



SR 520 Bridge Replacement and HOV Program



I-5 to Medina: Bridge Replacement and HOV Project

Discussion with subject matter experts regarding decommissioning BMPs

Meeting Recap

Thursday, July 14, 2016, 1 – 3 p.m.

Wells Fargo Building, 999 3rd Avenue

Finalized: 7/25/16

Attendees

<p><u>Governor's Office</u></p> <ul style="list-style-type: none"> - Stephen Uy, Reginal Outreach Representative <p><u>Legislators and Guests</u></p> <ul style="list-style-type: none"> - Rep. Gerry Pollet - Rep. Patty Kuderer - Medina Deputy Mayor Sheree Wen - Medina Councilmember Cynthia Adkins - Greg Wingard, Environmental consultant - Aaron Smith, Attorney - Colleen McAleer, Laurelhurst citizen - Patrick O'Brien, Kenmore citizen - Janet Hays, Kenmore citizen - Sarah Johnson, Legal intern - Dylan Cardoza, Legal intern - <p><u>Office of Attorney General</u></p> <ul style="list-style-type: none"> - Deborah Cade, Assistant Attorney General <p><u>Department of Ecology</u></p> <ul style="list-style-type: none"> - Josh Baldi, Northwest Region Regional Director <p><u>Kiewit General Manson</u></p> <ul style="list-style-type: none"> - Jeff Ellis, VP Kiewit Operations Engineer - Eric Edwards, Manson Marine Construction 	<p><u>WSDOT</u></p> <ul style="list-style-type: none"> - Linea Laird, Chief Engineer (Facilitator) - Jeff Carpenter, State Design Engineer - Tom Baker, Bridge and Structures Engineer - Megan White, Director – Environmental Services - Julie Meredith, SR 520 Program Administrator - Dave Becher, SR 520 Director of Construction - Greg Meadows, SR 520 Floating Bridge Construction Engineer - Scott White, SR 520 Permitting Lead - Chris Czisela, SR 520 Endangered Species Lead - Margaret Kucharski, SR 520 Environmental Specialist - Larry Kyle, SR 520 Program Engineering Manager - Tom Horkan, SR 520 Program Design Build Manager - Suanne Pelley, SR 520 Program Communications Manager - Emily Durante, Note-taker
---	--

Materials

- Agenda
- Decommissioning folio
- Field photos / PowerPoint Presentation (Attached)
- Summary document: Environmental Approvals, BMPs, Non-Compliance Events

Key topics discussed

1) Introductions and meeting purpose (All)

- The purpose of this meeting was for WSDOT to provide additional information regarding Best Management Practices (BMPs) in place for the decommissioning of the old SR 520 floating bridge after the July 8th phone conversation with Representative Pollet. All parties involved are supportive of the project and want decommissioning activities to happen safely and effectively on Lake Washington.
- Rep. Pollet noted that he is appreciative of the Governor's office for facilitating this conversation and for the group coming together. The Representative also noted that he is not trying to stop demolition of the bridge, but rather find reasonable alternatives to avoid potential impact to the lake.
- Rep. Pollet reviewed the guiding principles developed by the citizen groups:
 - o Transparency and accountability
 - o Enforceable conditions
 - o Consider reasonable alternatives, potential impacts/mitigation
 - o Effective monitoring
 - Kenmore turbidity/sediments
 - Barge/demolition related in Lake
 - Transparent, accountable
 - Citizen groups able to review monitoring results
 - Cities able to review monitoring results
 - Pre-set agreement on conditions, consequences of exceedance

2) SR 520 program decommissioning update (Julie Meredith)

- WSDOT started the SR 520 Bridge Replacement and HOV Program in recognition that the existing floating bridge needed to be replaced.
- Decommissioning processes began in April 2016, and over 8000' of structure will be removed by the end of 2016.
- The first pontoon will leave the lake on July 20 to be repurposed.

