

**DRAFT ENVIRONMENTAL IMPACT STATEMENT
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM**

MAY 2010

SR 520 Pontoon Construction Project

Agency Coordination and Public Involvement Discipline Report



THE INFORMATION IN THIS REPORT IS ACCURATE; HOWEVER, THE PONTOON CONSTRUCTION PROJECT DRAFT ENVIRONMENTAL IMPACT STATEMENT IS THE SOURCE OF THE MOST CURRENT PROJECT INFORMATION AND ANALYSIS.

SR 520 Pontoon Construction Project Draft Environmental Impact Statement

Agency Coordination and Public Involvement Discipline Report

Prepared for

**Washington State Department of Transportation
Federal Highway Administration**

Lead Author

Envirolssues, Inc.

Consultant Team

HDR Engineering, Inc.

Parametrix, Inc.

CH2M HILL

Parsons Brinckerhoff

ICF Jones & Stokes

Michael Minor and Associates

Cherry Creek Environmental

J. Irwin Writing and Editing

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Abbreviations and Acronyms

CTC	Concrete Technology Corporation, Inc.
EIS	environmental impact statement
FHWA	Federal Highway Administration
HOV	high-occupancy vehicle
IDD #1	Industrial Development District Number 1
NEPA	National Environmental Policy Act
PCPACT	Pontoon Construction Project Agency Coordination Team
SAFETEA-LU 6002	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users Section 6002
TWG	Technical Working Group
WSDOT	Washington State Department of Transportation

1. Introduction

Why are agency coordination and public involvement considered in an EIS?

Agency coordination and public involvement are essential elements in the environmental process, contributing to alternatives development, environmental analysis, documentation, and review. It is important for the Washington State Department of Transportation (WSDOT) to receive public and agency comments throughout the environmental process.

WSDOT engages in early and continuing public involvement in order to understand community values so that the project's negative effects can be avoided, minimized, and mitigated. In addition, outreach efforts provide information to help the public understand and comment on the project, the alternatives, and the associated risks and opportunities. Effective public and agency involvement integrated into the project allows WSDOT to better incorporate these comments into the design of the project.

WSDOT strives to deliver effective transportation solutions while minimizing effects on natural surroundings and the communities in which we live, work, and build. To maintain its commitment to the environment, WSDOT is supported by and abides by national and state environmental regulations before, during, and after construction. As WSDOT prepares to build a new pontoon construction site, it is committed to closely investigating possible environmental effects of pontoon construction and storage.

Agencies and the public are encouraged to comment on a project throughout the environmental process. During the initial scoping phase of a project, the public, tribes, and federal, state, and local agencies are asked to comment on the purpose and need, the range of alternatives, and the environmental topics to be evaluated in a project's environmental impact statement (EIS).

Using this input, WSDOT prepares and publishes a Draft EIS that includes the results of the alternatives analysis and evaluates the ways that have been identified to mitigate the environmental effects of a project. After a Draft EIS is published, there is a comment period and a public hearing to gather feedback on the results of the evaluation and proposed mitigation measures.

The Draft EIS process provides an opportunity for the public, agencies, and tribes to review the potential effects of the alternatives and to provide comments. The environmental analysis contained in a Draft EIS helps decision-makers consider the potential effects of project alternatives before making final decisions. The Final EIS includes responses to the agency and public comments that were received on the Draft EIS.

After the Final EIS is published, the Federal Highway Administration (FHWA) prepares a Record of Decision, which is a public document that describes a project's course of action and specific mitigation measures. Once the Record of Decision is issued, the environmental review process is considered complete and construction permits can be obtained.

What are the key points of this report?

The WSDOT project team developed and implemented a comprehensive, ongoing public involvement program at the onset of the decision-making and environmental analysis process. The public involvement effort identified specific goals and activities for outreach to the general public and incorporated outreach to minority and low-income populations. This discipline report focuses on the public involvement that occurred during the decision-making and environmental analysis phases of the proposed project; however, public involvement is an ongoing effort that will continue through the life of the project.



Participants at the 2008 public scoping meeting held at Hoquiam High School.

WSDOT received comments from the public through a range of outreach activities and tools that encourage public participation. Examples of these public involvement activities and resources include the following:

- Community and agency briefings
- Project Web site
- Media outreach
- Public meetings
- Briefings to local organizations, such as business, labor, and environmental groups

Through these and other outreach opportunities, the public communicated the following key messages:

- **Strong public support for the pontoon project.** The public has expressed overwhelming consensus regarding the need for the project, given the vulnerability of the existing bridge. Community members have expressed strong support for pontoon construction in Grays Harbor County because of the expected economic benefits and job opportunities.
- **Ensure pontoon compatibility.** Residents along the SR 520 corridor strongly endorsed building pontoons that can support all of the bridge configurations under consideration, as well as accommodating future high-capacity transit.
- **Monitor the possibility of negative effects on the natural environment.** Community and tribal members in Grays Harbor are concerned about potential effects on fish, wildlife, and habitat. They encouraged the project to avoid and minimize project effects on shorelines and wetlands to the extent possible before considering compensatory mitigation.
- **Consider traffic and noise effects.** Residents of the Grays Harbor area have expressed concerns about how pontoon construction will affect their community—including increased traffic congestion and noise. Street improvements, such as paving and adding capacity to local roadways, have been requested.

Input from agencies and the public play an important role in the decision-making and evaluation process for this project. It influenced the project’s scope, design choices, and range of alternatives that have been advanced for further study in the environmental review process. In addition, agencies assisted in the preparation of the Draft EIS by reviewing the preliminary draft and providing comments to the co-lead agencies.

What are the project alternatives?

The Pontoon Construction Project Draft EIS evaluates two build alternatives that would involve constructing a new casting basin in Grays Harbor and one No Build Alternative. Two waterfront sites in the Grays Harbor area are being evaluated for the new casting basin facility:

- Anderson & Middleton property in Hoquiam
- Aberdeen Log Yard property in Aberdeen

The new Grays Harbor casting basin facility could produce all 33 pontoons needed for this project: 21 longitudinal pontoons

What is a casting basin facility?

Pontoons for this project would be built at a casting basin facility. The facility would consist of a casting basin (a large chamber in which pontoons are constructed, see the next text box for a more thorough description) and several supporting facilities, such as a batch plant to produce concrete, access roads, storage and laydown areas, office space for workers, and water treatment facilities.

(360 feet long by 75 feet wide), 10 supplemental stability pontoons (98 feet long by 60 feet wide), and 2 cross pontoons (240 feet long by 75 feet wide). To expedite pontoon construction, however, each build alternative could include using the existing Concrete Technology Corporation, Inc. (CTC) casting basin facility in Tacoma to build pontoons while the new casting basin facility at Grays Harbor is being constructed. If used, the CTC facility, which has a limited operations area, could build up to three longitudinal pontoons and up to ten supplemental stability pontoons.

WSDOT would float most of the completed pontoons built at the new casting basin facility out of the casting basin and tow them to a moorage location in the Grays Harbor area. The last pontoons built would be stored in the casting basin until needed. Any pontoons constructed at the CTC facility would be moored at existing marine berths in Puget Sound.

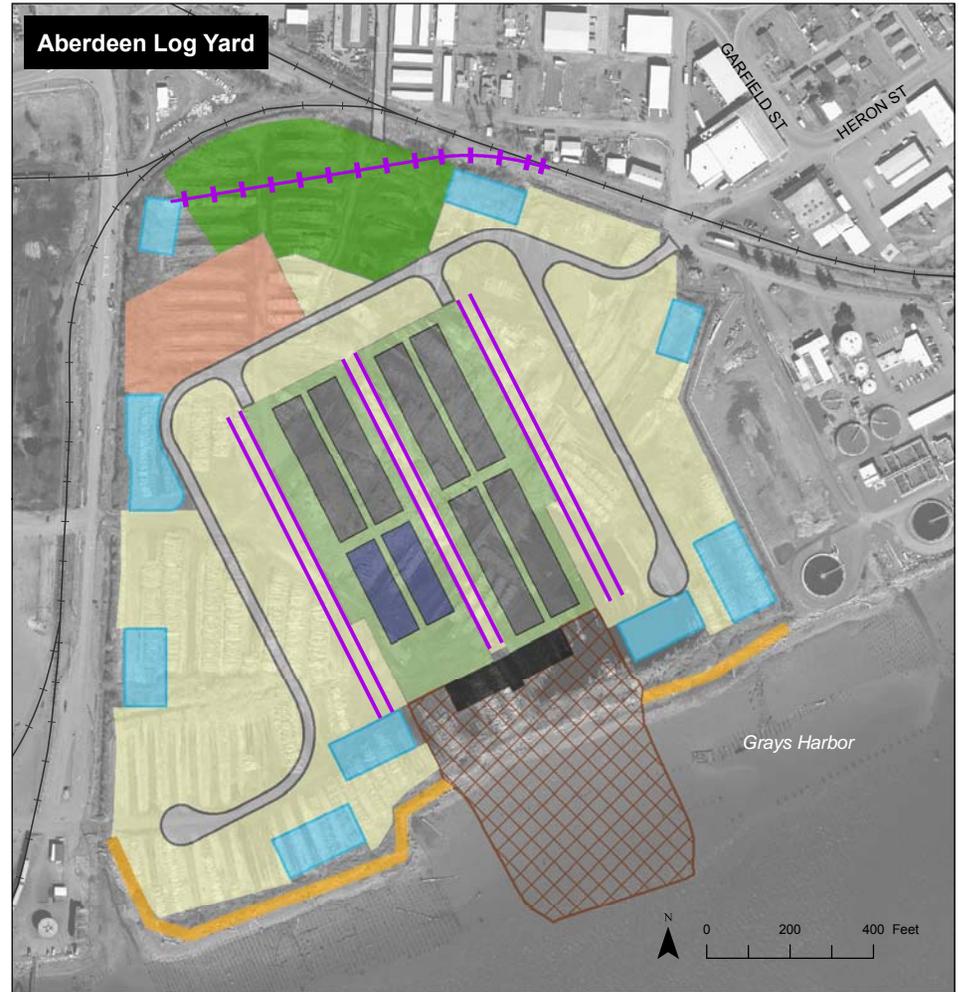
After the project is completed, the new casting basin would be available to produce additional pontoons needed for the planned Evergreen Point Bridge replacement, a component of the I-5 to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project. Pontoons for other WSDOT bridge replacement projects in the future could also be produced at this facility.

Each alternative is described below. For more details, see the Description of Alternatives and Construction Techniques Discipline Report (WSDOT 2009a).

Site Descriptions

Anderson & Middleton Alternative

The 105-acre Anderson & Middleton Alternative site is on the north shore of Grays Harbor in Hoquiam, Washington (Exhibit 1). This generally flat property is privately owned and is zoned for industrial use. The site is surrounded by industrial maintenance shop buildings to the west, railroad tracks to the north, and vacant industrial property to the east; a rock berm borders the shoreline. The Anderson & Middleton site has no structures on it except for an existing small office building on the northern edge of the property. The site also has some gravel roads and an asphalt pad remaining from its former use as a log sorting yard. WSDOT would purchase 95 acres of this site for the project, and the casting basin and support facilities would occupy the eastern half of the site, amounting to approximately 55 acres.



