

Seattle Department of Planning and Development (DPD)

Public comment meeting agenda

- Introductions
- SR 520, I-5 to Medina project overview presentation by WSDOT
- Ground rules
- Public comment
- Adjourn

SR 520 Bridge Replacement and HOV Program

I-5 to Medina, Bridge Replacement and HOV Project

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SR 520, I-5 to Medina
Engineering Manager

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SR 520 Program Director

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Secretary of Transportation

Presentation Agenda

- SR 520 Program overview
- I-5 to Medina project overview
- I-5 to Medina project shoreline permitting overview
 - Agency and stakeholder coordination
 - Frequently asked questions about the Seattle shoreline permit proposals
 - I-5 to Medina natural resources mitigation overview



Traffic congestion in the SR 520 corridor.

SR 520 program description

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

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



SR 520, I-5 to Medina Project Update

Spring 2011 – Published final EIS.

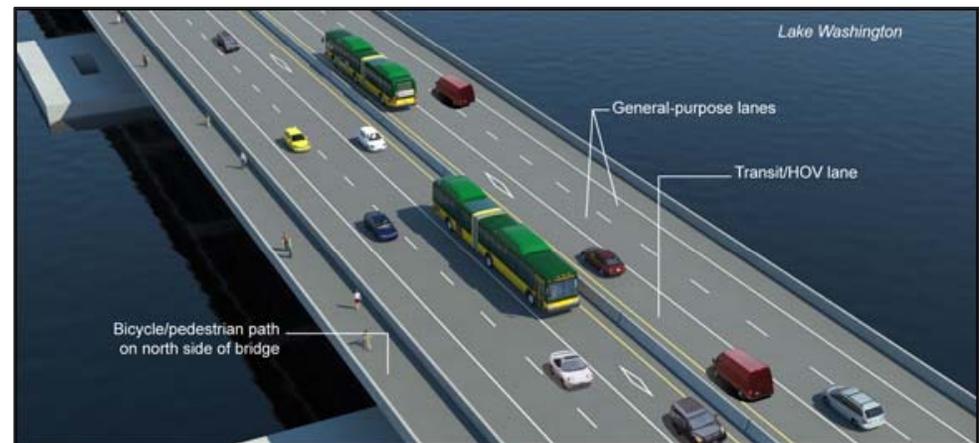
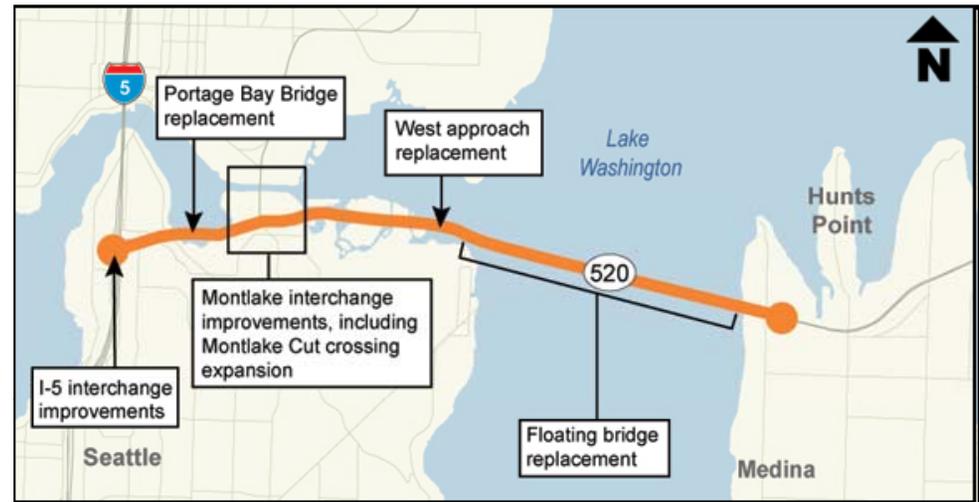
Summer 2011 – Received the Record of Decision.

Fall of 2011 – Seattle Community Design process.

Early 2012 – All permits received

2012 - Begin construction of new floating bridge.

2014 - Open new floating bridge to drivers.



Why does SR 520 need replacing?

SR 520 bridge is vulnerable to windstorms and earthquakes

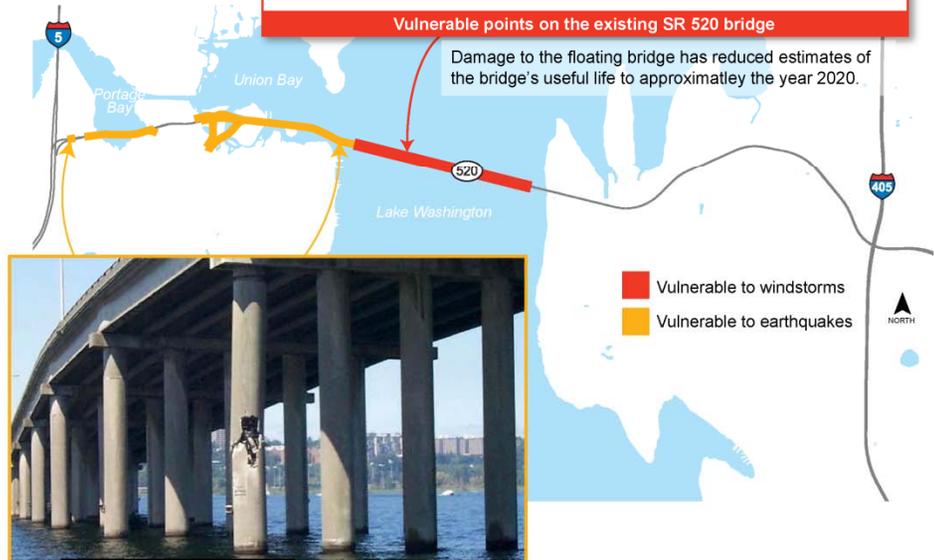
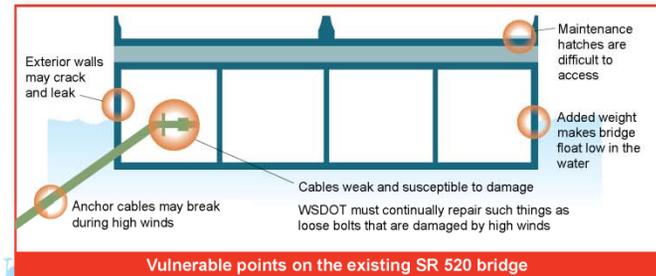


