Washington State Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

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DRAFT ENVIRONMENTAL IMPACT STATEMENT
SR 520 BRIDGE REPLACEMENT AND HOV PROGRAM

MAY 2010

# SR 520 Pontoon Construction Project

Washington State Department of Transportation

U.S. Department of Transportation
Federal Highway Administration

## Executive Summary

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# Acronyms and Abbreviations

| | |
|---|---|
| CAD | computer-aided design |
| CD | compact disc |
| CFR | Code of Federal Regulations |
| CTC | Concrete Technology Corporation, Inc. |
| DAHP | Washington State Department of Archaeology and Historic Preservation |
| EIS | environmental impact statement |
| FHWA | Federal Highway Administration |
| GIS | geographic information system |
| HOV | High-Occupancy Vehicle |
| IDD #1 | Port of Grays Harbor Industrial Development District #1 |
| NAD 83 | North American Datum of 1983 |
| NAVD88 | North American Vertical Datum of 1988 |
| NEPA | National Environmental Policy Act |
| NOAA | National Oceanic and Atmospheric Administration |
| NRHP | National Register of Historic Places |
| PCPACT | SR 520 Pontoon Construction Project Agency Coordination Team |
| SEPA | State Environmental Policy Act |
| SR 520 Program | State Route 520 Bridge Replacement and High-Occupancy Vehicle Program |
| SR | state route |
| USDA-FSA | U.S. Department of Agriculture, Farm Service Agency |
| WAC | Washington Administrative Code |
| WSDOT | Washington State Department of Transportation |

## Introduction

In 2006, with the State Route (SR) 520 Evergreen Point Bridge nearing the end of its useful life and vulnerable to catastrophic failure, the Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) began planning for a possible failure of the floating portion of the bridge before its planned replacement. As part of the planning process, these agencies identified measures that might speed up replacing the floating bridge should a catastrophic failure occur and determined that building new pontoons would require the longest lead time of any single activity related to bridge replacement.

WSDOT and FHWA propose to build a new pontoon construction facility and then construct pontoons needed to replace the Evergreen Point Bridge in its current configuration. No marine facilities are available in the Pacific Northwest where these pontoons could be built expeditiously (in less than 5 years). A new, larger facility would allow WSDOT to construct several large pontoons at the same time.

This executive summary of the SR 520 Pontoon Construction Project Draft Environmental Impact Statement (Draft EIS) provides an overview of the proposed project, including the project description and key findings. Readers should refer to the Draft EIS and appendices for more detailed, complete information on the project (see the enclosed CD). To help readers understand how this summary corresponds to the Draft EIS, exhibits in this summary are numbered the same as in the Draft EIS.

In 2006, a windstorm led to the closure of the Evergreen Point Bridge during the peak afternoon traffic period.

### What is the SR 520 Pontoon Construction Project's relationship to the SR 520 Bridge Replacement and HOV Program?

The SR 520 Pontoon Construction Project is one of four projects in the SR 520 Bridge Replacement and HOV Program. Listed below are the other three projects:

- **I-5 to Medina: Bridge Replacement and HOV Project.** Improvements to SR 520 from I-5 to Medina, including replacing Portage Bay and Evergreen Point bridges.
- **Eastside Transit and HOV Project.** Improvements to SR 520 from Medina to SR 202 in Redmond.
- **Lake Washington Congestion Management Project.** A series of projects to improve traffic flow on I-405, SR 520, and I-90.

## What is the proposed project?

The SR 520 Pontoon Construction Project is one of four projects in the SR 520 Bridge Replacement and High-Occupancy Vehicle (HOV) Program (SR 520 Program), which is a collection of roadway improvements designed to improve mobility and enhance safety throughout the SR 520 corridor and improve operations on SR 520 and surrounding highways. The SR 520 Pontoon Construction Project involves building 33 pontoons needed to replace the Evergreen Point Bridge in its current configuration as a 4-lane bridge. To accomplish this, WSDOT would build a new facility for pontoon construction in Grays Harbor, Washington. WSDOT is also considering the potential use of a smaller, existing facility—Concrete Technology Corporation, Inc. (CTC) in Tacoma, Washington—to begin pontoon construction while the new facility is being built. The project includes storing all pontoons until they are needed. If the floating section of the Evergreen Point Bridge did not fail due to a catastrophic event, then all pontoons built during the SR 520 Pontoon Construction Project would be stored and then used for the SR 520 Program's I-5 to Medina: Bridge Replacement and HOV

Exhibit 1-3. Proposed Pontoon Construction Facility Sites

These pontoons were under construction for the now-completed SR 104 Hood Canal Bridge Project.

Project. Exhibit 1-3 shows the general location of these proposed sites within the region.

The CTC facility could be used to build up to three large pontoons and up to ten small pontoons, which would be stored at existing berths (subject to availability) in Puget Sound, until needed. WSDOT previously used the CTC facility for constructing the SR 104 Hood Canal Bridge Project pontoons. Pontoons required for that project, however, were smaller in size and quantity than what are needed for the Evergreen Point Bridge.

WSDOT would construct a separate casting basin on Grays Harbor large enough to allow multiple large pontoons to be built at the same time. This new facility would produce 23 large pontoons (and 10 small pontoons if the CTC facility were not used), which would be moored in Grays Harbor.

A casting basin is a construction facility built on a navigable waterway (such as Puget Sound or Grays Harbor) consisting of a concrete slab floor and built partially or entirely below ground level. When pontoons are cast and fully cured, the casting basin would be gradually flooded until the pontoons float. Next, a gate separating the casting basin from the waterway would open and the pontoons would be towed from the basin out into navigable waters for mooring until needed. For a general idea of what the proposed casting basin could look like, Exhibit 1-1 depicts a cross-section of a conceptual casting basin with pontoons and Exhibit 1-2 shows a three-dimensional overview.

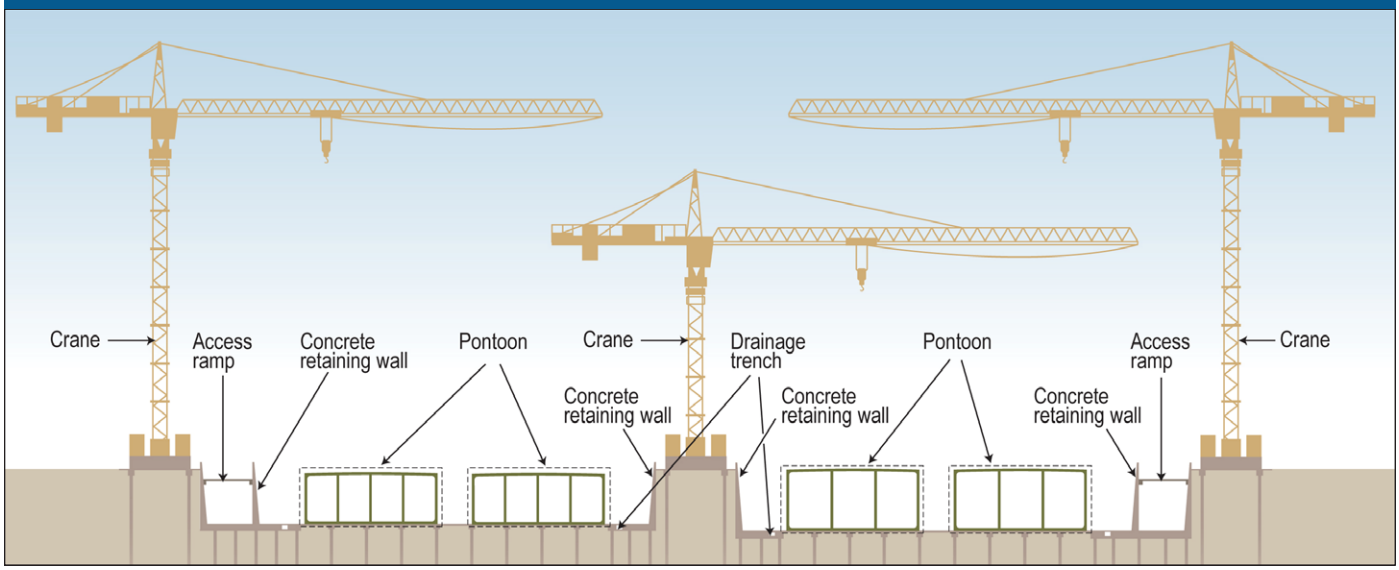
WSDOT has extensive experience constructing pontoons in a casting basin; they have used this proven method for building other floating bridge pontoons. WSDOT engineers have a high level of confidence that building pontoons in a casting basin would proceed efficiently, with a low risk of delays and unforeseen costs.

## What is the purpose of the project?

The purpose of the SR 520 Pontoon Construction Project is to accomplish the following: (1) expedite construction of the pontoons needed to replace the existing traffic capacity of the Evergreen Point Bridge, if a catastrophic event occurs, and (2) store these pontoons in case they are needed for catastrophic failure response or until they are incorporated into the SR 520 Program's I-5 to Medina: Bridge Replacement and HOV Project.

A secondary purpose of the SR 520 Pontoon Construction Project is to ensure access to the proposed facility if it were needed to build pontoons for unforeseen WSDOT floating bridge repairs or replacements.

