

Attachment 4

Correspondence

Author	Recipient	Subject	Date of Correspondence
Arboretum and Botanical Garden Committee	WSDOT	Arboretum Mitigation Plan	12/11/10
WSDOT	Seattle Parks Department	WSDOT Peninsula Property	7/19/11
WSDOT	FHWA	SR 520 I-5 to Medina Bridge Replacement and HOV Project Compliance with Transportation Planning Requirements	7/21/11

Arboretum and Botanical Garden Committee (ABGC)

Members

Barbara Wright, Chair

Jack Collins

Theresa Doherty

Donald Harris

Sandra Lier

Kjristine Lund

Paige Miller

Iain Robertson

David Towne

December 11, 2010

Paula J. Hammond
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA
98504-7316

Dear Ms. Hammond:

The Arboretum Botanical Garden Committee (ABGC) would like to thank you for the incredible work your WSDOT Team has done in the development of the Arboretum Mitigation Plan.

It has been a total pleasure working with Julia Meredith, Rob Berman, Katie DeLeuw, Jenifer Young, Kerry Ruth and other staff members. They have been so professional and they have worked tirelessly on details, listened carefully to so many diverse comments and suggested creative solutions to some difficult issues on the SR 520 mitigation issues. They have also been very patient throughout the process.

As the Arboretum and Botanical Garden Committee, we represent the widely different interests of the city of Seattle, the University of Washington, the Arboretum Foundation and the State of Washington. As individuals, we represent an even wider diversity. Nevertheless, your staff worked very closely with us and we are pleased with the progress we have made over the last several months.

We look forward to a continued excellent working relationship with WSDOT as we complete the Memoranda of Understanding, the Memorandum of Agreement and the implementation of the mitigation plan.

Sincerely,



Barbara Wright, Chair
Arboretum Botanical Garden Committee

Cc: Arboretum Botanical Garden Committee Members



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
Seattle, WA 98101

Phone: 206-770-3500
Fax: 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov/Projects/SR520Bridge

LTR - 2173

July 19, 2011

Mr. Donald Harris, Property & Acquisitions Services Manager
Seattle Parks Department
100 Dexter Avenue North
Seattle, WA 98109

Dear Mr. Harris:

This letter memorializes WSDOT's intent to convey property in the area known informally as the "WSDOT peninsula" to the City of Seattle as mitigation for impacts of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. Although the legal details, structure, and quantity of the property transfer are still being worked out, this serves as a statement of our commitment to identify the transfer mechanism when these issues have been resolved.

The property known as the WSDOT peninsula (shown on the attached map) is approximately 26 acres in size and is contiguous with the northwestern boundary of the Washington Park Arboretum. It consists of several parcels that WSDOT (then the State Highway Department) acquired from the Arboretum in the early 1960s, when SR 520 was being planned and built. The site contains both upland and aquatic area. The property currently contains active freeway ramps connecting SR 520 to Lake Washington Boulevard, as well as unused ramps originally planned for the R.H. Thomson Expressway.

Property ownership in this area is complex. Research conducted by the state Attorney General's Office indicates the WSDOT peninsula parcels are currently owned in fee by WSDOT and are restricted in use to highway purposes. Environmental mitigation required for a highway project is considered a highway use and land conveyed to satisfy such an environmental mitigation obligation would not require monetary compensation. However, the value of the land conveyed must be equivalent in value to the mitigation obligation being satisfied. To the extent the value of the property to be conveyed exceeds the value of the mitigation obligation, WSDOT would need to determine the excess property is no longer needed for a highway purpose and the grantee would be required to pay the fair market value of that property to WSDOT.

As you know, WSDOT's wetland mitigation plan for the I-5 to Medina project currently proposes the use of the peninsula area to provide approximately 11 acres of wetland creation and enhancement. This will satisfy a portion of WSDOT's regulatory obligations for mitigation under state and federal law. As a result, the property used for wetland mitigation may be conveyed to the Seattle Parks Department at no cost, provided a

conservation easement is established for the wetland site and the Seattle Parks Department maintains the wetland in perpetuity.

