

SR 520 Bridge Replacement and HOV Program

I-5 to Medina, Bridge Replacement and HOV Project

Floating Bridge and Landings

Project Overview Presentation

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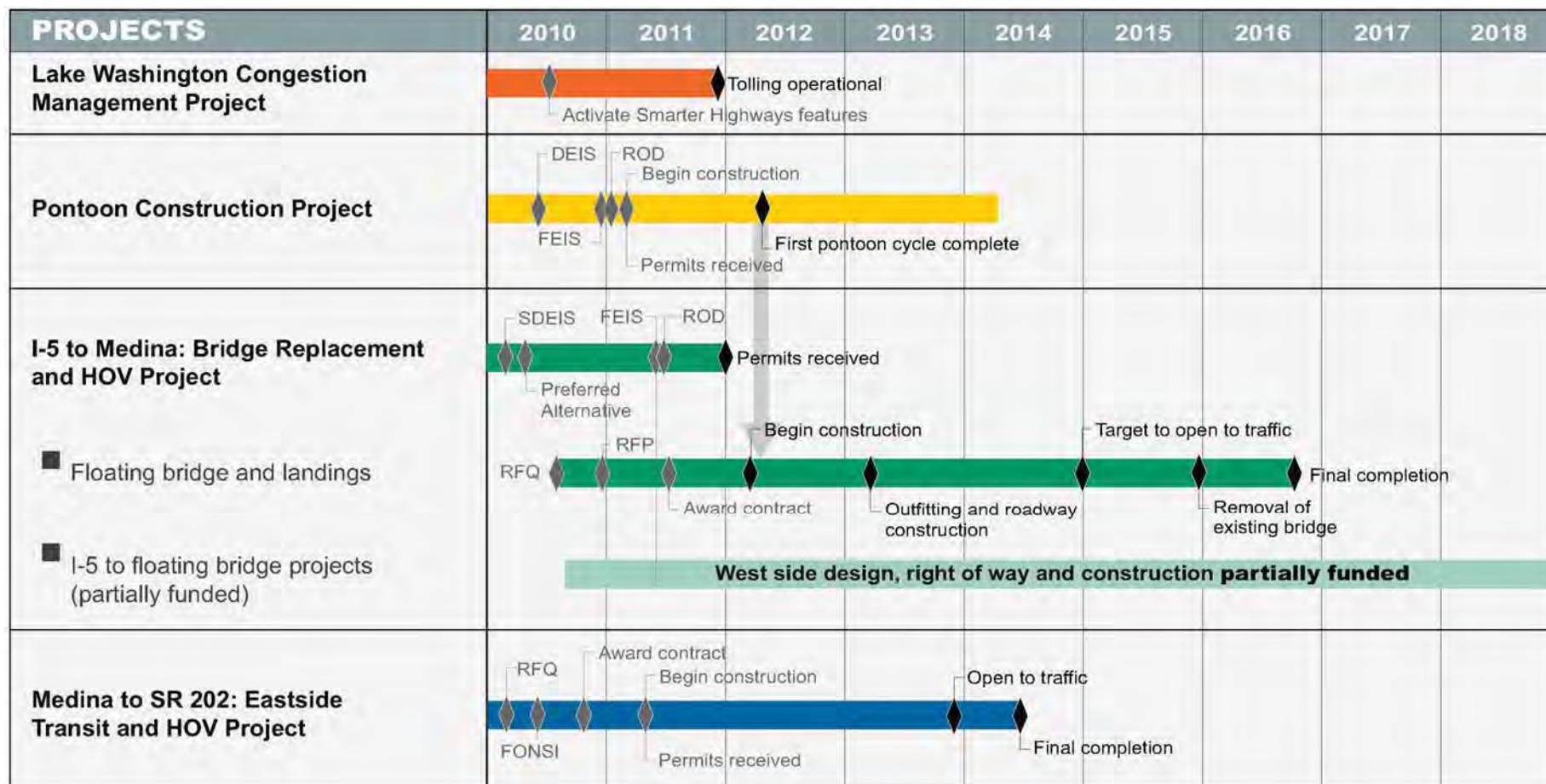
SR 520 program description

The SR 520 Bridge Replacement and HOV Program will replace the Portage Bay and Evergreen Point bridges and improve the existing roadway between I-5 in Seattle and SR 202 on the Eastside.