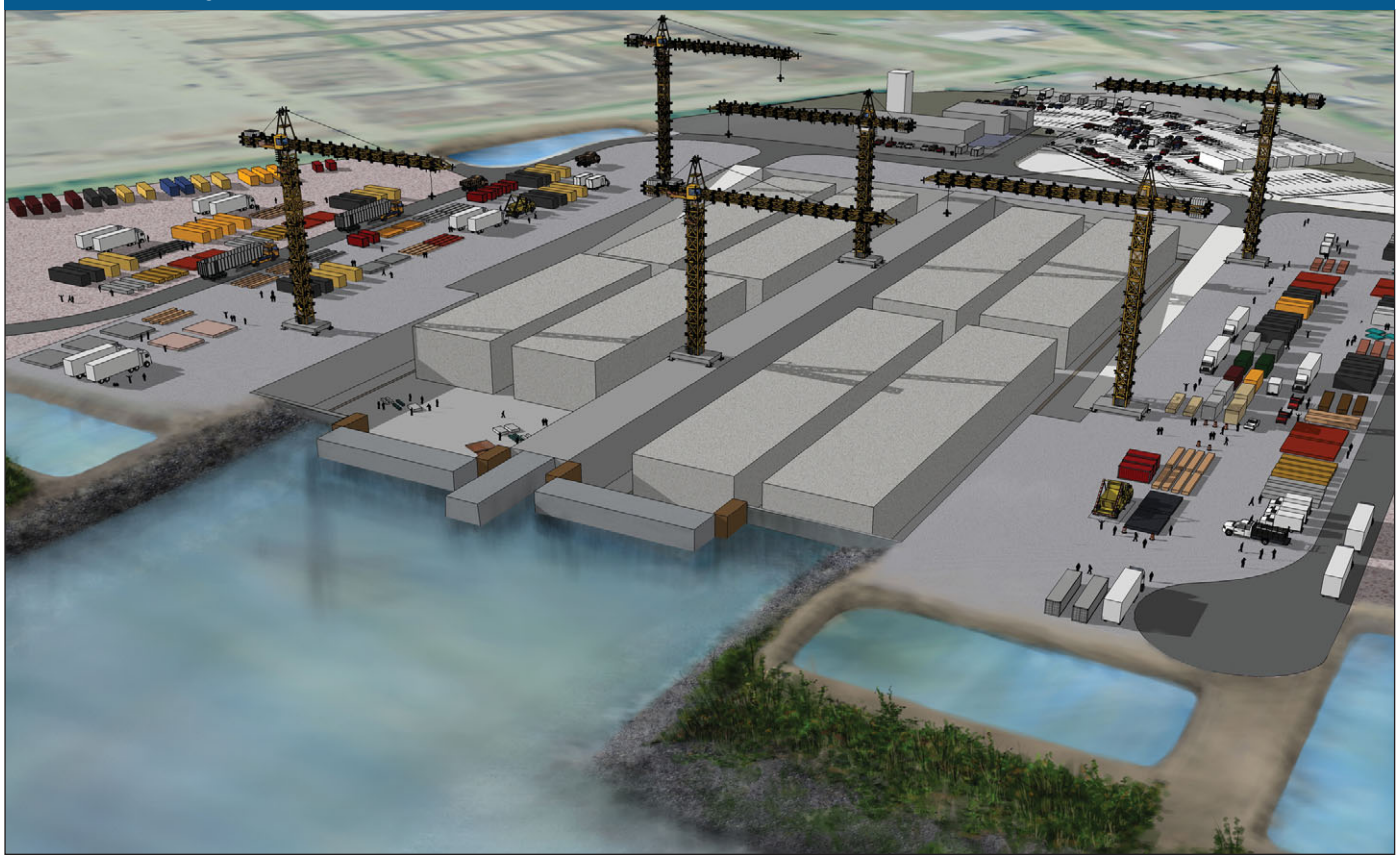
Exhibit 1-1. Casting Basin with Pontoons Conceptual Cross-Section




## Why is the project needed?

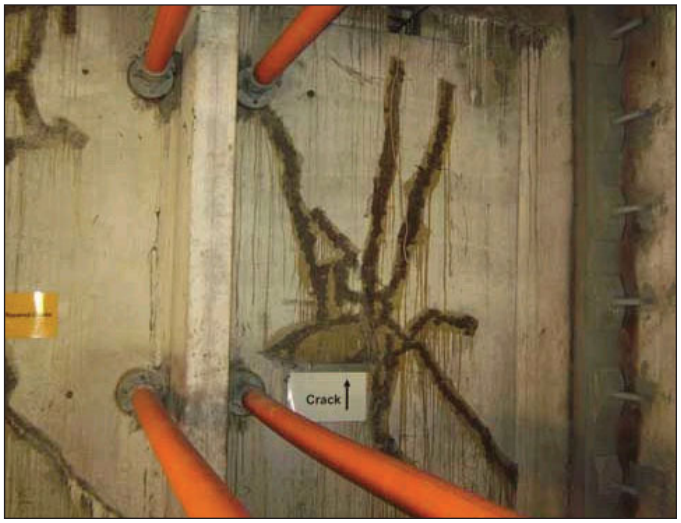
The SR 520 Pontoon Construction Project is needed now to shorten the time required to replace the Evergreen Point Bridge if the bridge were ever damaged beyond repair. If pontoons were not built and ready for emergency bridge replacement, WSDOT would need 5 years to reconstruct the floating bridge. With the SR 520 Pontoon Construction Project completed, WSDOT could replace the bridge in just 1.5 years.

Exhibit 1-2. Casting Basin Three-Dimensional Overview



The Evergreen Point Bridge is a critical component of the Puget Sound region's transportation infrastructure. Currently, about 115,000 vehicles cross the Evergreen Point Bridge each day. A long-term bridge closure would impair moving goods (such as merchandise to stock retail stores) and people (such as employees traveling to work) across Lake Washington. Travel times, miles traveled, and travel costs would increase as cars, trucks, and buses switch to alternate routes, thereby causing a domino effect of increased congestion on other roads across and around the lake.

The pontoons that support the existing Evergreen Point Bridge have approximately 6,000 linear feet of cracks, which decrease the bridge's structural integrity. Although WSDOT made repairs to the bridge between 1993 and 1999, the life and strength of these repairs are limited by the capacity of the original pontoons, inadequate pontoon flotation, and cumulative storm damage sustained by the bridge since it opened in 1963. These safety and maintenance improvements do not provide sufficient protection during significant windstorms.




WSDOT has discovered and repaired cracks in the Evergreen Point Bridge pontoons.

## When would construction begin, and how long would it take to build all the pontoons?

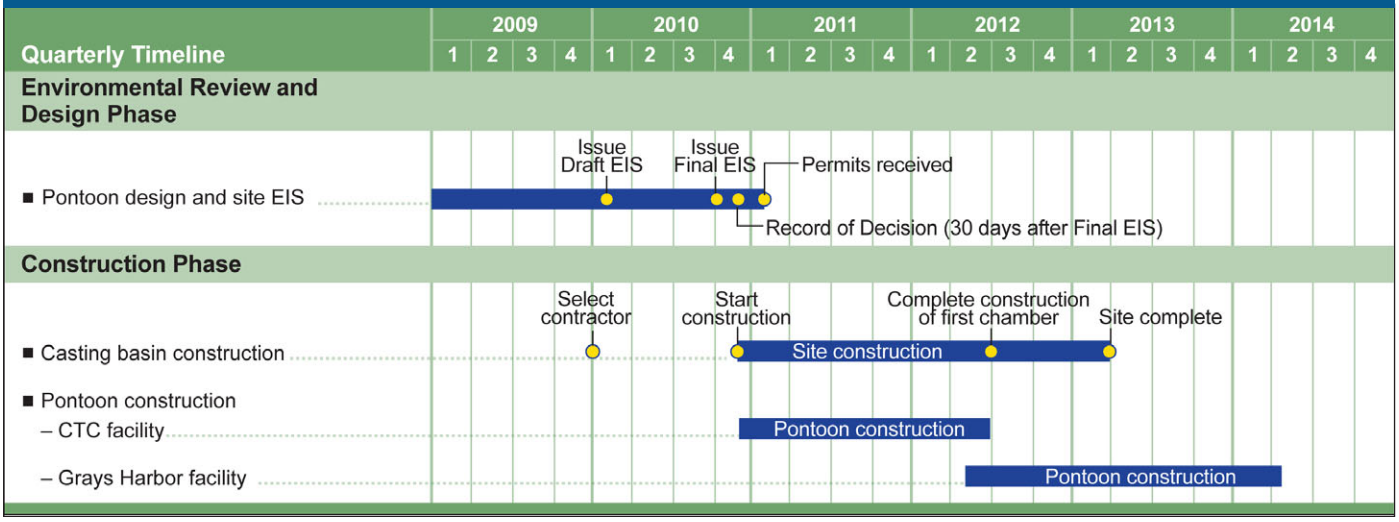
WSDOT anticipates that pontoon construction at the existing CTC facility in Tacoma (if used) could begin in late 2010. Pontoon construction at the new casting basin facility in Grays Harbor could begin in 2012. The current schedule shows that WSDOT would finish building all 33 pontoons for this project in 2014. WSDOT anticipates that approximately 6 to 9 months would be needed to complete each pontoon-construction cycle. Exhibit 1-4 shows the proposed project construction schedule. This schedule indicates the earliest possible construction start dates.

## What project alternatives is WSDOT evaluating in the Draft EIS?

The Draft EIS evaluates three alternatives:

- Anderson & Middleton Alternative (in Hoquiam, Washington)

Exhibit 1-4. Proposed Pontoons Construction Project Schedule



- Aberdeen Log Yard Alternative (in Aberdeen, Washington)
- No Build Alternative

The two Grays Harbor build alternatives propose the same actions, which are listed below:

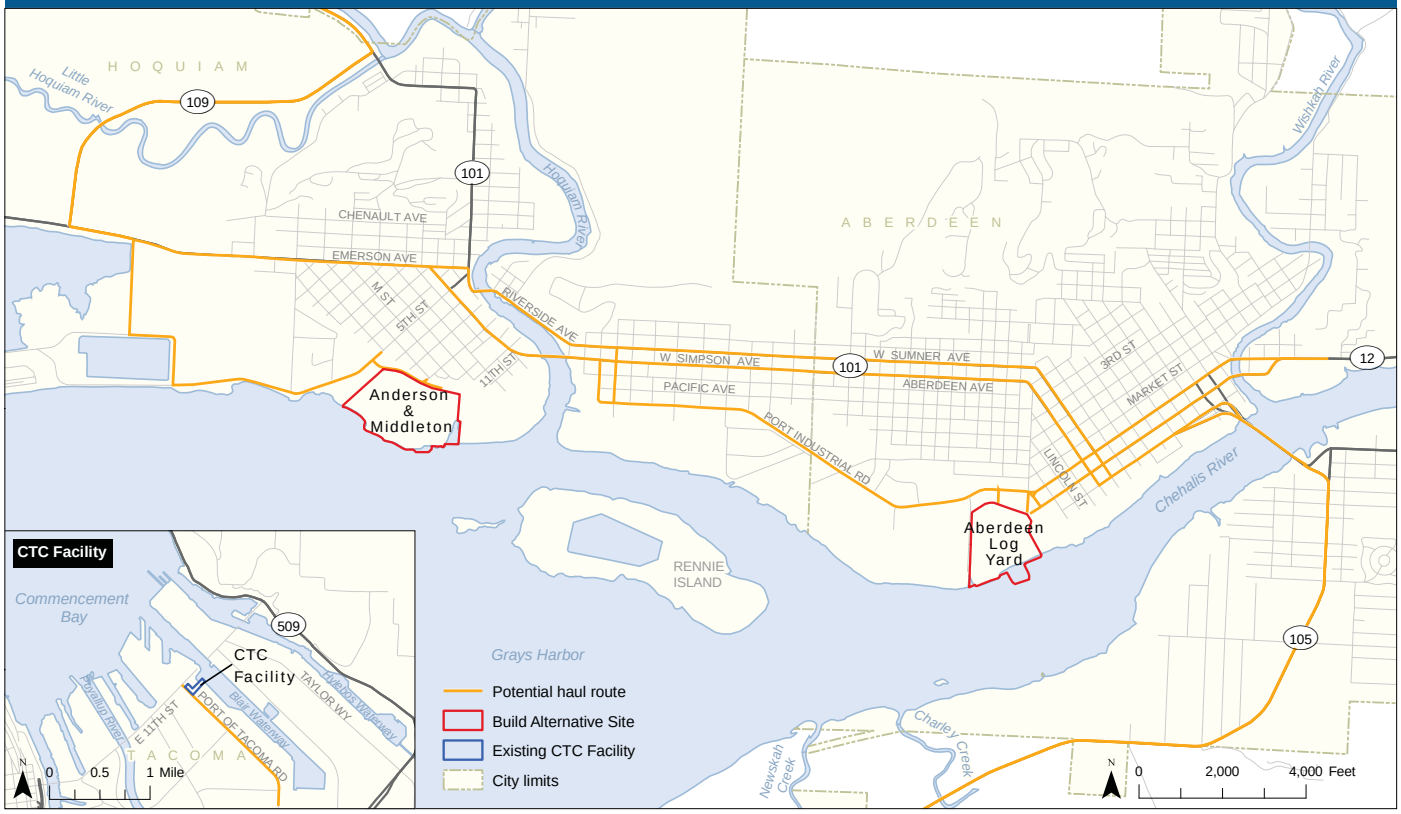
- Constructing a new casting basin facility
- Constructing the 33 pontoons needed to replace the existing capacity of the Evergreen Point Bridge
- Potentially using the existing CTC casting basin facility in Tacoma to construct some of the 33 pontoons
- Storing and/or mooring the 33 pontoons built for this project
- Transporting pontoons from the casting basin to approved moorage locations in Grays Harbor and, if the CTC facility is used, Puget Sound
- Maintaining the Grays Harbor casting basin facility while owned and operated by WSDOT

