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BEFORE THE HEARING EXAMINER
FOR THE CITY OF MEDINA

CITY OF MEDINA

In the Matter of the Application of)	No. PL-12-001
)	
Kiewit/General/Manson, A Joint)	
Venture (KGM))	
)	FINDINGS, CONCLUSIONS, AND
<u>For a Technical Noise Variance</u>)	DECISION

SUMMARY OF DECISION

The request for a technical noise variance from MMC 8.06.010, MMC 8.06.040, and Chapters 12.88 – 12.92 King County Code, as adopted by the City of Medina, for state highway construction in SR 520 WSDOT right-of-way, west of Evergreen Point Road, in Medina, Washington, is **APPROVED**. Conditions of approval are necessary to address specific impacts of the proposed project.

SUMMARY OF RECORD

Request:

Kiewit/General/Manson, A Joint Venture (KGM) requests a technical noise variance from MMC 8.06.010, MMC 8.06.040, and Chapters 12.88 – 12.92 King County Code, as adopted by the City of Medina, for state highway construction in the SR 520 right-of-way from the east shore of Lake Washington at milepost 3.98 to 108th Avenue NE at milepost 6.43.

Hearing Date:

The City of Medina Hearing Examiner held an open record hearing on the request on February 22, 2012. The City of Medina Hearing Examiner kept the record open until close of business on February 24, 2012 for City staff to submit a copy of King County noise regulations adopted by the City.

Testimony:

The following individuals presented testimony under oath at the open record hearing:

- Erik Nelson, Project Director, Kiewit, Applicant Representative
- Kate Snider, Permit Lead, Kiewit, Applicant Representative
- Christopher Ruiz, RothHill Project Coordinator
- Kristen Clem Kissinger, City Planning Consultant
- John Andrews

Exhibits:

The following exhibits were admitted into the record:

Findings, Conclusions and Decision
City of Medina Hearing Examiner
Kiewit/General/Manson, A Joint Venture (KGM)
Noise Variance, No. PL12-001

1. Staff Report, dated February 15, 2012
2. Noise Variance Application, dated January 4, 2012, with Request for Consolidated Permit Review, dated January 5, 2012
3. Legal Notices
 - a. Notice of Complete Application, dated February 2, 2012
 - b. Notice of Application and Hearing, dated February 6, 2012
4. Supplemental Information/Project Narrative, undated
5. WSDOT ROW Plan, dated June 29, 2005
6. Construction Area and Offset Distances, dated December 30, 2011
7. Site Plan Detail, dated December 30, 2011
8. Equipment and Associated Noise Levels, Tables 6.1, 6.2 and 6.3, undated
9. Additional Correspondence with Applicant, dated February 2, 2012
10. Eastside Corridor Constructors (ECC) Noise Variance Hearing Examiner Decision, issued June 3, 2011
11. Final Environmental Impact Statement and Addendums (Web reference: <http://www.wsdot.wa.gov/Projects/SR520Bridge/EIS.htm>), dated June 2011
12. Letter from George & Patricia Carpenter, dated February 21, 2012
13. PowerPoint presentation slides, KGM SR520 Floating Bridge and Landings Project, received February 22, 2012
14. PowerPoint presentation slides, SR520 Bridge Replacement and Maintenance Facility, Noise Variance (PL 2012-001)

The Hearing Examiner enters the following Findings and Conclusions based upon the testimony and exhibits admitted at the open record hearing:

FINDINGS

Application and Notice

1. Kiewit/General/Manson, A Joint Venture (KGM) (Applicant)¹ requests a technical noise variance from Medina Municipal Code (MMC) 8.06.010, MMC 8.06.040, and Chapters 12.88 – 12.92 King County Code, as adopted by the City of Medina (City), for state highway construction in the SR 520 right-of-way from the east shore of Lake Washington at milepost 3.98 to 108th Avenue NE at milepost 6.43. *Exhibit 2.*
2. The City determined that the application was complete on February 2, 2012.² *Exhibit 3.* The City posted notice of the applications and associated open record hearing at City