- I-5 to Medina: Bridge Replacement and HOV Project** – Replaces the SR 520 floating bridge and landings, and interchanges and roadway between I-5 and the eastern shore of Lake Washington.
- Medina to SR 202: Eastside Transit and HOV Project** – Completes and improves the transit and HOV system from Evergreen Point Road in Medina to the SR 202 interchange in Redmond.
- Lake Washington Congestion Management Project** – Implements tolls on the existing SR 520 floating bridge, and activates Smarter Highways features from I-5 to I-405.
- Pontoon Construction Project** – Advances pontoon construction to restore the floating section of the SR 520 bridge in the event of a catastrophic failure and to store those pontoons until needed.

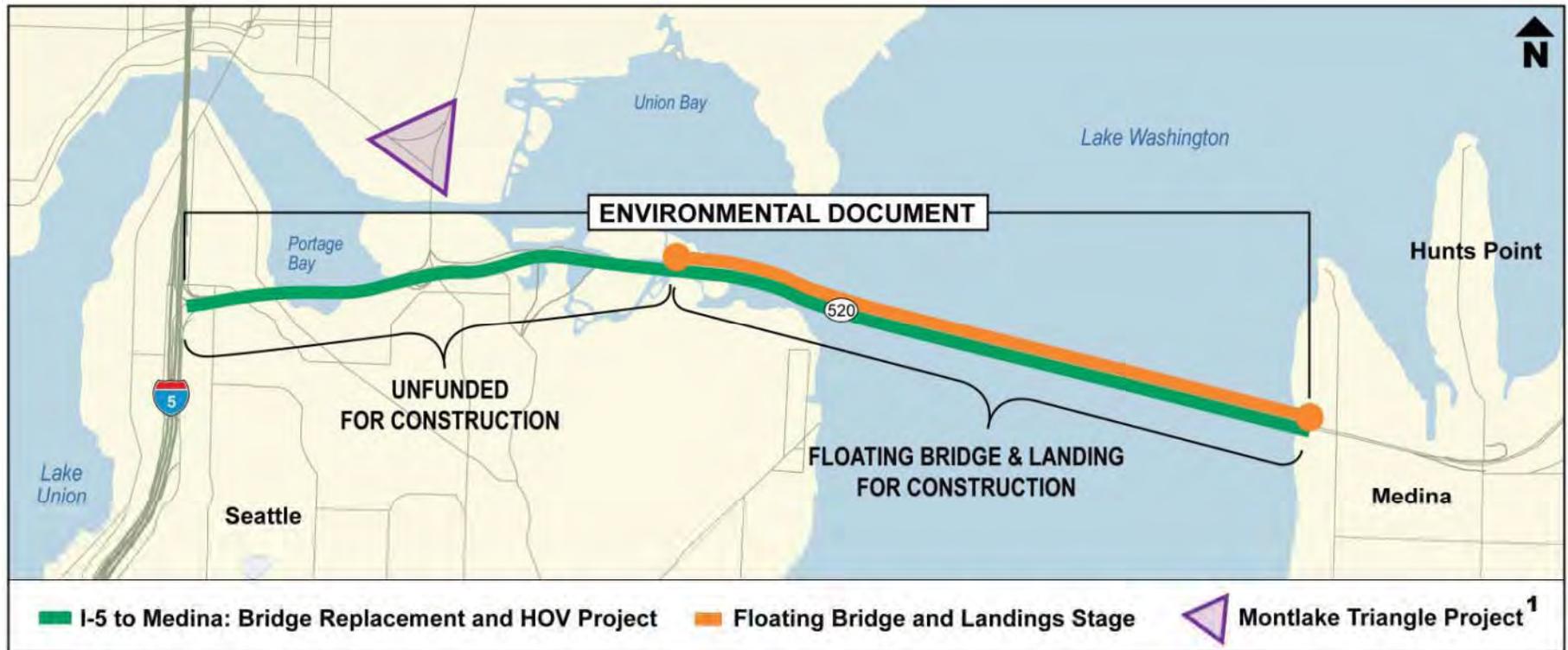


SR 520 Program Schedule



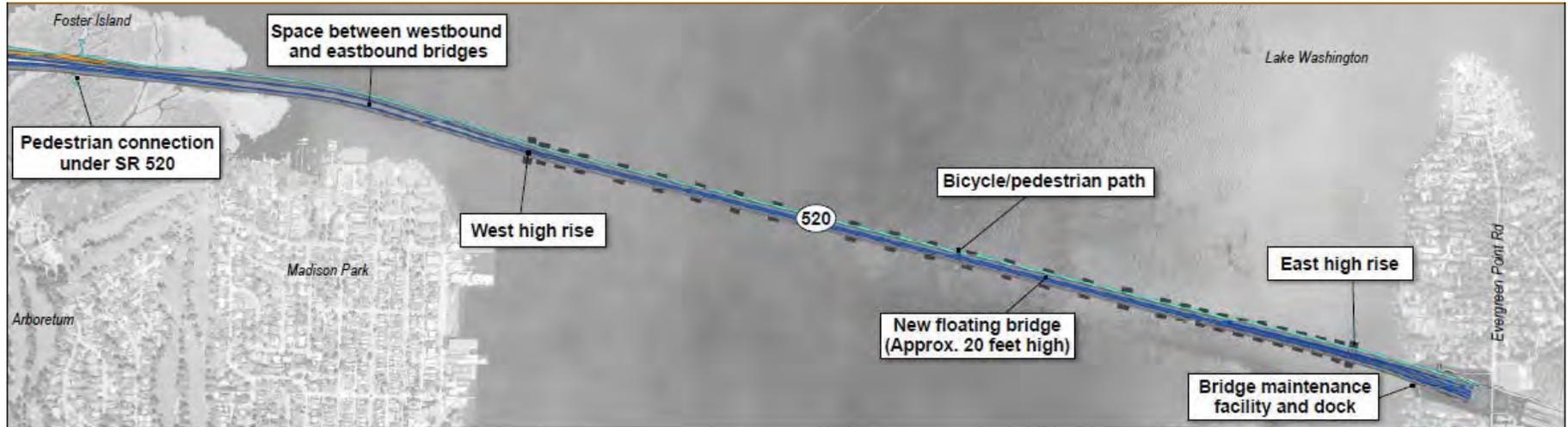
UPDATED: Sept. 8, 2011

I-5 to Medina project area



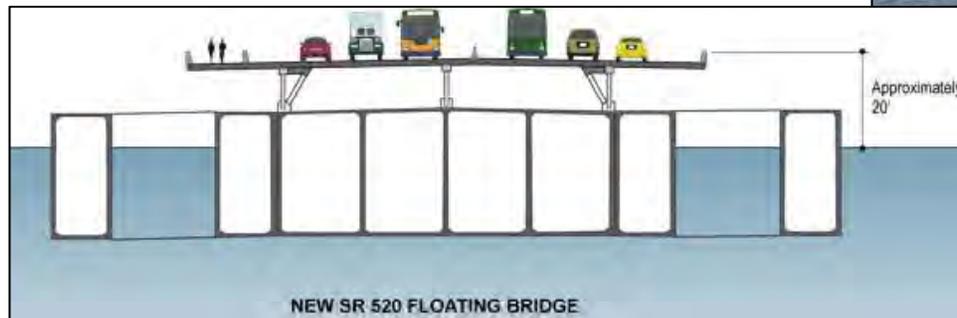
¹The Montlake Triangle Project led by Sound Transit and the University of Washington will also be under construction concurrently with the FB&L Stage and WSDOT is contributing funding for it. The Montlake Triangle Project is under separate environmental documentation.