The remaining portion of the peninsula is not suitable for wetland mitigation. However, because the project would acquire Section 4(f) properties under the jurisdiction of Seattle Parks that have not already been mitigated through the Section 6(f) process, the opportunity exists to use land on the peninsula to mitigate for the 4(f) impact to these properties. Accordingly, WSDOT is developing appraisals of both the Section 4(f) properties and the peninsula property to determine what proportion of the peninsula property could be appropriately used as mitigation, based on a comparison of the properties' relative values.

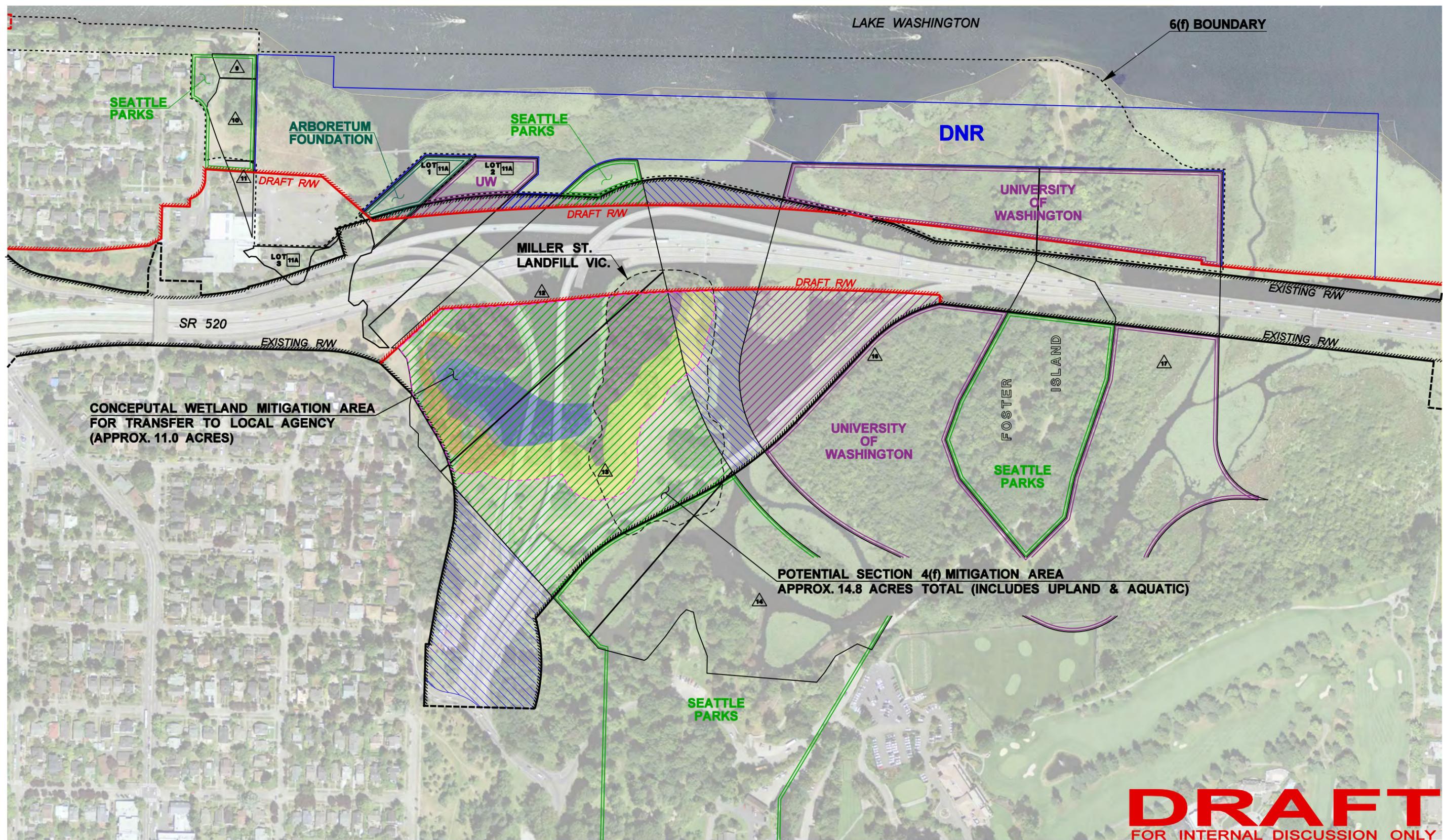
We anticipate that the appraisals will be completed by fall 2011. At that time, we will meet with you to discuss the property available to be used as mitigation and the appropriate process and timing for the transfer. We also anticipate discussing the commitments made in the Arboretum Mitigation Plan in the context of this additional mitigation being provided. In the meantime, if you have any questions or need more information to complete your review, please call me at (206) 770-3568 or e-mail me at meredjl@wsdot.wa.gov.

