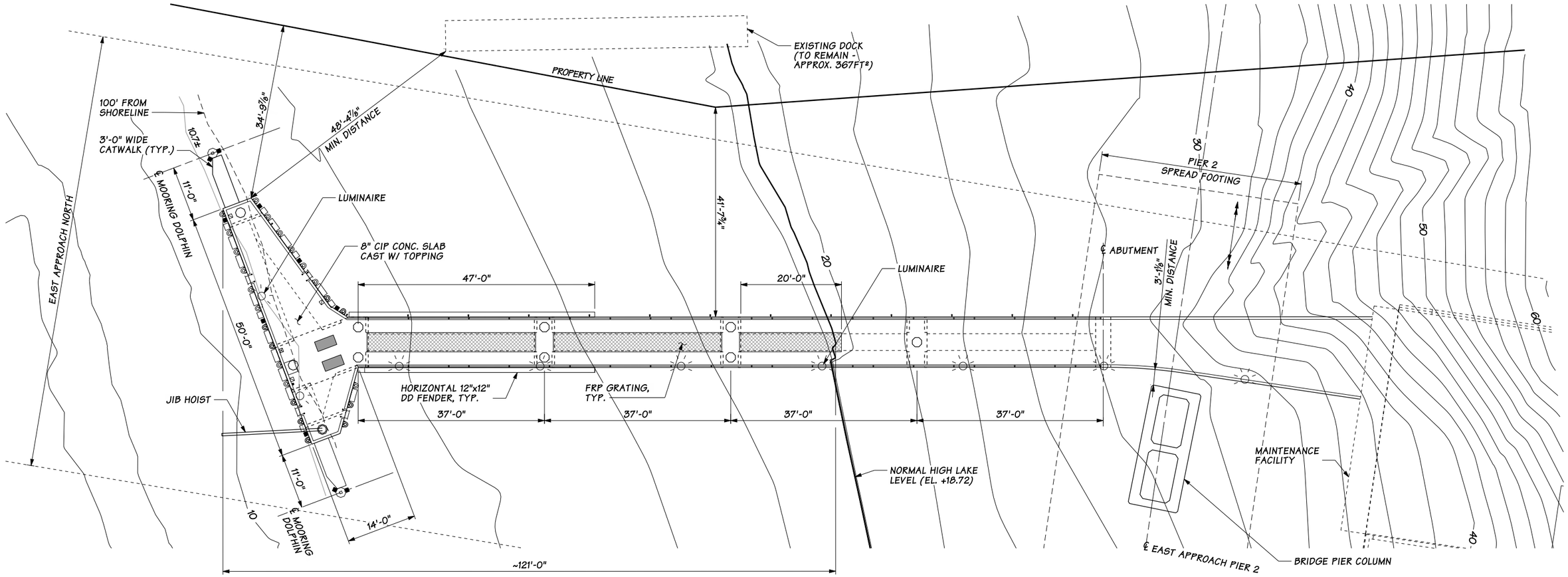
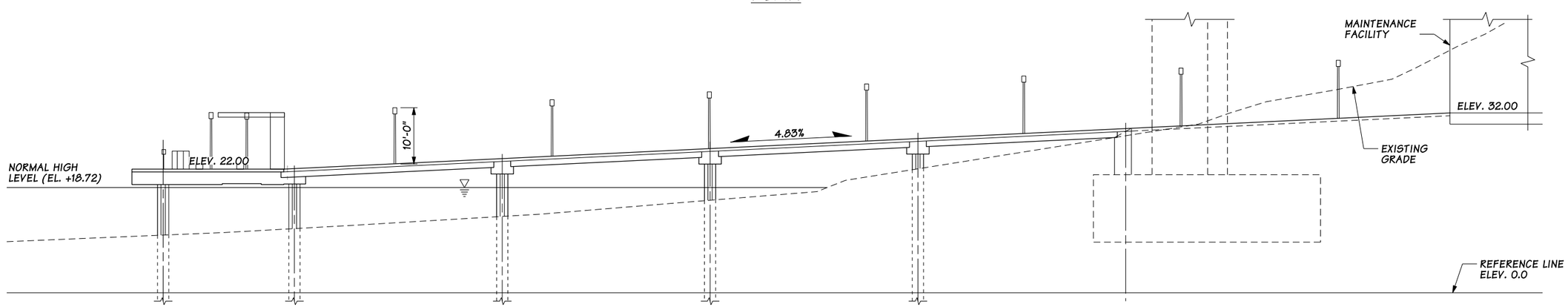


PLAN



ELEVATION

SR 520 - I-5 TO MEDINA **I-5 to Medina: Bridge Replacement and HOV Project** **Washington State Department of Transportation**	**APPLICANT:** WSDOT c/o Kerry Ruth **APPLICANT ADDRESS:** 600 Stewart Street, Suite 520 Seattle, WA 98101	**SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION** **CITY OF MEDINA** **NOVEMBER 15, 2011**	N W E S	**HORIZONTAL DATUM:** NAD 83/91 **VERTICAL DATUM:** NAVD 88	**MAINTENANCE FACILITY AND DOCK PACKAGE** **DOCK LAYOUT AND ELEVATIONS** **SHEET 9 OF 24**

