MEMORANDUM

To: SR 520 Program Files

From: Randy Everett, FHWA Major Projects Oversight Manager;
Allison Hanson, WDSOT ESO Mega Projects Environmental Director

Date: January 31, 2013

Copies To: Dave Becher, WSDOT SR 520 Floating Bridge & Landings Construction Engineering Manager;
Kerry Pihlstrom, WSDOT SR 520, I-5 to Medina: Engineering Manager;
George Fies, SR 520 Floating Bridge & Landings Design Engineering Manager;
Margaret Kucharski, WSDOT SR 520 Environmental Lead;
Rona Spellecacy, SR 520, I-5 to Medina: Environmental Planner

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Subject: **SR 520, I-5 to Medina: Bridge Replacement and HOV Project – Rescind changes to stormwater management for the floating bridge**

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 (Project) associated with changes to stormwater management for the floating bridge.

Environmental documentation for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project includes the Final Environmental Impact Statement (June 2011) and supporting discipline reports, the Record of Decision (August 2011), SEPA Addenda (October and November 2011), NEPA Environmental Reevaluations (December 2011, January 2012, July 2012, and October 2012), 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 Final Environmental Impact Statement (EIS), Record of Decision (ROD), and other existing reports and documentation.

The SR 520, I-5 to Medina: Bridge Replacement and HOV Project Floating Bridge and Landings NEPA Environmental Reevaluation, completed in January 2012, described proposed changes to the stormwater management for the floating bridge. The proposed changes were described as follows:

> ...the proposed design would adjust the location of the stormwater catch basins, moving the catch basins from the bridge deck to the pontoon deck. The proposed stormwater treatment would still include the use of high-efficiency sweeping, and the stormwater would still flow into control lagoons centered in the supplemental stability pontoons. Although the stormwater catch basins would now be located on the pontoon deck, this would be the only change to the stormwater treatment on the bridge, and the ultimate discharge would still meet state water quality standards.

WSDOT has recently determined that the original stormwater treatment described in the Final EIS is more appropriate for this location and application. Thus WSDOT proposes to rescind the changes to stormwater management for the floating bridge as described in the January 2012 Floating Bridge and Landings NEPA Environmental Reevaluation. Stormwater treatment for the floating bridge will be implemented as described in the Final EIS.

A WSDOT Biologist has reviewed the changes and determined that no additional documentation or consultations are necessary for Endangered Species Act (ESA) compliance. A WSDOT Cultural Resources Specialist has determined that no additional analysis or consultation is necessary for Section 106 compliance or Section 4(f) compliance.

As documented above, the project remains compliant with current federal, state, local, and departmental regulations and directives with regard to NEPA/SEPA processes, the Endangered Species Act, Section 106 and 4(f). Therefore, no additional environmental review is required.

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

Region / Mode Official	Date
	1/31/13

FHWA Official	Date
	1/31/13