

Follow-up questions and answers from the July 14, 2016 meeting at the SR 520 Office regarding decommissioning of the old SR 520 floating bridge. (Finalized and posted on 7/29/16)

1. Does the 401 certification cover barges on Lake Washington where work is being done?

Department of Ecology's 401 Water Quality Certification applies to all in-water and over-water construction activities, including demolition, within the project limits. Demolition of the existing floating bridge is occurring on barges over-water, and thus, it is subject to the 401 Certification. Similar to a permit, the 401 Certification for project was issued with conditions that the project needs to comply with, including the development and implementation of a Water Quality Monitoring and Protection Plan (WQMPP). The WQMPP identifies each in water or over water work activity and BMPs that will be used to protect water quality, and these are reviewed and approved by Ecology prior to the start of each activity.

A project that requires a federal permit, must acquire a 401 Certification from Ecology if the project will result in a discharge to waters of the United States. The 401 Certification includes the requirements necessary to insure compliance with state water quality standards and other requirements of state law.

2. Are there enough qualified inspectors in the field in Medina and Kenmore?

Yes. KGM, WSDOT, and other agencies all have roles in confirming environmental processes and permits are being followed at the project site in Medina, including field inspection roles.

Under the design-build contract, KGM is responsible for the overall environmental compliance for the project, such as identifying and managing BMPs to meet permit requirements, and tracking and complying with environmental commitments or permit conditions. KGM has a full time environmental compliance manager and several staff who have been assigned environmental oversight responsibilities. KGM also has an environmental inspection role implemented by various staff, such as field supervisors and superintendents.

WSDOT works with KGM to ensure that permit conditions and other environmental commitments are being followed. WSDOT reviews contractor submittals, conducts site audits, and regularly meets with the contractor to discuss environmental commitments and BMPs. As part of WSDOT's quality verification role, WSDOT also provides environmental compliance and inspection staff to oversee KGM's construction activities. WSDOT staff assigned to the project have training and experience in construction, permitting, compliance, and other related fields; are knowledgeable about permit requirements and environmental commitments; and understand how to identify compliance issues.

Regulatory agencies respond to WSDOT or contractor questions about construction activities, issue environmental commitments or conditions, and conduct visits to the project site. For example, Ecology's 401 Water Quality inspector conducts inspections of the project area to confirm compliance with conditions of the 401 certification, document site observations and BMPs, and suggests improvements if needed. WSDOT and KGM work with Ecology to evaluate and respond to any suggestions. Ecology's 401 inspector has conducted three site inspections during the past two months – June 8, June 28, and July 7.

Under the agreement between KGM and the City of Kenmore, Kenmore is providing inspector oversight of activities at the Kenmore Yard Site. Please contact the City of Kenmore directly if you have questions about its inspection staff.

3. Can WSDOT make future turbidity reports available for upcoming in-water decommissioning construction work?

Yes. When KGM begins the in-water decommissioning construction work to remove the fixed structures of the old bridge on both the east and west ends, they will be conducting turbidity monitoring at the work sites. These reports will be filed with Ecology and posted to the [SR 520 website section that includes the environmental documents and permitting information](#).

4. Will WSDOT post Ecology demolition inspection reports online?

Yes—this has already been completed. There are three inspection reports from the Department of Ecology since KGM began demolition activities in late April on the existing floating bridge on Lake Washington. These reports are posted to the [SR 520 website section that includes the environmental documents and permitting information](#).

5. How is decommissioning work covered for noise in Medina?

The City of Medina set maximum permissible sound levels for activities (e.g. construction and demolition activities) originating within a specific area and affecting specific environments. In certain cases these activities cannot stay within the noise limits, and a variance must be applied for to get relief from the maximum permissible construction and demolition noise standards. KGM has applied for and received an approval for a temporary noise variance from Medina (approved on July 12, 2016). As part of that variance approval, KGM must employ the following mitigation measures to limit noise impacts: require mufflers on all engine powered equipment; inspect equipment regularly to replace parts not meeting manufacturers' specifications; limit high-noise activities to daytime hours when feasible; locate stationary construction equipment as far as possible from noise-sensitive properties; prohibit unnecessary equipment idling; minimize the use of standard back-up alarms, and investigate the possibility of using ambient alarms; prohibit truck tailgate banking; use electric tools and equipment when possible; notify nearby residents when noisy work would occur; notify all impacted households at least seven days in advance of scheduled nighttime work, or as soon as possible in the case of emergencies for unscheduled work; and maintain a 24-hour construction hotline to investigate noise complaints. In addition, KGM will continue to provide construction schedules to the City, perform sound level testing and monitoring with monthly reports to the City, and comply with variance start and end dates (July 12-December 31, 2016).

