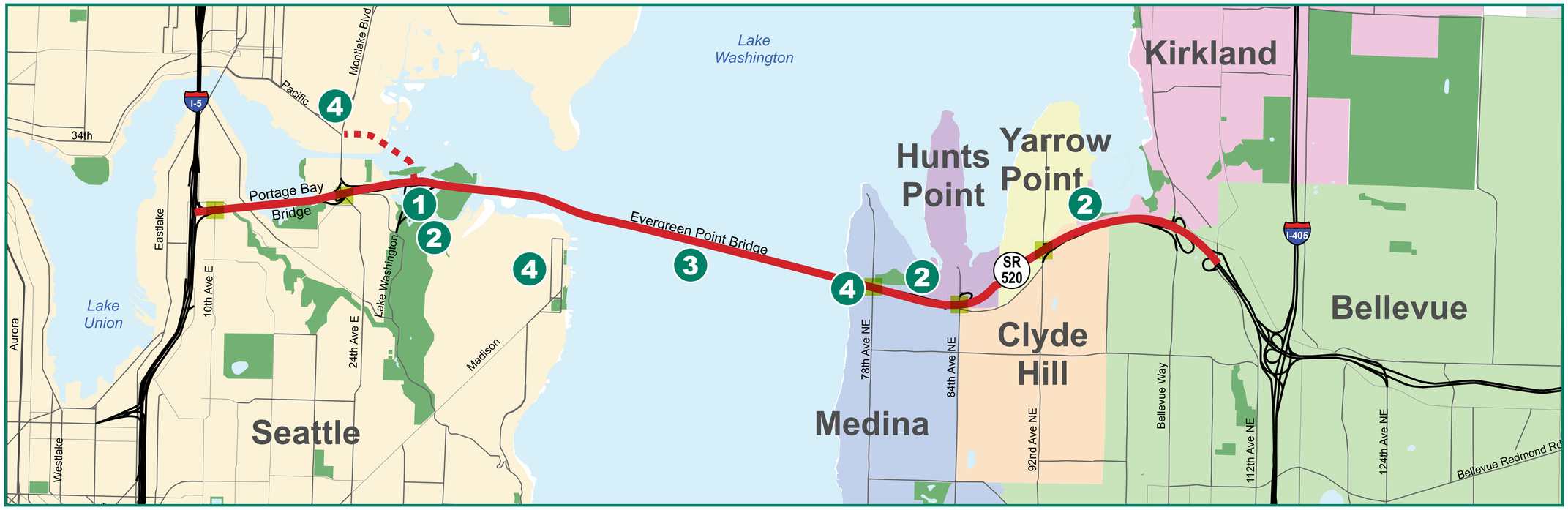
What We Heard – Environmental

1 Arboretum
Minimize effects on wetlands, including shading. Minimize effects to Marsh and Foster Islands.

2 Parks
Minimize effects on Arboretum, Fairweather and Wetherill parks. Consider column placement and minimize number of columns. Maintain access to parks and other public spaces during construction.

3 Stormwater run-off
Treat stormwater before it enters the lake. Make stormwater treatment ponds be community assets.

4 View corridors
Protect the Rainier Vista. Consider views from surrounding neighborhoods on both sides of the lake.



Corridor-wide Comments

Noise
Reduce noise to the extent possible. Consider quieter pavement as an option. Consider clear noise walls.

Construction
Minimize noise, vibration, light, and emissions. Narrow the footprint.

Air quality
Minimize emissions. Provide incentives for transit riders. Find ways to lessen global warming.

Mitigation
Need more information on mitigation proposals and funding.