Waves batter the SR 520 bridge.

Current vulnerabilities



A torn cable joint found during a routine inspection in February 2006. The cables connect the floating bridge pontoons to their underwater lakebed anchors.



Damage to the floating bridge has reduced estimates of the bridge's useful life to approximately the year 2020.

FEIS: City Council comments incorporated

- ✓ Designed the corridor to accommodate no more than six-lanes.
- ✓ Reduced width of Portage Bay Bridge
- ✓ Located urban interchange at Montlake
- ✓ Expanded the lid at Montlake
- ✓ Provided dedicated transit/HOV lane on Montlake Boulevard
- ✓ Eliminated Arboretum ramps
- ✓ Lowered height of the floating bridge
- ✓ Began planning for the implementation of Arboretum traffic management and calming
- ✓ Ensured the new bridge is designed to accommodate future light rail
- ✓ Provided funds for Montlake Triangle Project
- ✓ Set triggers based for determining necessity of Second Montlake Bridge

SR 520, I-5 to Medina Project commitments

- Wetland and aquatic mitigation
- Parks mitigation
 - Ship Canal waterside trail, McCurdy Park, E. Montlake Park, Montlake Playfield, Old Canal Reserve
 - Bryant Building
 - Arboretum mitigation projects
 - Arboretum traffic calming
- Montlake Triangle Project
- Historic and cultural resources mitigation
- Community Construction Management Plan
 - Tree and Vegetation Management Protection Plan
- MOHAI relocation
- Seattle Community Design Process
- Neighborhood traffic management planning
- Second bascule bridge planning

SR 520, I-5 to Medina Project Shoreline Permitting Overview

- SR 520 design and mitigation process overview
- Frequently asked questions about the I-5 to Medina project shoreline permit applications
- Agency and stakeholder coordination



Taylor Creek mitigation site



Union Bay Natural Area mitigation site



Seward Park mitigation site

SR 520, I-5 to Medina Project Shoreline Permitting Overview

- 14 years of design and environmental coordination with elected officials, regulatory agencies, communities, and tribes to develop these proposals.
 - Trans-Lake Washington Study Committee (1997 – 1999)
 - SR 520 Executive, Advisory, and Technical Committees (1999 – 2006)
 - Trans-Lake Washington Project (2000 – 2003)
 - SEPA/NEPA Draft Environmental Impact Statement (2001 – 2006)
 - Regulatory Agency Coordination Process (2007 – Present)
 - Westside Mediation Process (2007 – 2008)
 - ESHB 2211 Legislative Workgroup (2010)
 - SEPA/NEPA Supplemental Draft Environmental Impact Statement (2010)
 - ESSB 6392 Workgroups (2010)
 - Natural Resources Technical Working Groups (2008 – Present)
 - Endangered Species Act Biological Assessments and Opinions (2008 – 2011)
 - SEPA/NEPA Final Environmental Impact Statement (2010 – 2011)

SR 520, I-5 to Medina Project Shoreline Permitting Overview

- What agencies, stakeholders and tribes have participated in the development and review of these proposals?
 - U.S. Army Corps of Engineers
 - U.S. Coast Guard
 - U.S. Fish and Wildlife Service
 - U.S. Environmental Protection Agency
 - National Marine Fisheries Service
 - Washington Department of Ecology
 - Washington Department of Fish and Wildlife
 - Washington Department of Natural Resources
 - Seattle Department of Planning and Development
 - Seattle Department of Transportation
 - Seattle Parks and Recreation
 - City of Medina
 - City of Redmond
 - King County
 - University of Washington
 - Muckleshoot Indian Tribe
 - Arboretum and Botanical Garden Committee
 - Section 106 consulting parties

SR 520, I-5 to Medina Project Shoreline Permitting Overview

- Why is WSDOT applying for separate shoreline permits?
 - The proposed project components will occur in distinct shoreline locations and environments.
 - The proposed bridge structures are unique from each other.
- Why apply for shoreline permits for the entire I-5 to Medina project now?
 - The construction schedule for the I-5 to Medina project targets floating bridge construction beginning in April 2012.
 - Federal permits, which cover the entire I-5 to Medina project, must be issued prior to construction of any portion of the I-5 to Medina project, including the floating bridge.
 - Before the issuance of any federal permits, regulations require local shoreline permits for the entire project to be complete.

What is the I-5 to Medina mitigation planning process?

- Although WSDOT has committed to mitigating for a variety of natural and built environment impacts, the Seattle shoreline permit process will focus primarily on impacts to wetland and aquatic resources.
- WSDOT seeks to avoid and minimize impacts to natural resources during the design and alternatives selection process.
- WSDOT must mitigate any unavoidable impacts to regulated natural resources.
- Construction-related impacts will be restored on-site.
- WSDOT will also offer off-site mitigation for temporary impacts occurring during construction.
- WSDOT will conduct mitigation at off-site locations for any remaining permanent impacts.