- Crane rail
- Proposed rail spur
- Existing railroad
- CTC facility limits
- Cross pontoon
- Longitudinal pontoon
- Water treatment area
- Access road
- Batch plant
- Berm
- Casting basin
- Dry storage and laydown area
- Gate
- Launch channel
- Office and parking

Source: WSDOT (2005, 2006) Aerial Photo, USDA-FSA (2006) Aerial Photo, Grays Harbor County (2006) GIS Data (Roads), Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 1. Locations and Conceptual Layouts for Build Alternative Sites

Pontoon Construction Project



Historically this site has been used for lumber industry activities. In the early twentieth century there was a sawmill and other related facilities, such as machine shops and burners, west of what was then an extension of 8th Street. Over the next several decades, fill from harbor dredging and refuse accumulation increased the land area of the site. By the late 1960s, the former mill structures were all gone. Since then, the site has been used for timber storage.

Aberdeen Log Yard Alternative

The 51-acre Aberdeen Log Yard Alternative site lies on the north shore of Grays Harbor in Aberdeen, Washington, near the mouth of the Chehalis River (Exhibit 1). This generally flat site is zoned industrial and is currently owned and used for log storage by Weyerhaeuser Corporation. There are no structures on the site now but there is a system of unpaved access roads connecting to East Terminal Road to the west and State Street to the northeast. Immediately west of the site is paved Port of Grays Harbor industrially zoned property, the City of Aberdeen wastewater treatment plant borders the eastern boundary, and the Puget Sound & Pacific Railroad mainline and siding run along the northern boundary of the site. WSDOT would purchase all 51 acres, and the casting basin and support facilities would occupy the entire site.

Two sawmills operated on the site in the last century, but since 1971, the site has been used mostly for log storage. All former sawmill-related structures have been demolished. Between 1971 and 1981, the shoreline was extended to the south through backfilling with sediments dredged from the Chehalis River, accumulated wood waste, and other fill material.

No Build Alternative

For the Pontoon Construction Project, the No Build Alternative is continued existing conditions and uses at all proposed alternative sites. Specifically, this means that WSDOT would not construct or store any pontoons—either at a new Grays Harbor facility or at the existing Tacoma CTC facility—needed to respond to a catastrophic failure of the Evergreen Point Bridge. As a result, any environmental effects resulting from the proposed project activities would not occur.

For this Draft EIS, WSDOT assumes that, if unused by this project, the alternative site properties would continue to be used as they are today: the Aberdeen Log Yard would remain an active log yard, the Anderson & Middleton site would remain largely inactive, and the CTC site would be used as a casting basin for other projects and clients. While either Grays Harbor site could be developed for new uses should this project not occur, the use of these properties has remained unchanged since the 1990s and

there are no known plans for developing either one. Potential future uses for these two properties, other than our proposed project, are speculative and therefore not considered under the No Build Alternative.

Key Components of Both Build Alternatives

Both build alternatives would carry out the proposed action by using the existing casting basin at the CTC facility in Tacoma while simultaneously constructing a larger casting basin in the Grays Harbor area where more pontoons could be produced in a shorter time frame.

Potential Use of the Existing CTC Casting Basin Facility

The existing CTC facility is adjacent to the Blair Waterway on the eastern edge of Commencement Bay in Tacoma (Exhibit 1). This casting basin is too small to accommodate the timely construction of the pontoons required for the Pontoon Construction Project, but WSDOT could use this facility to supplement pontoon construction at the larger casting basin proposed in the Grays Harbor area. The pontoons manufactured at the CTC facility would most likely be the smaller supplemental stability pontoons.

WSDOT would moor the pontoons built at the CTC facility at existing marine berths in Puget Sound, subject to availability.

What is a casting basin?

A casting basin is a construction facility built next to a navigable waterway that consists of a concrete slab built deep below ground level and surrounded by high concrete walls. The interior area of the casting basin provides a flat dry space where several pontoons can be constructed side by side at the same time. After the pontoons are completed, the basin is flooded. The basin walls contain the flood water, allowing the pontoons to float. When the pontoons are floating, a gate is opened and the pontoons are towed from the casting basin into navigable waters.

Proposed Grays Harbor Casting Basin

The design of the proposed Grays Harbor casting basin would be basically the same at both build alternative sites, with variations depending on site-specific features. (See the Description of Alternatives and Construction Techniques Discipline Report [WSDOT 2009a] for information on the casting basin conceptual design.) The casting basin would be positioned a few hundred feet from the shoreline and partitioned into two separate work areas—called chambers—connected to the water by a single launch channel. The launch channel would consist of an onshore portion excavated between the casting basin and shoreline, a breach in the shoreline berm, and a dredged channel extending offshore to the federal navigation channel in Grays Harbor.

Up to four concrete pontoons could be cast and cured in each of the two chambers of the partitioned casting basin, allowing pontoon construction to be phased for efficiency. That is, while the second chamber is under construction, pontoon construction could be initiated in the first partitioned chamber as soon it was completed. Two reinforced floating concrete gates

leading to each chamber would allow each to be independently flooded and drained, as well as control access to the launch channel.

Constructing a casting basin facility at either Grays Harbor build alternative site would require heavy construction activities to transform the vacant land into an industrial facility. Such activities include, but would not be limited to, the following:

- Grading (leveling) the site and excavating the casting basin
- Pile-driving to install support piles for the casting basin floor
- Paving onsite access roads
- Making multiple truck trips for hauling materials to and from the site
- Dewatering the soils during casting basin construction

All stormwater, process water, and groundwater collected onsite would be handled and treated in accordance with state water quality requirements and discharged to Grays Harbor. Project engineers are designing a water supply, distribution, and treatment system for each site to meet state standards.

Dewatering

WSDOT would install two different dewatering systems to remove groundwater from the casting basin work area at either build alternative site. Before and during casting basin construction, a temporary construction dewatering system would operate at the site. During pontoon-building operations and after the Pontoon Construction Project is completed (but while the site is still maintained by WSDOT), a permanent operation dewatering system would operate.

Operational Support Facilities

To support the use of the casting basin, each build alternative would include onsite operational support facilities such as an access road, a concrete batch plant, large laydown areas, water handling and treatment areas, office space, a rail spur, and a designated parking area for workers.

Pontoon Towing and Moorage

If WSDOT uses the existing CTC facility in Tacoma, it would moor the pontoons built there at existing marine berths in Puget Sound. Using these berths would be subject to availability, but there are several locations in the Puget Sound region that could accommodate this project's needs. The first two cycles of eight pontoons manufactured at the new Grays Harbor casting basin facility would be towed from the casting basin and moored in the Grays Harbor area outside of navigation channels. The last

construction cycle of pontoons could be stored in the dry casting basin behind the closed gate.

For the pontoons to be moored in the Grays Harbor area, there are several existing berths that WSDOT could lease for pontoon moorage, if available when needed. In addition, WSDOT has identified another potential moorage location—open water moorage in outer Grays Harbor. Please see the Description of Alternatives and Construction Techniques Discipline Report (WSDOT 2009a) for more information on these potential moorage locations.

The constructed pontoons would be stored together until they are needed to replace the Evergreen Point Bridge in the event of a catastrophic failure, and they would be identified with navigation lighting in compliance with U.S. Coast Guard requirements.

Construction Schedule

If WSDOT uses the existing CTC facility, pontoon construction would take 2 years there to complete. WSDOT would start site development for the new Grays Harbor casting basin facility about the same time pontoon construction begins at the CTC facility. For the Grays Harbor facility, casting basin construction would take 2 years, as would pontoon construction. In total, overall pontoon project construction would span 4 years.

WSDOT anticipates that it would take approximately 6 to 9 months to complete a pontoon construction cycle at either the existing Tacoma facility or at the new Grays Harbor facility. The new Grays Harbor facility could produce eight pontoons during one cycle; as a result, two and a half pontoon construction cycles would be required to produce 20 pontoons. At the existing CTC facility, five supplemental stability pontoons could be constructed during each pontoon construction cycle, and one longitudinal pontoon could be constructed during a cycle. As a result, three construction cycles would be needed to produce ten supplemental stability pontoons and one longitudinal pontoon.

2. Agencies and the Public

Which agencies are involved?

Many federal, state, and local regulatory agencies provided input throughout the environmental process. WSDOT and FHWA are the co-lead agencies for this project and EIS process, and they serve as project proponents. In accordance with Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 6002), agencies and tribes with a potential interest in the project were invited to serve as cooperating or participating agencies.

All cooperating and participating agencies were responsible for the following:

- Participating in the scoping process.
- Providing comments on the purpose and need, the range of alternatives, and the methodologies for analysis.
- Identifying any issues of concern regarding the project's environmental and socioeconomic effects.
- Providing timely input on technical issues as they arise.

The cooperating and participating agencies have been actively involved since the beginning of the project as members of the Pontoon Construction Project Agency Coordination Team (PCPACT). The PCPACT was created as a transparent forum for communicating and building consensus on the project. This group has met regularly to facilitate collaboration with regulatory agencies, local jurisdictions, and tribes as the project progressed through environmental documentation, Endangered Species Act consultation, project design, mitigation definition, and permitting.

Cooperating and participating agencies also assisted in the preparation of the Draft EIS and Final EIS by reviewing preliminary drafts and providing comments to the co-lead agencies.



Regulatory agency representatives explore the pontoon construction site alternatives in Grays Harbor.

Cooperating Agencies

Cooperating agencies have jurisdiction by law or have special expertise with respect to any environmental effects involved in the proposed project. Cooperating agencies may include federal, state, and local agencies, as well as tribes. WSDOT and FHWA invited the agencies identified below to be cooperating agencies for this project:

- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- National Oceanic and Atmospheric Administration, National Marine Fisheries Service
- U.S. Environmental Protection Agency
- U.S. Coast Guard
- Washington Department of Fish and Wildlife
- Washington State Department of Ecology
- Washington State Department of Natural Resources
- Washington Department of Archaeology and Historic Preservation
- City of Aberdeen
- City of Hoquiam
- Port of Grays Harbor

Participating Agencies

A participating agency is a federal, state, regional, or local government agency or a tribe that may have an interest in the project. WSDOT and FHWA invited the following agencies and tribes to serve as participating agencies for this project:

- Grays Harbor County
- Olympic Region Clean Air Agency
- Sound Transit
- The Confederated Tribes of the Chehalis Reservation
- Hoh Tribe
- Puyallup Tribe
- Quileute Tribe
- Quinault Indian Nation
- Shoalwater Bay Tribe

- Skokomish Tribal Nation
- Squaxin Island Tribe

The Squaxin Island Tribe is the only agency that declined in writing the participating agency invitation for this project.

Who is the public?

Three principal constituencies have been an integral part of the project's public involvement effort: the general public; minority, low-income, and limited-English proficient populations; and elected officials.

General Public

The targeted audience for public involvement included communities affected by the development of the new pontoon construction facility in Grays Harbor. This included citizens of Hoquiam and Aberdeen, as well as advocacy groups such as environmental and business organizations.

Communities affected by the use of the CTC casting basin facility in Tacoma were also informed about the project. Because CTC is an existing facility located in the industrial area of the Port of Tacoma, public involvement in Pierce County was not a focus of this effort. However, project briefings were conducted with key business leaders and elected officials.

Minority, Low-Income, and Limited-English Proficient Populations

According to President Clinton's 1994 Executive Order 12898, projects that receive federal funding should "ensure the full and fair participation by all potentially affected communities in the decision-making process; to avoid/mitigate disproportionately high human health or environmental effects, including social and economic effects, on minority and low-income populations; to prevent the denial of, reduction in, or significant delay in the receipt of benefit by minority populations and low-income populations." Environmental justice communities, as identified by Executive Order 12898, include African American, Asian American, Native American, Hispanic/Latino (regardless of race), and low-income populations. In 2000, additional federal guidance was issued about providing translated materials to people with limited-English proficiency (Executive Order 13166).