The differences between the two build alternatives are their locations, their physical characteristics, and jurisdictional regulations that would apply to the sites (i.e., City of Hoquiam versus City of Aberdeen). The design of the proposed Grays Harbor casting basin would be the same at both alternative sites, with variations depending on site-specific features, such as geology and soil characteristics, shoreline characteristics, site geometry, adjacent truck haul routes, and different municipal codes and requirements. With either alternative, the construction phase would involve building the new casting basin on Grays Harbor, and the operation phase would involve building the pontoons at the new Grays Harbor facility and potentially at the CTC facility in Tacoma. The two Grays Harbor build alternative sites are described briefly below, followed by more detail on their common features and differences.

## Anderson & Middleton Alternative

Exhibit 2-1 shows the location of the privately owned Anderson & Middleton Alternative site in Hoquiam. The site is surrounded by industrial land uses and is currently

Exhibit 2-1. Project Vicinity Map




Source: Grays Harbor County (2006) GIS Data (Waterbody and Street). Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

vacant except for a small office building on the northern edge of the property, some gravel roads, an asphalt pad, and a truck scale; a rock berm borders the shoreline of the 105-acre property. In accordance with the prepurchase agreement with the current owner, WSDOT would purchase 95 acres of this property, and the casting basin and support facilities would occupy about 55 acres.

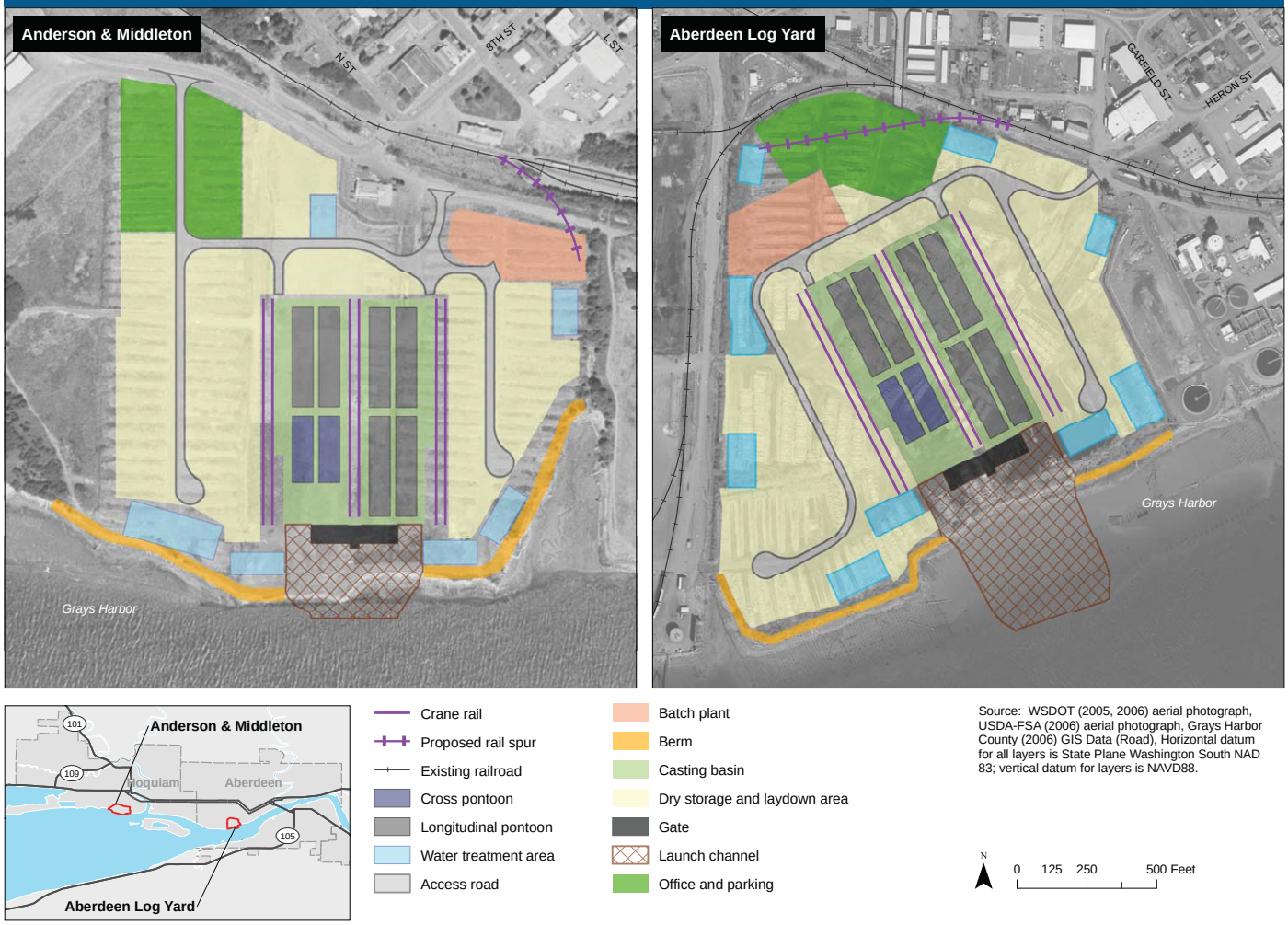
## Aberdeen Log Yard Alternative

The 51-acre Aberdeen Log Yard Alternative site, which is currently owned by Weyerhaeuser, lies on the north shore of Grays Harbor in Aberdeen near the mouth of the Chehalis River (Exhibit 2-1) and is currently used for log storage. The generally flat site, which is undeveloped except for unpaved access roads, is bounded by industrial land uses to the west and east and railroad tracks along the northern boundary. The casting basin and support facilities would occupy the entire site. The shoreline at this site is a mix of small patches of vegetation, small and large rocks heavily embedded in mud, and driftwood on the face of a short berm covered with shrubs and alder saplings. WSDOT would purchase the whole property, and the casting basin and support facilities would occupy the entire site.

## What features are common to both build alternatives?

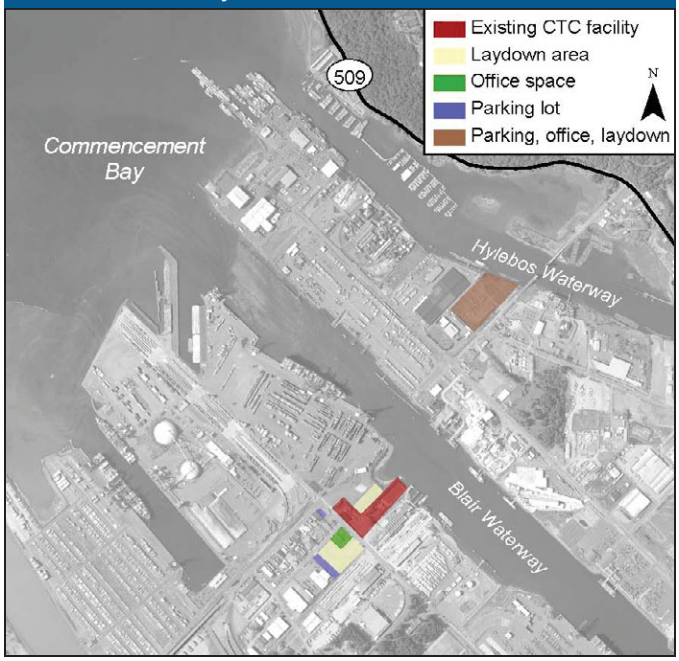
WSDOT could use the CTC facility to supplement pontoon construction at the proposed Grays Harbor casting basin facility. Exhibit 2-2 shows the existing CTC facility and other nearby parcels leased to support the

Exhibit 2-4. Conceptual Design




Source: WSDOT (2005, 2006) aerial photograph, USDA-FSA (2006) aerial photograph, Grays Harbor County (2006) GIS Data (Road), Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 2-2. Aerial view of CTC Facility as used for the Hood Canal Project




SR 104 Hood Canal Bridge Project. WSDOT would moor the pontoons built at the CTC facility at existing marine berths in Puget Sound, subject to availability.

Exhibit 2-4 shows the conceptual site design layout of the two proposed build alternative sites on Grays Harbor. To support pontoon construction activities at the casting basin, both build alternatives would require several support facilities, such as access roads, a concrete batch plant where concrete for the casting basin and pontoons would be produced, large flat laydown areas to store and assemble pontoon construction materials, stormwater handling and water treatment areas, office space, a rail spur, and a parking area for workers. Trucks would likely be used to bring construction materials to the site and haul excavated soils and construction debris away from the site along designated haul routes (Exhibit 2-1).

The casting basin would be positioned a few hundred feet from the shoreline and connected to the water by a single launch channel. The launch channel would consist of an onshore portion excavated between the casting basin and shoreline, a breach in the shoreline berm, and a dredged channel extending offshore to deep water near the navigation channel in Grays Harbor.