What is the I-5 to Medina mitigation planning process?

- WSDOT has worked for over four years on a comprehensive screening process of potential mitigation sites.
- The screening process has been conducted in coordination with local, state and federal regulatory agencies and stakeholders.
- The mitigation sites that were identified through the screening process are currently being reviewed for approval by regulatory agencies.
- Five of these mitigation sites are the subject of shoreline permit review in the City of Seattle.

SR 520, I-5 to Medina Project Shoreline Permitting Overview

- What shoreline permits are being requested?
 - Portage Bay Bridge
 - Magnuson Park mitigation site
 - Montlake Bascule Bridge
 - West Approach Bridge
 - Union Bay Natural Area mitigation site
 - WSDOT Peninsula mitigation site
 - Seward Park mitigation site
 - Taylor Creek mitigation site
 - Floating Bridge

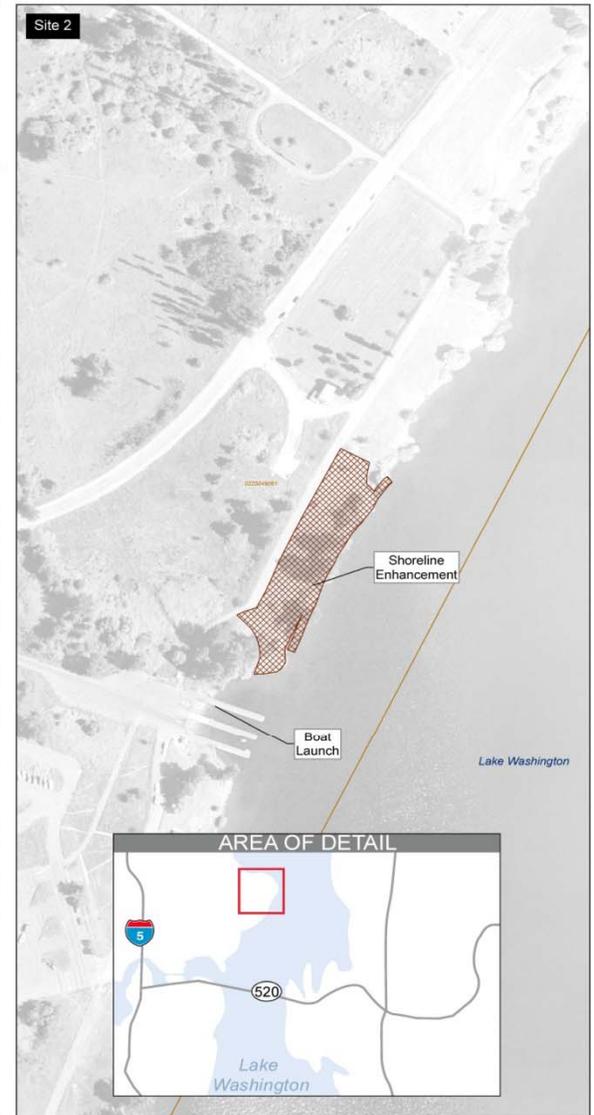
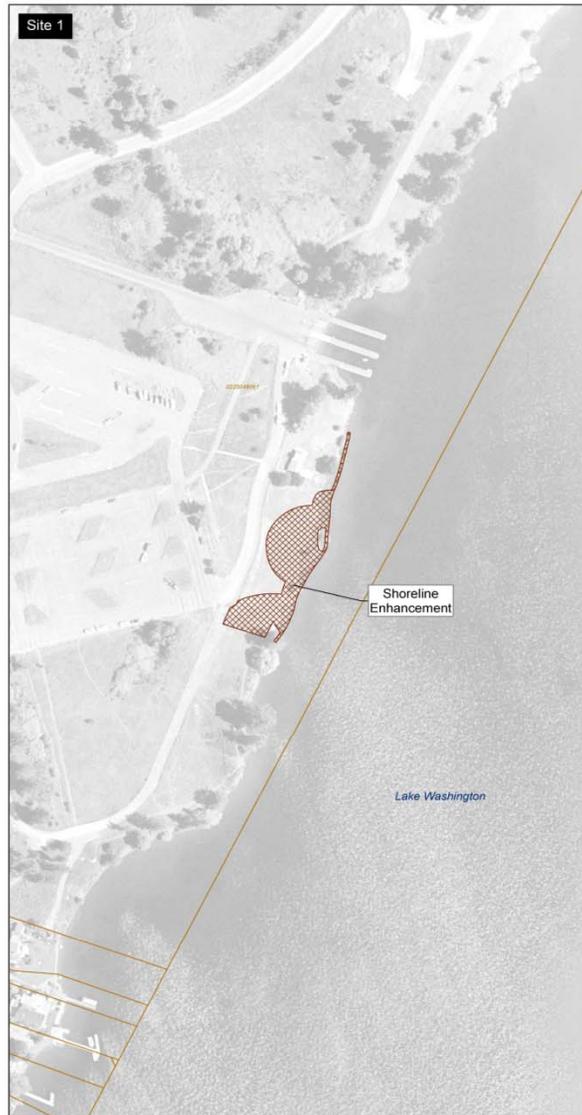
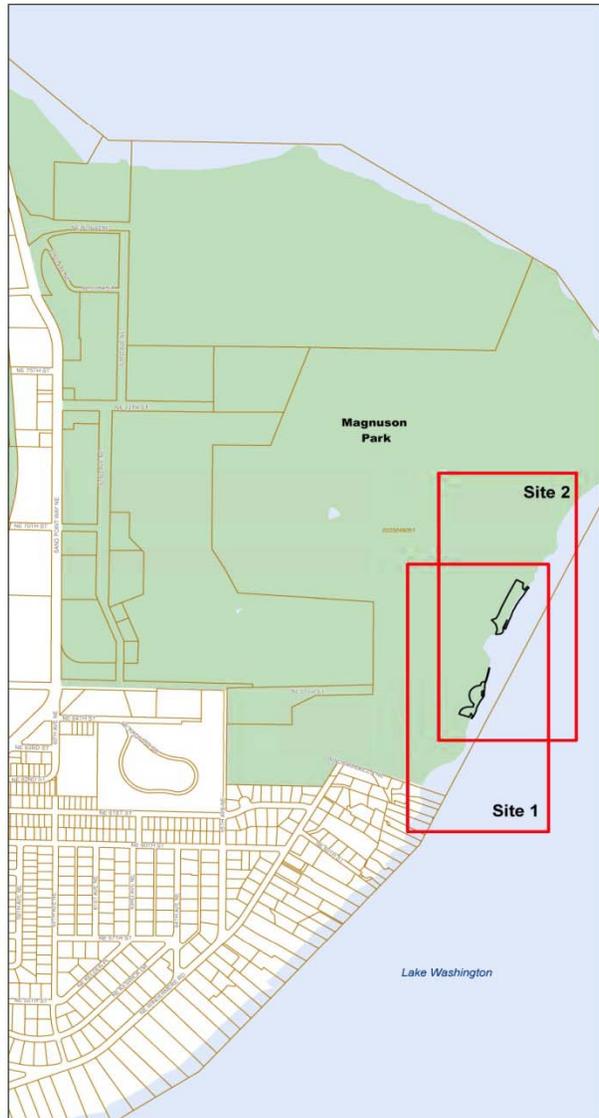