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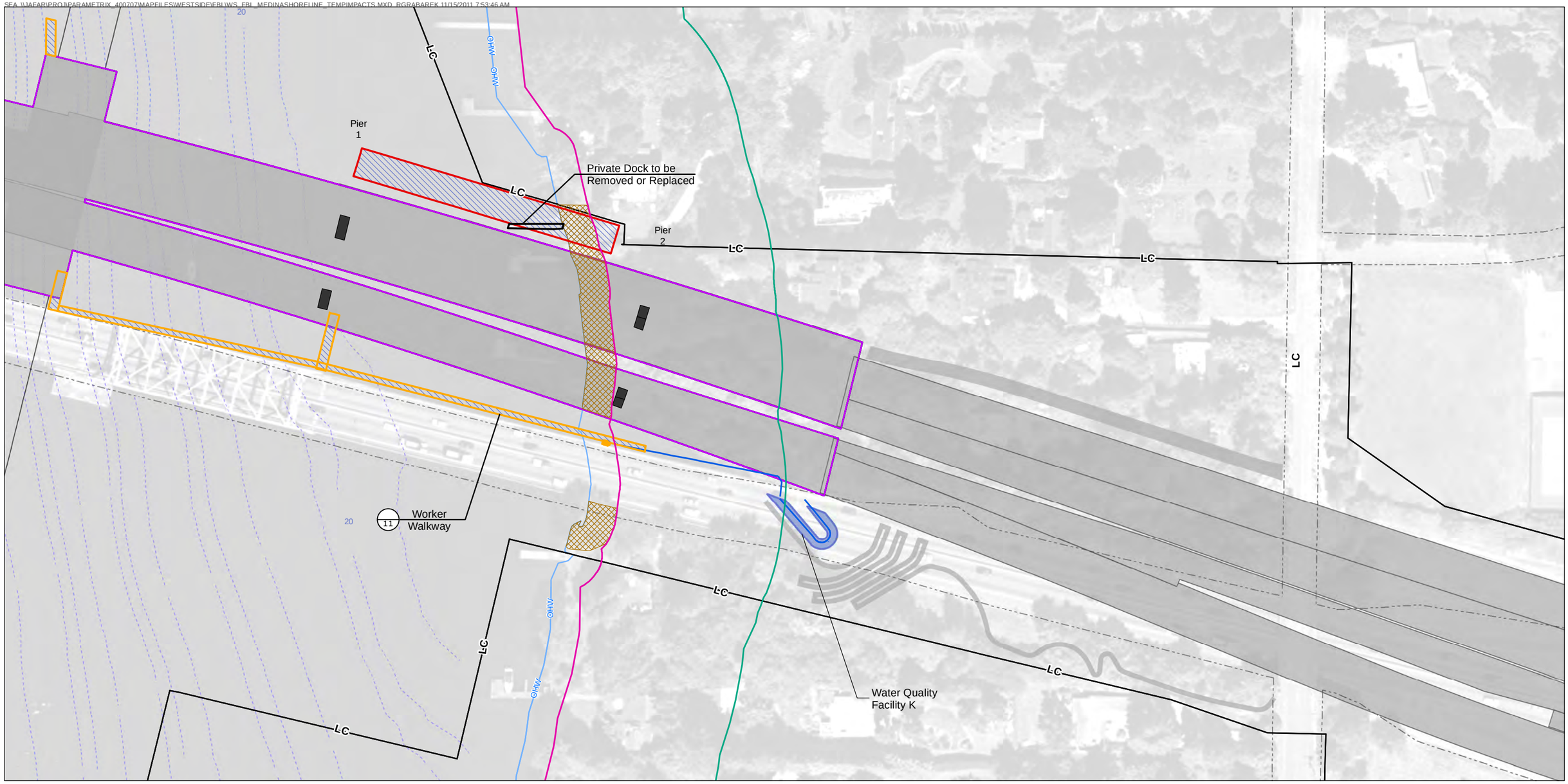
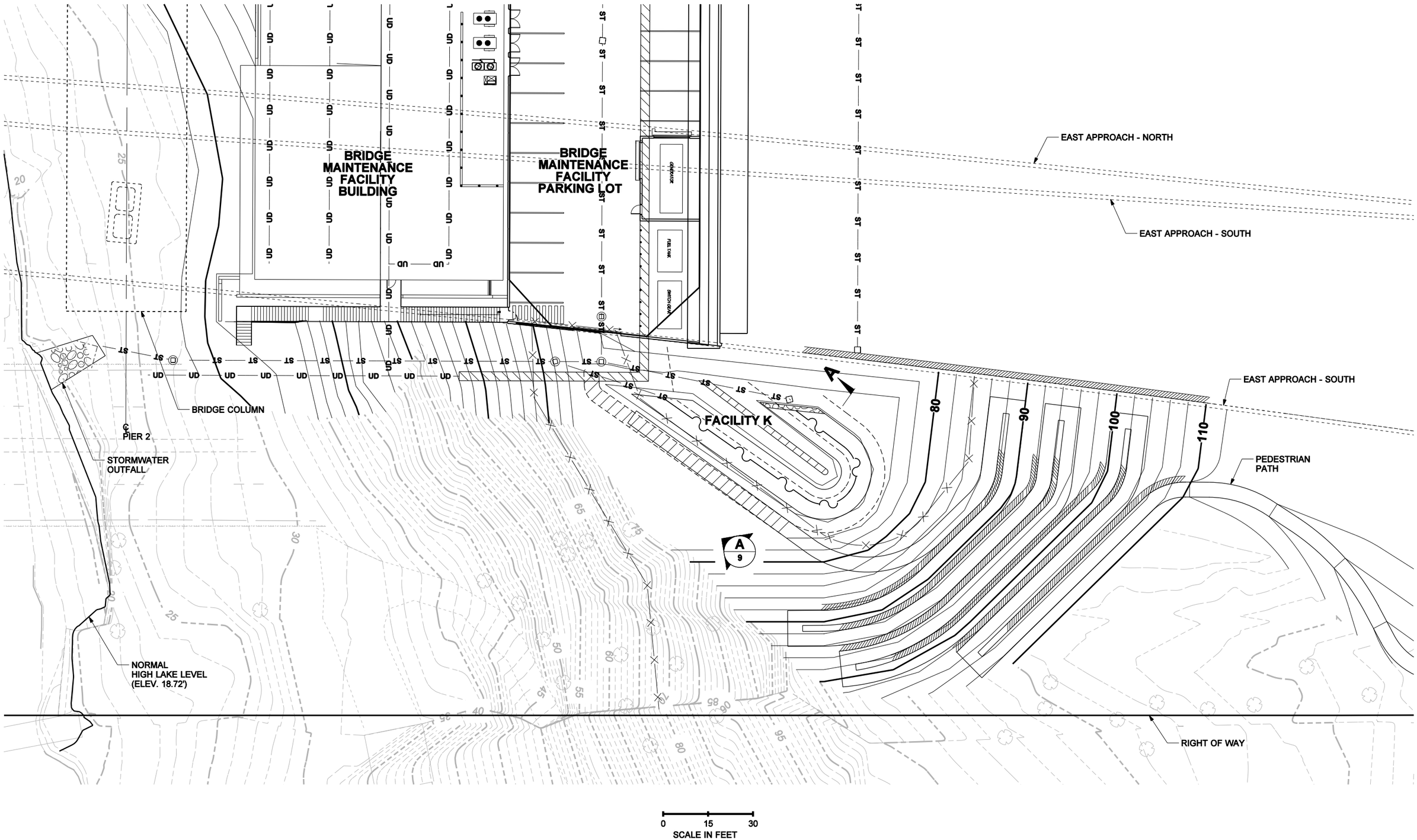