Completed pontoons would be stored in outer Grays Harbor outside the navigation channel until needed (see the proposed mooring location in Exhibit 2-8). Pontoons built during that last construction cycle could be stored in the dry casting basin behind the closed gate, which would require maintaining a dewatering system at the site to reduce pressure on the casting basin walls. WSDOT would install up to 20 mooring dolphins within the launch channel and along the site's shoreline to aid in maneuvering pontoons out of the casting basin. Exhibit 2-5 shows an example of a mooring dolphin; single-pile (monopile) dolphins could also be used. Water, sanitary sewer, communication, and electrical service would be extended to serve the project site as needed, and local utility providers would provide service.

## Types of Pontoons

WSDOT would construct three types of pontoons needed for a 4-lane replacement of the Evergreen Point Bridge.

Exhibit 2-5. Example Mooring Dolphin Construction

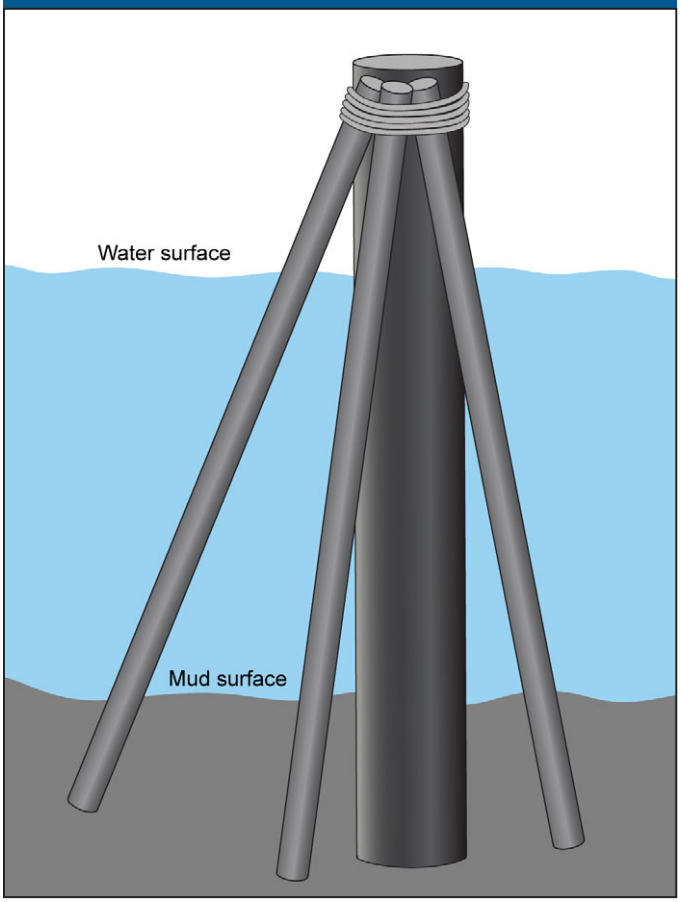


Exhibit 2-8. Grays Harbor Proposed Pontoon Moorage Location

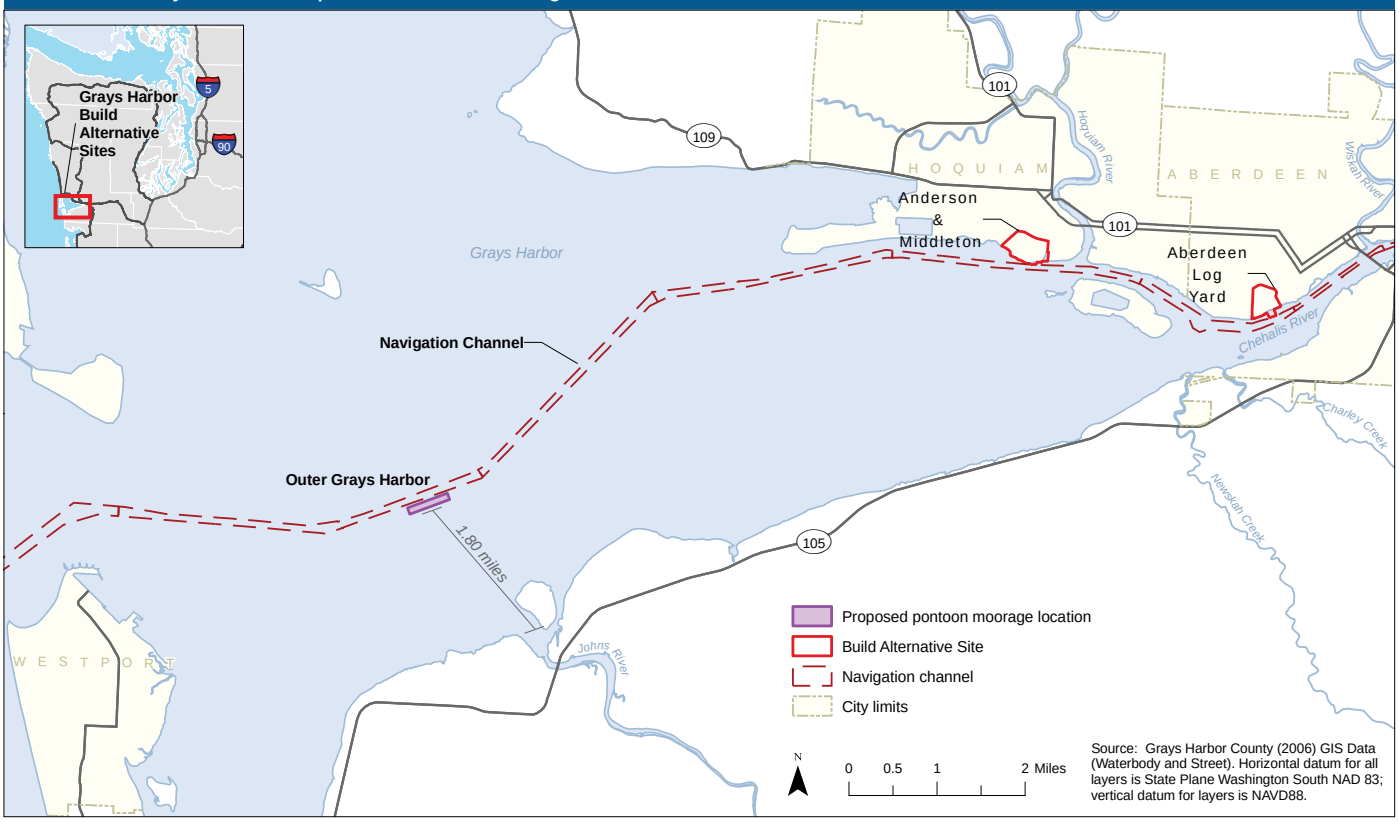



Exhibit 2-6 lists the types of pontoons to be built, how many of each would be built, and their approximate dimensions. Exhibit 2-7 illustrates how these pontoons would be configured to replace the Evergreen Point Bridge in the event of catastrophic failure.

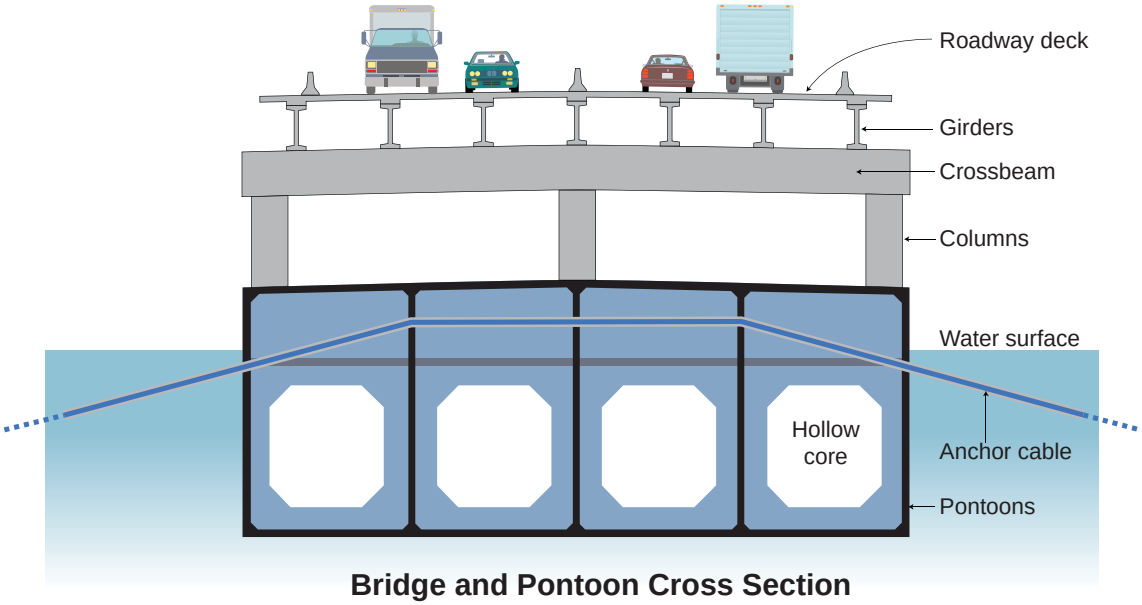
Based on the current schedule for the planned bridge replacement, pontoons built at the new proposed casting basin could be stored in Grays Harbor for an estimated 18 months if there is no catastrophic bridge failure. Pontoons built at the Tacoma CTC facility would be stored at existing marine berths in Puget Sound for up to 4 years if there were no bridge failure.

All pontoons would be anchored in at least 25 feet of water outside of maintained and marked navigation channels and identified with navigation lighting in compliance with U.S. Coast Guard requirements. The proposed Grays Harbor moorage location could moor up to 33 pontoons by rafting pontoons in groups of four and attaching them to anchors. The moored pontoon rafts would require approximately 15 acres of water surface area (Exhibit 2-8).

