

SR 520, I-5 to Medina: Supplemental Draft EIS Comment Form

Welcome to the environmental hearing for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement (EIS). Please use this form to share your comments on the content provided in the Supplemental Draft EIS document. WSDOT will consider all comments received between Jan. 22 and April 15, 2010 in making its final decision in the environmental review process. Thank you for your comments.

**Please enter your contact information below. (Last name and zip code are required to save comment.) If you would like to be added to the project mailing list, please fill out the rest of the contact information and check the box below.**

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Do you have any comments on the SR 520, I-5 to Medina: Bridge Replacement and HOV Project Supplemental Draft Environmental Impact Statement?

I-128-001

Why do we need to build a new bridge?  
Barring a major seismment event, how long will the bridge last? An extension of this question is how much would it cost simply to retrofit the bridge could it be repaired quickly if an earthquake on a bridge?  
What is the greatest danger and at what speed will the bridge break up?

My belief is the the structure is dynamically active. I feel a dynamidly active bridge deals with punishment every day.

I-128-002

I also feel that estuary in the Fox Island Area truly is effected every day by noise. We should consider using existing structures.

I-128-003

Finally where is an organized place where I can apply to work on this individual project. Finally why 220 million dollars already?

*These comments will become part of the public record for the SR 520, Medina to SR 202: Eastside Transit and HOV Project Environmental Assessment. Personal information is voluntary and will become part of the public record if provided. The Washington State Department of Transportation is a public agency and is subject to the State of Washington's Public Records Act (RCW 42.56). Therefore, meeting comments may be made available to anyone requesting them for non-commercial purposes.*

## I-128-001

The comment asks why a new bridge is needed and whether it would be possible to retrofit the existing bridge. The Albert D. Rosellini Floating Bridge (aka, the Evergreen Point Floating Bridge) was opened to traffic on August 8, 1963, and has been in service for almost 47 years. The floating portion of the bridge was originally designed for a sustained wind velocity of 57.5 mph (50 knots). This wind speed is substantially less than the current WSDOT design standard (e.g., the 100-year storm), which equates to a design wind velocity of 92 mph.

Through a series of in-house assignments and external consultant contracts, WSDOT has modeled, analyzed, and evaluated the condition of the existing bridge and options for structural upgrades to meet current design criteria. From these efforts, WSDOT has determined that rehabilitation of the existing bridge to withstand the 100-year design storm is not feasible due to limitations with respect to structural capacity of the pontoons, impact of rehabilitation on pontoon flotation, and anchor capacity. Structural capacity of the bridge refers to the facility's ability to resist the intended loading from traffic and other natural loads (e.g., wind, wave action, seismic, etc.) and inadvertent loads such as vessel impact. Pontoon flotation limits the amount of rehabilitation that can be performed in that additional weight affects the position that the pontoons float in the water, or freeboard elevations. The pontoons currently are floating 6" to 10" lower than originally designed.

WSDOT has completed several rehabilitation contracts to upgrade the floating portion of the bridge to resist the 20-year storm (wind velocity of 77 mph). These improvements include: watertight doors for pontoon cell compartmentalization, pontoon bilge pumping system, pontoon cell water monitoring and warning system, elimination of the "hanging" counterweights in the draw span, strengthening of the pontoon bolted joints, reduced anchor cable demand on short anchor cables, pontoon crack sealing, and longitudinal post-tensioning of the pontoons. In order

for the bridge to withstand the 100-year design storm, complete replacement of the floating portion of the bridge will be required (e.g., pontoons, anchor cables, lake bottom anchors, and the moveable span).

The approach structures to the floating bridge do not meet current seismic design standards. The approach structures were analyzed for their structural sufficiency in 1993 and were found to be deficient in the roadway to substructure connections along with the substructure strength and ductility (exhibits brittle characteristics). There is no established method for effectively retrofitting hollow-core piles to improve ductile performance for seismic loading. One alternative to retrofitting the existing substructure is to essentially build a new substructure under the existing roadway. This retrofit method would be extremely expensive (over half the cost of a new structure built to current standards), and would still leave a substandard roadway that is beyond the midpoint of its life expectancy (WSDOT. 2002. SR 520 Evergreen Point Floating Bridge and Approach Structures Storm and Seismic Risk Statement, Bridge and Structures Office. Washington State Department of Transportation. January. 6pp.).

WSDOT currently has comprehensive regional plans to account for an emergency event. The SR 520 Catastrophic Failure Plan (Summer 2008) is available for download at <http://www.wsdot.wa.gov/Projects/SR520Bridge/vulnerability.htm>. As part of its emergency planning, WSDOT is preparing for potential emergency replacement of pontoons to restore the floating section of the SR 520 floating bridge in case of a catastrophic failure. WSDOT recently awarded a contract to Kiewit-General Joint Venture to build a casting facility and pontoons, and to store these pontoons until needed. More information on the Pontoon Construction project is available at <http://www.wsdot.wa.gov/projects/sr520bridge/>.

**I-128-002**

Note, there is no Fox Island in Lake Washington, therefore it was assumed that the commenter was referring to the wetlands around Foster Island.

Highway noise disturbs wildlife and can affect species distribution and behavior. WSDOT noise analysts predict that under the Preferred Alternative, noise levels in the general area would be lower than existing conditions because sound walls would be installed along both sides of the highway through most of the Seattle study area. Consequently, noise disturbance to wildlife under would likely be slightly lower than under existing conditions. Refer to the Ecosystems Discipline Report Addendum (Attachment 7 to the Final EIS).

**I-128-003**

The SR 520 Bridge Replacement and HOV Program is expected to create several construction contracts. The project contracting and job information page provides the most updated contact information regarding opportunities at the SR 520 Program: <http://www.wsdot.wa.gov/Projects/SR520Bridge/contractinfo.htm>. The WSDOT employment webpage (<http://www.wsdot.wa.gov/employment/>) also advertises available job opportunities for department-wide positions, including the SR 520 program.

Based on the comment, it is unclear what you are referencing when you ask "why 220 million dollars already?" \$220 million dollars is the high end estimate of new federal funding dollars secured from annual appropriations. \$220 million dollars was also the estimated amount of money spent on developing the SR 520 program at the time of publication of the SDEIS. Money spent to date includes project planning

and development costs, preliminary engineering costs, and some right-of-way acquisitions. Please see the WSDOT project webpage discussing the most up-to-date information about costs, funding, and tolling <http://www.wsdot.wa.gov/Projects/SR520Bridge/financing.htm>.