Portage Bay Bridge (Shoreline application #3012585)



- | | | | | |
|---|---|-------------------------------|--|----------------------|
| • Columns | General-purpose lane | Lid and landscape feature | Shoreline environment designation | ● Outfall |
| Existing regional bicycle/pedestrian path | HOV, direct access, and/or transit only | Stormwater treatment facility | Limit of shoreline management jurisdiction | Stormwater utilities |
| Proposed bicycle/pedestrian path | Westbound managed shoulder | Pavement | | |
| Limits of construction | Bridge limits | Park and open space | | |

Magnuson Park mitigation site (Shoreline application #3012591)

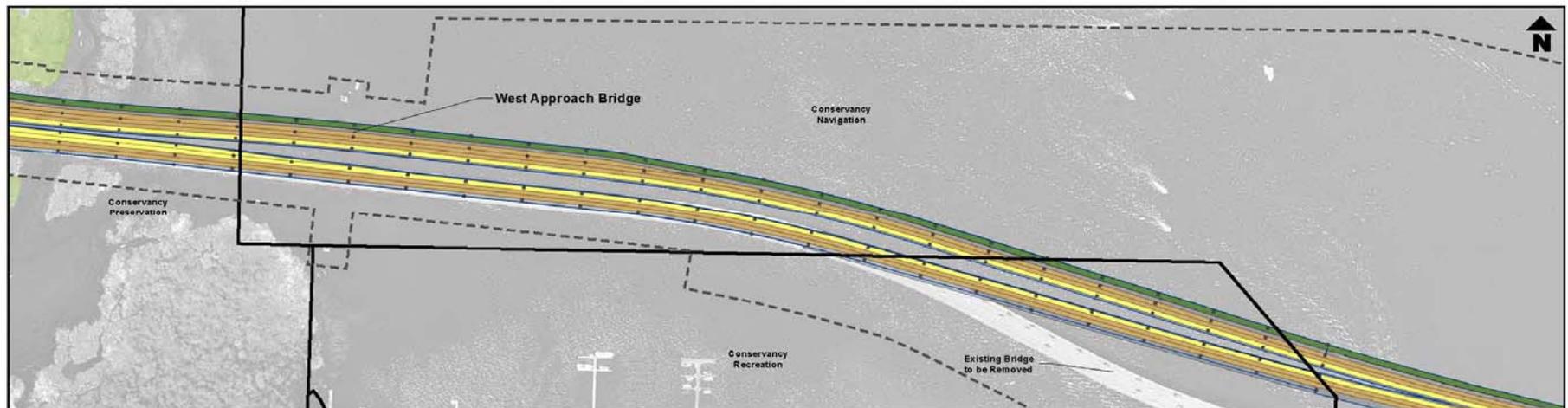
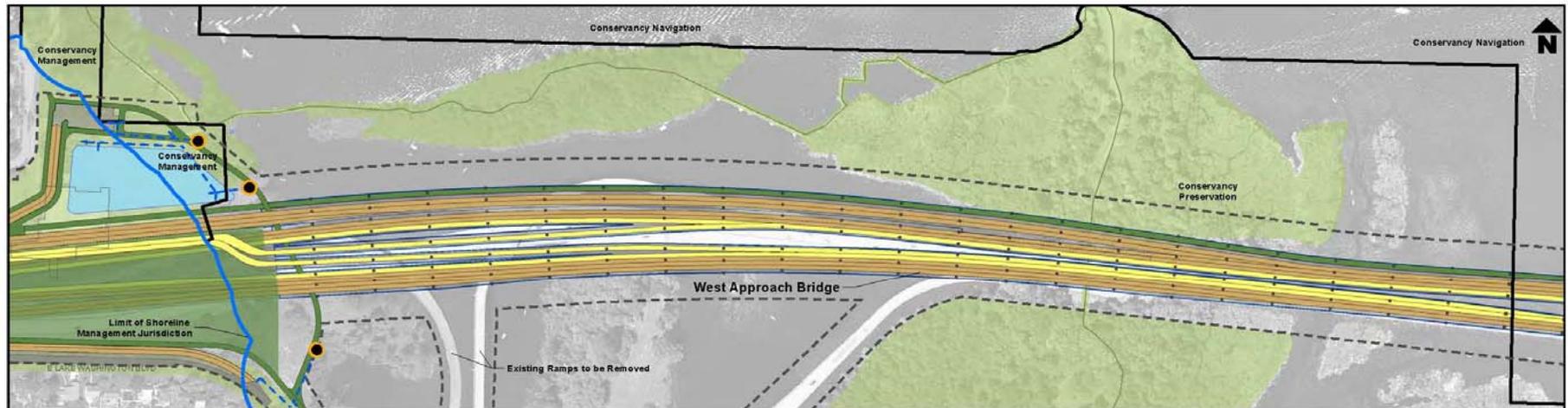