West approach and floating bridge



LEGEND:

- General-purpose lane (SR 520)
- General-purpose lane (local)
- Transit/HOV lane
- On- and off-ramp
- Bicycle and pedestrian path



Visualization of WSDOT's concept for the new floating bridge, the preferred alternative

Pioneer Towing - Industrial Use at the Property

- **Site has been industrial yard since mid 1970s**
- **For very similar purposes: manufacturing, storage, concrete work**
 - CalPortland, Waterfront Construction, Lakeshore Marine
- **Similar wharf usage – transport of construction materials and manufactured products**
- **Employment, truck traffic and barge traffic was at a recent peak in 2007-2008**
 - Significant concurrent use by CalPortland and Waterfront Construction
 - 3-4 total barges per day and approx. 200 trucks per day with concrete and aggregates. 2009-2010 business much reduced
 - Total barge and truck traffic anticipated during KGM use less than in the 2007-2008 time period.

1977



Pioneer Towing Company, Inc.

Early 1990s

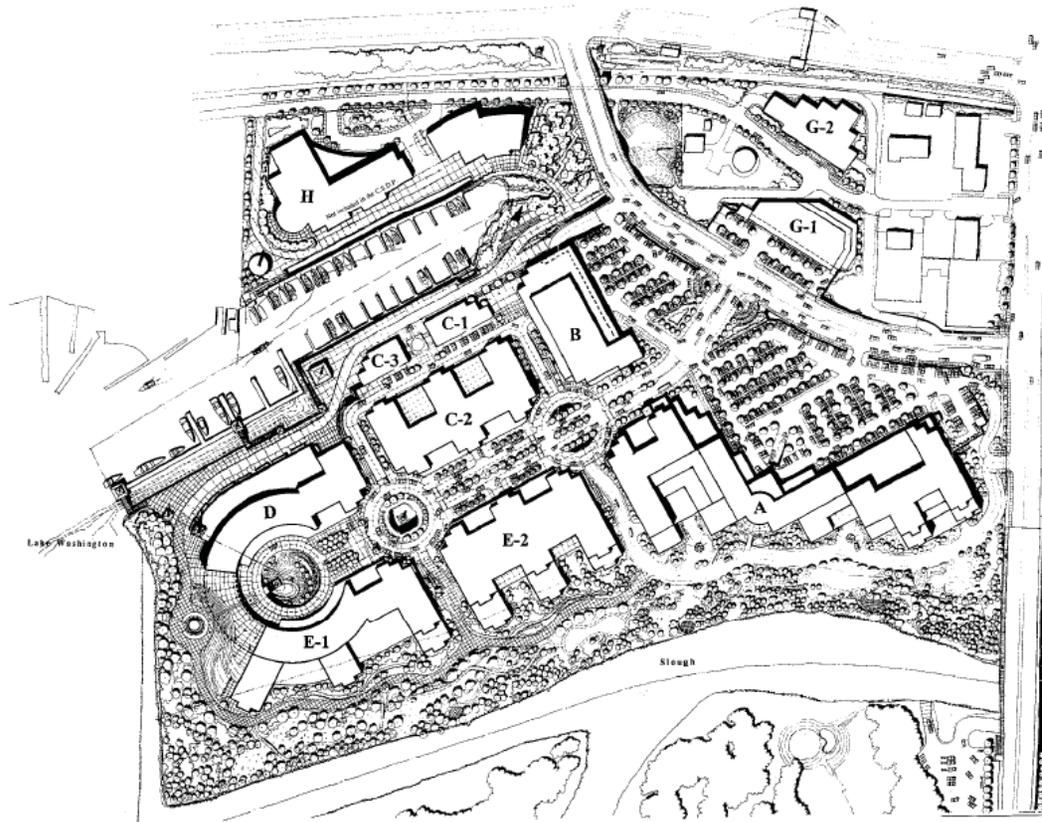


Pioneer Towing Company, Inc.

1998



Pioneer Towing Company, Inc.



Lakepointe Development is Permitted (EIS and Development Permits) Delayed by Economy

Current Site Conditions

- **In about 2000, placed stockpiled materials – soil, dredged material, debris, in the center of the site**
- **Stockpiled areas have grown up – blackberries, weeds, small trees**
- **Recent use by Waterfront Construction and Lakeshore Marine at wharf, north and west portions of the site on the existing gravel surface**



Pioneer Towing Company, Inc.