Proposed Edge of Pavement
Bridge Pier
Water Quality Facility
Outfall
Work Bridge
Worker Walkway
Drainage Pipe
Anchor and Cable
Limits of Construction
Elevated Structure
Ordinary High Water Mark (18.57')
5-ft Bathymetry
Shoreline Setback
Shoreline Environment

Impact Type
Setback Clearing
Temporary Shade

SR520 - I-5 TO MEDINA **I-5 to Medina: Bridge Replacement and HOV Project** **Washington State Department of Transportation**	Applicant: WSDOT c/o Kerry Ruth 600 Stewart Street, Suite 520 Seattle, WA 98101	**Shoreline Substantial Development Permit Application** **City of Medina** **November 15, 2011**	N W E S 0 50 100 Feet **HORIZONTAL DATUM:** NAD 83/91 **VERTICAL DATUM:** NAVD 88	**Floating Bridge and Roadway Package** **Temporary Impacts** Sheet 4 of 11



SR 520 - I-5 TO MEDINA I-5 to Medina: Bridge Replacement and HOV Project Washington State Department of Transportation	APPLICANT: WSDOT c/o Kerry Ruth APPLICANT ADDRESS: 600 Stewart Street, Suite 520 Seattle, WA 98101	SHORELINE SUBSTANTIAL DEVELOPMENT PERMIT APPLICATION CITY OF MEDINA NOVEMBER 15, 2011	N E S W	HORIZONTAL DATUM: NAD 83/91 VERTICAL DATUM: NAVD 88	FLOATING BRIDGE AND ROADWAY PACKAGE STORMWATER FACILITY K PLAN SHEET 8 OF 11