BMP presentation by Dave Becher:(PowerPoint Presentation Attached)

- Constructing a new bridge next to the old bridge was a challenging process, partially because all anchor cables are interwoven.
- Floating bridges are weakest when being assembled and disassembled.
- In the 1990s, WSDOT added ducts to post-tension the bridge to seal cracks. As part of removal, WSDOT released the post-tensioning to pull the pontoons apart.
- All pontoons will leave the lake intact, with roadway surface remaining on the pontoons. For pontoons A and B, the contractor will remove the elevated superstructure because the pontoons are less stable and would have challenges fitting through the ship canal and Hiram M. Chittenden locks in their current configuration.
- The contractor has multiple BMPs in place, including but not limited to:
 - o Screens to control debris
 - o 8' tall walls around barges to catch debris
 - o Firehoses to spray and prevent dust
 - o Water-tight containment curbs on barges.
- A more comprehensive list of BMPs was distributed to meeting attendees and is available on the project web site.

- KGM shares use the Kenmore navigation channel with Cal Portland. Two citizens from Kenmore at the meeting expressed concern that the large barges using the Kenmore navigation channel (as well as the Berthing channel) are disrupting sediments in the channel.
- Sediments in the channel were tested by the U.S. Army Corps of Engineers as part of planning for maintenance dredging. Test results revealed that the materials were not suitable for unconfined open water disposal, however were similar in condition to sediments adjacent to urban activities found throughout the Puget Sound region.

3) Environmental approvals and compliance (Scott White)

- The Program includes review and approval under local, state, and federal permitting processes for both construction of the new bridge and decommissioning of the old bridge.
- Some of the permits received include:
 - o Coast Guard general permit to construct the new floating bridge;
 - o Army Corp of Engineers issued a permit to construct the entire I-5 to Medina corridor;
 - o Department of Ecology issued a 401 Water Quality Certification;
 - o Washington State Department of Fish and Wildlife issued a Hydraulic Project Approval;
 - o City of Seattle and Medina have issued shoreline permits.
 - o National Marine Fisheries Service and U.S. Fish and Wildlife Service completed Endangered Species Act review and issued Biological Opinions
- As part of assuring a project will comply with state and federal water quality standards, the Department of Ecology has issued a 401 water quality certification which includes measures to protect water quality. Many of the BMPs in place are a result of the 401 water quality certification.
- KGM is not required to obtain a construction storm water permit for activities at the Kenmore Yard. Construction storm water permits are required for work (e.g., clearing, grading, and excavating) that occurs in upland locations disturbing on or more acres. The program has construction stormwater permits for all upland activities where required.
- Demolition on barges in the limits of construction around the bridge on Lake Washington is covered by the 401 water quality certification.
- Rep. Pollet raised concerns that the conditions from the 401 certification are not enforceable and the public is not able to hold WSDOT/KGM accountable.
- Josh Baldi from Ecology stated that they are enforceable. Over-water and in-water work is covered by the 401 water quality certification and is enforceable. Ecology approves BMPs to ensure there are conditions in place to prevent discharge into the lake. If the BMPs do not work effectively, they are modified immediately. Ecology has inspectors in the field conducting site visits and they are able to issue a notices of violation when necessary.
- WSDOT and their contractor have self-reported issues (e.g., spills, accidental releases, failed BMPs, etc.) that have occurred including the corrective actions taken to avoid future reoccurrences of these issues.
- Rep. Pollet stated that his team could not find mention of demolition activities in the programs environmental documentation. WSDOT indicated that demolition activities were described in numerous documents including the NEPA EIS, ESA Biological Assessment and Biological Opinions, as well as other permitting documentation at the Federal, state, and local levels.
- WSDOT and their contractor have remained consistent with the original impacts considered in the Environmental Impact Statement and subsequent analyses.
- Medina has issued an administrative update to the shoreline permit for the rest of the decommissioning work. This decision states that the current demolition means and methods are consistent with the original shoreline permit approval and no revision is needed.
- The Request for Proposals (RFP) process requires WSDOT to disclose all information regarding hazardous materials to the contractor for safety and health reasons. The RFP stated that there

were several hazardous materials present that would need to be disposed of properly, including lead paint on the truss system.

- WSDOT does not certify disposal sites, but WSDOT does ensure materials are taken to approved disposal sites.
- WSDOT does recycle materials for sustainability purposes, to limit the amount of waste on a project.