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Site Maintenance and Restoration to Prepare for Lease

Multiple requests from industrial users to lease the property – would have to do this work to lease to anyone

To prepare for lease, need to:

- **Relocate stockpiled material, associated clear & grub**
- **Re-grade and update drainage and erosion controls**
- **Replace gravel surfacing across entire site**
- **Repair existing wharf**
 - **No in-water work – fixing concrete surfacing and strengthening behind the bulkhead**

Lease for continued industrial use for interim period before Lakepointe development

Lease to KGM is for a 3-year period



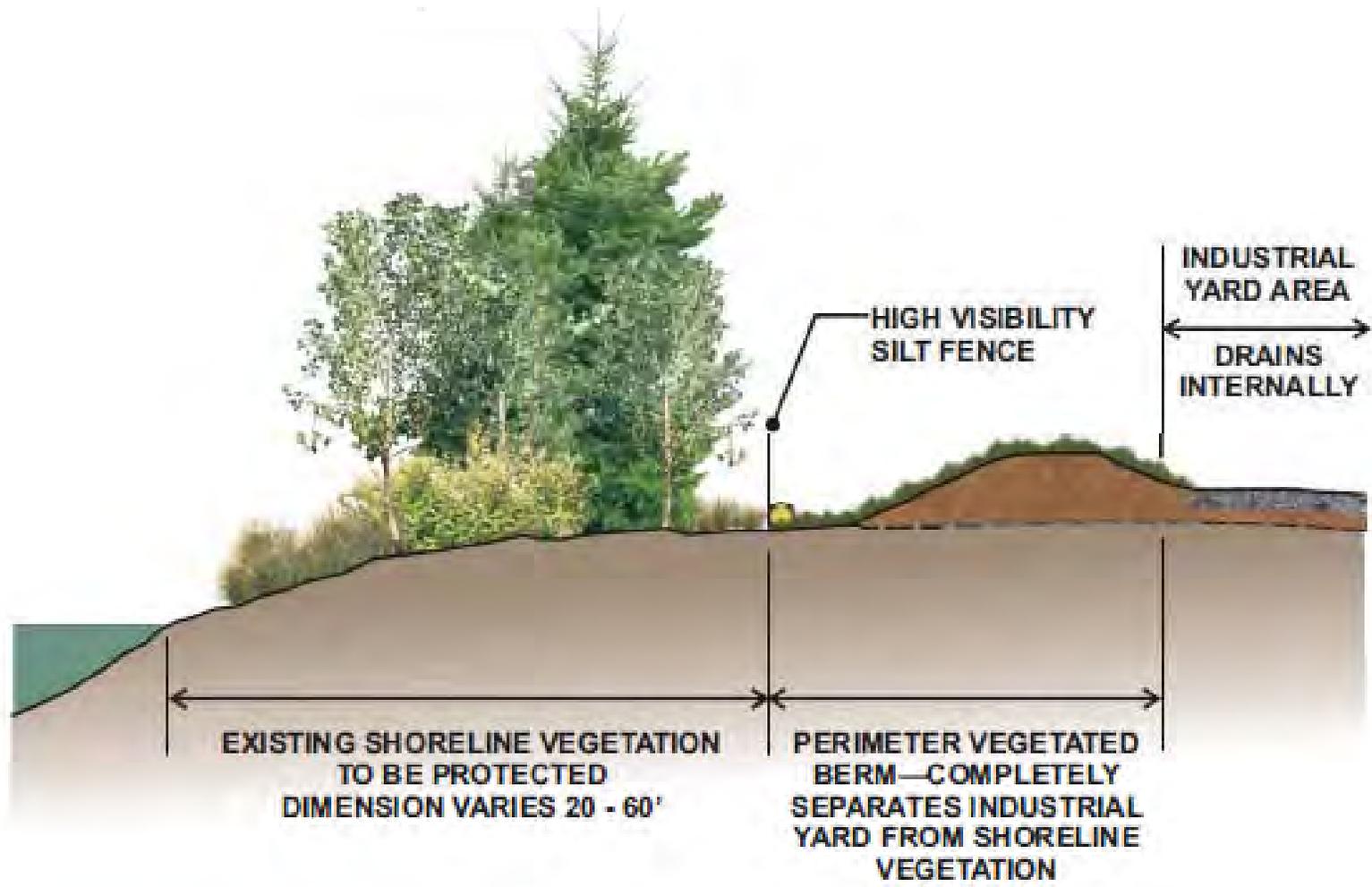
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Site Plan - Maintenance and Restoration