The project team has strived to make outreach inclusive of all populations in the project vicinity and remains committed to meeting or exceeding the environmental justice and limited-English proficiency guidance discussed

in the previous text. To ensure inclusion, the team conducted specific outreach to minority, limited-English proficiency, and low-income populations. This ensured compliance with federal environmental justice guidance. The outreach program provided opportunity for meaningful engagement in project activities for these groups, which historically have been less involved in public participation processes.

In a preliminary analysis of 2000 U.S. Census data, WSDOT reviewed 16 U.S. Census tracts within Grays Harbor County. The results of this analysis are summarized in the SR 520 Pontoon Construction Site – Environmental Justice Demographic Analysis (EnviroIssues 2006). One Census tract within the City of Aberdeen has a limited-English proficient speaking population over the 5 percent threshold among Spanish-speaking residents. Populations exceeding the 5 percent threshold indicate languages into which project materials should be translated. Additional demographic analysis is available in the Social Elements Technical Memorandum.

Elected Officials

The project maintains a proactive and responsive relationship with elected officials representing the Grays Harbor community, including federal, state, and local government. Outreach efforts effectively connect the project with elected representatives and their staffs. This includes the mayors of Aberdeen and Hoquiam, Port of Grays Harbor commissioners, and state legislators from three legislative districts, known as the Coastal Caucus. Elected officials are provided with project updates near key milestones to support the decision-making process. Members of Washington’s Congressional delegation were informed about this project as part of overall SR 520 Bridge Replacement and HOV Program briefings. A representative from United States Congressman Norm Dicks’ office attended the project public scoping meetings and other community outreach events.

3. Agency and Public Involvement Plan

SAFETEA-LU 6002 requires that WSDOT establish a plan for coordinating public and agency involvement during the environmental review process for the Pontoon Construction Project. This coordination plan defines the process by which WSDOT communicates information about the EIS for this project to agencies, tribes, and the public. The plan also identifies how to solicit and consider comments from agencies and the public.

What is the purpose of the agency and public involvement plan?

The purpose of the agency and public involvement plan is to facilitate and document WSDOT's interaction with agencies and the public. This involved providing opportunities for the public and agencies to be meaningfully involved in the project's decision-making process.

The agency and public involvement plan has the following goals:

- **Education.** Raise public awareness and understanding of the project to enable informed involvement in the environmental review process.
- **Transparency.** Provide information to the public in a clear and timely manner and provide opportunities for comments related to alternatives selection.
- **Meaningful involvement.** Provide opportunities for the public to engage in meaningful dialogue that ensures their interests are considered.
- **Inclusion.** Engage diverse people from the affected communities and key interest groups, including opponents and proponents of the alternatives.
- **Accountability.** Document and incorporate public input, and evaluate public involvement effectiveness, both as the project progresses and at its conclusion.

How was outreach planned for minority, low-income, and limited-English proficient populations?

Public outreach for the project was inclusive of all populations and included methods to engage members of communities that historically have been under-represented in the public involvement process. This section describes strategies that were implemented to engage these communities, in conjunction with tools and activities to reach the public at large.

The project team analyzed U.S. Census and demographic data to determine which under-represented communities are in or near the project area. These data were then supplemented by interviews with community leaders to refine the outreach strategies for reaching minority, limited-English proficiency, and low-income populations. The project team interviewed the people in the following local jurisdictions, community organizations, business, and institutions in 2007 while developing the outreach plan:

- City of Hoquiam
- Grays Harbor Chamber of Commerce
- Grays Harbor College
- Grays Harbor Economic Development Council
- Grays Harbor Latino Network
- Jodesha Broadcasting
- Port of Grays Harbor

Based on the anecdotal findings received from these interviews and other information garnered through the outreach process, the public involvement plan was expanded to ensure broad participation throughout the project vicinity. In the interest of providing opportunities for meaningful public involvement that included all affected parties, outreach efforts went beyond traditional approaches. Outreach was consistent with federal guidance and was tailored toward minority, limited-English proficiency, and low-income populations.

Several specific approaches were used to reach these historically under-represented populations. The project:

- Involved and worked with trusted community leaders of existing community, minority, and low-income organizations.

- Reached out to the community via local meetings at various locations through Grays Harbor County and attended events sponsored by other community organizations.
- Translated project materials and provided translators at meetings, as needed.
- Provided project information to and coordinated information sharing with local job resources, community service organizations, and the limited-English proficiency and low-income populations.
- Provided project information to and worked with social institutions located near proposed haul routes, such as community centers, food banks, and transitional housing facilities.

Public involvement and outreach to minority, limited-English proficiency, and low-income populations will continue through the life of the project.

4. Agency and Public Involvement Activities

How have agencies and tribes been involved in the process?

Before the Pontoon Construction Project was formally initiated in 2007, WSDOT conducted preliminary outreach with agencies and tribes. Individual briefings with agencies began in 2005, including preliminary outreach and conversations with the Quinault Indian Nation, the Shoalwater Bay Tribe, and the Confederated Tribes of the Chehalis Reservation. These introductory briefings led to an initial strategic partner agency meeting on August 10, 2006, with representatives from federal, state, and local agencies. At the meeting, the need for a pontoon construction site was described, and participants focused on providing information about potential project sites and the environmental aspects that should be studied. Individual briefings with the Quinault Indian Nation and the Confederated Tribes of the Chehalis Reservation were held in October 2006.

In November 2007, in conformance with the requirements of SAFETEA-LU 6002, WSDOT formally notified FHWA in writing of its intent to initiate the National Environmental Policy Act (NEPA) EIS process for the Pontoon Construction Project. Following the project initiation and with assistance from WSDOT, FHWA prepared a Notice of Intent to prepare an EIS, as required by 40 Code of Federal Regulations 1501.7. The Notice of Intent was published in the *Federal Register* on January 3, 2008. FHWA issued a revised Notice of Intent to advise the public of revisions to the scope of the EIS for the proposed development of a site to build pontoons for the SR 520 bridge in case of a catastrophic failure. The revised Notice of Intent was published in the *Federal Register* on January 13, 2009 (Appendix A).

Agency Meetings

In December 2007, WSDOT initiated the PCPACT as a forum for agency coordination. This group met regularly to consider the project's purpose and need, the range of alternatives, and the analysis methodology. The group also toured the potential pontoon construction and mitigation locations. The agencies made recommendations for the project's purpose and need statement and the screening criteria for the range of alternatives.

They also helped the project team formulate methodologies for the environmental analysis and received regular updates on the environmental process, proposed construction methods, and key findings. The PCPACT agencies reviewed preliminary drafts of the discipline reports and the EIS for technical accuracy.

From December 2007 to July 2009, the PCPACT met approximately 17 times. The PCPACT will continue to meet until construction permits are received. At that time, the group will consider how best to coordinate through the construction and operations phases.

Technical working groups (TWGs) were assembled to consider specific technical issues of agency concern. The TWGs were composed of appropriate project and agency staff to address issues such as ecosystems, moorage, water resources, and the built environment.

Additional briefings with individual agencies were scheduled as requested to discuss specific topics, such as permit coordination.

The project team will continue to keep the agencies informed of project activities through regular updates and distribution of materials. Additional meetings will be scheduled as needed.

Tribal Coordination

In addition to the PCPACT and TWG meetings, the project team conducted frequent outreach with tribes in the project vicinity. WSDOT is committed to government-to-government consultation with tribes on actions affecting identified treaty rights and tribal issues. The following tribes expressed interest in continued discussion:

- The Confederated Tribes of the Chehalis Reservation
- Hoh Tribe
- Puyallup Tribe
- Quileute Tribe
- Quinault Indian Nation
- Shoalwater Bay Tribe
- Skokomish Tribal Nation



Regulatory agencies tour the CTC facility in Tacoma.

The Quinault Indian Nation formally accepted participating agency status in January 2008. Other tribes did not provide formal correspondence declining or accepting participation.

The proposed casting facility for the Pontoon Construction Project is located within the Quinault Indian Nation’s federally adjudicated usual and accustomed hunting, fishing, and gathering area. Exhibit 2 outlines the tribal coordination meetings since the project was formally initiated in November 2007. Additional communications occurred by mail, e-mail, and phone.

EXHIBIT 2. Tribal Meetings

Date	Tribal Nation	Location
April 21, 2008	Quinault Indian Nation	Aberdeen
January 23, 2009	Quinault Indian Nation	Taholah
May 15, 2009	Quinault Indian Nation	Taholah
June 1, 2009	Quinault Indian Nation	Taholah
June 8, 2009	Quinault Indian Nation	Taholah
June 15, 2009	Quinault Indian Nation	Taholah
June 25, 2009	The Confederated Tribes of the Chehalis Reservation	Lacey
July 14, 2009	Quinault Indian Nation	Aberdeen and Hoquiam
September 22, 2009	Quinault Indian Nation	Hoquiam

Tribes expressed particular interest in potential cultural resources discovery, fisheries and habitat effects, wetland loss, moorage effects and mitigation opportunities. In addition, tribes provided the following guidance and comments:

- Engage in a government-to-government process, including discussion with policy and technical staff.
- Conduct a thorough environmental assessment of the project site.
- Explore potential opportunities for employment of tribal members.
- Explore Grays Harbor sweetgrass restoration opportunities in the project mitigation package. Tribes have expressed strong interest in this topic, as sweetgrass is an important resource for traditional basket weaving.

The Tribes were encouraged to participate in the PCPACT and TWG meetings and were provided with all meeting materials. Representatives from the Quinault Indian Nation and the Confederated Tribes of the Chehalis Reservation have attended these meetings. Tribes were also advised of and invited to observe cultural resources field work conducted by the project team. An ethnographer conducted oral history interviews with tribal elders and researched historical archives pertaining to the Grays Harbor area.

WSDOT intends to continue consultation with affected tribes to address potential project effects on tribal interests and on measures to avoid, minimize, and mitigate those effects. The project team will continue to keep tribes informed of project activities through regular updates and distribution of materials. Additional briefings and formal meetings will be held regularly.

Agency Scoping Meetings

WSDOT held agency scoping meetings to meet NEPA requirements and encouraged the PCPACT agencies to provide scoping comments. Exhibit 3 lists the scoping meeting dates and locations.

EXHIBIT 3. Agency Scoping Meetings

Date	Location	Agency Participants
Thursday, January 17, 2008	Office of the Superintendent of Public Instruction, Olympia	16
Thursday, January 15, 2009	WSDOT Headquarters, Olympia	16
Thursday, March 12, 2009	WSDOT Headquarters, Olympia	18

Agency Scoping Comments

January 3 to February 1, 2008

Nine agency scoping comments were received between January 3 and February 1, 2008. This comment period invited input on one site alternative, Port of Grays Harbor Industrial Development District #1 (IDD #1) and three construction methods: barge launch, barge slip, and casting basin. The following is a summary of the content of these agency scoping comments:

- Suggested language to clarify the purpose and need statement
- Requested integration of the Grays Harbor Estuary Management Plan into the purpose and need statement.

- Requested that pontoon moorage alternatives and emergency planning be included in the alternatives analysis.
- Expressed strong support for the project.
- Requested continuing agency collaboration.
- Noted availability of a high-quality labor force in the Grays Harbor area.