Sincerely,



Julie Meredith, Director
SR-520, I-5 to Medina Project

cc: Theresa Doherty, Chair, Arboretum and Botanical Garden Committee
Paige Miller, Executive Director, Arboretum Foundation
Terry Dunning, Seattle Parks Department
David Graves, Seattle Parks Department
Trish Nightingale, Assistant Attorney General



FILE NAME		c:\aawork\pw_work\sr520\guruleg\dms53769\U-5_to_Medina_RW_Surplus_Exhibits.dgn		REGION NO.	STATE	FED.AID PROJ.NO.	 Washington State Department of Transportation	SR 520 BRIDGE REPLACEMENT AND HOV PROJECT I-5 TO MEDINA WSDOT PENINSULA	Plot 4
TIME	2:21:06 PM			10	WASH				PLAN REF NO
DATE	6/20/2011			JOB NUMBER					SHEET
PLOTTED BY	guruleg			CONTRACT NO.		LOCATION NO.			OF
DESIGNED BY									SHEETS
ENTERED BY									
CHECKED BY									
PROJ. ENGR.									
REGIONAL ADM.		REVISION	DATE	BY					



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Engineering and Regional Operations
SR 520 Bridge Replacement and HOV Program
600 Stewart Street, Suite 520
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www.wsdot.wa.gov/Projects/SR520Bridge

July 21, 2011

LTR – 2174

Randy Everett
Seattle Major Projects Oversight Manager
Federal Highway Administration
999 Third Avenue, Suite 2424
Seattle, WA 98104

RE: SR 520, I-5 to Medina Bridge Replacement and HOV Project
Compliance with Transportation Planning Requirements

Dear Mr. Everett:

This letter serves to document Washington State Department of Transportation's (WSDOT) compliance with regional transportation planning requirements (23 CFR § 450), and in particular those requirements pertaining to the SR 520, I-5 to Medina Bridge Replacement and HOV project (I-5 to Medina project).

According to FHWA's guidance, proposed transportation projects within metropolitan planning areas must meet the following specific criteria:

1. The project or phases of the project within the time horizon of the Metropolitan Transportation Plan (MTP) must be included in the fiscally constrained MTP.
2. The project must be in the fiscally constrained Transportation Improvement Program (TIP). If the project is phased, at least one phase of the project must be in the TIP.
3. Full funding must be reasonably available for the completion of all phases of the entire project within the time period available for completion of the project [23 CFR § 450.324(h)-(i)].

WSDOT is in compliance with all of these requirements.

1. Metropolitan Transportation Plan (MTP). The Puget Sound Regional Council's (PSRC) MTP is titled Transportation 2040. Appendix M of the MTP document (enclosed here as Exhibit A) includes the full I-5 to Medina project in the fiscally constrained portion of the plan (T2040 ID #'s 4250 and 4251). The cost estimate value for the I-5 to Medina project in the NEPA Final Environmental Impact Statement (FEIS) is \$3.4B (rounded). PSRC's MTP and Transportation Improvement Program (TIP) are consistent with the FEIS, excluding deferred sales tax. The TIP (T2040 ID #'s 4250 and 4251) total \$2.54B (rounded) is the result of standard PSRC practice to adjust project estimates in the MTP from year of expenditure to normalize in 2008 dollars.