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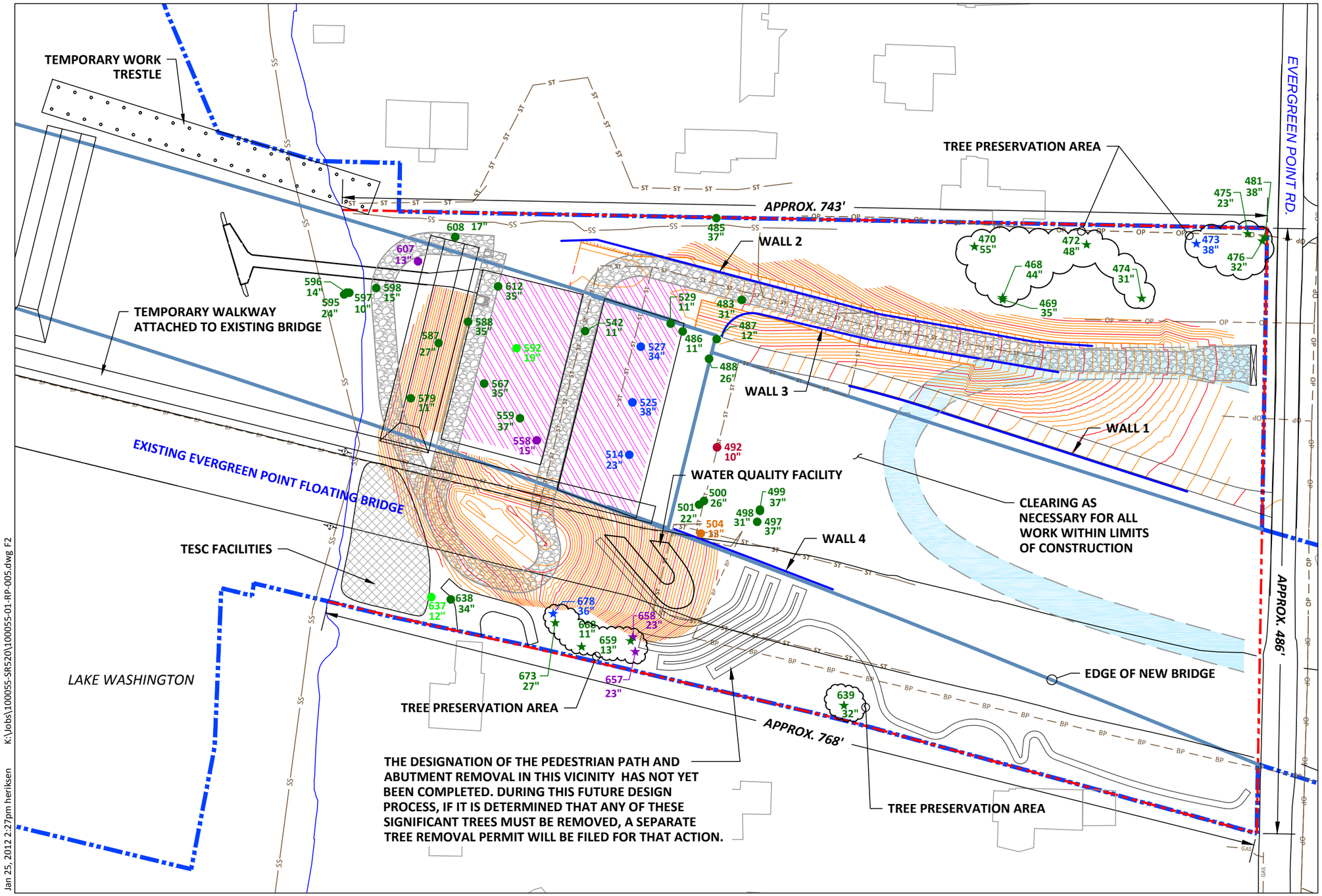
PART 4



LEGEND:

- Existing Construction Access Road
- Temporary Access Road
- Construction Staging and Laydown Area/Material Delivery
- WSDOT ROW
- Limits of Construction
- Final Grade Contours (1- and 5-foot intervals)

EXISTING UTILITIES:

- Storm Sewer Line
- Sanitary Sewer Line
- Above-Ground Power Line
- Underground Power Line
- Gas Line

TREES:

- Tree Identification
- Tree Diameter in Breast Height (DBH)
- Trees to be Preserved
- Bitter Cherry
- Douglas Fir
- Western Red Cedar
- Beaked Hazelnut
- Red Alder
- Oregon Ash

0 100
Scale in Feet

NOTE REGARDING SETBACKS: Setbacks have been described and evaluated for this project in the November 15, 2011 submittal: "Additional information for Shoreline and Critical Areas Applications, I-5 to Medina: SR 520 Bridge Replacement and HOV Project Maintenance Facility Elements".

SOURCE: Drawing prepared from CAD drawing provided by Keiwet/General/Manson.