¹ Kiewit/General/Manson, A Joint Venture (KGM) was selected as the contractor for construction of the bridge replacement and HOV segment of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project, and tasked with the responsibility for requesting relief from maximum permissible noise levels under City of Medina code associated with project construction. *Technical Noise Variance, Exhibit 1, Staff Report, page 4.*

² The Applicant also submitted a related and concurrent request for approval of a Construction Mitigation Plan (CMP) for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. The Applicant requested consolidated review of the technical noise variance request and the request for approval of a CMP by the Hearing Examiner under

*Findings, Conclusions and Decision
City of Medina Hearing Examiner
Kiewit/General/Manson, A Joint Venture (KGM)
Noise Variance, No. PL12-001*

posting locations and within state highway right-of-way on Evergreen Point Road, NE 24th Street, and 80th Avenue NE; published notice in *The Seattle Times*; and mailed notice to owners of property within 1,000 feet of the subject property on February 6, 2012. *Exhibit 1, Staff Report, page 4; Exhibit 3.b.*

Environmental Review

3. John Andrews testified to inquire whether the impacts of a large, in-water platform have been considered. *Testimony of Mr. Andrews.* The City staff report states the variance request is exempt from review under the State Environmental Policy Act (SEPA), Ch. 43.21C RCW, in accord with Washington Administration Code (WAC) 197-11-800(6)(b).³ *Exhibit 1, Staff Report, page 9.*

Comprehensive Plan, Zoning, and Surrounding Property

4. The property proposed for development is designated SR 520 and Single Family Residential under the City Comprehensive Plan. *City Comprehensive Plan, Land Use Element, Figure 2: Land Use Plan, page 19 (May 19, 1994, as amended).*
5. The Comprehensive Plan recognizes SR 520 as an Essential Public Facility that may not be prohibited by the Comprehensive Plan or development regulations. The Comprehensive Plan also designates the SR 520 ROW within the City, including the existing SR 520 bridge to mid-span, as the SR 520 Corridor Special Planning Area. The Comprehensive Plan Land Use Element states that development of Special Planning Areas is guided by the need to limit or mitigate the impact of such development on surrounding areas and the City as a whole, seeking a balance between needs of a growing population, environmental preservation, and maintaining a high standard of living. *Comprehensive Plan, Land Use Element, page 13.*
6. The subject property is located within the City's Single Family Residential (R-20) zoning district and within SR 520 ROW. WSDOT purchased five residential lots on the Lake Washington shoreline adjacent to the north of the existing SR 520 roadway and converted them to state highway ROW to provide for construction of the proposed SR520 east approach.⁴ According to the City staff report, the five lots are located in the City's Single Family Residential (R-20) zoning district, but Washington Administrative Code (WAC)

Medina Municipal Code (MMC) 20.80.090. *Exhibit 2.* Both requests were heard by the Hearing Examiner at a consolidated open record hearing on February 22, 2012.

³ WAC 197-11-800(6)(b) provides land use decisions that "[grant] variances based on special circumstances, not including economic hardship, applicable to the subject property, such as size, shape, topography, location or surroundings and not resulting in any change in land use or density" shall be exempt from SEPA review. *WAC 197-11-800(6)(b).*

⁴ WSDOT purchased five parcels identified by Tax Assessor Parcel Nos.: 2425049181; 2425049071; 2425049072; 2425049259; and 2425049177. *Exhibit 1, Staff Report, page 1.*

365-196-550(3)(a)⁵ supersedes local zoning codes such that the SR 520 Essential Public Facility (EPF) may be located on these lots. Property to the north and south of the five purchased lots contains residential development and is also located in the City's Single Family Residential (R-20) zoning district. SR520 lies adjacent to the east, and Lake Washington adjacent to the west. *Exhibit 1, Staff Report, pages 1 to 3; Exhibit 7.*