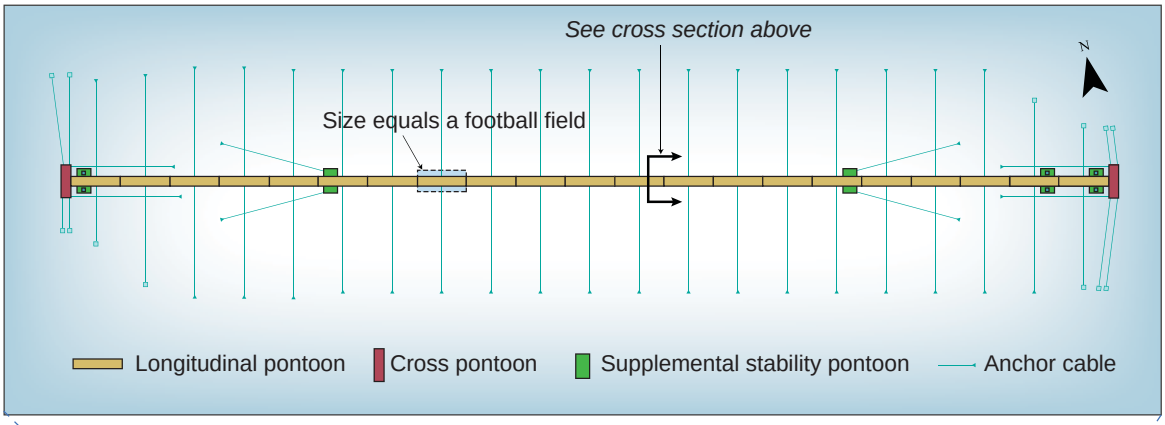
Exhibit 2-6. Pontoon Types, Quantity, and Approximate Dimensions

| Pontoon Type | Quantity | Width (feet) | Length (feet) | Depth (feet) | Weight (tons) |
|---|---|---|---|---|---|
| Cross (western portion of bridge) | 1 | 75 | 240 | 34 | 10,100 |
| Cross (eastern portion of bridge) | 1 | 75 | 240 | 35 | 10,100 |
| Longitudinal | 21 | 75 | 360 | 29 | 10,100 |
| Supplemental stability | 10 | 60 | 98 | 29 | 2,650 to 3,000 (depending on whether an anchor cable is attached) |

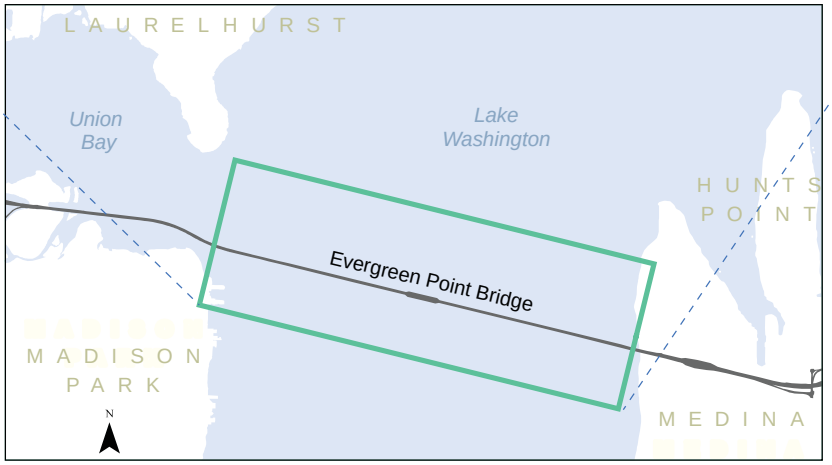
Exhibit 2-7. Pontoon Configuration to Replace the Existing Evergreen Point Bridge




**Bridge and Pontoon Cross Section**




**Aerial View of Pontoon Configuration**




**Area of Detail**

## What are differences between the build alternatives?

Each build alternative would require construction and design modifications tailored to the unique physical characteristics of the selected site. Exhibit 2-11 presents examples of potential construction differences based on the current preliminary design completed for each alternative analyzed in the Draft EIS. For example, at the Aberdeen Log Yard site, a substantially greater volume of material would be excavated to create the pontoon launch channel. This is because the mudflats along the Aberdeen Log Yard site extend farther out from the shoreline, thus requiring a longer launch channel to reach the navigable waterway for towing pontoons.

Total loaded and unloaded truck trips for excavation, site construction, and material import and export during pontoon construction are estimated to be 219,000 for the Anderson & Middleton site and 238,000 for the Aberdeen Log Yard site. These truck trips would occur over an approximate 3.5-year period. Truck trips for both casting basin and pontoon construction would overlap for about 6 months, resulting in a peak number of truck trips during that time period. Exhibit 2-1 shows the proposed haul routes for each site; where possible, the haul routes primarily would be on established state routes. WSDOT might also import and/or export some material to and from the site by barge or rail.

## How did WSDOT and FHWA identify candidate sites to evaluate?

The following describes the process WSDOT and FHWA used to identify the candidate casting basin facility sites:

- Distributed a request for proposals (sent to port districts, private landowners, land development companies, and tribes, and advertised in relevant media such as the Seattle Daily Journal of Commerce)
- Solicited suggestions from expert review panels
- Conducted independent real estate property searches

Based on the project's purpose and need, WSDOT established several key criteria for identifying candidate sites for initial consideration. The search for potential casting basin facility construction sites resulted in a list of 39 candidate sites in Washington and Oregon to consider for further analysis.

## How did WSDOT screen and select potential alternative sites for analysis?

WSDOT identified the range of alternatives after considering concerns and issues raised during public scoping, coordination with participating and cooperating agencies, and consultation with interested tribes.

Exhibit 2-11. Examples of Potential Construction Differences between Grays Harbor Build Alternatives

| Component | Anderson & Middleton Alternative | Aberdeen Log Yard Alternative |
|---|---|---|
| CASTING BASIN | | |
| Approximate volume material excavated from casting basin (cubic yards) | 740,000 cubic yards | 887,000 cubic yards |
| Average pile length (feet) | 130 feet | 100 feet |
| LAUNCH CHANNEL | | |
| Approximate launch channel size | Onshore: 240 feet x 300 feet = 72,000 square feet<br><br>Offshore: 110 feet x 300 feet = 33,000 square feet | Onshore: 220 feet x 300 feet = 66,000 square feet<br><br>Offshore: 440 feet x 300 feet = 133,000 square feet |
| Approximate volume material excavated for launch channel (cubic yards) | Offshore: 23,000 cubic yards | Offshore: 111,000 cubic yards |

### What is project scoping?

The EIS scoping process is an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action. The process is used to develop the project's purpose and need statement and identify the range of alternatives, environmental elements, effects, and mitigation measures to be analyzed in the EIS. Scoping allows resource agencies, tribes, and the public to identify and comment on potential environmental concerns or controversy early in project development.

To determine which candidate sites would comprise the range of alternatives to be fully analyzed in the Draft EIS, WSDOT developed criteria to screen the sites with the help of an advisory environmental review panel and participating agencies, local jurisdictions, and tribes. The screening criteria included required physical site characteristics, logistical constraints, and consideration of unacceptable adverse effects and regulatory constraints.

Before developing site-screening criteria with the SR 520 Pontoon Construction Project Agency Coordination Team (PCPACT), WSDOT had identified the casting basin method as the preferred pontoon construction method. Sites that could not accommodate the casting basin method were not included on the list of candidate sites to be screened.

Of the 39 sites evaluated, the screening process eliminated 36 sites because they failed at least one of the screening criteria. Three sites – Port of Grays Harbor Industrial Development District #1 (IDD #1), Anderson & Middleton, and Aberdeen Log Yard – were further analyzed. Based on public comments and regulatory concerns, WSDOT and FHWA subsequently removed IDD #1 as a potential alternative site because adverse effects on wetlands would be too great relative to the other two sites identified for further analysis in the EIS.

## What would happen if the project were not built?

If the project were not built, pontoons would not be available for catastrophic failure response, and emergency replacement of the Evergreen Point floating bridge would take approximately 5 years, as opposed to 1.5 years with the build alternatives. The result would be severe consequences for regional traffic congestion and economic conditions.

WSDOT assumes that, if unused by this project, the build alternative sites would continue to be used as they are today: the Aberdeen Log Yard would remain an active log yard, the Anderson & Middleton site would remain largely inactive, and the CTC facility would continue to be used as a casting basin for other projects and clients.

## How have WSDOT and FHWA involved agency partners and tribal nations in developing the project?

WSDOT and FHWA invited agencies and tribes with a potential interest in the project to serve as cooperating and/or participating agencies throughout the environmental review process. Since the project kickoff meeting for agencies and tribes in December 2007, the cooperating and participating agencies have been actively involved as members of the PCPACT and will continue

### What is a cooperating agency?

A cooperating agency is any federal agency—other than the lead agency—that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. A state or local agency or a Native American tribe might, by agreement with the lead agencies, also become a cooperating agency. Accepting designation as a cooperating agency does not indicate project support.

### What is a participating agency?

A participating agency is any agency with an interest in the project. Accepting the designation as a participating agency does not indicate project support nor provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable.

WSDOT staff presented project information and answered questions at a public open house in Hoquiam.

to meet until construction permits are received. During the Draft EIS preparation, this group met regularly to consider the project's purpose and need, the range of alternatives, and the analysis methodology. The agencies made recommendations for the project's purpose and need statement and the screening criteria for the range of alternatives. They also received regular updates on the environmental process, proposed construction methods, and key findings.

WSDOT assembled technical working groups within the PCPACT to consider and address specific technical issues of agency or tribal concern. These groups comprised appropriate project, agency, and tribal staff to address issues such as ecosystems, pontoon moorage, water resources, and the built environment. WSDOT scheduled additional briefings with individual agencies and tribes as requested to discuss specific topics, such as permit coordination. Cooperating and participating agencies were also provided the opportunity to review this Draft EIS and provide comments to WSDOT and FHWA before it was issued.

## Tribal Coordination

In addition to the PCPACT and technical working group meetings, WSDOT has and continues to conduct frequent outreach with tribes in the Grays Harbor area. WSDOT is committed to government-to-government consultation with interested tribes on actions potentially affecting identified treaty rights and tribal issues as well as throughout the process required under Section 106 of the National Historic Preservation Act. The government-to-government consultation will address tribal interests, including usual and accustomed fishing grounds, potential adverse effects on tribal cultural resources and rights, and measures to avoid, minimize, and mitigate such adverse effects. WSDOT will continue to keep tribes informed of project activities through regular updates and distribution of materials.

## How has WSDOT involved the public in developing the project?

For the SR 520 Pontoon Construction Project, WSDOT developed and implemented a comprehensive public involvement program at the onset of the decision-making and environmental analysis process. As part of this ongoing program, WSDOT held public informational meetings about the project, sent project staff to attend local government meetings, briefed different community groups and local business organizations, and hosted informational booths at community events.

A key component of the public involvement program was soliciting public comment during the project scoping period at the project's initial stages in January 2008, January and February 2009, and again in March and April 2009 when WSDOT and FHWA dropped the Port of Grays Harbor's IDD #1 site in Hoquiam from the proposed range of alternatives. During these scoping periods, the public was given the opportunity to comment on the project's Purpose and Need statement and range of alternatives.

