ATTACHMENT 1:
ERRATA TO ENVIRONMENTAL ASSESSMENT, DISCIPLINE REPORTS, AND TECHNICAL MEMORANDA

Errata to Environmental Assessment, Discipline Reports, and Technical Memoranda

The following corrections apply to the EA for the SR 520 Variable Tolling Project issued in April 2009, and its supporting discipline reports (DRs) and technical memoranda (TMs). The DRs and TMs were completed in 2008 and 2009 before the EA was prepared and issued. They were included in the EA as Appendices D, E, and F.

These corrections serve to clarify, update, or enhance the readability of the EA. Because they alter neither the analysis nor the conclusion of No Significant Impact, there is no requirement to issue a revised EA. Changes to the EA, DRs, and TMs are identified by document name, page number, and paragraph. Each deletion of original text is shown with a line striking through it; new text is indicated by an underline. These minor revisions to the EA, DRs, and TMs are incorporated into the EA by reference.

Chapter 1

Page 1-1, second paragraph

Text is revised as follows:

> The SR 520 Variable Tolling Project will implement variable pricing (tolls) on all through-lanes of ~~SR 520 between Interstate 5 (I-5) and Interstate 405 (I-405).~~ the SR 520 Evergreen Point Bridge across Lake Washington. All tolls will be collected electronically. The project will reduce traffic congestion and generate revenue. Revenue generated will be invested in the SR 520 corridor, subject to legislative appropriation, as required by state law (RCW 47.56.820).

Page 1-2, second paragraph

Text is revised as follows:

Funding Improvements: ~~Revenue generated will be invested in the SR 520 corridor, subject to legislative appropriation. The toll revenue could be used for replacing bridges, adding HOV lanes, and other types of transportation improvements.~~ On April 25, 2009, the State Legislature passed Engrossed Substitute House Bill (ESHB) 2211, which authorizes the tolling of the existing Evergreen Point Bridge. The bill also directs the revenue from these tolls to help finance construction of the bridge replacement.

Page 1-4, second paragraph

Text is revised as follows:

- Bridge users ~~will be required~~ may choose to purchase a transponder and set up an account with the Washington State Department of Transportation (WSDOT) to pay the toll, ~~which may~~ or have their license plate automatically photographed and receive by mail a bill for the toll with a surcharge added. Both options will present a burden to low-income and limited-English proficient Evergreen Point Bridge users ~~who are less likely than the general population to have a credit or debit card~~.

Page 1-6, paragraph continued from previous page

Text is revised as follows:

Visual: The project will cause very little change to visual resources in the project area. To minimize visual effects, we will place the tolling equipment ~~either~~ on the existing truss structure ~~or on a new gantry structure as close to the truss structure as possible~~. Structural elements will be painted the same color as the truss structure. The additional lighting at the tolling location will be designed to have negligible effect on existing ambient light levels and glare.

Chapter 4

Page 4-1, third paragraph

Text is revised as follows:

> The project will place tolling equipment on the eastern end of the bridge ~~either~~ on the existing truss structure~~, or on a separate set of gantries near the truss structure~~. Tolling equipment will include overhead signs on the bridges for each direction of travel, an overhead automobile detection device, antennas, and other equipment that will read in-vehicle transponders, video cameras over each lane to capture license plate images, and either visible or infrared lighting.

Page 4-1, last paragraph

Text is revised as follows:

> In addition, roadside concrete pads, totaling approximately 150 square feet in area, with controller cabinets will be located on the east side of the lake just south of SR 520 in WSDOT right-of-way. A backup generator, or simply a generator transfer switch for connection to a portable generator, will be included in case of power outages.
>
> <u>The generator will be fairly small and enclosed and will likely not be noticeable to passing vehicles. It will likely be tested once a week for 15 minutes and will have a muffler on it in order to reduce any noise from it. WSDOT will comply with all noise ordinances or obtain a variance if necessary. An emergency containment device will be installed to prevent any possible spills from entering the environment.</u>

Page 4-3, first paragraph

Text is revised as follows:

~~Signing along the corridor will be installed to inform drivers that they are approaching a tolled facility and identify the location of the last free exit. There are many options for the type and locations of the signing to be posted. For example, the toll rate could be posted, the price for the type of vehicle could be posted, the locations of the last opportunity to exit before being charged a toll could be posted, etc. We are currently studying these options and will make a decision before we implement tolling on SR 520. This decision will not affect the transportation analysis.~~

Existing guide signs on routes approaching SR 520 that guide drivers toward the Evergreen Point Bridge will be modified to inform drivers they are approaching a tolled facility. These signs include those encountered by drivers approaching the I-5/SR 520 and I-405/SR 520 interchanges plus the signs encountered by drivers approaching on-ramps to SR 520. Additional guide signs may be installed along approaching routes to ensure that drivers have adequate opportunity to choose an appropriate alternate route before entering the tolled facility.