Technical Noise Variance Review

7. Proposed state highway construction in the SR 520 right-of-way from the east shore of Lake Washington at milepost 3.98 to 108th Avenue NE at milepost 6.43 is a part of the SR 520, I-5 to Medina: Bridge Replacement and HOV Project. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project is a part of the SR 520 Bridge Replacement and HOV Program, a state safety enhancement project to replace the SR 520 floating bridge and make transit and roadway improvements along a 12.8-mile long corridor between I-5 in Seattle and SR 202 in Redmond. The Program includes four major components: Bridge Replacement and HOV Project; Eastside Transit and HOV Project; Pontoon Construction Project; and Variable Tolling Project. The City of Medina Hearing Examiner previously approved a technical noise variance request for construction work associated with the Eastside Transit and HOV Project and the Variable Tolling Project. *Exhibit 1, Staff Report, page 3; Exhibit 10.*
8. Proposed construction associated with the technical variance request would occur between April 2012 and approximately late 2015. Proposed construction associated with the noise variance request would include the following activities, occurring in an area stretching from Evergreen Point Road to Lake Washington:
 - Construction of the floating bridge structure, a fixed east approach, and transition structures between the fixed structures and the floating bridge;
 - Towing, storage, and outfitting 33 pontoons constructed offsite for incorporation into the new floating bridge;
 - Construction, storage, and outfitting of 44 supplemental stability pontoons, 58 anchors, and anchor cables for incorporation into the new floating bridge;
 - Construction of a temporary construction work bridge and walkway to provide access to a temporary floating eastside staging area located approximately 100 feet north of the proposed bridge and 450 feet from the Lake Washington east shoreline;
 - Construction of the final connection between the new bridge and the new, lidded roadway section at Evergreen Point Road;

⁵ Washington Administrative Code (WAC) 365-196-550(3)(a) provides "Cities and counties may not use their comprehensive plan or development regulations to preclude the siting of essential public facilities. Comprehensive plan provisions or development regulations preclude the siting of an essential public facility if their combined effects would make the siting of an essential public facility impossible or impracticable."

- Construction of a new bridge maintenance facility and dock located underneath the new east approach structure;
- Paving, striping, and installation of tolling gantries east of Evergreen Point Road after the new bridge and approach are constructed; and
- Demolition of the existing bridge after the new bridge is open for vehicle traffic.

Exhibit 1, Staff Report, pages 4 to 5; Exhibit 2.

9. Proposed construction would exceed daytime and nighttime noise levels set forth within City code. Ch. 8.06 MMC adopts King County Code (KCC) Chapters 12.86 – 12.100 to regulate noise within the City.⁶ *See Ch. 8.06 MMC. Ch. 12.88 KCC establishes maximum permissible sound levels per Sound District Designation. The Districts identified within Ch. 12.88 KCC are the Rural, Residential, Commercial, and Industrial Districts. KCC 12.88.020.A. The City Director of Development, as City Manager's designee, interpreted and applied the District Designation section of the KCC to the subject property.⁷ The Director applied the Commercial District to the subject property between the center lines of Evergreen Point Road and 80th Avenue NE, for the reason that the designation is consistent with the non-residential City zoning designation of property (Parks and Public Places) adjacent to that segment of state highway ROW. The Director applied the Residential District to remaining state highway area west of the center point of Evergreen Point Road and east of the center point of 80th Avenue NE, for the reason that the designation is consistent with the residential City zoning designation of property adjacent to those segments of the state highway ROW. Exhibit 1, Staff Report, page 6.*
10. The maximum permissible sound level⁸ for sounds originating from Commercial Districts and affecting property within R-16, R-20, and SR-30 zones is 57 decibels, and the