KGM

Figure 2
Location of Significant Trees
Medina Tree Removal Permit
SR 520 Floating Bridge and Landings

PART 5

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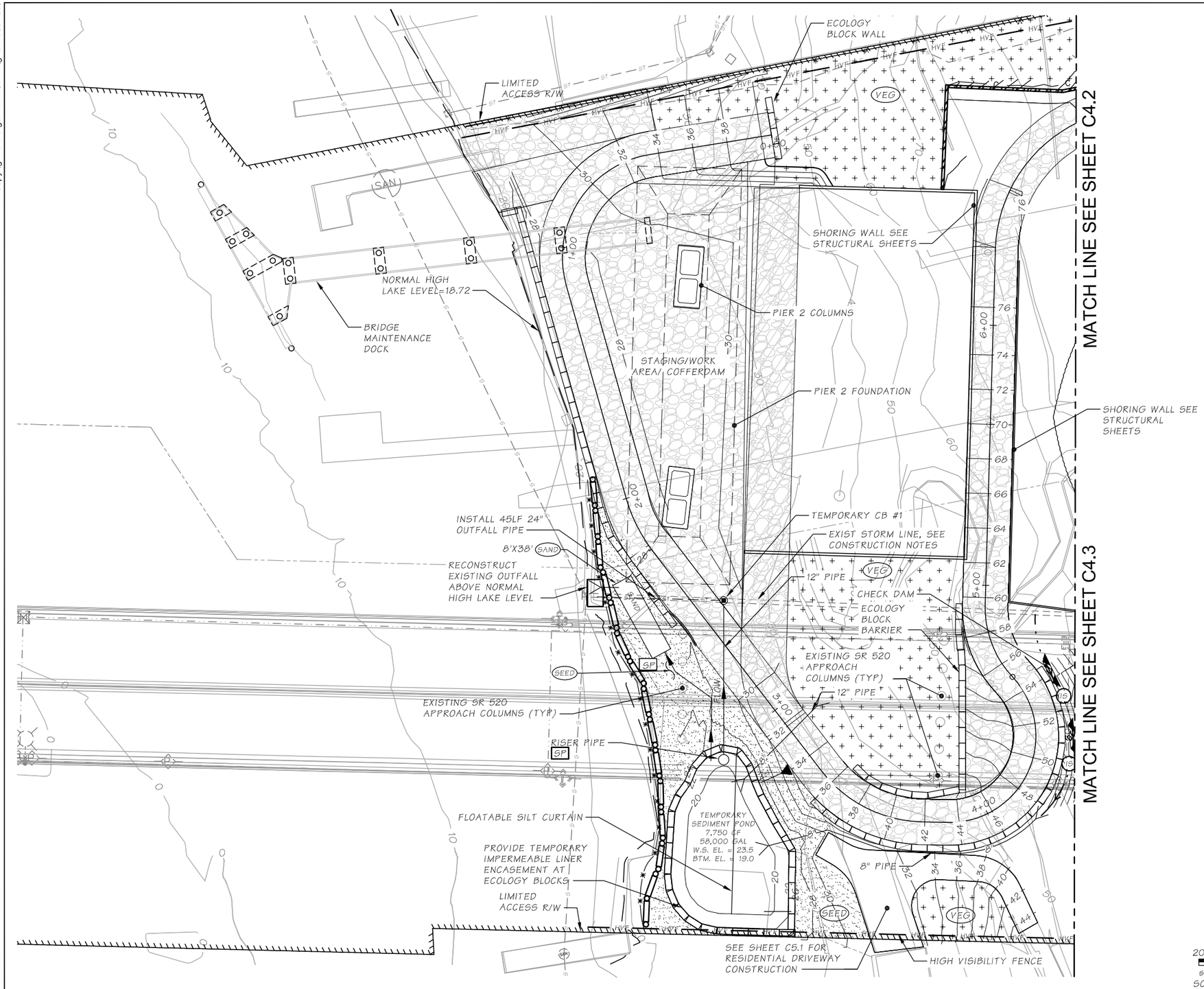
Preliminary TESC Plans



CONSTRUCTION NOTES:

1. ALL BMP NUMBERS CORRESPOND TO THE DEPARTMENT OF ECOLOGY STORMWATER MANAGEMENT MANUAL FOR WESTERN WASHINGTON AND SHALL BE INSTALLED, MAINTAINED, AND REMOVED IN ACCORDANCE WITH SAID MANUAL, AND THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION HIGHWAY RUNOFF MANUAL.
2. SILT FENCE AND ALL OTHER BMPS SHALL BE ADJUSTED TO FIT SITE CONDITIONS AND AS APPROVED BY THE CESCL.
3. SILT FENCE SHALL BE PLACED 1 FOOT INSIDE CLEARING AND GRUBBING LIMIT, UNLESS NOTED OTHERWISE.
4. SEE SHEET C5.1-C5.3 FOR CONSTRUCTION ROAD PLANS.
5. PROVIDE TEMPORARY FLEX PIPE FOR STORM PUMP DISCHARGE PIPE TO ACCOMMODATE EXISTING SR 520 DRAINAGE. SEE SHEET C4.3 FOR PUMP LOCATION.