The program also solicited and collected comments from the public through activities and tools that encourage public participation, such as Web site updates and media outreach. WSDOT incorporated the comments and concerns expressed by the public into the overall project comment database and considered the comments as they advanced preliminary design of the proposed project. WSDOT's public involvement program also identified specific goals and activities for outreach to minority and low-income populations.

## What are the project-related concerns and issues, and how is WSDOT addressing them?

### General Public Concerns

Overall, the general public and the Grays Harbor community have strongly supported the SR 520 Pontoon Construction Project. However, some concerns have been raised about the project:

- Negative effects on traffic and access resulting from increased truck trips
- Noise related to pile-driving, increased truck trips, and other proposed construction activities
- Project effects on sport and commercial fishing in Grays Harbor (effects on fishing is also a tribal concern; see below)
- Future use of the casting basin facility site after the SR 520 Pontoon Construction Project has ended

WSDOT will continue to work closely with the public through final project design and during casting basin and pontoon construction to ensure that best management practices are in place to minimize traffic and noise-related effects and effects to local fishing. After all pontoons are built for this project and the SR 520 Program's I-5 to Medina: Bridge Replacement and HOV Project, WSDOT would continue to communicate to interested parties and the general public about the fate of the proposed casting basin facility.

**What are best management practices?**

Best management practices are effective and practical policies, managerial practices, maintenance procedures, and structural or nonstructural methods, that when used singly or in combination, prevent or reduce adverse environmental effects. Best management practices are designed and implemented to protect ecosystems, water resources, communities, structures, and landscapes. Best management practices include physical structures, such as silt fences or settling ponds, and construction approaches, such as conducting certain activities during dry periods.

### Participating Agency and Tribal Concerns

Following are some controversial issues and concerns raised by agencies and tribes:

- Impacts to protected wetlands at the site of the proposed casting basin facility
- Potential effects of pontoon moorage on fish and aquatic resources in Grays Harbor
- The presence of precontact Native American fish traps on the Anderson & Middleton site
- Historic resources on both Grays Harbor build alternative sites
- Environmental effects of launch channel dredging at the Aberdeen Log Yard site
- Potential effects of pontoon towing and moorage on tribal fishing

**What is precontact?**

Precontact refers to the period before European explorers and settlers established contact with the indigenous native American people who inhabited the region.

WSDOT worked closely with the participating agencies and tribes to ensure that all reasonable alternatives were identified and fully evaluated in the Draft EIS. Early in the alternatives analysis process, there was substantial controversy among participating agencies and tribes about including the Port of Grays Harbor IDD #1 site in the range of alternatives because developing a casting basin facility on this site would directly affect over 25 acres of federally protected wetlands. Given the availability of other reasonable sites that would be less environmentally damaging, WSDOT and FHWA decided to eliminate the IDD #1 site from further consideration. Although there would still be wetlands effects at the current alternative sites, effects would be substantially less than what would have occurred at IDD #1 if the casting basin facility were constructed there.

WSDOT has pursued additional studies to more accurately determine potential effects of pontoon moorage and will continue to work closely with the appropriate resource agencies and tribes on this issue. In response to concerns about launch channel dredging, WSDOT has conducted additional studies and analysis. WSDOT is working closely with the Quinault Indian Nation to ensure effective communications about tribal fishing and ensure that best management practices are implemented to minimize project effects on tribal fishing.

WSDOT conducted extensive cultural resources investigations at the two Grays Harbor Build Alternative sites. An archaeological resource was discovered at the Anderson & Middleton site. Further consultation with FHWA, the Washington State Department of Archaeology and Historic Preservation (DAHP), and the identified concerned tribes would be required to determine whether the prehistoric archaeological resource identified on the Anderson & Middleton site would warrant preservation-in-place. This consultation would be conducted if and when the Anderson & Middleton Alternative was ultimately selected. WSDOT would work closely with the DAHP to mitigate effects on the other historical resources by performing controlled archaeological excavations (data recovery).

## What is the preferred alternative and why?

WSDOT and FHWA have identified the Aberdeen Log Yard Alternative as the preferred alternative for pontoon construction. Preliminary investigations and analyses indicate that WSDOT could build a casting basin facility at the Aberdeen Log Yard site with lower risks and less cost than at the Anderson & Middleton site.

WSDOT and FHWA considered many factors while evaluating the two Grays Harbor build alternative sites. Preliminary analyses indicated that environmental factors at the two sites are similar. Key factors supporting the preferred alternative are mostly engineering-based and include cost and risks. Conceptual engineering estimates indicate that constructing a casting basin facility at the Aberdeen Log Yard site would cost notably less than at the Anderson & Middleton site. Higher development costs at the Anderson & Middleton site are associated primarily with foundation requirements. At the Aberdeen Log Yard site shorter foundation piles could be used to reach the underlying soil layer on which the piles would rest. This layer is not as deep as the underlying layer at the Anderson & Middleton site. Since about 2,000 to 2,500 piles would be needed for the proposed deep-pile foundation, shorter piles would result in substantial cost savings.

Dewatering at the Anderson & Middleton site could have a greater effect on adjacent wetlands because there are over 20 acres of known wetlands adjacent to this site. Potential dewatering effects would be less of an issue at the Aberdeen Log Yard site because there is only one small wetland (less than 0.5 acre) nearby this site. This wetland is perched on fill, degraded, and separated from the site by a ditch.

Investigations to date have identified one cultural resource on the Anderson & Middleton site that is eligible for listing on the National Register of Historic Places (NRHP): precontact Native American fish traps. To date, no cultural resource eligible for the NRHP has been identified at the Aberdeen Log Yard site.

## What would happen to the new casting basin site after the project is complete?

After building all the pontoons planned for this project, WSDOT would keep the casting basin facility available for constructing the additional pontoons needed as part of the SR 520 Program's I-5 to Medina: Bridge Replacement and HOV Project, which would require more pontoons than the SR 520 Pontoon Construction Project would provide. When the facility is no longer needed to build Evergreen Point Bridge pontoons, WSDOT would maintain the facility—adhering to applicable environmental regulations –until decisions are made about the facility's future.

WSDOT might reopen the facility for currently unforeseen WSDOT projects, sell the property with the improvements, or decommission the facility and restore

the site to as close to its condition before this project as possible before selling it.

## How would the project affect the environment?

The SR 520 Pontoon Construction Project would have both beneficial and adverse environment effects. Exhibit 4-1a (excerpted from the Draft EIS Exhibit 4-1) compares the build alternatives' effects on ecosystems, hazardous materials issues, and cultural resources because these resources would likely be the most affected. The potential project effects on the other resources analyzed in the Draft EIS are summarized briefly below. In general, effects on the remaining resources evaluated are expected to be minimal: For most resources, the potential effects of the build alternatives would be similar, with only minor variations between the two alternatives.

The CTC facility is not included in this effects summary table because it is an already built and functioning facility and because using the CTC facility would not adversely affect any resource analyzed in the Draft EIS.

- **Geology and soils.** By using best management practices, the project would avoid adverse effects on geology and soils.
- **Water resources.** The project would result in a net benefit to water resources since there is currently no stormwater treatment at either build alternative site and there would be treatment with the project. Onsite groundwater that is potentially contaminated now would be treated before being discharged offsite, which would be an improvement over existing conditions.
- **Air quality.** Both build alternatives, including use of the CTC facility, would meet regional air quality standards and requirements and therefore not adversely affect air quality.
- **Energy and climate change.** According to the Washington State Department of Commerce, the estimated average level of energy consumption during the project represents a fraction (approximately 0.2 percent for casting basin construction and less than 0.1 percent for pontoon-building operations) of total annual energy consumption in Washington as of 2007, which would be a negligible effect on energy resources. Total greenhouse gas emissions resulting from constructing and operating the casting basin facility would contribute a negligible effect on climate change.
- **Economics.** At either Grays Harbor build alternative site, up to 250 workers would be needed for facility construction and up to 800 workers would be needed to operate the facility. Noise and traffic congestion during the project could result in decreased sales for some businesses along the haul routes. However, overall the region would benefit economically in the short term from the new jobs created and the likely increase in spending and tax revenue during the project.
- **Navigable waterways.** The level of vessel traffic within Grays Harbor is light enough that any use of navigation channels and of Grays Harbor navigation pilots would have only a minor to negligible effect.
- **Noise.** At either Grays Harbor build alternative site, project construction would noticeably increase noise levels in the project vicinity. Without mitigation measures to reduce noise levels, noise during pontoon-building operations at the Anderson & Middleton site would exceed the Washington Administrative Code (WAC) noise regulation limits at four residential locations; operations at the Aberdeen Log Yard Alternative would not result in residential noise limit exceedances. With noise mitigation measures, noise levels would not exceed the noise limits; however, noise levels would still be noticeable. As a result, there would be a minor project effect from noise.
- **Public services and utilities.** There could be an increase in demand for police and emergency medical services typical of an industrial work site, but this would not result in a substantial adverse affect.

Exhibit 4-1a. Summary Comparison of Grays Harbor Build Alternative Project Effects

| Alternative Site | Summary of Potential Effects | Unavoidable Adverse Effects |
|---|---|---|
| ECOSYSTEMS | | |
| Anderson & Middleton Alternative | This alternative would affect approximately 4.8 acres of palustrine (nontidal) wetlands and 1.2 acres of wetlands in an existing ditch. The launch channel would require approximately 1 acre of excavation within the shoreline area. There would be some effects to fish and wildlife associated with facility construction and operation.<br><br>Fish and wildlife in the project vicinity might be affected by noise associated with pile-driving during casting basin facility construction. | About 6 acres of wetlands would be eliminated, and about 1 acre of intertidal zone would be removed. |
| Aberdeen Log Yard Alternative | This alternative would affect approximately 1.04 acres of palustrine wetlands and 0.41 acre of estuarine (tidal) wetlands.<br><br>The launch channel would excavate approximately 5 acres within the shoreline, including mudflats and subtidal habitat. There would be some effects to fish and wildlife associated with facility construction and operation. Fish and wildlife in the project vicinity might be affected by noise associated with pile-driving during casting basin facility construction.<br><br>Fish and wildlife in the project vicinity might be affected by noise associated with pile-driving during casting basin facility construction. | About 1.45 acres of wetlands would be eliminated, and about 5 acre of intertidal zone would be removed. |
| HAZARDOUS MATERIALS | | |
| Anderson & Middleton Alternative | Dewatering water could contain contaminants unsuitable for discharge. Contaminated water would be treated before being discharged. Areas of localized upland soil contamination might be encountered. Contaminated soils would be containerized and properly disposed. Data collected to date suggests that dredged materials might be suitable for open-water disposal. | None. WSDOT could avoid any adverse effects. Potential for net benefit because encountered contaminated material would be removed from the site. |
| Aberdeen Log Yard Alternative | Dewatering water could contain contaminants unsuitable for discharge. Contaminated water would be treated before being discharged. Areas of localized upland soil contamination might be encountered. Contaminated soils would be containerized and properly disposed. Data collected to date suggests that up to 30 percent of the dredged materials might not qualify for open-water disposal and would require disposal in an upland facility such as a Subtitle D Class B landfill due to low-level contamination. Potential for release of contaminated sediments into the water during launch channel dredging. | None. WSDOT could avoid any adverse effects. There would be a potential for a net benefit because encountered contaminated material would be removed from the site. |
| CULTURAL RESOURCES | | |
| Anderson & Middleton Alternative | The potential for direct effects includes disturbing one archaeological site eligible for listing on National Register of Historic Places (NRHP) on the Anderson & Middleton site. The four identified historic properties in the area of potential effect for this alternative would likely not be adversely affected. | Constructing the casting basin would disturb and adversely affect the data potential of one NRHP-eligible archaeological site. |
| Aberdeen Log Yard Alternative | Effects would be the same as for the Anderson & Middleton Alternative, except there are only two historic properties in the area of potential effect for this alternative. | None. WSDOT could avoid any adverse effects. |