Other new signs include new regulatory signs and toll rate signs on SR 520. The new regulatory signs will be located near the tolling location and contain information about enforcement, penalties, and other regulatory topics. The new toll rate signs will be installed on SR 520 in each direction prior to the last on-ramp and off-ramp before the tolling location. The signs will incorporate dynamic message signs to inform drivers of the current toll rate. There will be two to four of these signs. The final locations of these new signs will be chosen to avoid or minimize any effect on the surrounding environment.

Chapter 5

Page 5-1, after third paragraph and last paragraph

Text is added and revised as follows:

> With regard to transit, at present, there are 23 routes that serve the Evergreen Point Bridge – 18 Metro routes, four Sound Transit Regional Express routes, and one route operated by Community Transit. King County Metro and Sound Transit provide approximately 600 bus trips across the Evergreen Point Bridge on an average weekday and carry approximately 16,000 riders:
>
> - Westbound - 295 buses carrying 7,900 riders for an average weekday
> - Eastbound - 306 buses carrying 8,100 riders for an average weekday
>
> During the peak hours, specifically, the current transit use across the Evergreen Point Bridge is as follows:
>
> *Morning Peak Period (6:00 to 9:00 a.m.):*
>
> - Westbound - approximately 122 buses carrying 3,640 riders
> - Eastbound - approximately 56 buses carrying 1,600 riders
>
> *Evening Peak Period (3:00 to 6:00 p.m.):*
>
> - Westbound - approximately 52 buses carrying 1,570 riders
> - Eastbound - approximately 117 buses carrying 3,400 riders
>
> This project will implement a multi-lane tolling system on the existing Evergreen Point Bridge, which is described in Chapter 4. We analyzed different tolling strategies and prices to determine

the effects on traffic and transit in the region. A detailed explanation of this analysis can be found in the *Transportation Discipline Report* located in Appendix E.

Page 5-2, last paragraph

Text is revised as follows:

This regional model is a very good tool for comparing the relative effects on travel choices resulting from the different toll scenarios and alternatives at a regional level. However, this model is not detailed enough for predicting what might occur at a particular interchange or local intersection. The model runs we used for our analysis allow us to make relative observations about potential changes in travel patterns using the major highways in the network.

Traffic analysis completed for the 520 Tolling Implementation Committee indicated that implementing a toll on SR 520 would reduce traffic volumes on local arterials leading to SR 520 and result in only minor increases (no more than one to three percent) on arterials leading to alternate routes such as I-90 or SR 522. Our analysis is based on the same assumptions used in the analysis completed for the Committee. No further traffic analysis of local arterials was performed for this project.

Page 5-27, second paragraph

Text is revised as follows:

~~Gantries with t~~Transponder readers and video cameras will create a new ~~24-hour~~ light source over the water compared to the No Build Alternative. The video cameras require low-level lighting to detect the license plates of passing vehicles. Lighting from the video cameras is

activated by passing vehicles and is at a low intensity to avoid startling or distracting drivers. The project will place the new lights on the Evergreen Point Bridge over deepwater habitat in a location near a sockeye salmon spawning area on the eastern shoreline of Lake Washington. Studies have shown that artificial lighting can promote early emergence from eggs and increased activity among newly hatched fish. Artificial lighting also affects predator-prey interactions among fish. Further discussion of effects caused by lighting systems on fish populations is discussed in *Ecosystems Technical Memo*, Appendix F of the EA.

Page 5-28, first paragraph

Text is revised as follows:

Although fish and wildlife respond to lighting, there is already highway lighting on this portion of the bridge. In addition, the low-intensity video camera lights will be coincident with the higher intensity lights of passing vehicles. The effect of the new lighting will be indistinguishable from these existing light sources. Furthermore, the video camera lights will be shielded and directed toward the road deck resulting in minimal additional light reaching the surrounding environment. If possible, non-visible infrared lighting will be used. As a result, the new lighting installed by the project will have no effect on fish and wildlife.