LEGEND:

- VEG — BMP C101: PRESERVING NATURAL VEGETATION
- ENTR — BMP C105: STABILIZED CONSTRUCTION ENTRANCE/ ROAD
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- STRAW WATTLES
- C — CUT SLOPE
- IS — INTERCEPTOR SWALE
- ECOLOGY BLOCK WALL
- HVF — HIGH VISIBILITY FENCE
- CHECK DAM
- SP — STORMWATER SAMPLING AND/OR INSPECTION LOCATION
- TEMPORARY SEEDING
- PROTECT EXISTING VEGETATION
- EROSION CONTROL BLANKETS

GENERAL NOTES:

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3. BMP C153, MATERIAL DELIVERY, STORAGE AND CONTAINMENT IN THE STORAGE OF HAZARDOUS MATERIALS ONSITE, SHALL BE FOLLOWED.
4. PROVIDE CONCRETE HANDLING, BMP C151 FOR ALL CONCRETE INSTALLATION.

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scale 1" = 40' feet
SCALE APPLIES TO 11"x17" SHEETS

Bridge Design Engr.	Khaleghi, B	12/11				REGION NO	STATE	FED AID PROJ NO
Supervisor	McInnis, JW	12/11				10	WASH	BR-0520(050)
Designed By	Brannin, JM	12/11				JOB NUMBER		
Checked By	Linden, CE	12/11				8066		
Detailed By	Strandberg, BC	12/11						
Bridge Projects Engr.	Lewis, R	12/11						
Prelim. Plan By		12/11						
Architect/Specialist		12/11	DATE	REVISION	BY			

BRIDGE AND STRUCTURES OFFICE

JEFFREY W. McINNIS — STATE OF WASHINGTON — 37399 — REGISTERED PROFESSIONAL ENGINEER

Washington State Department of Transportation

KGM Keiser/General/Manson, A JOINT VENTURE — kpff — BergerABAM

SR 520
I-5 TO MEDINA - STG. 1 EVERGREEN PT. FLOATING BRIDGE AND LANDINGS
MAINTENANCE FACILITY SITE PREPARATION PLAN

TEMPORARY EROSION CONTROL

BRIDGE SHEET NO. C4.1

SHEET 8 OF 51 SHEETS

PRELIMINARY - DECEMBER 23, 2011

Strandberg, Brian on: 12/22/2011 10:16 AM File: Q:\Federal\Way\2012\FAP\WT-12-060\CADD\Dwgs\MF_MainBldg\8066_MF_C_004_01.dwg

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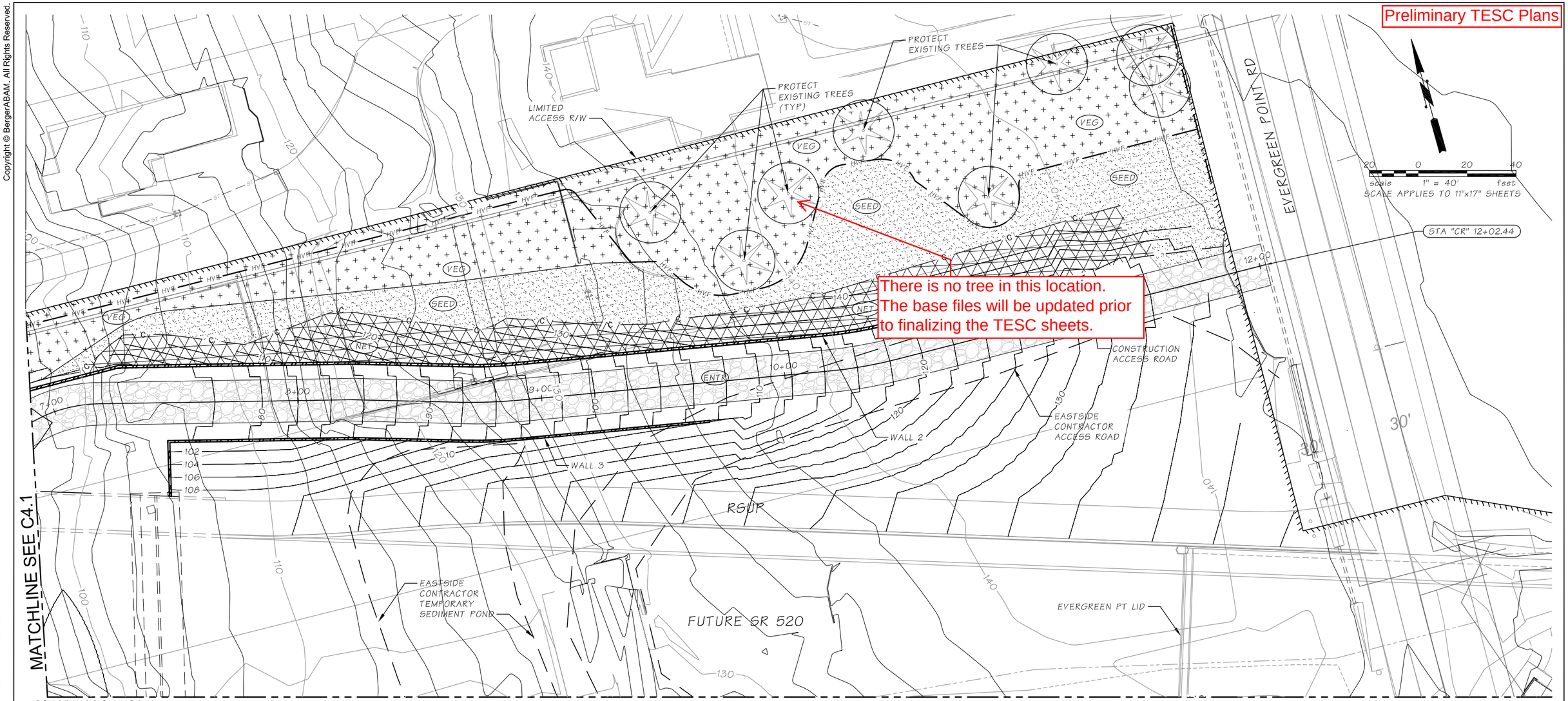
Preliminary TESC Plans