- **Land use.** Developing a casting basin facility would be compatible with the general plan provisions of both Hoquiam's and Aberdeen's comprehensive plans and zoning regulations and would not adversely affect land use.
- **Social elements.** The project would not cause adverse effects on community cohesion, regional and community growth, community resources, or recreational facilities. Pedestrians, cyclists, and transit riders might experience some delay in travel time because of increased traffic congestion along the haul route. WSDOT is working closely with interested tribes on actions that could potentially affect identified treaty rights and tribal resources, including usual and accustomed fishing grounds.
- **Environmental justice.** The project would not likely result in disproportionately high and adverse effects on minority and/or low-income populations or tribal interests. In the Draft EIS, the potential effects on minority and/or low-income populations are analyzed in Section 3.13, Social Elements, and tribal interests are discussed in Section 3.1, Ecosystems, and Section 3.7, Cultural Resources.
- **Transportation.** Due to increased truck trips during site construction and pontoon-building operations, drivers might experience side-street delays at unsignalized intersections where vehicles are required to stop or yield to traffic on the major street (for example, US 101). However, even without intersection modifications, most of these intersections are still expected to operate at acceptable levels and with reasonable delays.
- **Visual quality and aesthetics.** Cranes and, potentially, a batch plant at either Grays Harbor build alternative site would be visible from residences on the south-facing hillsides in Aberdeen and Hoquiam. The Aberdeen Log Yard site would be slightly less visible because of the distance to the site from the hillside residences. Pontoon moorage could have long-term adverse effects on visual quality in Grays Harbor and along the shorelines of Grays Harbor because the pontoons would be visible above water and would be illuminated at night.
- **Section 4(f) resources.** There would be no use of Section 4(f) resources; therefore, WSDOT could avoid adverse effects from the project.

## How would WSDOT and FHWA reduce any adverse effects on the environment?

In accordance with regulations and in collaboration with permitting agencies and tribes, WSDOT has designed the project to limit environmental effects. Steps in this process include the following:

1. Avoiding effects to the extent possible through measures like selecting the sites for analysis with fewest wetlands that could be affected by site development.
2. Minimizing effects by using best management practices such as erosion control, water quality monitoring and treatment, and environmentally sensitive timing of certain construction activities.
3. Identifying appropriate mitigation measures to offset project effects that cannot be avoided or minimized.

Exhibit 4-1b (excerpted from the Draft EIS Exhibit 4-1) describes measures that WSDOT has identified to potentially mitigate for project effects on ecosystems, hazardous materials issues, and cultural resources. Measures to reduce adverse effects, if any, on the other resources analyzed are summarized briefly below.

- **Geology and soils.** During casting basin facility development, WSDOT would implement best management practices, such as requiring silt fences downslope of all exposed soils, to avoid and minimize effects on geology and soils.
- **Water resources.** Implementing required best management practices, such as temporary erosion and sediment control, stormwater pollution prevention and spill prevention control, and countermeasure plans, would avoid or minimize effects. WSDOT would treat stormwater and process water prior to discharge.

Exhibit 4-1b. Potential Measures to Reduce Grays Harbor Build Alternative Project Effects

| Alternative Site | Potential Avoidance, Minimization, and Compensatory Mitigation |
|---|---|
| ECOSYSTEMS | |
| Anderson & Middleton Alternative | Locating casting basin and ancillary facilities in central portion of site would avoid 6.5 acres of palustrine and 2.5 acres of high-quality estuarine wetland on the western portion of site.<br><br>The project would restore degraded habitat at a location yet to be determined as compensatory mitigation for project effects to jurisdictional wetlands and special aquatic resources. Mitigation would meet all federal, state, and local requirements.<br><br>Mitigating pile-driving noise could include limiting the pile-driving activity time. Pile-driving effects on fish could be mitigated by using bubble curtains, which attenuate underwater sound pressure by absorbing and dissipating sound energy generated by pile-driving. (Bubble curtains are air bubbles discharged around the entire circumference of a single pile to attenuate the sound pressure close to the noise source.)<br><br>Dewatering effects could be limited by installing cutoff walls. |
| Aberdeen Log Yard Alternative | Shoreline armoring would be avoided except within the launch channel.<br><br>The project would restore degraded habitat at a location yet to be determined as compensatory mitigation for project effects to jurisdictional wetlands and special aquatic resources. Mitigation would meet all federal, state, and local requirements.<br><br>Mitigating pile-driving noise could include limiting the pile-driving activity time. Pile-driving effects on fish could be mitigated by using bubble curtains, which attenuate underwater sound pressure by absorbing and dissipating sound energy generated by pile-driving. (Bubble curtains are air bubbles discharged around the entire circumference of a single pile to attenuate the sound pressure close to the noise source.)<br><br>Dewatering effects could be limited by installing cutoff walls. |
| HAZARDOUS MATERIALS | |
| Anderson & Middleton Alternative | WSDOT would use best management practices to avoid or minimize the effects of hazardous materials, including best management practices designed to minimize the loss or transport of contaminated sediment or debris during launch channel dredging. Dewatering water would be treated prior to discharge. Contaminated materials would be managed and disposed of in accordance with applicable regulations. |
| Aberdeen Log Yard Alternative | WSDOT would use best management practices to avoid or minimize the effects of hazardous materials, including best management practices designed to minimize the loss or transport of contaminated sediment or debris during launch channel dredging. Dewatering water would be treated before it is discharged, and contaminated materials would be managed and disposed of in accordance with applicable regulations. During launch channel dredging, WSDOT would also implement best management practices designed to minimize the loss or transport of contaminated sediment or debris. Best management practices would be selected based on dredging methods, transport equipment, and actual conditions. |
| CULTURAL RESOURCES | |
| Anderson & Middleton Alternative | For the one NRHP-eligible archaeological site on the Anderson & Middleton site, specific measures to mitigate and/or minimize effects on these resources include avoidance or developing and implementing an archaeological treatment plan to mitigate effects to the resources. Mitigation might include, but is not limited to, data recovery (scientific excavation and analysis) of the archaeological sites, and archaeological monitoring during construction to ensure that no (previously unknown) cultural resources are affected. |
| Aberdeen Log Yard Alternative | No mitigation would be necessary because WSDOT could avoid adverse effects on cultural resources. |

- **Air quality.** WSDOT could reduce vehicle and equipment idling and use newer construction equipment with add-on emission controls to reduce project-related emissions. WSDOT would also use standard mitigation measures to control dust.
- **Energy and climate change.** Adhering to construction and operation best management practices would encourage efficient energy use. WSDOT could reduce vehicle and equipment idling and use newer construction equipment with add-on emission controls to reduce project-related emissions.
- **Economics.** To avoid or minimize negative economic effects on local businesses during project construction and operation, WSDOT would work closely local businesses to ensure customer access is maintained and to notify the public that businesses will remain open during construction. WSDOT would also implement a traffic control plan to reduce or eliminate economic effects that could result from traffic congestion.
- **Navigable waterways.** WSDOT would coordinate with the U.S. Coast Guard and potentially affected ports to avoid conflicts with arriving or departing vessels. WSDOT would also light the moored pontoons appropriately, as required by the U.S. Coast Guard, to limit effects on recreational vessel movement outside the navigation channel.
- **Noise.** WSDOT would use noise abatement measures such as requiring that all engine-powered equipment have mufflers and comply with U.S. Environmental Protection Agency noise standards, FHWA construction noise regulations (23 CFR 772.19), the WAC, and local ordinances. Installing a sound wall or berm at the Anderson & Middleton site could reduce noise levels at nearby residences to below noise ordinance limits. Various measures could be used to mitigate the effects of pile-driving, such as limiting the hours of operation for pile-driving activities or using a bubble curtain.
- **Public services and utilities.** Coordinating with public service and utility providers on a continuous basis would ensure that any potential project effects are understood in advance, planned for, and kept to a minimum.
- **Land use.** If acquisitions are necessary, the project would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, that provides for certain relocation payments and advisory assistance for businesses, and personal property-only relocations. However, no acquisitions are anticipated except for the casting basin facility site.
- **Social elements.** WSDOT would use the project Web site and newsletters to inform the public of upcoming activities and to provide contact numbers where residents can voice concerns about the project. WSDOT would also work closely with tribes to coordinate timing of pontoon floatouts and other near-shore activities to minimize or avoid conflicts with tribal fishing.
- **Environmental justice.** Project communication materials will be translated in other languages, such as Spanish, when necessary. WSDOT will work with interested tribes to identify measures to avoid, minimize, and mitigate any adverse effects to tribal fishing and cultural resources.
- **Transportation.** Potential transportation effects minimization measures could include best management practices such as restriping to improve channelization at certain intersections, signal timing adjustments, or using barge or rail to transport materials to and from the site.
- **Visual quality and aesthetics.** Best management practices, such as shielding temporary construction site lighting or designing facilities to blend with surroundings, would be used to avoid or minimize negative effects.
- **Section 4(f) resources.** The project would not use Section 4(f) resources.