Montlake Bascule Bridge (Shoreline application #3012586)



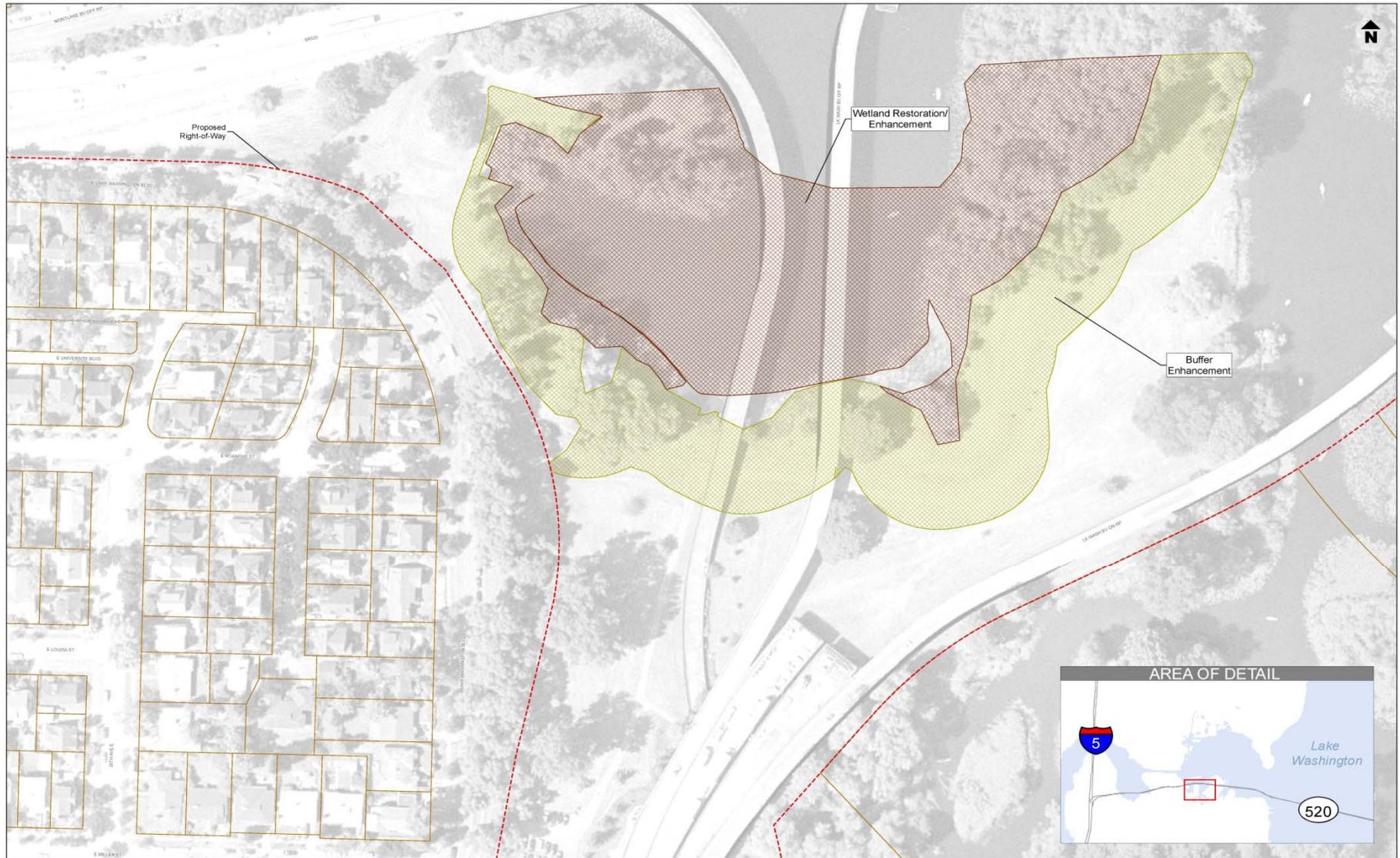
- Columns
- Existing regional bicycle/pedestrian path
- Proposed bicycle/pedestrian path
- Limits of construction
- General-purpose lane
- HOV, direct access, and/or transit only
- Westbound managed shoulder
- Bridge limits
- Lid and landscape feature
- Stormwater treatment facility
- Pavement
- Park and open space
- Shoreline environment designation
- Limit of shoreline management jurisdiction
- Stormwater utilities
- Outfall

West Approach Bridge (Shoreline application #3012587)