Moving Forward – **Environmental Work**

Environmental process and permitting

- Meeting regularly with regulatory agencies, jurisdictions, and Tribes to share project information and develop approaches to resolve technical issues
- Continue mitigation planning for natural resources, cultural resources, and parks

Fish and wildlife

- Developing designs that remove obstacles to fish crossing under SR 520 to reach upstream habitats on the Eastside
- Tracking fish to determine how they travel under the SR 520 bridge in Lake Washington

Water quality

- Evaluating opportunities to enhance and restore local watersheds
- Developing innovative water quality treatment methods
- Continuing work on the stormwater management plan

Noise

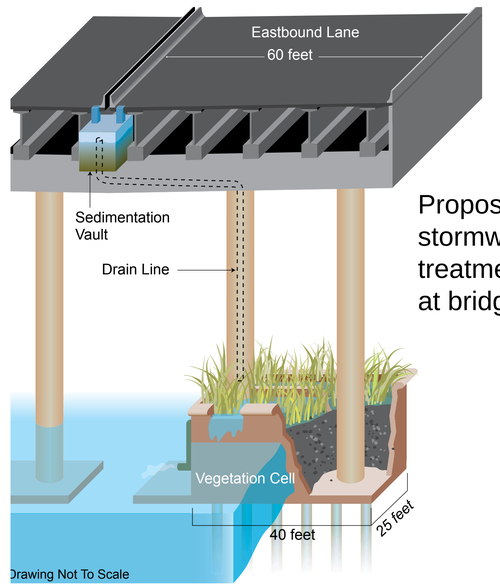
- Testing quieter pavement on SR 520 between Medina and Bellevue to determine if it effectively reduces roadway noise
- Studying innovative sound wall materials for possible placement on the corridor

Pontoon construction site

- Evaluating potential construction sites and construction methods

Spawning salmon

Sound wall surface design



Proposed stormwater treatment wetland at bridge column

Supplemental Draft EIS

What are the next steps in the environmental process?

To move the project forward, WSDOT will develop a supplemental draft environmental impact statement (EIS).

The document will further the analysis and information on:

- New and/or refined 4+2 design options
- How and where to potentially construct floating bridge pontoons
- Construction methods
- Mitigation measures

Pontoons

What are bridge pontoons?

- Bridge pontoons are large, hollow concrete structures that float deep in the water and support the weight of the roadway
- Built off-site, pontoons are floated to the bridge location and joined together to form the foundation of the floating bridge
- New SR 520 pontoons will be wider and deeper than existing pontoons to support a larger bridge with shoulders, a bicycle/pedestrian path, and future high-capacity transit

Pontoons with partially built roadway being towed from construction site to bridge location, c.1981

Pontoon Construction Site

What are the next steps to build the floating bridge pontoons?

As part of the Supplemental Draft EIS, WSDOT will study the environmental effects of constructing bridge pontoons and transporting them to Lake Washington.

- WSDOT needs to build up to 44 pontoons as part of the SR 520 Bridge Replacement and HOV Project. The pontoons range up to 75’ x 360’ x 26’ (a little longer than a football field) and individually weigh about 10,000 tons. (Approximately 80 Boeing 757 airplanes.)
- WSDOT will study a potential construction site at the Port of Grays Harbor, in the Supplemental Draft EIS. The contractor will be given the flexibility to select an alternative site and/or select the final construction method.
- WSDOT will consider several methods for constructing the pontoons in the supplemental draft EIS.

Building SR 104 Hood Canal Bridge pontoons in Tacoma, c.1981

Quieter Pavement

Will quieter pavement help reduce noise on SR 520?

- As part of the SR 520 Eastside Quieter Pavement Evaluation Project, WSDOT is installing a 1.6-mile test site with three types of pavement in summer 2007.
- We will study the test section (and others around the state) to see how quieter pavement performs in the Pacific Northwest's unique driving and climate conditions.
- We will measure quieter pavement's durability; quality and quantity of noise reduction; and noise reduction performance over a five-year period.

Installation Timeline

July 13 - 15
Primary installation weekend ★

July 20 - 22
Back-up installation weekend ★

August
Monitoring period begins ★

June 20 - July 12
Roadway preparation

July 23 - mid August
Finishing work

1.6-mile test section between Medina and Bellevue

Equipment for fabricating rubberized asphalt

Sample of open-graded asphalt