January 15 to February 19, 2009

An additional 21 agency scoping comments were received between January 15 and February 19, 2009. Comments were solicited on the revised purpose and need and the updated range of alternatives. The changes from the first comment period included the following:

- The purpose and need statement was focused more exclusively on the need for SR 520 pontoons.
- Two additional site alternatives were added to the range of alternatives—Anderson & Middleton and Aberdeen Log Yard.
- Two construction methods were removed from further consideration—barge launch and barge slip.

The following list summarizes the content of these agency scoping comments and is arranged by comment type.

Site Selection Comments

- The development of the IDD #1 site would result in one of the largest permitted fills since wetland permitting began in the state.
- Given the extensive wetlands located on IDD #1, it does not appear that support exists for this site to proceed forward as a practicable alternative.
- Evaluate the Anderson & Middleton Alternative as a reasonable alternative on the basis of size, overall effects on state-owned aquatic lands, proximity away from natural areas, smaller dredge prism, less shoreline armoring, and closer proximity to Grays Harbor.
- The Aberdeen Log Yard Alternative offers public utilities and services such as rail spur, waterlines, sewer lines, and wastewater treatment.
- Understand the potential for military or security inconveniences.

NEPA and Permitting Comments

- Incorporate the revised purpose and need and range of alternatives into an updated project description.
- WSDOT may encounter delays as a result of federal regulatory programs, such as Endangered Species Act consultation and Section 404 permitting.
- It is possible that less environmentally damaging sites could arise and receive credence during the NEPA or permitting process, resulting in project delays.

Natural Resources Comments

- Consider the potential for substantial effects on aquatic resources at each of the three sites.
- Evaluate effects associated with the nearshore dredging required for the launch channel.
- Understand the potential to encounter hazardous materials and recognize that such discovery could result in project delays.
- Conduct microalgae and eelgrass surveys at the Anderson & Middleton Alternative and the Aberdeen Log Yard Alternative.
- Conduct surveys to determine existence of jurisdictional wetlands at the Anderson & Middleton Alternative and the Aberdeen Log Yard Alternative.

Mitigation Comments

- Consider the IDD #1 site as an effective compensatory mitigation site.
- Exhaust practicable avoidance, minimization, and conservation measures before resorting to compensatory mitigation.

Pontoon Moorage Comments

- Analyze short- and long-term open water pontoon moorage alternatives.
- Explore the possibility of onsite pontoon storage.
- Conduct a detailed analysis of open-water moorage effects. Long-term shading and sediment effects associated with open-water pontoon storage in Grays Harbor are of concern.
- Disclose potential effects of long-term pontoon storage to marine mammals, birds, benthic communities, recreational and commercial

fishing, and invasive species being transported by pontoons into Puget Sound and Lake Washington.

- Conduct further analysis of short-term pontoon moorage effects near the proposed casting basin facility.
- Incorporate temporary and permanent moorage locations into the project's range of alternatives.
- Consult with resource agencies as soon as possible regarding its proposed temporary and permanent moorage locations.
- Permanent anchors left embedded in state-owned aquatic lands are viewed as a permanent encumbrance and/or habitat issues, and must be removed.
- Clarify the necessity for long-term moorage areas in Grays Harbor.

Built Environment and Cultural Resources Comments

- Determine the potential presence of historic and cultural resources at and near each site.
- Understand the potential to encounter cultural, historic, or archaeological resources at and near each site and recognize that such discovery could result in project delays.
- Conduct in-depth traffic studies to determine effects on local traffic flows.

Socioeconomic Considerations Comments

- The Pontoon Construction Project is of great economic importance to the Grays Harbor community.
- Conduct an in-depth economic analysis to determine the economic opportunities and risks associated with each site alternative.
- Consider the long-term use of the property and long-term economic opportunities.
- Potential impediments to long-term local development plans are concerns.
- Examine the socioeconomic effects of closing the currently active Aberdeen Log Yard Alternative.
- Continue agency collaboration beyond NEPA and permitting.
- A high-quality labor force is available in the Grays Harbor area.

- Examine potential conflicts with existing operations, businesses, and plans.
- Explore and disclose opportunities for employment of tribal members.

March 12 to April 11, 2009

Seven agency scoping comments were received between March 12 and April 11, 2009. When the Port of Grays Harbor IDD #1 site was proposed for dismissal, this comment period focused on the revised range of site alternatives (Anderson & Middleton Alternative and Aberdeen Log Yard Alternative).

The following list summarizes the content of these agency scoping comments and is arranged by comment type.

Proposal to Dismiss IDD #1

- Expressed support for dismissing the IDD #1 from the project's range of alternatives

Range of Alternatives

- Evaluate the Anderson & Middleton Alternative as a reasonable alternative, based on size, overall effects on state-owned aquatic lands, proximity away from natural areas, smaller dredge prism, less shoreline armoring, and closer proximity to Grays Harbor.
- Consider public utilities and services available to the Aberdeen Log Yard Alternative, such as rail spur, waterlines, sewer lines, and wastewater treatment.
- Understand the potential for military or security inconveniences at each site.

Natural Resources

- Evaluate effects associated with the near-shore dredging required for the needed launch channel.
- Evaluate need for shoreline armoring at each site.
- Evaluate wetlands effects associated with each site.

Pontoon Moorage

- Consult with regulatory agencies regarding proposed moorage locations.
- Consider ocean swell, fetch, and extreme currents in Grays Harbor which could create hazardous conditions for pontoon moorage.

- Evaluate the potential effects of mooring pontoons in Grays Harbor on recreational and commercial fishing.

Built Environment and Cultural Resources

- Conduct in-depth traffic studies to determine effects on communities.
- Consider potential effects of rail traffic.
- Consider potential traffic effects on local schools and avoid or minimize truck traffic through school zones.
- Determine the capacity and reliability of existing bridges across the Hoquiam River.
- Consider effects on local traffic flows.
- Consider noise levels from traffic and construction.
- Consider site proximity to available utilities.
- Consider alternative vehicle access points to the Aberdeen Log Yard Alternative.

Socioeconomic considerations

- The Pontoon Construction Project is of great economic importance to the Grays Harbor community.
- Conduct an in-depth economic analysis to determine the economic opportunities and risks associated with each site alternative.
- An ample labor force is available in the Grays Harbor area.
- Examine potential conflicts with existing operations, businesses, and plans.

How has the public been involved in the process?

Public involvement activities provide information on the project's progress and offer opportunities for input by community members. WSDOT employed a two-fold approach to involving the public in the Pontoon Construction Project:

1. Host meetings for the public to attend.
2. Go to the public through existing community groups and events to broaden involvement beyond those who come to public meetings.

These activities have included public meetings, jurisdictional briefings, community organization briefings, and informational booths at community events. These activities usually were tied to the release of technical project information and were essential to making the project open, accessible, and transparent to the broader public.

The project team conducted ongoing outreach during the environmental analysis process. For example, community groups and local business organizations were briefed. Project materials were translated into Spanish at key milestones during the project. The project team incorporated the comments and concerns expressed by the public into the overall project comment database for documentation and response.

Public Meetings

The NEPA scoping process was initiated in January 2008 with a 30-day comment period for agencies and the public in preparation for developing the Draft EIS. A second scoping period began in January 2009 with a 30-day comment period focused on the revised purpose and need and the range of alternatives. A third scoping period was held in March and April 2009 with a 30-day comment period focused on the revised range of alternatives.



Project team members answer questions at the 2009 public scoping meeting at Hoquiam High School.

The purpose of scoping meetings was to give interested parties the opportunity to comment on or provide information relevant to the project purpose and need; the range of alternatives; and potential significant social, economic, or environmental issues related to the alternatives proposed for evaluation in the Draft EIS.

Two public scoping meetings were held for the Pontoon Construction Project. Oral and written comments were accepted at these meetings. Comment forms were provided to all meeting attendees, and a court reporter was present to record verbal comments. Exhibit 4 lists the scoping meeting dates and locations.

EXHIBIT 4. Public Scoping Meetings

Date	Location	Participants
Thursday, January 17, 2008	Hoquiam High School, Hoquiam	200
Thursday, January 29, 2009	Hoquiam High School, Hoquiam	350

All public meetings were held in facilities that have adequate parking and comply with Americans with Disabilities Act requirements. Appropriate WSDOT staff attended each of the public meetings to answer questions from the public and present information either in a formal presentation or at individual stations with informational displays. All materials from public meetings are available on the project Web site. Interested people who could not attend the public meetings could submit comments by mail, e-mail, or phone.

The project team announced the public scoping meetings and associated comment periods using a variety of methods to encourage broad participation as follows:

- Mailed postcard invitations to approximately 14,400 addresses in Aberdeen and Hoquiam on January 3, 2008. Mailed postcard invitations to 14,548 addresses in Aberdeen and Hoquiam on January 15, 2009. Mailed informational flyer and comment form to 526 project database contacts in Aberdeen and Hoquiam on March 12, 2009.
- Published a notice in the *Federal Register* on January 3, 2008, and a revised notice on January 13, 2009.
- Published paid display advertisement in *The Seattle Times*, *Seattle Post-Intelligencer*, *Daily World*, *South Beach Bulletin*, and *North Coast News* in January 2008. Published paid display advertisement in the *Daily World* in January 2009.
- Posted legal notice in the *Vidette* and *Daily World* on January 3, 2008. Posted legal notice in the *Seattle Post-Intelligencer*, *The Seattle Times*, *News Tribune*, *Tacoma Daily Index*, *Daily World*, and *Vidette* on January 15, 2009.
- Distributed event posters in English and Spanish in community locations throughout Grays Harbor County.
- Posted information on the Pontoon Construction Project Web site.
- E-mailed announcement to project database contact list and elected officials.
- Announced scoping meetings at Coastal Caucus legislative luncheons sponsored by the Grays Harbor Chamber of Commerce on January 3, 2008, and January 6, 2009.
- Announced scoping comment period at community briefings in March and April 2009.

- Provided copies of the information flyer and comment form at the following community locations from March 12 to April 11, 2009:
 - Aberdeen City Hall, 200 East Market Street, Aberdeen
 - Aberdeen Timberland Library, 121 East Market Street, Aberdeen
 - Hoquiam City Hall, 609 8th Street, Hoquiam
 - Hoquiam Timberland Library, 420 7th Street, Hoquiam
 - Grays Harbor County Administration Building, 100 West Broadway, Montesano
- Issued press release and conducted media interviews resulting in extensive print news coverage in the *Daily World*, as well as local radio coverage.
- Participated in the following radio interviews:
 - KBKW AM 1450 on January 14, 2008
 - KXRO AM 1350 on January 17, 2008
 - KBKW AM 1450 on January 27, 2009
 - KXRO AM 1350 on March 23, 2009

Public Scoping Comments

The project received 67 scoping comments between January 3, 2008 and February 1, 2008. An additional 123 scoping comments were received between January 15, 2009 and February 19, 2009. Seventy-one scoping comments were received between March 12, 2009 and April 11, 2009.

The scoping comments addressed a wide range of topics and opinions, with an overwhelming consensus regarding the need for the project and support for locating the new pontoon construction facility in Grays Harbor.

The Environmental Impact Statement Scoping Comments Report (WSDOT 2008) includes a summary of the 2008 scoping comments. The report highlighted the issues that should be carried forward for consideration in the preparation of the EIS. Most of the comments received were for the following issues:

- **EIS alternatives, land use, and economics.** Most of the comments received expressed community support for pontoon construction in Grays Harbor because of expected job opportunities. Several



A court reporter records a comment at the 2009 public scoping meeting at Hoquiam High School.

comments expressed a priority for using union labor to build the pontoons.