Page 5-28, second paragraph

Text is revised as follows:

~~The upper surface of a gantry may provide roosting or resting opportunities for birds.~~ Seagulls (Western and glaucous-winged), Canada geese, swallows, and pigeons are known to use the

Evergreen Point Bridge for resting or roosting, and large raptors (bald eagles and osprey) occasionally land on the structure. ~~Since the gantry will provide only limited areas of flat surface, and those areas will be exposed to wind and rain, bird use is likely to be limited to short-term roosting and resting.~~ Any new tolling equipment installed will include bird exclusion devises to discourage nesting, where warranted.

Page 5-30, last paragraph

Text is revised as follows:

As mentioned, the project will install a new ~~24 hour~~ light source on the bridge at the tolling location to detect the license plates of passing vehicles. The type of lighting will either be infrared, which would not be visible to the human eye, or visible lighting. If visible lighting is used, it will be activated by passing vehicles and will be at a low intensity to avoid startling or distracting drivers. The low-intensity video camera lights will be coincident with the higher intensity lights of passing vehicles and the effects will be indistinguishable. In addition, the video camera lights will be shielded and directed towards the road deck resulting in minimal light reaching the surrounding environment.

Page 5-31, second paragraph

Text is revised as follows:

~~The gantry structure added to the bridge will be placed as close as possible to the existing truss structure and painted the same color to avoid foreground impacts.~~

Page 5-36, last paragraph

Text is revised as follows:

Our analysis of hazardous materials focused on the east side of the Evergreen Point Bridge because this is the only area where ground will be disturbed by project activity. We identified ~~five~~ six sites with recognized environmental conditions within one mile of the proposed location of the concrete pad and utility cabinets to be installed as components of the tolling facility (see Exhibit 5-10).

Page 5-37, Exhibit 5-10

Graphic is revised to add a red dot on the truss structure on the bridge:

Potentially Hazardous Materials in the Project Area (WSDOT 2006)

Page 5-37, first paragraph

Text is revised as follows:

The truss structure at the east end of the Evergreen Point Bridge is coated with lead based paint. Construction on land will not occur on or adjacent to any sites with recognized environmental conditions. Construction will be

wholly within WSDOT right-of-way and remote from these sites.

Page 5-37, first paragraph

Text is revised as follows:

WSDOT will require the contractor to prepare and implement a lead based paint containment and disposal plan if their proposed toll equipment installation methods would disturb the lead based paint on the truss structure. WSDOT will also specify in the construction documents that the contractor will avoid releasing or spreading any contaminated soil or groundwater encountered during construction. If excavation or dewatering of contaminated material is necessary, the contractor will properly segregate and contain the material during and after excavation and dewatering and will test the material to determine how it can be disposed of. The contractor will handle and dispose of the material in accordance with applicable regulations.

Page 5-41, first and second paragraphs

Text is revised as follows:

Noise levels will temporarily increase as a result of construction activities. These activities will only take place in Medina. Medina~~, like most cities,~~ relies on the ~~Washington Administrative Code (WAC), Chapter 173-60, Maximum Environmental Noise Levels.~~ King County Noise Ordinance Chapter 12.86 through 12.100.

The ~~WAC~~ King County Noise Ordinance states that construction activities should be conducted ~~during daytime hours~~ between 7 a.m. and 10 p.m. on weekdays and between 9 a.m. and 10 p.m. on weekends. If activities must occur during the nighttime hours, a noise variance will be required.

Exhibit 5-12 summarizes the allowable exceedances for construction equipment during construction activities.

Chapter 6

Page 6-9, second paragraph

Text is revised as follows:

East Link is an approximately ~~18~~ 14.3-mile long light rail extension that will run along I-90 from downtown Seattle to the Eastside. It will have ~~11 to 14~~ 9 stations serving Seattle, Mercer Island, south Bellevue, downtown Bellevue, and Bel-Red/Overlake~~, and Redmond~~. Although Sound Transit has not identified a final alignment yet, all alignments being considered will convert the center roadway of I-90 across Lake Washington to light rail operation. Sound Transit expects to start construction in 2013, with operations starting as early as 2020.

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