Important Points About Our Work

- **Extent of gravel surface is not bigger than previous industrial yard**
- **Brings the yard back to how it was, but with better environmental controls**
- **Shoreline vegetation will be protected**
 - **Continuous berm separate shoreline vegetation from industrial yard**
- **All yard area will drain to new sediment traps - drainage will infiltrate on site – not run off to lake or river**
 - **Manually controlled emergency overflows for extreme weather conditions**
- **No in-water work**

Shoreline Cross Section



Permitting the Pioneer Towing Work

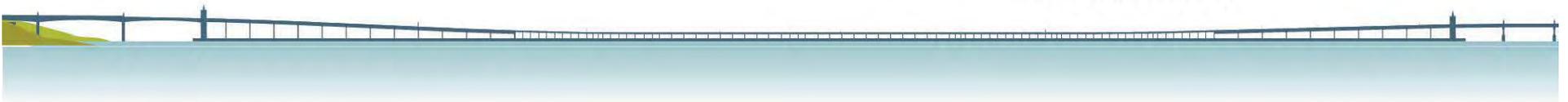
- **We (Pioneer Towing) will permit this work with the City**
- **SEPA checklist, shoreline exemption for maintenance and repair work**
- **Grading Permit**
- **Building Permit for wharf repairs**
- **Construction Stormwater General Permit from Ecology**
- **Work meets requirements of Ecology Consent Decree for Continued Industrial Use**
 - **Industrial use and access restrictions**
 - **Upgraded erosion controls**
 - **Continued groundwater monitoring**