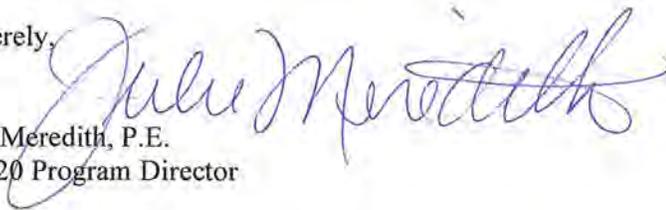
2. Transportation Improvement Program (TIP and STIP). The fiscally constrained PSRC TIP and WSDOT Statewide Transportation Improvement Plan (STIP), as amended in June 2011, include multiple phases of the I-5 to Medina project. The following phases are included as TIP Project WD520-1A: preliminary engineering; right-of-way; and the first stage of construction (the Evergreen Pt. Floating Bridge and Landings). Enclosed here as Exhibits B and C. The cost estimate values in the TIP and STIP are consistent with the FEIS as described in the above clarification.
3. Full Funding Reasonably Available. Full funding for the I-5 to Medina project is reasonably expected through state and federal sources. WSDOT has been proactive in developing funding strategies for the I-5 to Medina project. The 2008 SR 520 Finance Plan identified full funding for the project through a variety of sources. These include state motor vehicle excise taxes, "pay as you go" toll revenue, and bonded toll revenue, as well as Federal formula funds and bonded funds (GARVEE bonds). The SR 520 Legislative Workgroup, convened in 2009 under Engrossed Substitute House Bill 2211, updated these recommendations in its December 2009 final report. In 2010, a tolling implementation committee led by Governor Gregoire confirmed that there are viable financing alternatives for the full I-5 to Medina project.

In July, 2011 the Governor announced the formation of the Connecting Washington Task Force, which is charged with developing a 10-year investing and funding plan for the state's transportation system and presenting it to the 2012 Legislature. Funding the SR 520 Bridge (I-5 to Medina project) is one of identified priorities of the plan. WSDOT continues to work with the Governor, bipartisan members of the legislature, the PSRC, and the Seattle City Council and departments to ensure multilevel support.

Support for the project is further demonstrated by the April 28, 2011 vote of the PSRC to endorse the next step of the Floating Bridge and Landings phase of the I-5 to Medina project. The PSRC Executive Board, comprised of 32 elected officials from around the region, voted 31 -1 in support of moving forward.

For these reasons, WSDOT believes that the SR 520 Program is in compliance with FHWA transportation planning requirements. Please do not hesitate to contact me if you have any questions.

Sincerely,


Julie Meredith, P.E.
SR 520 Program Director

Enclosure

cc: Dave Dye, WSDOT
Allison Hanson, WSDOT
Rick Singer, WSDOT
Jenifer Young, SR 520 Program

Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List *

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 518	4247	SR 518 @ SR 509 Interchange	SR 509/SR 518 Interchange	SR 518 @ SR 509 Interchange	Construct a southbound to eastbound flyover/tunnel ramp at the SR 509 I/C.	WSDOT	\$36,000,000	Unprogrammed	2020		South King
SR 518	5390	SR 518 @ SR 99	I-5	SR 518 @ SR 99	Construct a new interchange at SR 99	WSDOT	\$90,000,000	Candidate	2020		South King
SR 518	4246	SR 518 @ I-5 Interchange	SR 518/I-5 Interchange	SR 518 @ I-5 Interchange	Relocate the I-5 northbound ramp to the right side and combine I-5 northbound, I-5 southbound and the 51st Ave. S ramps at the Tukwila I/C.	WSDOT	\$67,000,000	Unprogrammed	2020		South King
SR 518	4245	SR 518 @ I-5 Interchange	SR 518/I-5 Interchange	SR 518 @ I-5 Interchange	Add a second eastbound lane from the I-5 southbound drop lane to the I-5 northbound add lane at the Tukwila I/C.	WSDOT	\$73,000,000	Unprogrammed	2020		South King
SR 519 Intermodal Access Project - Phase 2: South Atlantic Corridor	1866	I-90	Seattle Waterfront	SR 519 (Alaskan Way S)	I-90 Off-Ramp to South Atlantic Street. A new two-lane elevated ramp connection would be built from westbound I 90 to terminate at a signalized T-intersection at South Atlantic Street. The new South Atlantic Street connection would serve westbound freeway traffic from I 90 and I-5. The new ramp would be entirely elevated, passing over Fourth Avenue South and Third Avenue South and connecting to the South Atlantic Street overpass southeast of Safeco Field. Exiting northbound I-5 traffic would be routed to South Atlantic Street, while exiting southbound I-5 traffic would have the option of taking either the new off-ramp to South Atlantic Street or the existing I-90 off-ramp to Fourth Avenue South. South Royal Brougham Way Railroad Overpass. The South Royal Brougham Way at-grade railroad crossing would be closed and a new two-lane elevated structure would be constructed, connecting Occidental Avenue South to Third Avenue South. The new overpass would transport vehicular, pedestrian, and bicycle traffic over the BNSF Railway tracks and provide a new connection from South Royal Brougham Way into the second level of Qwest Field Event Center parking garage. The new ramp would accommodate local two-way traffic.	WSDOT	\$77,000,000	Approved	2010	WDNW-298	South King Cross Lake
SR 520	4250	I-5	Foster Island Vicinity	SR 520	Construct new six lane connection between I-5 and Montlake Blvd. This includes reconstruction of the Portage Bay Bridge. Construct a westbound to southbound freeway-to-freeway Core HOV Connection at the I-5/SR520 interchange.	WSDOT	\$1,750,000,000	ROW Conditionally Approved	2015		North King Cross Lake