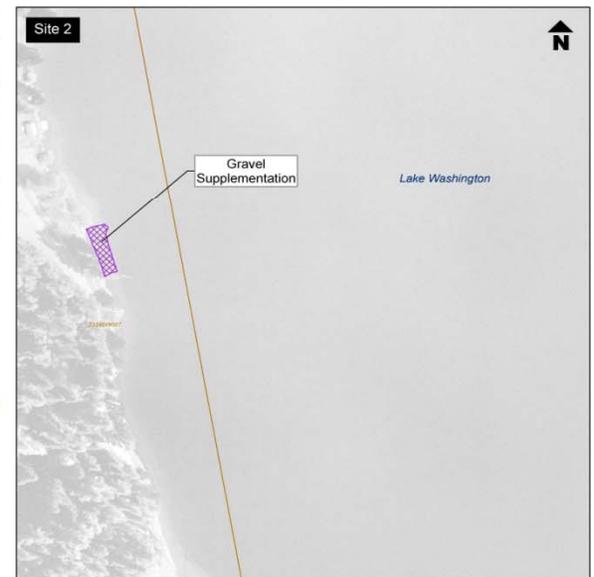
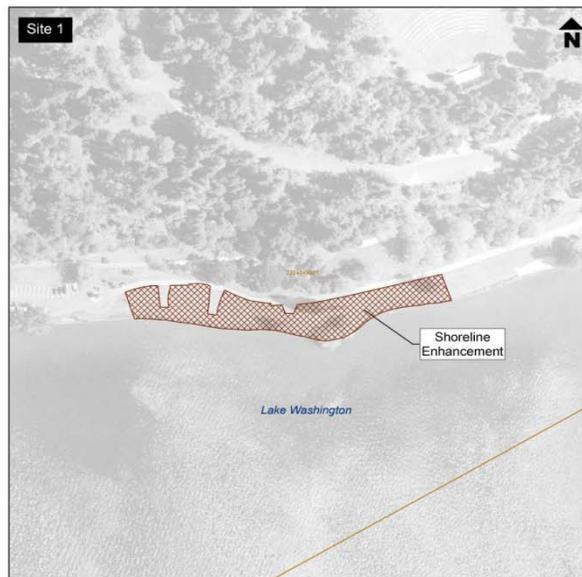
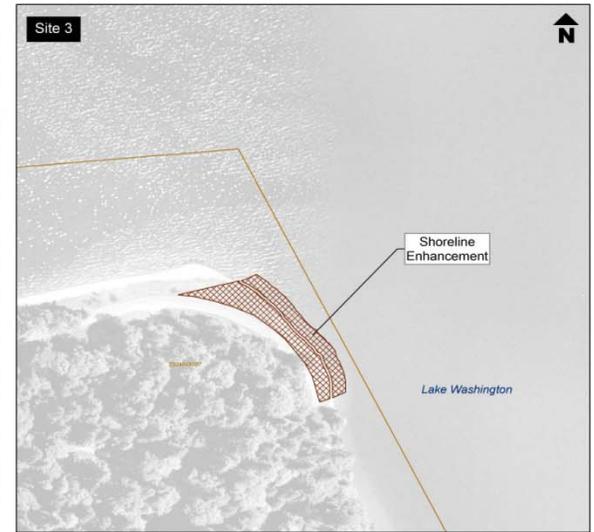
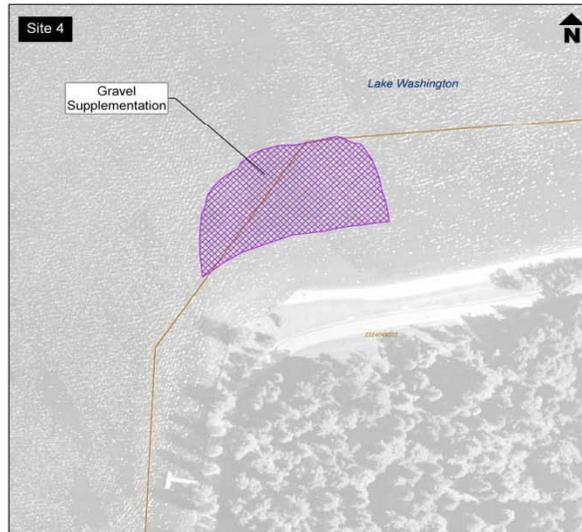
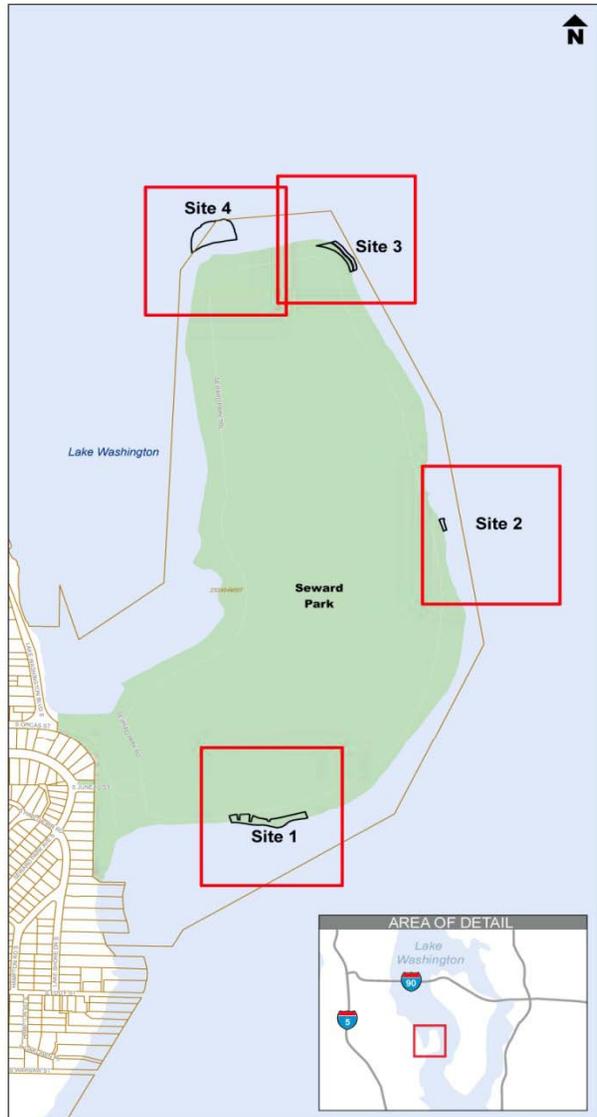