4) Turbidity monitoring (All)

- Medina residents raised concerns about sediment turbidity along the shoreline. Deputy Mayor Wen also stated concerns about the Kenmore navigation channel contamination.
 - o Josh Baldi stated that Ecology has a letter from 2013 stating that the contaminants found were at low levels consistent with many urban areas in the Puget Sound region and not considered a threat to people or the environment.
- KGM uses a GPS tracking system for their vessels as part of Ecology's order to document that they remain within the navigational channel.
- Ecology has never required monitored turbidity associated with vessel activities in the past, but that is not to say it can't be done.
 - o Under state Clean Water laws, non-point pollution sources are addressed through BMPs.
 - o If there is visible turbidity, Ecology inspectors can do grab samples to evaluate severity.
 - o Rep. Pollet suggested that inspectors could do turbidity testing after every 20 barges, but that it is unclear how the results could be interpreted to remove non-KGM work from other users in the channel, and what guidelines outside of State water quality standards would be used to establish turbidity thresholds.
 - o Greg Meadows informed the group that KGM currently estimates 26 – 28 demolition material barges and 25 – 30 equipment and material barges, piloted by tugboats, will enter the Kenmore navigation channel through the end of this year.
- Regarding decommissioning of materials, the high-rise roadway surface has already left through approved haul routes in Medina. All low-rise roadway surfaces will remain on the pontoons and leave the lake through the Hiram M. Chittenden Locks.
- Rep. Pollet has requested that turbidity monitoring results be made public when underwater work begins for the removal of the fixed columns on the east and west ends of the bridge.

5) Dust control (City of Medina)

- Medina neighbors are worried about noise and dust from demolition.
- Rep. Kuderer explained she is hearing the same complaints from constituents; dust control is an issue in the 48th district. Rep. Kuderer wants to know if additional measures can be put in place for dust control and protections for trucking materials out.
- KGM explains that netting is used for large particles, not dust. The fabric is 40% porous so wind can pass through to avoid creating a "sail"; KGM does not want to create a safety issue with heavy netting. Dust suppression is primarily achieved with use of water hoses.

6) Covering stockpiled materials (All)

- A photo from a Laurelhurst citizen was presented that showed an uncovered barge off of the Laurelhurst shoreline.
- Rep. Pollet mentioned that stockpiled materials should be covered 24/7.
- WSDOT clarified that stockpiled materials which are not contained are covered.
- KGM has fully contained barges and a pump system for disposal, so coverage is not currently a BMP for dust containment, only water is currently utilized for dust containment. These BMPs were

originally written in 2010 when there was not a clear understanding of what was needed. KGM and WSDOT have updated their BMPs to match the work and will continue to do so.

Next steps (All)

- WSDOT will work to answer the following questions within two weeks, and will send updates to the group as they become available:
 - 1) Does the 401 water quality certification cover barges on Lake Washington where work is being done?
 - 2) Are there an adequate number of qualified inspectors in the field in Medina and Kenmore?
 - 3) Can WSDOT make turbidity reports available during underwater work?
 - 4) Can WSDOT post Ecology inspection reports online?
 - 5) How is decommissioning work covered for noise in Medina?
 - 6) Can barge loads be covered to minimize airborne dust?
 - 7) What additional efforts can be made for dust control? Is real time air monitoring possible?
 - 8) Is there an air permit for the SR 520 floating bridge demolition?
 - 9) What is the dust suppression plan for trucking through Kenmore and Medina?
 - 10) What material is going through Kenmore?
 - 11) Where was removed road deck, concrete, and steel taken?
 - 12) Can KGM add thicker fabric for debris control?
 - 13) Where does process water go? What is the pH?
 - 14) Has tugboat and barge traffic on Lake Washington (specifically in Kenmore) increased from the 520 project? Has demolition increased the barge traffic on LK WA? How many trips are KGM taking at night with barges through Kenmore?
 - 15) Can WSDOT set up a tour of decommissioning activities?
 - 16) Can Ecology implement a turbidity monitoring program in Kenmore not just related to 520; and Medina/Laurelhurst also?
 - 17) When does Kenmore have jurisdiction vs. Ecology in the berthing channel?
 - 18) What is the grey streaking on barges?