6/29/2011 * Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.
 ** Investments with costs equal to zero have had their costs included in other related investments.
 *** Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

Roadway Related - State Route Investments in Transportation 2040 Itemized Investment List *

Title	T2040 ID	From (or at)	To	On	Description	Lead Sponsor	Est. Cost (y2008\$) **	Status***	Complete	TIP Proj(s).	Corridor(s)
SR 520: I-5 to Medina - Evergreen Point Floating Bridge and Landings	4251	West end of floating bridge	Evergreen Point Road	SR 520	The Floating Bridge and Landings Project is one of four projects in the SR 520 Bridge Replacement and HOV Program. The proposed project would replace the SR 520 floating bridge and landings, including the connections to the existing structure east of Foster Island, and to the existing roadway in Medina. The new bridges will meet current design standards for windstorms and earthquakes. The road will have six lanes including two HOV lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail.	WSDOT	\$790,000,000	Conditionally Approved	2016	WD520-1A	North King Cross Lake
SR 520: Eastside Transit and HOV	4252	Evergreen Point Road	108th Ave	SR 520	Add HOV lanes eastbound between Evergreen Point Road and 108th Ave. Move existing HOV lanes and upgrade to full standard lanes to the inside and add a direct HOV access at 108th Avenue. Cost for this project includes the HOV restriping between I-405 (108th Ave) and SR 202 (MTP 4284).	WSDOT	\$450,000,000	Approved	2014	WD520-2	Eastside Cross Lake
Bel-Red Regional Connectivity - SR 520/ 124th I/C	4528	SR 520 @ 124th I/C		SR 520 @ 124th I/C	The City of Bellevue has jurisdiction over the entire route up to the proposed full interchange at SR520 and 124th Avenue NE. This project would be implemented by WSDOT.	WSDOT	\$280,000,000	Unprogrammed	2011		Eastside Cross Lake
SR 520 HOV to HOT	5443	I-405	SR 202	SR 520	Convert HOV lanes to HOT lanes	WSDOT	\$15,000,000	Candidate	2015		Eastside Cross Lake
SR 520	4101	W Lake Sammamish Parkway	SR 202	SR 520 and SR 520@SR 202	Widen SR 520 to 8 lanes including HOV Lanes and auxiliary lanes. Construct a new SR 520/SR 202 interchange.	WSDOT	\$120,000,000	Approved	2020	WDNW-695	Eastside
SR 522 BAT lanes	5519	57th Ave NE	65th Ave NE	SR 522	The SR 522 Phase I, Stage 2 project improvements (57th Avenue NE – 65th Avenue NE) include widened travel and Business Access and Transit (BAT) lanes, additional turning lanes at the key intersection, signal improvements, illumination, access management,	Kenmore	\$26,000,000	Candidate	2020		Eastside
SR 522 West City Limits to NE 180th St. Stage 1 Improvements (at 96th Ave NE) - Wayne Curve.	4002	SR 522 @ 96th Ave NE		SR 522 @ 96th Ave NE	This project includes curb, gutters and sidewalks installation on both sides of the roadway; upgrade storm water facilities; street lighting improvements; widen through lanes; realign 96th Avenue NE approach, increase intersection capacity by adding left turn lanes; enhance transit operation by adding Business Access Transit (BAT) lanes and queue jump lane at the 96th Avenue NE intersection, and enhance traffic safety through access management and median installation.	Bothell	\$20,000,000	Approved	2010	BOTH-22	Eastside