- **SR 520, other projects, superstructure, and roadway design.** Several scoping comments articulated concern about the pontoons being able to support all of the SR 520 corridor configurations currently under consideration. Others wanted to ensure that the pontoons could accommodate high-capacity transit, as well as other WSDOT bridge projects.
- **Transportation (construction and operation), and noise and vibration.** Community members highlighted the anticipated effects on local transportation and requested improvements such as paving local streets and increasing traffic capacity. Others noted concerns about increased noise resulting from traffic and construction.
- **Ecosystems (plants and animals).** The public commented on the potential effects of the proposed project on fish, wildlife, and habitat. They encouraged the project team to consider effects on birds, eelgrass, and fish passage, as well as to identify ways to minimize the effects on shorelines and wetlands.
- **Historic and cultural resources.** Comments discussed the history of the project vicinity and nearby cultural resources. Tribal representatives noted the importance of sweetgrass for traditional basket weaving and encouraged the project to identify potential mitigation opportunities for replanting sweetgrass in the Grays Harbor area.
- **Parks and recreation.** Scoping comments also focused on maintaining public access for local recreational activity.

The Environmental Impact Statement Scoping Comments Report (WSDOT 2009b) includes a summary of the 2009 scoping comments. Most of the comments received were for the following issues:

- **EIS alternatives.** A large number of the public comments addressed the potential opportunities and risks associated with each of the three proposed site alternatives.
- **Transportation (construction and operation), and noise and vibration.** Community members commented on the potential effects on local transportation, requesting improvements for paving of local streets and increased capacity. Others noted increased noise resulting from traffic and construction.

- **Land use and economics.** Most of the comments received expressed strong support from the community for pontoon construction in Grays Harbor County because of expected job opportunities. Several comments expressed a priority for using union labor to build the pontoons.
- **Utilities and public services.** Several scoping comments addressed the importance of considering the proximity and capability of local public utilities to serve the pontoon construction site.
- **Navigation and waterways, geology and soils, and water quality.** Public comments discussed the potential effects of the pontoon project on waterways and navigation. Some noted concern over the potential to encounter hazardous materials.
- **Wetlands and ecosystems.** Public comments conveyed concern about the potential effects on fish, wildlife, and species habitat.
- **Funding and costs.** Several comments addressed the overall funding and cost for the Pontoon Construction Project, such as requests for cost estimate information.

The Environmental Impact Statement Scoping Comments Report - Addendum (WSDOT 2009c) summarizes the second set of 2009 scoping comments on the revised range of alternatives. Most of the comments received were for the following issues:

- **EIS alternatives.** Several comments conveyed general support for the proposal to dismiss the IDD #1 site, including remarks that the IDD #1 site is a popular recreation area for local residents. Many addressed the potential opportunities and risks associated with the two remaining site alternatives.
- **Transportation (construction and operation), and noise and vibration.** Community members commented on the potential effects on local transportation, requesting improvements for paving of local streets and increased capacity. Others noted increased noise resulting from traffic and construction.
- **Land use and economics.** Many comments expressed strong support from the community for pontoon construction in Grays Harbor County because of expected job opportunities. Several comments conveyed a priority for using union labor to build the pontoons.

- **Utilities and public services.** Several scoping comments addressed the importance of considering the proximity and capacity of local public utilities to serve the pontoon construction site.
- **Navigation and waterways, geology and soils, and water quality.** Public comments discussed the potential effects of the pontoon project on waterways and navigation, including dredging requirements, navigation patterns, potential for encountering hazardous materials, and proximity to existing dock facilities.
- **Funding and costs.** Several comments conveyed interested in the overall funding and cost for the project.
- **Wetlands and ecosystems.** Public comments addressed the potential effects on fish, wildlife and species habitat.

Community and Jurisdictional Briefings

The project team initiated and responded to requests for community and jurisdictional briefings as a proactive way to extend the reach of the traditional “speaker’s bureau.” First, the project team identified groups such as professional organizations, neighborhood and business associations, minority associations, and faith organizations and targeted them for contact. These targeted groups were asked to host a meeting for their constituencies and other related groups, or asked to host a speaker from the project at a regularly scheduled meeting. Meetings were located in easily accessible community venues.

The project team recorded and tracked community comments received during these briefings and any related action items for follow-up.

Meetings were held with a variety of community groups from March 2007 to September 2009. Many of these groups met with the project team multiple times as new information became available. Exhibit 5 lists the community and jurisdictional briefings held for this project.

These briefings were opportunities for WSDOT to provide updates on the project and offered attendees opportunities to provide comments and ask questions. By reaching out to and working with community organizations, the project team

Speaker’s Bureau

A speaker’s bureau is an outreach tool to engage existing community groups that may be interested in learning more about the project. Speakers from the project team provide briefings about the project to interested groups. The speaker’s bureau is an opportunity to provide project updates, listen to community comments, and answer questions. Through the speaker’s bureau, the project matches the community group with a project team member who has expertise in areas of interest to that organization. For example, a labor group may be most interested in hearing from a project team member with specific knowledge in construction and contracting.



A project team member talks with the public at the 2008 Grays Harbor Home and Garden Show in Elma.

met with community members who otherwise might not have attended project events.

EXHIBIT 5. Community and Jurisdictional Briefings

Date	Briefing
March 13, 2007	Port of Grays Harbor commissioners briefing
October 9, 2007	Port of Grays Harbor commissioners briefing
October 9, 2007	Hoquiam and Aberdeen mayors briefing
October 9, 2007	Grays Harbor Chamber of Commerce and Grays Harbor Economic Development Council briefing
January 3, 2008	Friends of Grays Harbor briefing
March 11, 2008	Port of Grays Harbor commissioners briefing
March 11, 2008	Hoquiam and Aberdeen mayors briefing
March 11, 2008	Grays Harbor Chamber of Commerce and Grays Harbor Economic Development Council briefing
June 12, 2008	Built Environment community workshop
August 11, 2008	Grays Harbor pontoon moorage community briefing
January 6, 2009	Grays Harbor Chamber of Commerce Coastal Caucus legislative briefing
January 29, 2009	Hoquiam Rotary briefing
March 18, 2009	Grays Harbor WorkSource and affiliated organizations briefing
March 18, 2009	Friends of Grays Harbor, Surfrider Foundation, and Washington Crab Fishermen's Association briefing
March 19, 2009	Grays Harbor Economic Development Council briefing
April 2, 2009	Master Builders Association Twin Harbors Chapter briefing
May 7, 2009	Union Carpenters Local 317 Aberdeen briefing
June 3, 2009	Washington State Labor Council briefing
June 3, 2009	Regional Access and Mobility Partnership briefing
July 17, 2009	Pacific Mountain Workforce Development Council briefing
September 22, 2009	American Society of Civil Engineers, Tacoma/Olympia Section briefing
October 6, 2009	Port of Grays Harbor Westport Marina User Group briefing
October 14, 2009	Grays Harbor Marine Resources Committee briefing

Community Events and Outreach

The project team attended community events planned by other organizations in order to reach a broader group of community members. At events such as summer fairs and festivals—which attract large crowds

and provide excellent outreach opportunities—hundreds of people visited the project booth to pick up information, sign up on the project mailing list, and talk to members of the project team. These events provided a convenient and informal opportunity for community members to learn about and provide comments on the project. Exhibit 6 includes a list of all community events where the project team staffed a booth.

EXHIBIT 6. Community Events

Date	Event
May 17-18, 2008	Home and Garden Show, Elma
August 9-10, 2008	Grays Harbor County Fair, Elma
August 23-24, 2008	On Track Art Festival, Hoquiam
September 6, 2008	Loggers Play Day, Hoquiam
March 21, 2009	Expo Grays Harbor, Aberdeen
April 26, 2009	Audubon Shorebird Festival, Hoquiam
May 16-17, 2009	Home and Garden Show, Elma
August 22-23, 2009	On Track Art Festival, Hoquiam
September 19, 2009	Art Walk and Downtown Celebration, Aberdeen

What communication tools and materials were used to reach the public?

To make information about the Pontoon Construction Project as widely available as possible, a variety of communication tools and materials were created and continually updated during the project. These included informational brochures, press releases, the Web site, and the Project Dialogue Center. These materials and tools provide updated information on the project’s status and let community members know where and how to provide comments.

Informational Materials

The project team developed informational materials, including folios and fact sheets, to keep the community informed about the project and announce project decisions, public meetings, and key milestones. An example of a project folio is shown in Appendix B. The publication dates of informational materials are provided in Exhibit 7.

These publications were distributed at public meetings, community and jurisdictional briefings, and other community events. All materials, including translated versions, are available on the project Web site.

EXHIBIT 7. Publication Dates of Informational Materials

Date	Title
Winter 2008	Keeping us Afloat (folio)
Winter 2008	Making Environmentally Sound Decisions (fact sheet)
Winter 2009	Keeping us Afloat (folio)
Winter 2009	Making Environmentally Sound Decisions (fact sheet)
Spring 2009	Making Environmentally Sound Decisions (fact sheet)
Spring 2009	Keeping us Afloat (folio)
Spring 2009	Innovative Pontoon Construction Testing (fact sheet)
Summer 2009	Building a Stronger, Safer SR 520 Bridge (folio)
Summer 2009	Innovative Pontoon Construction Testing (fact sheet)

The primary purpose of folios and fact sheets is to report the status of the Pontoon Construction Project and to explain the environmental analysis, documentation, and review process. The materials placed special emphasis on the opportunities for public comment. The materials also helped publicize and promote the use of the project Web site.

Translated Materials

The project team developed translated materials, including informational materials, comment forms, and event posters. To determine the appropriate language for translation, project team members evaluated U.S. Census data. In addition, interested individuals can request language interpretation services at any time.

Informational Materials

In 2009, a Spanish translation of a fact sheet was produced that provided an overview of the project, the environmental process, and comment opportunities (Appendix B). This fact sheet and a translated comment form were available at the 2009 project public scoping meeting. A Spanish translation of the project folio also was produced in 2009. These materials were available at community outreach events and on the project Web site.

Project information was shared with local job resources, community service organizations, and social institutions located near proposed haul routes. The project coordinated with these community groups to provide information and seek input from limited-English proficiency and low-income populations.

Updated materials were developed to coincide with the release of the Draft EIS. These documents informed readers about the project and the

availability of translated materials. They also described where the Draft EIS can be reviewed, how a copy can be obtained, and how to submit formal comments.

Posters

Posters announcing the 2008 and 2009 public scoping meetings and the 2009 Draft EIS public hearing were translated into Spanish. To reach the Spanish-speaking population in Grays Harbor County, these posters were distributed at a variety of community locations:

- Aberdeen and Hoquiam city halls
- Elementary and high schools
- Grays Harbor YMCA
- Area restaurants
- Social service agencies
- Timberland libraries

Media Coordination and Press Releases

The project team coordinated with local Grays Harbor and other regional media to introduce key milestones and notify the public about project decisions and opportunities for involvement, and will continue to provide this coordination as needed. The project team implements and coordinates media advisories, press releases, and interviews as appropriate. Press releases and media advisories were issued on a regular basis to keep the public updated on the project. All local newspapers, television stations, and radio stations, as well as regional media, received copies of these announcements. An example of a press release and the resulting media coverage is included in Appendix C. Exhibit 8 highlights press releases issued throughout the course of the project.