6. Can KGM barge loads be covered to minimize airborne dust?

Yes. In addition to their current BMPs in place to minimize dust through visual inspection and water spraying, KGM will cover the loads on barges when crews are not actively monitoring the materials. KGM will continue to take precautions throughout the summer when dust can increase due to drier weather and on weekends when there are fewer crews on site.

7. What additional efforts can be made to control dust? Is real time air monitoring possible?

KGM is currently employing two primary best management practices (BMPs) to control fugitive dust (dust that escapes the construction/demolition site): they have inspectors conducting visual monitoring during work and are using fire hoses to wet down any active demolition activities (e.g. if an area of the bridge or landing is being broken apart it is being sprayed with water the entire time). Additionally, if KGM crews are not actively monitoring the materials, they will use tarps to cover the materials on barges.

After reviewing options for mechanical monitoring systems, KGM has concluded that visual inspectors in the field provides the most efficient method of monitoring, and provides for the quickest response in the

field if needed. The addition of mechanical monitoring would not create faster response times. In either type of monitoring the end objective is the same: maintain awareness of fugitive dust to ensure it is controlled, ensure BMPs have been deployed correctly, and if issues are observed, take necessary actions to address the situation. WSDOT and KGM's inspectors have the authority to stop work in the field should fugitive dust be observed.

8. Is there an air quality permit for the SR 520 floating bridge demolition?

No. A permit is not required. WSDOT and KGM must follow state and local regulations regarding fugitive dust. In 1999, WSDOT signed a Memorandum of Agreement on Fugitive Dust with the Puget Sound Clean Air Agency (PSCAA). In this agreement, among other things, WSDOT agreed to ensure the implementation of best management practices to control fugitive dust emissions.

9. What is the dust suppression plan for trucking through Kenmore and Medina?

KGM will continue to implement the following dust suppression methods on all haul routes:

1. Using water to knock down/prevent dust during loading
2. Ensuring loads are below the top of the bin
3. Covering loads while hauling.

10. What demolition materials are being transported through Kenmore?

For the entire demolition operation, KGM expects the following types and amounts of demolition materials to be transported through Kenmore:

1. Concrete – approximately 13,537 cubic yards
2. Rebar – approximately 2,225 tons
3. Pipe (PVC & metal), railings, other misc. utilities, ancillary pontoon items – approximately 10 tons

11. Where was and is removed road deck, concrete, and steel being taken?

- a. Asphalt road deck was hauled directly to Squak Mountain in Issaquah for recycling (this work has been completed)
- b. Demolished concrete has been and will be taken to:
 - i. Renton Recyclers in Renton for recycling
 - ii. Kangley Rock and Recycling in Renton for recycling
 - iii. JEV Recyclers in Woodinville for recycling
 - iv. Reserve Silica
- c. Rebar has been and will be taken to:
 - i. Seattle Iron in Seattle for recycling
 - ii. Schnitzer Steel in Tacoma for recycling

12. Can KGM add thicker fabric for debris control on the fences on top of the barges?

As KGM noted in the meeting, it is not feasible to add a thicker fabric because that would create a wind sail and tear more easily, defeating the purpose of having the fabric. KGM explained the fabric is 30% porous so wind can pass through to avoid creating a "sail"; KGM does not want to create a safety issue with heavier material.

13. Where does process water go? What is the pH?

KGM has authorization from the King County Waste Water Treatment Division and the Northshore Utility District to use the sanitary sewer in Kenmore. Water into the sanitary sewer system must be between a pH of 5.5 and 12.

14. A. Has tugboat and barge traffic on Lake Washington (specifically in Kenmore) increased from the 520 project? B. Has demolition increased the barge traffic on LK WA? C. How many trips is KGM taking at night with barges through Kenmore?

A. The Kenmore Navigation Channel has been used for barging operations before the SR 520 I-5 to Medina Project began construction. As documented in the 2011 Kenmore Yard Reevaluation, “the peak number of barge trips to and from CalPortland (in 2007) averaged 5 barges per week, while 2010 trips averaged 1.5 barges per week.” In addition to CalPortland, “Waterfront Construction operated three barges out of the waterfront lot wharf for 20 years, ceasing operations in the second half of 2010. At peak productivity, all three of Waterfront Construction’s barges made at least one round trip daily. In 2007, Waterfront’s barges made approximately two round trips per day.”