6/29/2011 * Investments appear in four groupings: Roadway-Related (State Routes), Roadway-Related (Arterials), Transit-Related (includes ferry), and Bicycle/Pedestrian.
 ** Investments with costs equal to zero have had their costs included in other related investments.
 *** Unprogrammed status indicates the investment is in the Unprogrammed portion of Transportation 2040. All other status entries indicate the investment is in the Constrained portion of the plan.

Appendix A as of the 11/05 Amendment: Approved 6/15/11

County: WSDOT

Jurisdiction: WSDOT SR-520 Bridge Replacement & HOV Project Office

Project Number: WD520-1A

Title: SR 520: I-5 to Medina - Stage 1, Evergreen Point Floating Bridge and Landings

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Fund	Other Funds	Phase Total
P/E-Design		2010	8/1/10	State	\$0	\$0	\$18,353,000	\$18,353,000
P/E-Design		2011	5/1/11	State	\$0	\$0	\$12,397,000	\$12,397,000
ROW		2010	8/1/10	State	\$0	\$0	\$325,000	\$325,000
ROW		2011	5/1/11	State	\$0	\$0	\$9,425,000	\$9,425,000
Construction		2011	9/1/11	BR	\$73,412,000	\$893,934,000	\$0	\$967,346,000

First Year Programmed: 2010 **WSDOT PIN:** 852004B **Totals:** \$73,412,000 \$893,934,000 \$40,500,000 \$1,007,846,000

Federal Aid/FTA Grant Number(s):

Functional Class: Principal Arterial - Expressway OVER 5,000 area

Improvement Type:

Location: SR 520, Lake Washington

From: MP 2.0, Foster Island Vic

To: MP 4.0, Evergreen Pt Rd

Est. Total Project Cost: \$1,007,846,000

Regionally Significant: Yes

Environmental Status: EIS

Year of Expenditure for Est. Project Cost: 2013

MTP Status: Conditionally Approved

MTP Reference(s): 4251

Description:

The Evergreen Point Bridge is vulnerable and risks catastrophic failure if not replaced. This project replaces the SR 520 Floating Bridge, including the connections to the existing structure east of Foster Island, and to the existing roadway in Medina. The road will have six lanes including two HOV lanes. The new bridges will meet current design standards for windstorms and earthquakes. This will improve transit reliability and travel times. This project will construct the first stage described in the I-5 to Medina Environmental Documentation. Completion of the SR 520 Environmental Documentation from I-5 to Medina and construction from I-5 to the Floating Bridge is in project 852002W. SR 520 from Medina to SR 202 is included in 852021A. Construction of pontoons for catastrophic failure of the Floating Bridge is included in 852003A.

County: WSDOT

Appendix A as of the 11/05 Amendment: Approved 6/15/11

Jurisdiction: WSDOT SR-520 Bridge Replacement & HOV Project Office

Project Number: WD520-2

Title: SR-520: Eastside Transit and HOV - Design Build

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Fund	Other Funds	Phase Total
P/E-Design		2010	11/1/10	State	\$0	\$0	\$2,000,000	\$2,000,000
ROW		2010	7/1/10	State	\$0	\$0	\$14,413,000	\$14,413,000
Advance Constructi		2011	1/1/11	State	\$0	\$0	\$440,000,000	\$440,000,000
Advance Constructi		2011	7/1/11	State	\$0	\$0	\$60,000,000	\$60,000,000

First Year Programmed: 2008 **WSDOT PIN:** 852021A **Totals:** \$0 \$0 \$516,413,000 \$516,413,000