- Columns
- Existing regional bicycle/pedestrian path
- Proposed bicycle/pedestrian path
- Limits of construction
- General-purpose lane
- HOV, direct access, and/or transit only
- Westbound managed shoulder
- Bridge limits
- Lid and landscape feature
- Stormwater treatment facility
- Pavement
- Park and open space
- Shoreline environment designation
- Limit of shoreline management jurisdiction
- Stormwater utilities
- Outfall

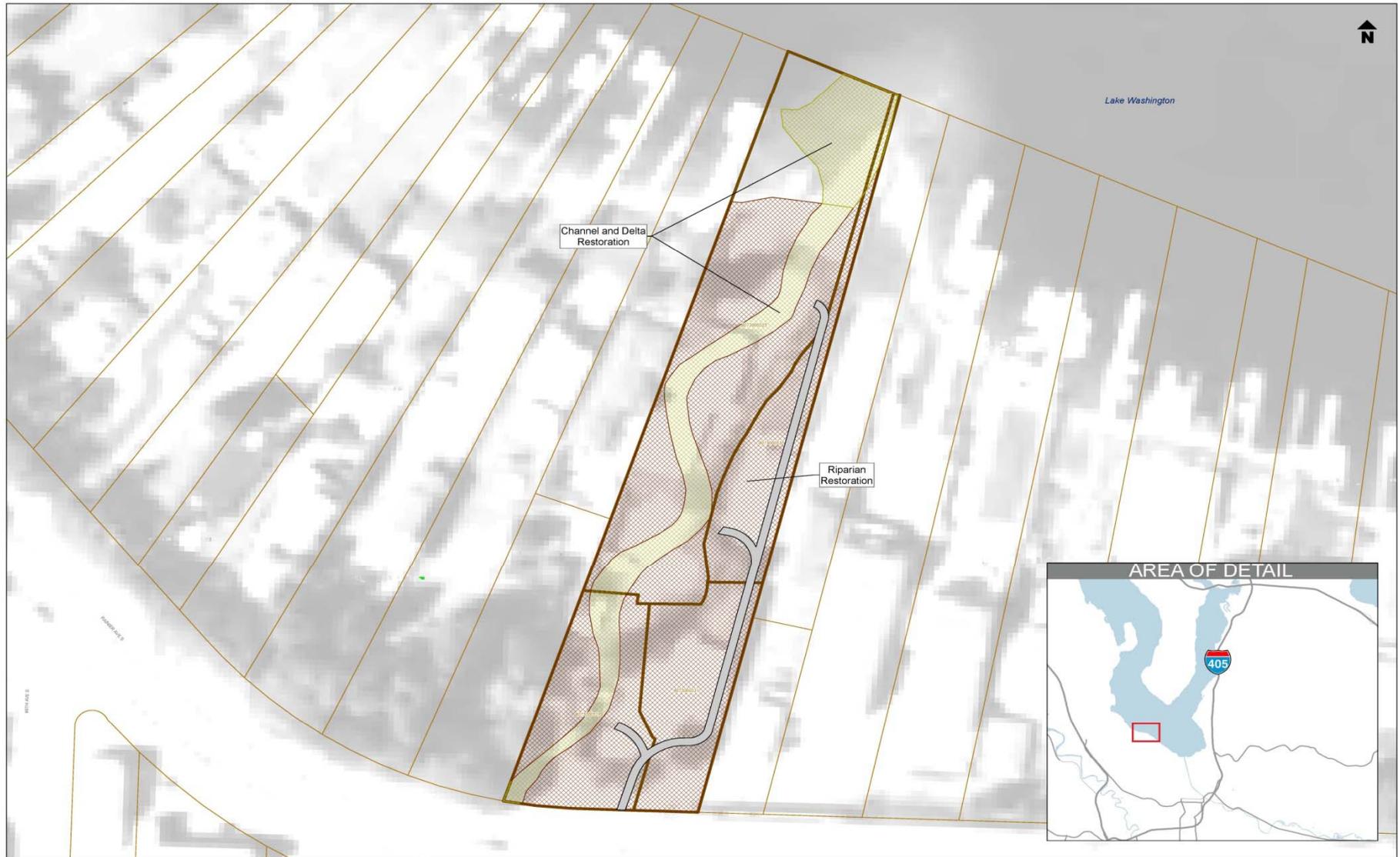
WSDOT Peninsula mitigation site (Shoreline application #3012593)



