



Washington State
Department of Transportation

SR 520 Bridge Replacement and HOV Program



SR 520, I-5 to Medina: Bridge Replacement and HOV Project Tolling Equipment Installation Technical Memorandum

Prepared for
Washington State Department of Transportation

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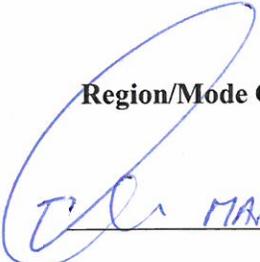
Consultant Team
HDR

July 21, 2016

We have reviewed and agree with the contents of this memorandum.

Region/Mode Official

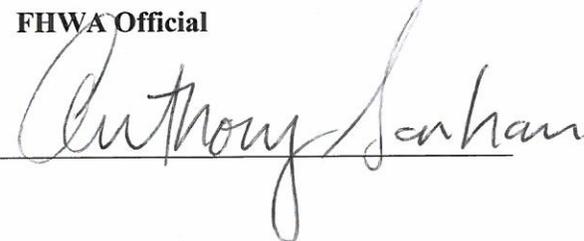
Date


MARGONO KUCUHARSU

7/21/16

FHWA Official

Date


Anthony Sanham

7/21/16

1. Introduction and Background

The purpose of this memorandum is to document National Environmental Policy Act (NEPA), State Environmental Policy Act (SEPA), Endangered Species Act (ESA), and Section 106 and 4(f) compliance for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project associated with the installation of tolling equipment for the SR 520 Bridge. Environmental documentation for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project includes the Final Environmental Impact Statement (FEIS) (June 2011) and supporting discipline reports, the Record of Decision (ROD) (August 2011), SEPA Addenda (October and November 2011), NEPA Environmental Reevaluations (December 2011, January 2012, July 2012, October 2012, February 2013, and April 2016), and other memoranda. As the project proceeds with final design and construction, proposed modifications to design and delivery methods have been compared to findings in the FEIS, ROD, and other existing reports and documentation.

2. Tolling Equipment Installation

As outlined in the June 2011 FEIS, tolling is planned for the new Evergreen Point Bridge as part of the SR 520, I-5 to Medina Project. The analysis of the Preferred Alternative in the FEIS included the assumption that single-point tolling would be implemented on SR 520 between I-5 and I-405 for vehicles crossing the Evergreen Point Bridge.

The permanent tolling equipment would be located east of the Evergreen Point lid. The tolling equipment would include the following components: gantries; overhead rate signs for each direction of travel; in-pavement automobile detection devices; antennas and transponder reading equipment; cameras with near infrared LED lighting over each lane to capture license plate images; audit video cameras with infrared lighting; roadside control cabinets; conduit; and a backup power generator.

Construction activities associated with the tolling equipment would be relatively minor and typical of other ancillary structures being installed throughout the SR 520 corridor, such as roadway signs, conduit, and cabinets. All construction activities would occur within the existing project construction limits.

3. Environmental Analysis

The environmental impacts associated with the installation of tolling equipment were previously evaluated in the FEIS. The construction activities associated with installation of tolling equipment are not expected to result in new or significant adverse environmental effects not previously described.

The noise discipline report for the FEIS did not specifically note the installation of tolling equipment as a noise-generating activity. However, the report described the potential noise impacts associated with installation of ancillary structures throughout the SR 520 corridor. WSDOT would comply with local noise ordinances and obtain a noise variance from local jurisdictions if necessary to complete the work associated with installation of the tolling equipment.

4. Conclusion

The installation of tolling equipment for the SR-520 floating bridge will not result in additional effects beyond those described in the FEIS, ROD, and subsequent Environmental Reevaluations. Therefore, the project remains compliant with current federal, state, local, and departmental regulations and directives with regard to NEPA/SEPA processes, Section 106 and 4(f), and ESA.