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KGM Kiewit/General/Manson, A JOINT VENTURE — kpff — BergerABAM

SR 520
I-5 TO MEDINA - STG. 1 EVERGREEN PT. FLOATING BRIDGE AND LANDINGS
MAINTENANCE FACILITY SITE PREPARATION PLAN

TEMPORARY EROSION CONTROL

BRIDGE SHEET NO. C4.2

SHEET 9 OF 51 SHEETS

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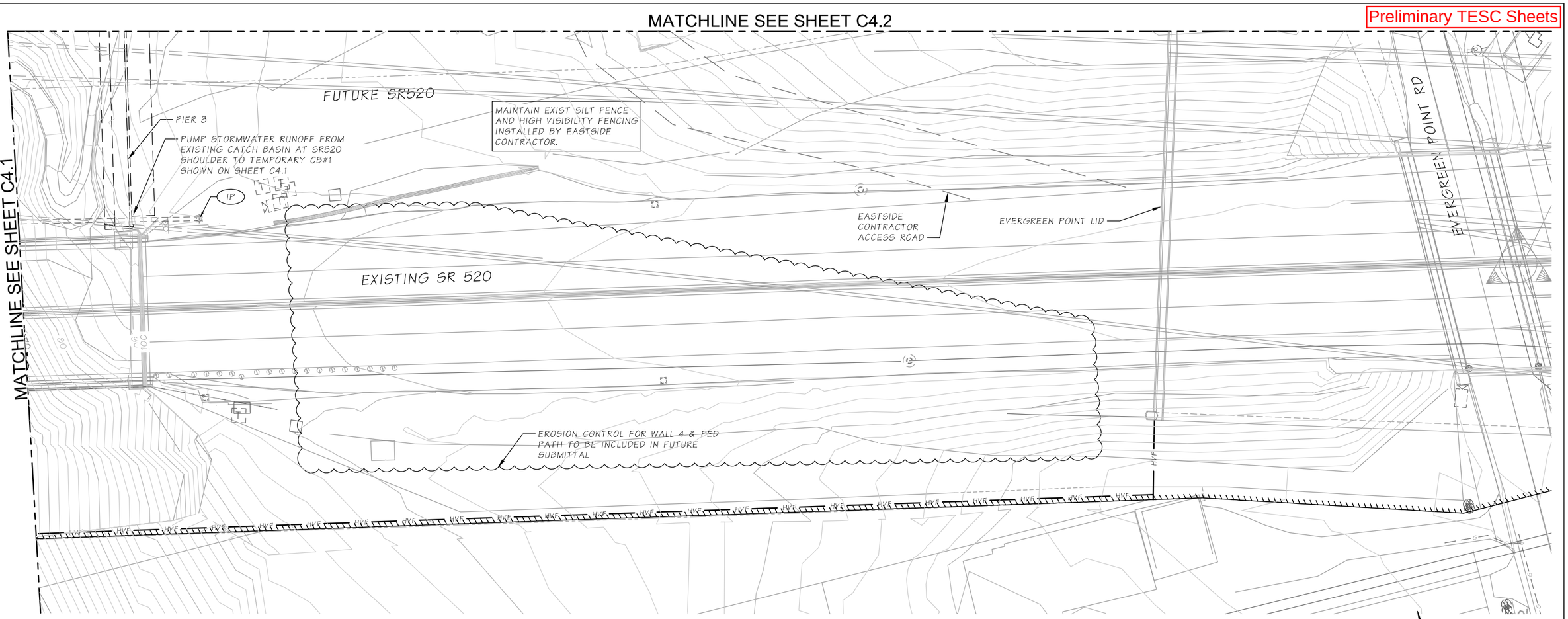
Preliminary TESC Sheets