Federal Aid/FTA Grant Number(s):

Functional Class: Principal Arterial - Expressway OVER 5,000 area

Improvement Type:

Location: SR 520: Medina to I-405 Vic

From: SR 520 MP 3.9 Evergreen Pt Rd **To:** SR 520 MP 6.4 I-405 Vic

Est. Total Project Cost: \$572,340,802

Regionally Significant: Yes

Environmental Status: EA

Year of Expenditure for Est. Project Cost: 2013

MTP Status: Approved

MTP Reference(s): 4252

Description:

The SR 520 Eastside HOV lane system is incomplete, located only on the outside westbound shoulder west of I-405. The right side shoulder was restriped to serve as the transit lane and cannot safely carry the high volumes that other HOV lanes carry. This project will reconstruct the SR 520 corridor from Medina to 108th Avenue. (A separate construction project will reconfigure the existing HOV lanes east of I-405 to the inside.) The result will be a six-lane corridor including two HOV lanes. Commuters will benefit from better transit reliability and improved travel times between Seattle and the Eastside. Completion of the SR 520 Environmental Documentation from I-5 to Medina and construction from I-5 to the Floating Bridge is included in 852002W. Construction of the Evergreen Point Floating Bridge and Landings is included in 852004B. Construction of pontoons for catastrophic failure of the Floating Bridge is included in 852003A. This project is eligible for Advance Construction.

County: WSDOT

Appendix A as of the 11/05 Amendment: Approved 6/15/11

Jurisdiction: WSDOT SR-520 Bridge Replacement & HOV Project Office

Project Number: WD520-2A

Title: SR-520: 108th to SR 202 - HOV Lane Conversion

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Fund	Other Funds	Phase Total
P/E-Design		2010	7/1/10	State	\$0	\$0	\$1,500,000	\$1,500,000
Construction		2012	12/31/12	State	\$0	\$0	\$10,000,000	\$10,000,000

First Year Programmed: 2010 **WSDOT PIN:** 852021A **Totals:** \$0 \$0 \$11,500,000 \$11,500,000

Federal Aid/FTA Grant Number(s):

Functional Class: Principal Arterial - Expressway OVER 5,000 area

Improvement Type:

Location: SR 520: 108th Ave NE to SR 202

From: MP 6.4, 108th Ave NE

To: MP 12.8, SR 202

Est. Total Project Cost: \$11,500,000

Regionally Significant: No

Environmental Status: EA

Year of Expenditure for Est. Project Cost: 2014

MTP Status: Exempt

MTP Reference(s): N/A

Description:

This project is part of the SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV Project. The SR 520 HOV lane system is incomplete, located only on the outside westbound shoulder west of I-405 and located on the outside lanes east of I-405. This project will restripe the existing HOV lanes east of 108th Ave NE in Bellevue to the inside. (A separate project will reconstruct the SR 520 corridor from Medina to 108th Ave.) The result will be a six-lane corridor including two inside HOV lanes. Commuters will benefit from better transit reliability and improved travel times between Seattle and the Eastside. Completion of the SR 520 Environmental Documentation from I-5 to Medina and construction from I-5 to the Floating Bridge is included in 852002W. Construction of the Evergreen Point Floating Bridge and Landings is included in 852004B. Construction of pontoons for catastrophic failure of the Floating Bridge is included in 852003A.

County: WSDOT

Appendix A as of the 11/05 Amendment: Approved 6/15/11

Jurisdiction: WSDOT SR-520 Bridge Replacement & HOV Project Office

Project Number: WD520-2B

Title: SR-520: Eastside Environmental Site - Bear Creek

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Fund	Other Funds	Phase Total
P/E-Design		2010	7/1/10	State	\$0	\$0	\$1,000,000	\$1,000,000
ROW		2010	10/1/10	State	\$0	\$0	\$3,500,000	\$3,500,000
Construction		2012	3/30/12	State	\$0	\$0	\$10,000,000	\$10,000,000

First Year Programmed: 2010 **WSDOT PIN:** 852021A **Totals:** \$0 \$0 \$14,500,000 \$14,500,000

Federal Aid/FTA Grant Number(s):