Project Web Site

The project Web site has been an integral part of the public involvement program, enabling the project team to maintain transparency with the public (Appendix B). The site contains project information, a calendar of events, and a photo library. Links to and from other sites were also established, including the SR 520 Bridge Replacement and HOV Program and the Hood Canal Bridge Project. The Web site also directs users to an e-mail address, pontoons@wsdot.wa.gov, so they can submit comments electronically. The Web site serves as a communications nexus, providing current information and a complete record of all project documents for easy public access.

EXHIBIT 8. Press Releases Dates and Topics

Date	Title
January 14, 2008	WSDOT starts environmental review process in Grays Harbor County; public meeting January 17
April 21, 2008	WSDOT collects pavement samples along Hoquiam streets
June 25, 2008	Media invited to view geotechnical drilling equipment in Hoquiam Thursday
January 22, 2009	WSDOT takes next step toward building bridge pontoons in Grays Harbor
January 29, 2009	WSDOT prepares to build bridge pontoons in Grays Harbor
March 10, 2009	WSDOT seeks public comments on Grays Harbor pontoon construction sites
June 15, 2009	WSDOT collects pavement samples in Aberdeen and Hoquiam
June 8, 2009	WSDOT to issue June 22 Request for Qualifications for SR 520 pontoon construction; prospective bidders invited to July 1 meeting in Seattle
August 12, 2009	WSDOT selects the Aberdeen Log Yard as its preferred site for SR 520 pontoon construction
August 24, 2009	WSDOT seeks proposals from three design-build contractors for ST 520 pontoon construction

E-mail Announcements

Community members and local organizations interested in receiving updates on the project are able to add their names to an e-mail distribution list. Attendees at public events were asked if they would like to be included in this distribution list. As of September 2009, the project e-mail list included 990 individual contacts. E-mail announcements are sent out to these contacts to keep them updated about the project and public outreach activities. Information provided in the e-mails has included public meeting announcements, updates on the project status, and links to new information on the project Web site.

Project Dialogue Center

The Project Dialogue Center is a way for the public to stay informed, provide comments, and ask questions about the project. The public is able to reach the Pontoon Construction Project Dialogue Center by phone, e-mail, or mail. After a comment or question is received, it is tracked in the comment tracking database and then routed to the appropriate team member for response. The phone line also provides information through

interactive voice recorded messages on the project status and upcoming public meetings. Those with hearing impairments can connect to the Project Dialogue Center through the Washington State Telecommunications Relay Service by dialing 711.

All communication with project stakeholders is tracked and stored in the Dialogue Center database. As of September 2009, 693 comments were recorded in the database. Topics ranged from comments regarding each of the pontoon site alternatives to environmental concerns.

What are the next steps?

Draft EIS Hearing

Federal guidelines regarding publication of an EIS state that a public hearing will be held following the release of the Draft EIS. The hearing will allow WSDOT to explain the purpose of the EIS and the EIS process, and it will provide the public with an opportunity to formally comment on the Draft EIS.

A public hearing and open house will be held in Grays Harbor County to coincide with the release of the Draft EIS. A translator will be available upon request at the hearing.

During the comment period, the public will be invited to provide input through various methods, such as written comment form, court reporter, e-mail, mail, and phone. In the Final EIS, WSDOT and FHWA will respond to all substantive comments received during the 45-day Draft EIS comment period.

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ATTACHMENT A

Notices of Intent



**Washington State
Department of Transportation**
Paula J. Hammond, P.E.
Secretary of Transportation

Urban Corridors
SR 520 Project
600 Stewart Street, Suite 520
Seattle, WA 98101-1209
206-770-3500
Fax 206-770-3569
TTY: 1-800-833-6388
www.wsdot.wa.gov ^{ENV_PUB(NOI)}

December 20, 2007

Director, Office of the Federal Register
800 North Capital Street, NW
7th Floor, Suite 700
Washington, DC 20408

LTR No.: LTR-0530
Subject: Notice of Intent for Environmental Impact Statement, Grays Harbor
County, Washington

Dear Sir or Madam,

Enclosed, please find three original, signed hard copies of the Notice of Intent for the Environmental Impact Statement for Grays Harbor County, Washington and an electronic disk containing the same document. Also included is the certification letter for the Notice of Intent and disk.

Please publish this Notice of Intent in the Federal Register on January 3, 2008.

If you have any questions or concerns regarding the document, please contact Jenifer Young at (206) 770-3522 or youngje@wsdot.wa.gov.

Sincerely,

Jenifer Young
Environmental Program Manager
SR 520 Bridge Replacement and HOV Project

Enclosure:
Certification Letter
Three original signed hard copies, Notice of Intent for Environmental Impact Statement,
Grays Harbor County, Washington
One disk containing NOI in electronic format (MS Word)



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

December 20, 2007

Director, Office of the Federal Register
800 North Capital Street, Northwest
7th Floor, Suite 700
Washington, DC, 20408

Dear Director:

I hereby certify that the diskette contains a true and accurate copy of the three signed paper copies of the notice of intent.

Sincerely yours,

Stephen Boch, P.E.
Major Project Oversight Manager

Enclosures

**MOVING THE
AMERICAN
ECONOMY**



DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
ENVIRONMENTAL IMPACT STATEMENT; GRAYS HARBOR COUNTY,
WASHINGTON

AGENCY: Federal Highway Administration (FHWA)

ACTION: Notice of Intent

SUMMARY: The Federal Highway Administration (FHWA) is issuing this notice to advise the public, affected Indian tribes and agencies that an environmental impact statement (EIS) will be prepared for the proposed development of a site to build pontoons that would be used to restore the function of the existing SR 520 Evergreen Point Bridge in case of catastrophic failure. The Washington State Department of Transportation (WSDOT) is a co-lead agency on the EIS. FHWA and WSDOT will prepare the EIS in accordance with the provisions of the National Environmental Policy Act (NEPA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and with Washington's State Environmental Policy Act (SEPA).

FOR FURTHER INFORMATION CONTACT: Stephen Boch, Federal Highway Administration, 915 2nd Avenue, Room 3142, Seattle, Washington, 98174, Telephone: (206) 220-7536; Jenifer Young, Washington State Department of Transportation, SR 520 Project Office, Seattle, Washington, Telephone: (206) 770-3522.

SUPPLEMENTARY INFORMATION: The purpose of the project is to expedite construction of pontoons to be used to restore the existing SR 520 Evergreen Point Bridge in the event of a catastrophic failure. To meet this purpose, the proposed action being evaluated in the EIS is to develop a facility to build pontoons that would be of appropriate size and type to restore the function of the existing floating bridge, and to

store these pontoons until needed at open-water moorage locations or onsite. Other potential uses of the pontoons are to support future planned replacement of the Evergreen Point Bridge if the pontoons are not needed for emergency use, or support emergency replacement or repair of other WSDOT floating bridges.

WSDOT and FHWA, as lead agencies, have identified an underlying need of timely availability of new pontoons. 1) The SR 520 Evergreen Point Bridge is vulnerable to catastrophic failure; severe winter storms have damaged the 44-year-old bridge and rendered it increasingly vulnerable to windstorms and earthquakes. 2) The SR 520 Evergreen Point Bridge is a key regional transportation link. There is no available detour designed for, or capable of, accommodating the vehicles that cross the bridge each day at equivalent speeds or travel times. 3) It will take several years to produce SR 520 Evergreen Point Bridge pontoons. Currently, no existing facility in Washington has the capacity to quickly produce the number and size of pontoons that would be needed to replace the SR 520 bridge in the event of catastrophic failure. FHWA and WSDOT are seeking comment on the proposed purpose and need for the project, as required by SAFETEA-LU. Information on public and agency scoping meetings and address to send written comments to is provided below.

The proposed location for construction of pontoons is a 45 acre property in the City of Hoquiam, Grays Harbor County. Alternatives under initial consideration include: (1) constructing a casting basin facility; (2) constructing a barge launch facility; (3) constructing a barge slip facility; and (4) No Build. Each “build” alternative will also include: improvements to the existing shoreline earthen berm and additional ancillary facilities, including a concrete batch plant, office space, parking area, access roads, rail

spur, laydown area, and water treatment area. The EIS will evaluate potential effects on the physical, human, and natural environments. Areas of investigation include, but are not limited to: ecosystems, including threatened and endangered species, archaeological and historic resources, social and economic factors, land use, transportation, noise and vibration, air quality, soils and geology, hazardous materials, visual and aesthetic qualities, and public services and utilities.

The purpose of the Notice of Intent is to invite participation in the EIS process and comment from interested agencies, organizations, and citizens. In accordance with SAFETEA-LU, FHWA extended invitation to other Federal and non-Federal agencies and Indian tribes that may have an interest in being a “cooperating agency” or “participating agency” in December 2007. A public, agency and tribal coordination plan is being prepared. Agency and public scoping meetings will be held in January 2008.

Scoping meetings are scheduled for the following date and times:

- Agency and Tribal Scoping Meeting: January 17, 2008, 10:00 a.m. to 12:00 p.m., Office of Superintendent of Public Instruction, Old Capital Building, Room 430, 600 South Washington, Olympia Washington
- Public Scoping Meeting: January 17, 2008, 5:30 p.m. to 8:00 p.m., Hoquiam High School Cafeteria, 501 West Emerson Avenue, Hoquiam, Washington. A court reporter will be available to record oral comments.

To ensure that the full range of issues related to the proposed action are addressed, and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments on the proposed purpose and need and the scope of alternatives and impacts to be considered are requested by February 1, 2008 and should be sent to: Jenifer

Young, WSDOT- SR 520 Project Office, 600 Stewart Street, Suite 520, Seattle, WA,
98101; fax number (206) 770-3569; or e-mail to pontoons@wsdot.wa.gov.

(Catalog of Federal Domestic Assistance Program 20.205, Highway Research, Planning
and Construction. The regulations implementing Executive Order 12372 regarding
intergovernmental consultation of federal programs and activities apply to this program.)

Issued on: January 3, 2008



Stephen Boch
Major Project Oversight Manager
Olympia, WA



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

December 19, 2008

HDA-WA/SR 520

Mr. Raymond Mosley
Director, Office of the Federal Register
800 North Capital Street, Northwest
7th Floor, Suite 700
Washington, D.C. 20408

**SR 520 Pontoon Construction Project
Revised Notice of Intent**

Dear Mr. Mosley:

I hereby certify that the enclosed cd contains a true and accurate copy of the three signed paper copies of the revised Notice of Intent.

Sincerely yours,

Stephen Boch
Major Projects Oversight Manager

Enclosures

Cc: Susan Haupt, SR 520 Pontoon Project Environmental Manager
Randy Everett, FHWA, Washington Division
Sharon Love, FHWA, Environmental Program Manager



DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

ENVIRONMENTAL IMPACT STATEMENT; STATE OF WASHINGTON

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Revised Notice of Intent.

SUMMARY: The Federal Highway Administration (FHWA) is issuing this revised notice to advise the public, affected Tribal nations, and agencies that an environmental impact statement (EIS) will be prepared for a proposal to expedite construction of pontoons needed to replace the floating section of the SR 520 Evergreen Point Bridge in the event of a catastrophic failure.

FOR FURTHER INFORMATION CONTACT: Randy Everett, Federal Highway Administration, 915 2nd Avenue, Room 3142, Seattle, Washington, 98174, Telephone: (206) 220-7536; Susan Haupt, Washington State Department of Transportation, 600 Stewart Street, Suite 520, Seattle, Washington, 98101, Telephone: (206) 770-3519.