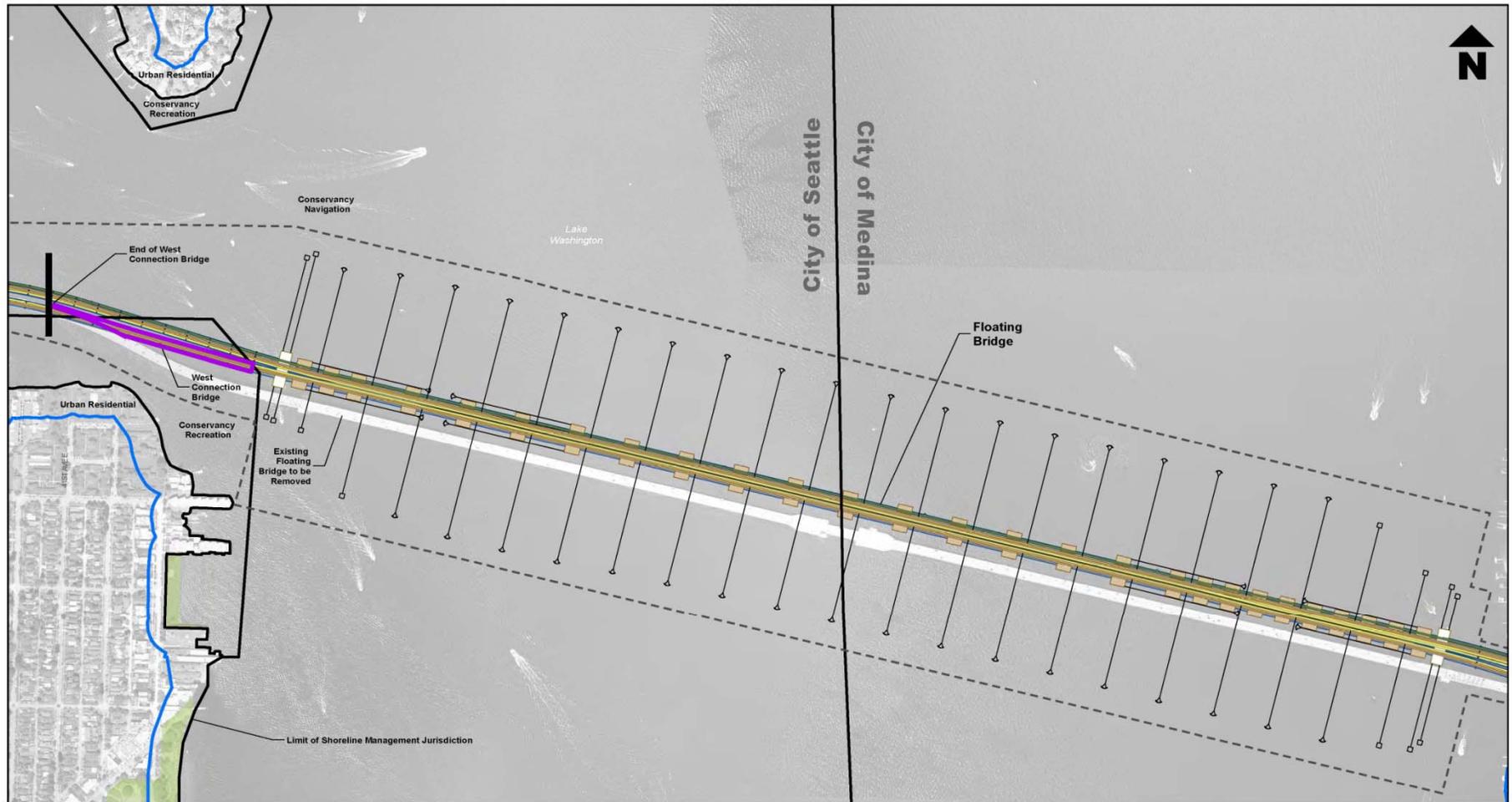
Seward Park mitigation site (Shoreline application #3012594)



Taylor Creek mitigation site (Shoreline application #3012595)



Floating Bridge (Shoreline application #3011843)



- Columns
- Existing regional bicycle/pedestrian path
- Pavement
- Proposed bicycle/pedestrian path
- General-purpose lane
- HOV, direct access, and/or transit only
- Westbound managed shoulder
- Bridge limits
- Anchor and cable
- Cross pontoon
- Supplemental stability pontoon
- Limits of construction
- West connection bridge
- Shoreline environment designation
- Limit of shoreline management jurisdiction
- Park and open space

Mitigation Projects Outside of Seattle

Mitigation for permanent impacts to aquatic habitat associated with the Floating Bridge and Montlake Bascule Bridge will take place at sites outside of the City of Seattle and will be permitted separately in those jurisdictions:

- **Bear Creek (City of Redmond)**
 - Restoration of salmon habitat through reconstruction and enhancement of portions of Bear Creek.
- **South Lake Washington Mitigation Site (Department of Natural Resources)**
 - Removal of in-water structure and restoration of shoreline vegetation to improve conditions for salmon migrating from the Cedar River.
- **Cedar River Elliott Bridge Reach (King County)**
 - Establishment of floodplain wetlands and aquatic channel habitat creation.

Mitigation at these sites must be built in advance of, or concurrent with construction of the Floating Bridge and Montlake Bascule Bridge projects, as required by permit conditions.



Bear Creek mitigation site



South Lake Washington mitigation site



Cedar River – Elliott Bridge Reach mitigation site



For more information on the
SR 520 Bridge Replacement and HOV Program

Please visit our website:
www.wsdot.wa.gov/Projects/SR520Bridge

or contact:

E-mail: SR520bridge@wsdot.wa.gov

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

Seattle Department of Planning and Development (DPD)

Ground rules for public comment

- The objective of this meeting is for Seattle DPD staff to hear your comments about the 520 project applications submitted by WSDOT.
- If you would like to speak, please sign up on the sheet provided.
- Each speaker will be called in the order that he or she signed up.
- Each speaker will be given up to 2 minutes to provide comment.
- DPD staff will give a signal when you have 30 seconds remaining to speak.
- A court reporter will be recording all comments.
- It is not necessary to repeat previous comments.
- You may also provide written comments on the sheets that have been provided.
- The meeting is scheduled to end at 8:30 p.m.