Functional Class: Principal Arterial - Expressway OVER 5,000 area

Improvement Type:

Location: SR 520: Bear Creek Basin

From:

To:

Est. Total Project Cost: \$14,500,000

Regionally Significant: No

Environmental Status: EA

Year of Expenditure for Est. Project Cost: 2013

MTP Status: Exempt

MTP Reference(s): N/A

Description:

This project is part of the SR 520/Medina to SR 202 Vicinity - Eastside Transit and HOV Project. WSDOT has designed that project to avoid and/or minimize the effects on wetlands to the greatest extent practicable. Total avoidance is not possible due to the location of existing road rights of way and safety and design constraints. This project will provide compensatory mitigation at a farm site in the Bear Creek basin, which will include rehabilitation of wetlands and upland forest and shrub communities. Completion of the SR 520 Environmental Documentation from I-5 to Medina and construction from I-5 to the Floating Bridge is included in 852002W. Construction of the Floating Bridge and Landings is included in 852004B. Construction of pontoons for catastrophic failure of the Floating Bridge is included in 852003A.

Appendix A as of the 11/05 Amendment: Approved 6/15/11

County: WSDOT

Jurisdiction: WSDOT SR-520 Bridge Replacement & HOV Project Office

Project Number: WDUC-35

Title: SR-520 Pontoon Construction Project

Phase	Award Ref.	Prog. Year	Oblig. Date	Funding Source	Federal Fund	State/Local Fund	Other Funds	Phase Total
Construction		2011	1/1/10	State	\$0	\$0	\$115,357,000	\$115,357,000
Construction		2011	7/1/10	State	\$0	\$0	\$584,343,000	\$584,343,000

First Year Programmed: 2007 **WSDOT PIN:** 852003A **Totals:** \$0 \$0 \$699,700,000 \$699,700,000

Federal Aid/FTA Grant Number(s):

Functional Class: Principal Arterial - Expressway OVER 5,000 area

Improvement Type:

Location: Grays Harbor County and City of Tacoma

From:

To:

Est. Total Project Cost: \$770,163,388

Regionally Significant: No

Environmental Status: EIS

Year of Expenditure for Est. Project Cost: 2012

MTP Status: Exempt

MTP Reference(s): N/A

Description:

The SR 520 Floating Bridge is vulnerable to windstorms and risk of collapse if not replaced. This project advances pontoon construction to restore the SR 520 Evergreen Point Floating Bridge in the event of a catastrophic failure. If the Evergreen Point Bridge were to fail, the department would be prepared with pontoons to replace the floating section of the SR 520 bridge in a timely manner. If the SR 520 bridge does not experience catastrophic failure, the pontoons would be stored and be used for the planned replacement of the SR 520 bridge. The SR 520 corridor from I-5 to Medina is included in 852002W. The SR 520 Corridor from Medina to SR 202 is included in 852021A.



WSDOT - Statewide Transportation Improvement Program (STIP)

Displaying records 1 through 5 of 5 records found.

Agency	Project Title	Road Name or Number	Termini
WSDOT SR 520 Br.Repl. & HOV Proj.Office	SR 520: 108th to SR 202 - HOV Lane Conversion	Total Project Cost \$11,500,000	MP 6.4, 108th Ave NE to MP 12.8, SR 202
WSDOT SR 520 Br.Repl. & HOV Proj.Office	SR 520: Eastside Environmental Site - Bear Creek	Total Project Cost \$14,500,000	
WSDOT SR 520 Br.Repl. & HOV Proj.Office	SR 520: Eastside Transit and HOV - Design Build	Total Project Cost \$572,340,802	SR 520 MP 3.9 Evergreen Pt Rd to SR 520 MP 6.4 I-405 Vic
WSDOT SR 520 Br.Repl. & HOV Proj.Office	SR-520: I-5 to Medina - Stage 1, Evergreen Point Floating Bridge and Landings	Total Project Cost = \$1,007,846,000	MP 2.0, Foster Island Vic to MP 4.0, Evergreen Pt Rd
WSDOT SR 520 Br.Repl. & HOV Proj.Office	SR-520: Pontoon Construction Project	Total Project Cost \$699,700,000	