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MAINTENANCE FACILITY SITE PREPARATION PLAN

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BRIDGE SHEET NO. C4.3

SHEET 10 OF 51 SHEETS

PRELIMINARY - DECEMBER 23, 2011

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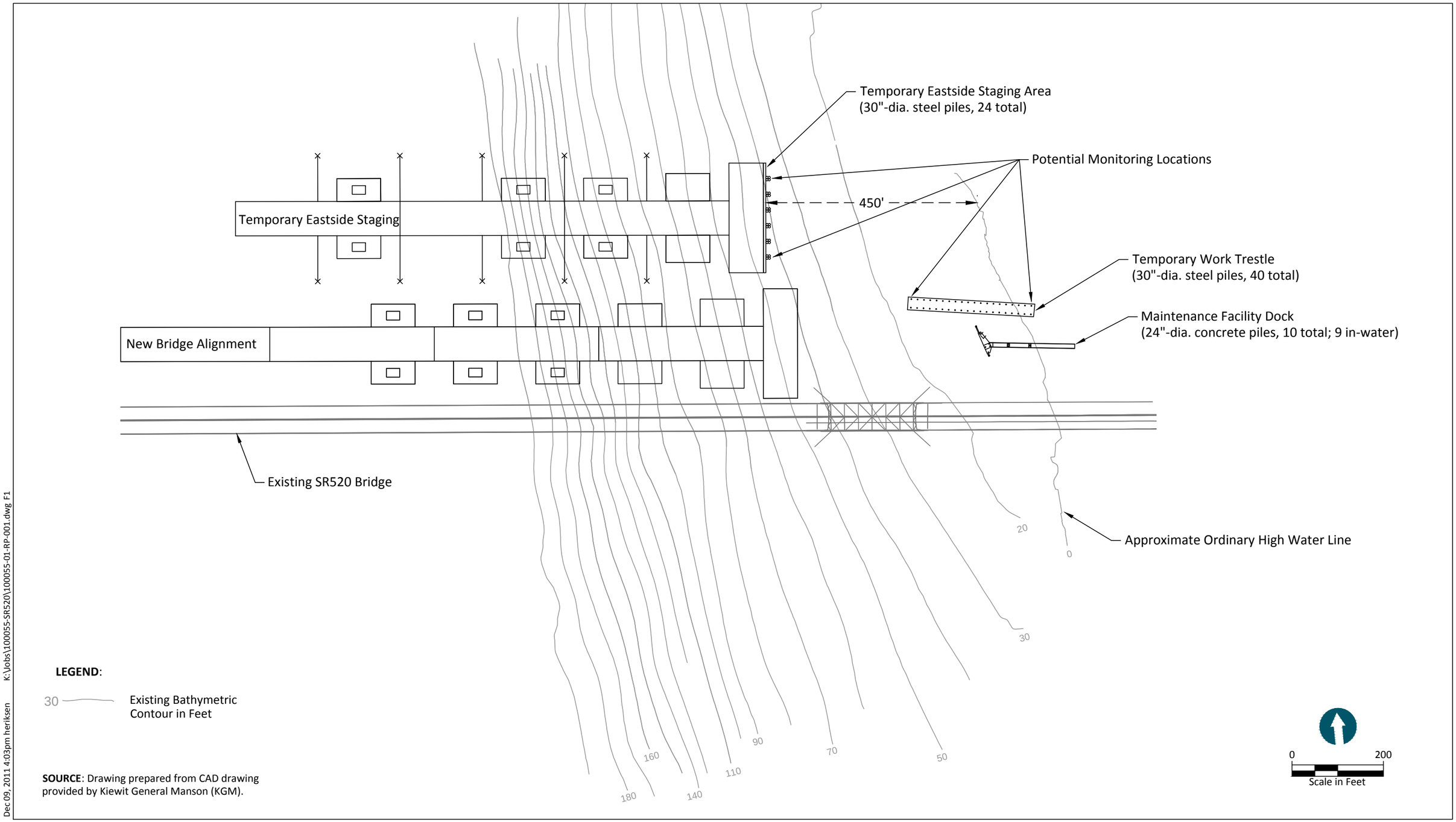
PART 6



SOURCE: Drawing prepared from CAD drawing provided by Kiewit General Manson (KGM).

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Dec 09, 2011 4:03pm heriksen

ANCHOR QEA

Figure 1
Underwater Noise Monitoring Locations
Underwater Noise Monitoring Plan
SR520 Evergreen Point Floating Bridge and Landings Project