KGM Site Improvements

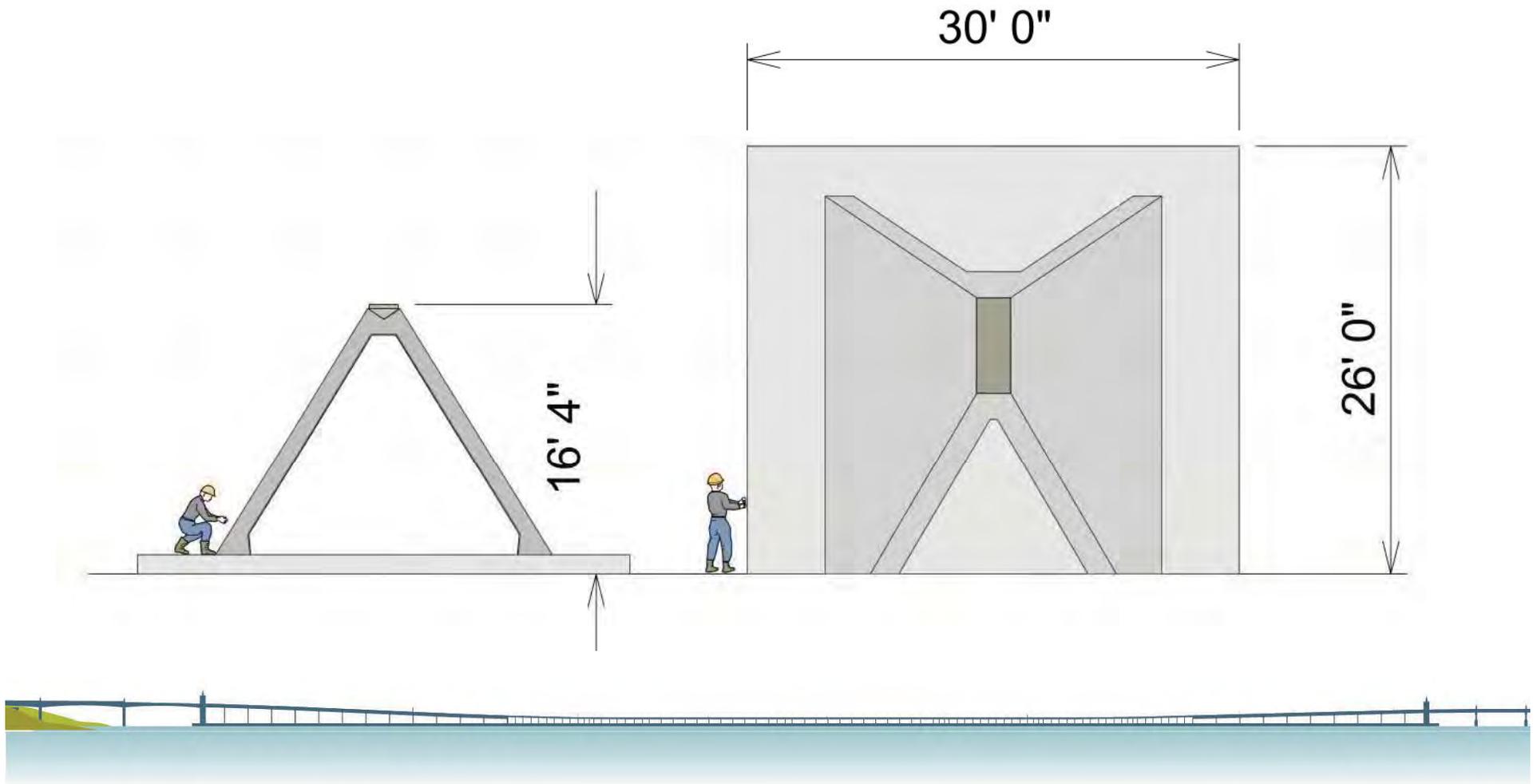


**SITE PLAN — KGM FACILITIES AND OPERATIONS
FOR SR-520 PROJECT**



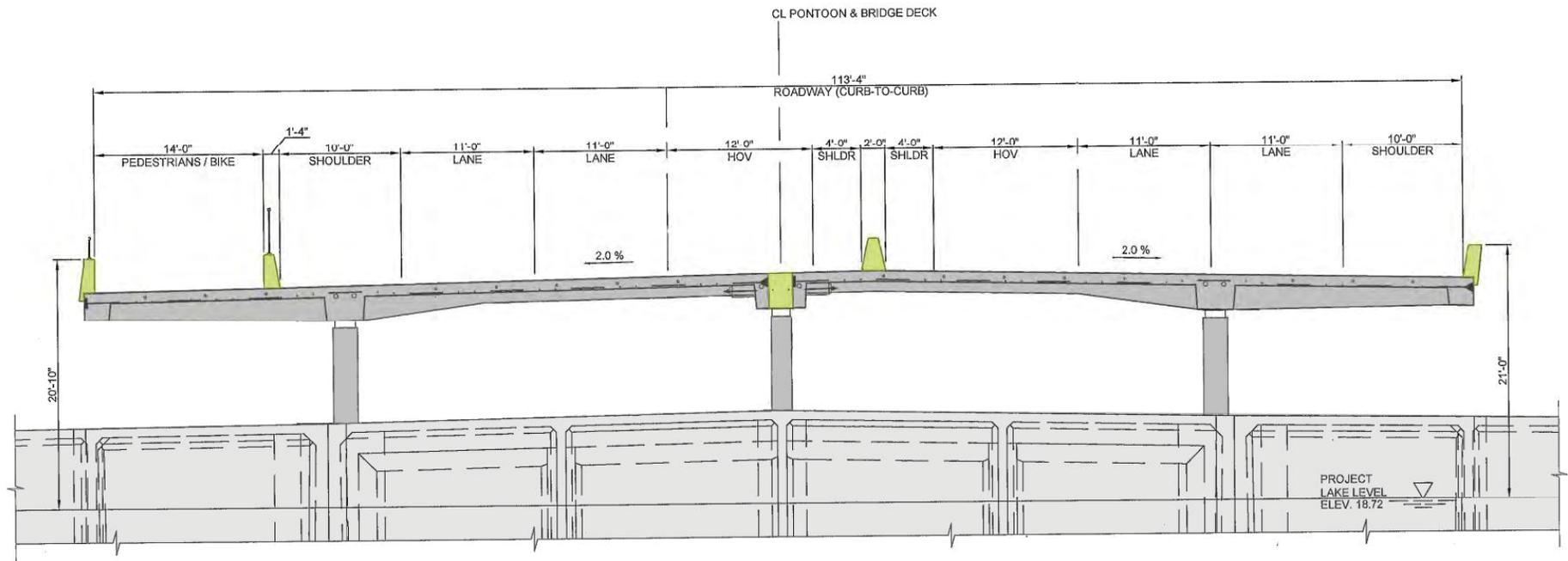


Fluke Anchor Construction

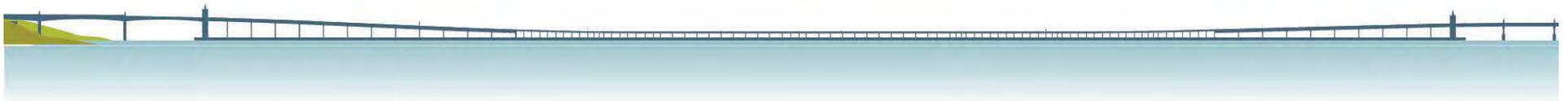




Precast Panels on 520 Bridge



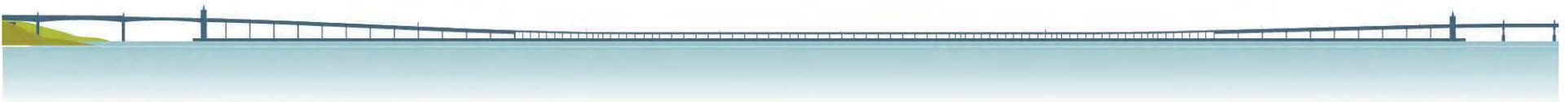
TYPICAL SECTION
SCALE: 3/16" = 1'-0"





KGM Site Improvements & Operations

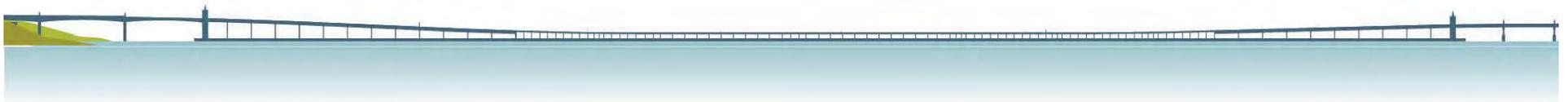
- Temporary casting slabs, partial roof, and process water collection – approximately 20,000 sf – in center of site
- Process water collection for off site treatment & disposal to the sanitary sewer
- Utility installation – gas line, water, power & communications.
- Approx. 3' excavation for slabs, 4-6' max. excavation for utilities – just into cover materials at site





KGM Site Improvements & Operations

- Just limited infrastructure in center of site – shallow excavations
- Barge traffic (approx. 1 per day) less than previous industrial maritime traffic to site, consistent with existing use of waterway
- Operations using strict environmental protocols – WSDOT requirements: dust control, environmental management plans



SR 520 Environmental Documentation

To date the SR 520 I-5 to Medina Project has completed the following environmental documentation:

- August 2006: Draft Environmental Impact Statement (EIS)
- January 2010: Supplemental Draft EIS
- June 2011: Final EIS
- August 2011: Record of Decision

These documents satisfy the requirements of both the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA).

Next Steps

WSDOT is working with KGM to complete the required environmental clearances for the Kenmore industrial site.

Questions?

For more information:

Visit: www.wsdot.wa.gov/projects/SR520Bridge

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Call: 1-888-520-NEWS (6397)

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