## How would WSDOT contract the design and construction for this project?

For the SR 520 Pontoon Construction Project, WSDOT has executed a single contract with one entity (the design-builder) to design and construct the proposed casting basin and pontoons. This design-build contract—awarded in January 2010—is executed in two phases. The design-builder received approval to begin the first phase of work in February 2010, thereby allowing the design-build team to conduct preliminary design activities. This preliminary design phase supports the National Environmental Policy Act (NEPA) processes, early permit coordination, and mitigation planning. If a build alternative is selected as part of the project's Record of Decision, then the design-builder will receive approval to begin work on the second project phase, thereby allowing the design-builder to perform final project design and construction. If the No Build Alternative is selected, then the design-build contract will be terminated. WSDOT and FHWA will remain fully responsible for this project's NEPA process, documentation, and Record of Decision; FHWA's design-build rule precludes the design-builder from preparing any NEPA documents. Also, WSDOT activities carried out by the design-builder must not materially affect the objective consideration of alternatives in the NEPA review.

## What is the design-builder's proposed approach to the project alternatives?

The design-builder's approach would involve constructing a single-chamber, single-gate casting basin on either Grays Harbor build alternative site (Exhibit 2-14). The design-builder's conceptual design is within the same site boundaries as described earlier and shown on Exhibit 2-4. This design also includes the same ancillary facilities—an onsite concrete batch plant, water treatment ponds, parking, access roads, and offices. The design also includes an overwater crane structure to open and close the casting basin gate. The crane would lift the gate open to flood the basin to move the pontoons and then lower the gate back in place.

The design-builder's conceptualization effort is ongoing, and WSDOT anticipates that elements of their design concept will be refined as needed to respond to the environmental process. If at any time during the NEPA/State Environmental Policy Act (SEPA) process it becomes evident that the design-builder's approach to casting basin construction would result in significant, adverse environmental effects not disclosed in this Draft EIS, then WSDOT will provide additional documentation as required by NEPA.

## What are the next steps for this project?

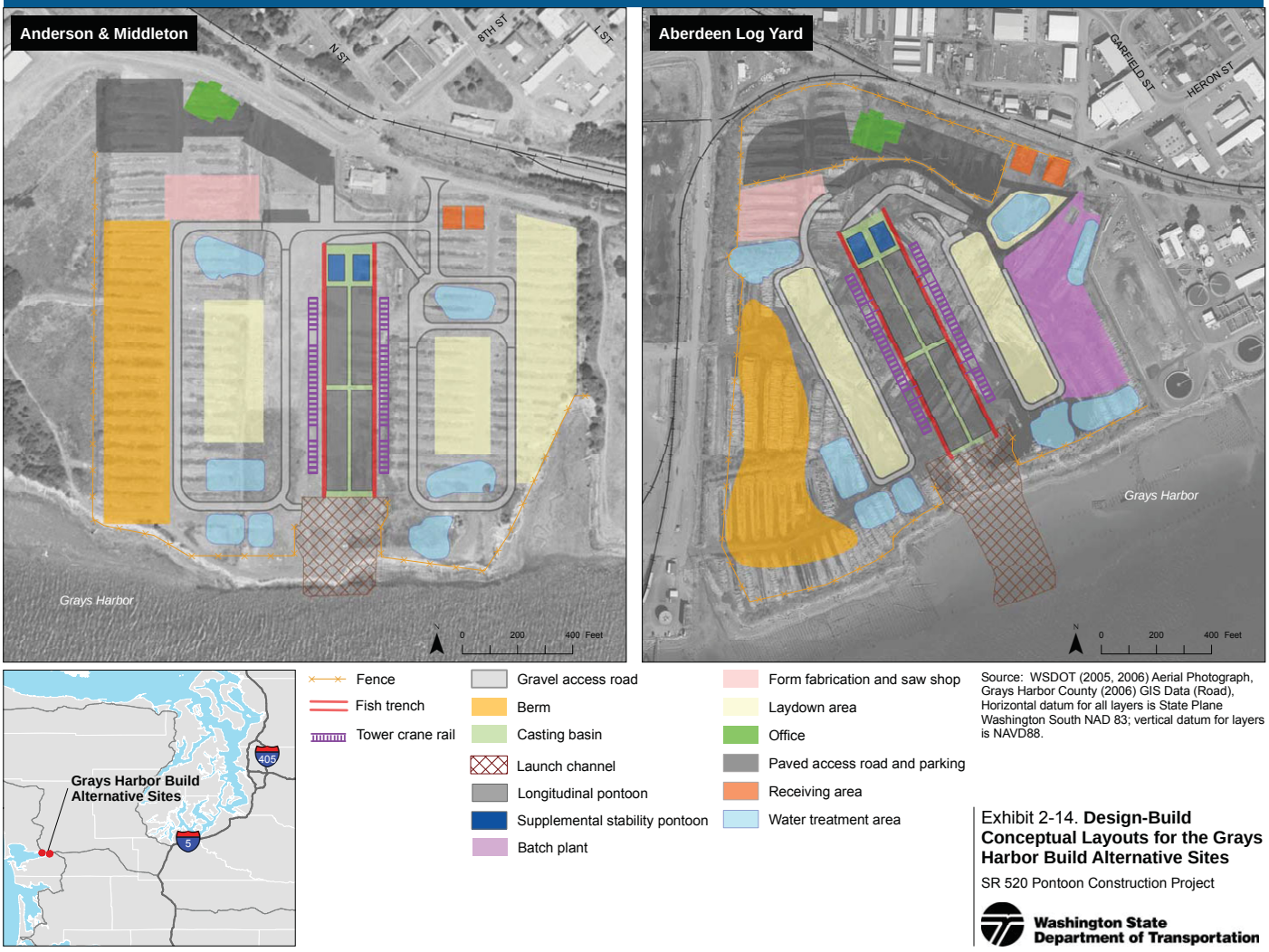
WSDOT will continue preliminary engineering and design work for the proposed project and continue to work closely with participating and cooperating agencies and tribes throughout the project. WSDOT might pursue additional environmental analysis, if warranted, to better inform and support the alternatives analysis, decision-making, environmental compliance, and mitigation planning, or to address concerns raised by interested parties. Technical discipline reports and memoranda (appended to this Draft EIS) would be updated to include the results of such analysis, and results would also be presented in the Final EIS.

As described in more detail below, WSDOT will review all comments received during the 45-day comment period for this Draft EIS and consider further analysis if warranted. Comments received on the Draft EIS will be presented and responded to in the Final EIS and considered before WSDOT/FHWA prepares and issues the Final EIS and Record of Decision. After the Record of Decision is issued, WSDOT will move into the final design and permitting phase and then into construction.

## What permits and approvals would be needed for the project?

Exhibit ES-1 lists the anticipated permits and approvals required for the SR 520 Pontoon Construction Project, as well as the agencies from which these would be obtained.

Exhibit 2-14. Design-Build Conceptual Layouts for the Build Alternative Sites




Source: WSDOT (2005, 2006) Aerial Photograph, Grays Harbor County (2006) GIS Data (Road), Horizontal datum for all layers is State Plane Washington South NAD 83; vertical datum for layers is NAVD88.

Exhibit 2-14. **Design-Build Conceptual Layouts for the Grays Harbor Build Alternative Sites**

SR 520 Pontoon Construction Project

Washington State Department of Transportation

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## How can I comment, and how will WSDOT communicate with the public?

The comment period for the Draft EIS runs from May 28 to July 12, 2010. WSDOT will compile all comments received on the Draft EIS in a database and respond to all comments. You can provide comments in several ways:

- **Attend a public hearing on the Draft EIS.** WSDOT will hold a public hearing and open house in Grays Harbor County (see sidebar) during the 45-day public comment period that begins when the Draft EIS is released and distributed. At this event, WSDOT will explain the purpose of this Draft EIS and the EIS process, have staff available to answer questions about potential effects and mitigation, and provide anyone attending an opportunity to formally comment on the Draft EIS.
- **Use the project Web site to comment on the Draft EIS.** Access the Draft EIS at **http://www.wsdot.wa.gov/projects/SR520/Pontoons**. From that page, readers can submit comments online or via email to **sr520pontoons_deis@wsdot.wa.gov**.

### When and where is the public hearing on the Draft EIS?

The public hearing for the SR 520 SR 520 Pontoon Construction Project Draft EIS will be held Thursday, June 24, 5:00 to 7:00 p.m. in the Aberdeen High School Cafeteria at 410 North G Street in Aberdeen, Washington.

Exhibit ES-1. Required Project Permits

| Agency | Required Permit or Approval |
|---|---|
| FEDERAL | |
| U.S. Army Corps of Engineers | • Clean Water Act, Department of the Army Section 404 Permit<br>• Rivers and Harbors Act, Section 10 Permit |
| U.S. Coast Guard | • Private Aids to Navigation Permit<br>• Moorage Area Designation from Coast Guard (potential for pontoon moorage). |
| U.S. Fish and Wildlife Service | • Endangered Species Act, Section 7 Consultation |
| NOAA National Marine Fisheries Service | • Endangered Species Act, Section 7 Consultation |
| Washington State Department of Archaeology and Historic Preservation | • National Historic Preservation Act, Section 106 Consultation |
| STATE | |
| Department of Ecology | • Clean Water Act, Section 401 Certification<br>• Coastal Zone Management Consistency Certificate<br>• National Pollutant Discharge Elimination System General Sand and Gravel Permit<br>• National Pollutant Discharge Elimination System Construction Stormwater General Permit |
| Department of Fish and Wildlife | • Hydraulic Project Approval |
| Department of Natural Resources | • Aquatic Lands Use Authorization<br>• Dredge Disposal Site Use Authorization |
| LOCAL | |
| To be determined with decision of Preferred Alternative (either City of Aberdeen or City of Hoquiam) | • Street Use Permit<br>• Noise Variance<br>• Shoreline Substantial Development Permit/Variance<br>• Critical Areas Compliance<br>• Building/Grading Permit |

- **Provide written comments by mail.** Mail your comments to the name and address below, and make sure your comments are postmarked by July 12, 2010.

  Margaret Kucharski
  WSDOT Environmental Lead
  SR 520 Pontoon Construction Project
  600 Stewart Street, Suite 520
  Seattle, WA 98101

After the comment period has closed, WSDOT will continue to keep the public informed about decision-making and opportunities for input. We will add you to the project email list if you provide your name and address when you comment. If you don't comment on the project but still want to stay informed, log on to the SR 520 Pontoon Construction Project Web site at **http://www.wsdot.wa.gov/project/SR520/Pontoons** or call the project hotline at 1-888-520-6397.

## How can I obtain a copy of the Draft EIS?

Printed copies of the Draft EIS are available at the local libraries and city halls in Hoquiam and Aberdeen, Washington, and other locations in the affected communities. The printed Draft EIS and appendices are available for purchase at the SR 520 Program Office, 600 Stewart Street, Suite 520, Seattle, WA 98101. The price for the hard copy Draft EIS is $44.00, and this cost does not exceed the cost of printing. A hard copy of the executive summary, which inclues a CD of the Draft EIS, is available free of charge by contacting the SR 520 Program Office.