SUPPLEMENTARY INFORMATION: The FHWA is issuing a Revised Notice of Intent (NOI) to advise the public of revisions to the scope of the environmental impact statement (EIS) for the proposed development of a site to build pontoons for the SR 520 bridge in case of a catastrophic failure. A NOI was published in the January 3, 2008, Federal Register. The FHWA, in cooperation with the Washington State Department of Transportation (WSDOT), has revised the scope of the EIS since that time and will prepare an EIS on a proposal to expedite construction of pontoons

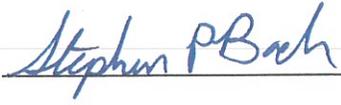
needed to replace the existing traffic capacity of the State Route 520 (SR 520) Evergreen Point Bridge, and to store those pontoons until they are needed for catastrophic failure response or incorporated into the anticipated SR 520 bridge replacement. FHWA and WSDOT will prepare the EIS in accordance with the provisions of the National Environmental Policy Act (NEPA), the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), and Washington's State Environmental Policy Act (SEPA).

The EIS will evaluate potential effects on the physical, human, and natural environments. Alternatives under consideration will include (1) taking no action and (2) building a new pontoon construction facility. Each proposed location for the casting basin facility will be evaluated as a separate alternative.

Information describing the proposed action and a request for comments will be sent to appropriate Federal, State, and local agencies, and to Tribal nations, private organizations, and citizens who have previously expressed or are known to have interest in this proposal. Public and agency scoping meetings were held in January 2008 for one site under consideration in Hoquiam, Washington. Additional public and agency scoping meetings will be held to solicit comments and provide information on other sites advanced for full assessment in the project EIS in January 2009. The public, agencies, and Tribal nations will be invited to comment on the Draft EIS, and a public meeting will be held during the Draft EIS comment period. Public notice will be given of the time and place of these meetings. Project information will be available for public, agency, and Tribal nation review prior to scheduled meetings.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Issued on: December 17, 2008.



Stephen P. Boch

Major Project Oversight Manager

Seattle, Washington

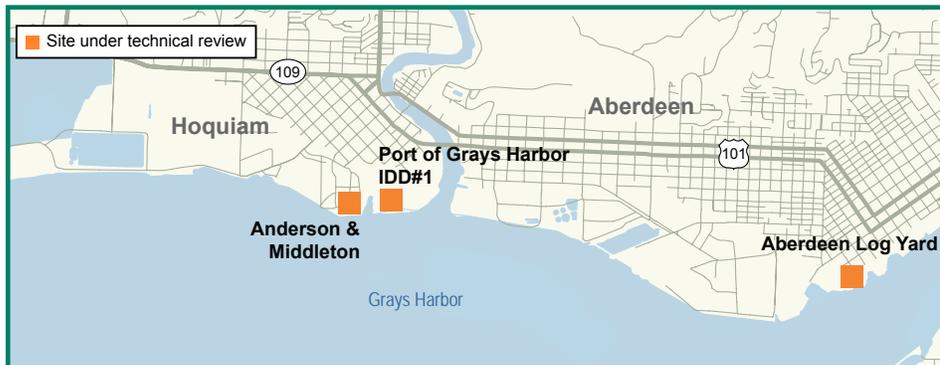
ATTACHMENT B

Informational Materials

Keeping us afloat

Winter 2009

WSDOT is advancing pontoon construction to restore the SR 520 floating bridge in the event of a catastrophic failure and to store these pontoons until they are needed. The SR 520 Evergreen Point Bridge over Lake Washington has endured severe winter storms, making the floating section increasingly vulnerable to wind and waves.



The Pontoon Construction Project will develop a new facility at one of three sites to build pontoons for the SR 520 bridge. As part of the environmental process, we are currently proposing to evaluate three potential sites – Port of Grays Harbor property IDD #1, the Aberdeen Log Yard, and the Hoquiam Anderson & Middleton site – for construction of a new casting basin facility. We are also exploring building pontoons at an existing facility in Tacoma. Using the existing facility in Tacoma and the new facility jointly will expedite pontoon construction.

Moving forward to begin construction

We are moving forward with the environmental process and plan to release a draft environmental impact statement for the construction and storage of pontoons for catastrophic failure recovery. If the pontoons are not needed for emergency use, they would be incorporated into the planned replacement of the SR 520 bridge. This environmental process is an important and required step before WSDOT can apply for construction permits.

Pontoon construction tests begin in 2009

This year we will begin field testing various pontoon construction methods and techniques in Grays Harbor. As part of our evaluation, WSDOT will construct full-scale pontoon sections, using different concrete mixes and forming methods. This work will allow us to expedite construction by testing innovative pontoon construction techniques. Advancing these tests allows us to provide an approved construction approach to contractors to facilitate the production of pontoons.



WSDOT employees and tour group walking on a pontoon supporting the SR 520 bridge.

What are bridge pontoons?

Pontoons are the foundation of a floating bridge. These large, hollow concrete structures are designed to support the weight of the road, plus the cars, trucks and buses that use the bridge daily. Depending on the bridge design, pontoons can be as long as a football field and as tall as a two-story building.

How do pontoons float?

Pontoons are similar to a tanker ship or barge. Despite being heavy structures, pontoons float because they are able to displace a volume of water that weighs the same as the pontoons and road they support.



Proyecto de Construcción de Pontones

Toma de decisiones favorables para el medio ambiente

Invierno 2009

WSDOT es responsable de más de 20,000 millas de carriles de rutas, cerca de 3,000 puentes y más de 500 otras estructuras en nuestro estado. Además de la construcción y el mantenimiento, nos esforzamos por proporcionar soluciones efectivas para el transporte reduciendo al mínimo los efectos sobre los ambientes naturales circundantes y las comunidades donde vivimos, trabajamos y construimos.

Nos encontramos en la etapa de planificación del Proyecto de Construcción de Pontones. El mismo se ocupará de la construcción de pontones para restaurar el puente flotante SR 520 en caso de una falla catastrófica, y almacenará estos pontones hasta que sean necesarios.

Para mantener nuestro compromiso con el medio ambiente, contamos con el apoyo de reglamentaciones ambientales nacionales y estatales antes, durante y después de la construcción. A medida que avanzamos en la edificación de una nueva instalación para la construcción de pontones, debemos responsabilizarnos de investigar cuidadosamente los posibles efectos ambientales de la construcción y el almacenamiento de los pontones.

Nuestro equipo preparará para el Proyecto de Construcción de Pontones un documento formal denominado Declaración de Impacto Ambiental (EIS, en inglés), para analizar cada una de las tres alternativas potenciales de ubicación.



¿Qué es el proceso de revisión ambiental?

Hay cuatro pasos críticos en el proceso de revisión ambiental:

1. Evaluación por el público y las agencias

Durante el proceso de evaluación por el público y las agencias pediremos los comentarios del público, las naciones Tribales y las agencias federales, estatales y locales sobre el propósito y la necesidad, el alcance de las alternativas y los temas ambientales que evaluaremos en la EIS del proyecto. La declaración de propósito y necesidad y el alcance de las alternativas definen los límites del proyecto y lo que se estudiará en la EIS.

2. Bosquejo de la declaración de impacto ambiental

El paso siguiente consiste en preparar y publicar un bosquejo de la EIS que describa los resultados de nuestro análisis de las alternativas e identifique maneras en las que podemos mitigar los efectos ambientales del proyecto. Llevaremos a cabo una audiencia pública en la que presentaremos el bosquejo de la EIS para recoger comentarios sobre el resultado de nuestra evaluación y las medidas de mitigación propuestas.

3. Versión final de la declaración de impacto ambiental

En la EIS final daremos respuesta a los comentarios del público y las agencias que recibimos sobre el bosquejo de la EIS. Se identifica asimismo la recomendación final del proyecto – conocida como la “alternativa preferida”.

4. Registro de la decisión

Luego de la publicación de la EIS final, la Administración Federal de Carreteras preparará un Registro de la Decisión, un documento público que describe el curso de acción del proyecto y las medidas de mitigación específicas. Cuando se haya emitido el Registro de la Decisión, habremos completado el proceso de revisión ambiental y podremos obtener los permisos de construcción.

Para mayor información sobre reglamentaciones ambientales, visite www.wsdot.wa.gov/environment/compliance/



¿Cómo puede usted aportar sus comentarios al equipo del proyecto?

Sus comentarios son importantes para nosotros.

Durante el periodo de comentarios, desde el 15 de enero hasta el 19 de febrero de 2009, pediremos los comentarios del público en cuanto a los temas que deben ser considerados y evaluados para las tres alternativas de ubicación en la declaración de impacto ambiental. Nuestra reunión de evaluación anterior, realizada el 17 de enero de 2008, se enfocó solamente en una ubicación en Grays Harbor. Recibimos comentarios que iban desde interés en los efectos en la comunidad local hasta recursos naturales.

Revisaremos todos los comentarios recibidos durante el período mencionado. Se incluirá un resumen de estos comentarios en el bosquejo de la declaración de impacto ambiental. Habrá oportunidades adicionales para comentarios del público cuando se publique este bosquejo de la declaración de impacto ambiental.

Si tiene preguntas o comentarios, envíenos un correo electrónico a pontoons@wsdot.wa.gov.



¿Cuáles son los temas ambientales que evaluaremos?

- Calidad del aire
- Efectos en la comunidad
- Efectos de la construcción
- Factores económicos
- Energía
- Justicia ambiental
- Industria pesquera
- Geología y suelos
- Materiales peligrosos
- Recursos históricos y arqueológicos
- Uso de la tierra
- Mitigación
- Vías navegables
- Ruido
- Servicios Públicos
- Recreación
- Transporte
- Pesquerías y recursos culturales tribales
- Calidad visual
- Recursos de provisión de agua
- Tierras húmedas
- Fauna

Para mayor información:

Llame a: 1-888-520-NEWS (6397)

Escriba a: pontoons@wsdot.wa.gov

Visite la página de Internet:

wsdot.wa.gov/projects/sr520/pontoons

Por correo: Pontoon Construction Project
Attn: Susan Haupt
600 Stewart Street, Suite 520
Seattle, WA 98101

Declaración de la Ley de Americanos con Discapacidades:

Se pueden proporcionar los materiales en formatos alternativos: letra grande, Braille, cinta en casete, o en disco de computadora para las personas con discapacidades, llamando a la Oficina de Igualdad de Oportunidades al 360-705-7097. Las personas que padecen de sordera o dificultades auditivas pueden comunicarse con la Oficina a través del Servicio de Retransmisión de Washington marcando el 7-1-1.

Información del Título VI: WSDOT asegura un total cumplimiento de lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964 prohibiendo la discriminación contra cualquier persona en base a su raza, color, origen nacional o sexo en la provisión de beneficios y servicios provenientes de sus programas y actividades con asistencia federal. Si tiene preguntas en cuanto al Programa del Título VI de WSDOT, puede comunicarse con el Coordinador del Título VI del Departamento llamando al 360-705-7098.



WSDOT Projects

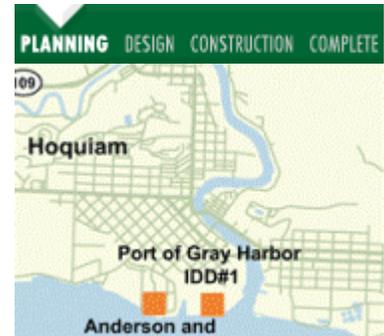
SR 520 - Pontoon Construction Project

Project Status

February 2009

Members of the Grays Harbor community [joined us at a public scoping meeting and open house](#) on Jan. 29 in Hoquiam. View public scoping meeting and open house materials in the [Project Library](#).