Barge traffic on Lake Washington – specifically to/from the Kenmore Yard Site – has periodically increased due to the SR 520 Floating Bridge and Landings Project; however, the 2011 Kenmore Yard Reevaluation, 2012 Kenmore Yard Update Reevaluation, and 2016 Floating Bridge Demolition Reevaluation determined that the increase would not result in new or significant adverse effects compared to the SR 520, I-5 to Medina Project Final Environmental Impact Statement.

All three reevaluations determined that the average daily number of barge trips (approximately 1 to 2) for activities associated with WSDOT’s use of the Kenmore Yard would be consistent with the barge operations through the Kenmore Navigation Channel in recent years.

The 2012 Kenmore Yard Update Reevaluation noted that although the barge traffic would occasionally increase to “approximately 10 round trips through the navigation channel in one day during construction, this level of vessel activity would likely occur less than ten times throughout the construction period. Averaged out over the course of a year, barge traffic to and from the Kenmore Yard is still expected to be less than traffic within this industrial waterway in recent years, which reached up to 264 barges in 2007.” Per the 2012 Kenmore Yard Update Reevaluation, conditions that would exceed state water quality standards are not likely to occur as a result of barge traffic, and best management practices would be implemented and observed.

B. Barge trips to/from the Kenmore Yard Site related to demolition activities are approximately 1 to 2 per week, with a peak of 5 to 6 per week. As documented in the 2016 Floating Bridge Demolition Reevaluation, the barging activities associated with demolition would be consistent with vessel traffic and not result in any new or significant adverse effects. Modifications to demolition means and methods have not increased barge movements beyond numbers identified above.

KGM stopped ordering concrete from the Kenmore facility for the approach work in Medina in early 2013 and stopped ordering concrete for the Kenmore road deck precast work in fall of 2015. No additional concrete for the 520 FB&L project has been ordered from the Kenmore Cal Portland plant.

C. KGM does not make barge trips at night unless absolutely necessary due to navigation and safety concerns. Since the beginning of the project, less than five barge movements through the Kenmore channel have been during the nighttime hours. We do move barges through the locks during evening hours due to the fish count requirements.

15. Can WSDOT set up a tour of decommissioning activities?

Yes. Some of you were curious about seeing the current decommissioning activities on the lake, and specifically whether the low-rise roadway deck was removed from the pontoons. We have attached photos showing that the high-rise roadway deck was removed from the pontoons, and, as we stated in the meeting, all low-rise roadway deck will remain on the pontoons and leave intact through the Hiram M. Chittenden Locks. Please reference the image of the first pontoon (Pontoon E) leaving through the Chittenden Locks on July 20. (See Figures 1 – 5 at end of document.)

WSDOT staff are available to provide an informational tour for members of the meeting. Due to safety restrictions on the active bridge construction sites, the current options for this tour would be from the following locations:

1. The Evergreen Point Road Lid
2. The Maintenance facility on the Medina shoreline

Please let us know if this tour is still of interest, and provide some date options during business hours that will work for the group.

16. Can Ecology implement a turbidity monitoring program in Kenmore not just related to 520; and Medina/Laurelhurst also?

Josh Baldi spoke at length with Greg Wingard after the meeting on 7/14. The Department of Ecology is considering this program and will respond to the group with more information separately.

17. When does Kenmore have jurisdiction vs. Ecology in the berthing channel?

The Department of Ecology will respond to the group on this question separately.

18. What is the grey streaking on the barges shown in photo?

In reference to Greg Wingard's photos dated July 20, 2016, the SR 520 team inspected the barges on the lake to determine whether any of the discoloration was from a recent issue. The discoloration on the barges seems to all be older and could have been caused by a number of different issues including rust, boats tied up to the barge, barge being tied up to a wharf, piers next to the barge, lashing chain, mooring lines, rain water, or whatever the barge was used for before demolition. WSDOT's inspectors looked at several barges in use and could not find evidence of marks indicating recent discharge to water—but the marks on the barges could have been from any number of previous issues as noted.

Figures 1 – 5: Photos from WSDOT



Figure 1- Pontoon E leaving Lake Washington



Figure 2- Highrise road grind removal



Figure 3 - Highrise road grind removal



Figure 4 - Highrise road grind removal



Figure 5 - Highrise road grind removal

###