The open house provided citizens a chance to provide comments on the effects associated with the construction of pontoons at the three Grays Harbor County locations. [All three sites](#) will be fully studied in a draft environmental impact statement, planned for release later this year.



Map of properties being evaluated for pontoon construction. See [larger map](#).

Overview

WSDOT is advancing pontoon construction to restore the floating section of the SR 520 Evergreen Point Floating Bridge in the event of a [catastrophic failure](#). If the SR 520 bridge failed, it could take several years to construct pontoons and restore the bridge for drivers.

Crews would construct and store pontoons until they were needed for a recovery effort. If the pontoons are not needed for emergency use, they would be used for the planned replacement of the SR 520 bridge.

We are currently evaluating three sites to build a pontoon construction site. These sites are:

1. [Industrial Development District #1 \(IDD#1\)](#) (pdf 832 kb)

Ownership: Port of Grays Harbor
Size: 45 acres

2. [Anderson & Middleton Hoquiam](#) (pdf 882 kb)

Ownership: Anderson & Middleton Company
Size: 105 acres

3. [Aberdeen Log Yard](#) (pdf 727 kb)

Ownership: Weyerhaeuser Company
Size: 44 acres

In addition to one of these sites, we will use an existing facility at Concrete Technology Corporation (CTC) in Tacoma to build at least one full size pontoon and up to 10 "flanker" pontoons. While the CTC facility may be equipped to handle construction of a limited number of pontoons, it does not have the capacity to produce all the needed pontoons in a timely manner. WSDOT recently used the CTC site for construction of the smaller [Hood Canal Bridge Project](#) pontoons. Using CTC and the new facility jointly will expedite pontoon construction.



WSDOT employees and a tour group walking on the pontoons supporting the columns and roadway of the SR 520 Evergreen Floating Bridge across Lake Washington.



Waves batter the pontoons of the SR 520 bridge over Lake Washington during a winter storm.



A tour group looks at the hatches inside a pontoon.

Project Facts

APPENDIX C

2009 Press Release and Examples of Resulting Media Coverage



FOR IMMEDIATE RELEASE:

Jan. 29, 2009

Contact:

Suanne Pelley, WSDOT Communications, 206-770-3578, 206-437-5717 (cell)

Victoria Tobin, WSDOT Communications, 206-464-1184, 206-375-2412 (cell)

WSDOT prepares to build bridge pontoons in Grays Harbor

HOQUIAM – The Washington State Department of Transportation confirmed today at a public open house in Hoquiam that it is preparing to build pontoons in Grays Harbor County to replace the SR 520 bridge across Lake Washington.

“We are excited to be back in Grays Harbor County sharing the latest pontoon construction information with this great community,” said Julie Meredith, WSDOT Program Director. “We have three sites to evaluate here that all meet our engineering needs and, based on the public and agency comments we receive, we plan to identify a preferred site this spring. This is a critical step to accelerate pontoon construction.”

The three sites — two in Hoquiam and one in Aberdeen — comprise the project’s range of alternatives, which are subject to a public and agency comment period that began Jan. 15 and ends Feb. 19. The open house provided citizens a chance to provide comments on the effects associated with the construction of pontoons at the three Grays Harbor County locations. All three sites will be fully studied in a draft environmental impact statement, planned for release later this year.

WSDOT will launch a program this spring to conduct field testing in Grays Harbor County of innovative pontoon construction techniques. WSDOT will explore ways to build bridge pontoons more quickly and efficiently using innovative design, engineering and construction methods to provide a tested and preapproved pontoon construction approach to the construction contractor.

“Conducting the advanced construction methods and engineering work now will help WSDOT reduce construction risks and support the accelerated schedule,” said Meredith.

Construction of pontoons at an existing facility in Tacoma, along with construction of the new facility in Grays Harbor, is planned to begin in 2010. Pontoon construction at the new Grays Harbor facility will begin in 2012. As a result, the SR 520 floating bridge can open with four lanes in 2014 and six lanes in 2016.

Meeting materials will be posted online at www.wsdot.wa.gov/Projects/SR520/Pontoons for those who were unable to attend the open house. Comments will be accepted through Feb. 19 by e-mail at pontoons@wsdot.wa.gov or by mail to:

Pontoon Construction Project
Attn: Susan Haupt
SR 520 Corridor Program
600 Stewart Street, Suite 520
Seattle, WA 98101
1-888-520-NEWS (6397)

###



Print Page

Pontoons will be built here

BY JACOB JONES - The Daily World

Friday, January 30, 2009 11:10 AM PST

It was good news for a change.

State officials said last night that the pontoon project for the Evergreen Point floating bridge in Seattle will be located on Grays Harbor, bringing with it 250 construction jobs as the facility is built and 100 more to construct the pontoons.

The news comes as sharp contrast to layoff and plant closure news such as the Weyerhaeuser announcement earlier this week that it will close two local mills permanently.

It's the first time the state has said definitively that the pontoon project is coming here. Construction on the facility could start as early as August, they said.

The issue of where the site will be is still up in the air. The state is considering two Hoquiam sites and one in Aberdeen. Officials from both cities said they're just glad it's coming to Grays Harbor, but whichever city gets it will see significant tax revenue.

While jobs dominated the discussion between the nearly 350 people who attended a state Department of Transportation meeting last night, officials seemed just as concerned about getting work started quickly.

Program Director Julie Meredith with the state DOT told the packed group of residents and local officials that a shortened schedule will have engineers looking at how to start building pontoons before the full-scale facility is finished — wherever it ends up.

"We're exploring different types of (pontoon) forming," she said, adding engineers could finish construction experiments on the Harbor with local contractors.

Transportation officials hosted the public meeting at Hoquiam High School to solicit comment on the three final proposed sites for the \$360 million pontoon construction project.



JACOB JONES | THE DAILY WORLD State Rep. Kevin Van De Wege, D-Sequim, with his back to the camera, addressed hundreds of residents and local officials Thursday night during the state Route 520 pontoon project scoping meeting at Hoquiam High School. "Is everybody excited to be here?" he asked, receiving loud cheers.

But the biggest concern was time.

"When is it going to be built?" ranked as the most frequent question asked as the two communities cope with the closures of longtime Harbor mills and businesses.

"There's going to be so many related jobs," Hoquiam Mayor Jack Durney said, noting benefits to both towns. "If it winds up in Aberdeen that's fine with us. We'd prefer it in Hoquiam."

Residents crowded the cafeteria. They drifted from information boards to large maps showing the 45-acre Port of Grays Harbor-owned site near the mouth of the Hoquiam River, a 105-acre site on nearby Anderson & Middleton property and a 44-acre site at a Weyerhaeuser Co.-owned log yard in Aberdeen.

Aberdeen business owner Randy Olson looked at three large maps outlining designs for the proposed sites.

"Just as long as one of them gets done," Olson said, with a little impatience. "If we can get some people working here, that's the main thing."

Meredith said the department will recommend one of the three proposed sites within a couple months and finish an initial environmental review by year's end, but preliminary construction may begin this summer.

Engineers plan to work with local contractors to try new forming and structural methods to start building the 23, massive concrete pontoons needed to support the structurally vulnerable Highway 520 bridge in Seattle.

She said they may not have the time to wait until the full facility is up and running. A \$2 million to \$5 million preliminary construction contract could create early carpentry, steel work and concrete forming jobs.

While field soil testing, natural resources and historical significance have been reviewed for the three sites, Meredith said the department has not made any decisions and it is still early in the process.

She said the three sites are still about "even" except for some concerns about the wetlands on the Port of Grays Harbor site near the Hoquiam River.

Susan Haupt, an HDR Engineering consultant working with the transportation department to vet the sites, said the locations have different soil, traffic and logistic benefits that are still being hammered out.

Residents can expect some heavy construction when the project gets started, she said, but the department is required to mitigate as much of the impact as possible. She did not expect any nuisances beyond typical construction noise and traffic.

"Obviously, there will be a lot of activity in the area," Haupt said. "WashDOT will do whatever we can."

Transportation officials want to know what concerns people have about the potential impact of the project, she said. They want as much context as possible for their decision and Haupt's only concern was not getting enough constructive criticism to make an informed choice.

"I hope the community feels like they can raise those concerns without jeopardizing the project coming here," she said.

Several residents asked Haupt about the longevity of the site once the SR 520 bridge project is complete. The options range from decommissioning the site to contracting other pontoon work up and down the West Coast for decades.

"Those things are all speculative for us," she said. "We'll see when we get there."

Like many others, Aberdeen business owner Olson was not as concerned about long-term issues or exactly where the project is located. Many people just wanted it up and running and hiring.

"There's lots of opportunities," he said. "It effects everybody. It'd be great."

A local logger, who did not want to be named, agreed time was more important that where in the current economy.

"Let's get busy," he said. "Anything to help the Harbor."

State Rep. Kevin Van De Wege, D-Squim, spoke on behalf of several state officials attending a memorial service in Olympia.

"Is everybody excited to be here?" he asked the standing-room-only crowd.

Loud cheering and clapping broke out.

"I am thrilled that the department's here," he said to more cheers. "To get this kind of turnout, a state agency would (usually) really have to screw up."

Meredith smiled after the receiving such a warm welcome.

"I feel very excited," she said.

The public scoping comment period on the three sites lasts until Feb. 19. Residents can ask questions or make comments at pontoons@wsdot.wa.gov or 1-888-520-6397.

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Seattle Post-Intelligencer

http://seattlepi.nwsourc.com/transportation/398211_pontoon31.html

520 bridge pontoons to create Grays Harbor jobs

Last updated January 30, 2009 11:13 p.m. PT

By DEBERA CARLTON HARRELL
P-I REPORTER

Plans to replace the Evergreen Point Bridge got a boost Friday after state transportation officials said they will build new pontoons near Grays Harbor.

Building the structures at a new construction facility in Grays Harbor County will provide jobs and move the six-lane bridge replacement toward its projected opening in 2016, state Transportation Department officials said Thursday at a public open house in Hoquiam.

The announcement also lays to rest suggestions that the huge pontoons could be built in a Seattle-area location, such as Warren G. Magnuson Park at Sand Point, to avoid the costs and time of barging them from the coast to Lake Washington.

"I was trying to determine if we could build the pontoons quite close to Seattle for jobs, and so it wouldn't cost as much to haul them and take so much time," said Seattle City Councilman Tom Rasmussen.

The Magnuson Park suggestion was made by a resident at a recent public meeting on the Route 520 bridge replacement.

"These pontoons are massive, and the logistics of this are massive," Rasmussen said, referring to structures that must be large enough for a total of six lanes and strong enough to accommodate possible light rail in the future.

"There are very few places on the (local) waterfront that could handle a construction project this large," the councilman said.

Instead, the huge pontoons will be built at an existing facility in Tacoma, and at a new site to be selected from among three being evaluated -- one in Aberdeen and two in Hoquiam.

All sites will undergo further testing, but Julie Meredith, a transportation program director, said "all three meet our engineering needs."

Grays Harbor officials, noting that the area was economically depressed even before the nationwide recession, welcomed the pontoon project.

The state plans to identify a preferred site this spring, "a critical step to accelerate pontoon construction," Meredith said.

P-I reporter Debera Carlton Harrell can be reached at 206-448-8326 or deberaharrell@seattlepi.com.

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