⁶ The project will produce construction noise along large segments of the SR520 corridor; but the City's authority to regulate noise extends only to the City limits. The technical noise variance will apply only to noise originating within the City limits that exceeds the City's maximum permissible noise levels. Noise originating outside the City limits is the responsibility of the jurisdiction from which the noise originates. The proposed construction zone to which the noise variance request applies is located over water within Lake Washington and on land within the City limits. Limits of construction for the new SR 520 east approach structure and maintenance facility extend inland from the Lake Washington shoreline approximately 800 lineal feet. The east approach and maintenance facility construction area is approximately 800 feet long by 510 feet wide, at its widest point. *Exhibit 1, Staff Report, page 5; Exhibit 6.*

⁷ King County Code (KCC) 12.98.010 provides: "The administrator and sheriff are authorized to administer and enforce K.C.C. chapters 12.86 through 12.100 of this code." *KCC 12.98.010.*

⁸ "Sound level" means the weighted sound pressure level measured by the use of a metering characteristic and weighted as specified in American National Standards Institute Specifications, Section 1.4. The sound pressure level of a sound expressed in decibels is twenty times the logarithm to the base ten of the ratio of the pressure of the sound to the reference sound pressure of twenty micropascals. In the absence of any specific modifier, the level is understood to be that of a root-mean-square pressure. *KCC 12.87.300.*

maximum permissible sound level for sounds originating from Residential Districts and affecting property within R-16, R-20, and SR-30 zones is 55 decibels. All standards are reduced by 10 decibels during nighttime hours between 10:00 pm and 7:00 am on weekdays and 10:00 pm and 9:00 am on weekends. *KCC 12.88.020*. *KCC 12.88.040* provides a permissible noise level of 80 decibels for construction activities. *KCC 12.88.040* also requires that noise level measurements be taken at the real property of another person or at 50 feet from noise-producing equipment, whichever is greater in distance from the noise source. Acceptable noise levels for impact equipment range from 90 to 99 decibels, as the KCC allows higher noise levels for impact equipment if impact is limited to one period of 7.5 to 30 minutes between 8:00 a.m. and 5:00 p.m. weekdays and between 9:00 a.m. and 10:00 p.m. on weekends.⁹ *KCC 12.88.040*, *KCC 12.88.030* establishes a maximum permissible noise level of 45 decibels between 10:00 p.m. and 7:00 a.m. weekdays and between 10:00 p.m. and 9:00 a.m. on weekends. Under MMC 8.06.030, allowable hours of construction are between 7:00 a.m. to 7:00 p.m. weekdays and 8:00 a.m. to 5:00 p.m. on Saturdays.

11. The Applicant's preliminary Site Plan Detail depicts portions of properties identified by Tax Assessor Nos. 2425049217, 2425049099, and 2425049210 located within approximately 50 feet of the north boundary of the proposed construction area. Portions of properties identified by Tax Assessor Nos. 2425049217, 2425049099, 2425049249, and 2425049100 as located within approximately 100 feet of the north boundary. The Site Plan Detail also depicts portions of properties identified by Tax Assessor Nos. 2425049074, 2425049075, and 2425049180 located within approximately 50 feet of the south boundary of the proposed construction area. Portions of properties identified by Tax Assessor Nos. 2425049074, 2425049075, 2425049180, and 2425049258 are located within approximately 100 feet of the south boundary. *Exhibit 7*.

12. The Applicant's Equipment and Associated Noise Levels List¹⁰ estimates the nearest three properties to the north and south of the proposed construction site may experience daytime noise levels associated with typical construction work that exceed 80 decibels. The nearest three properties to the north and south of the proposed construction site may also experience daytime noise levels associated with typical pile driving that exceed the threshold of 80 decibels. The highest anticipated noise level at 50 feet from pile driving equipment is 88 decibels, and 82 decibels at 100 feet from equipment. For proposed demolition of the existing bridge, the highest anticipated noise level at 50 feet from the demolition equipment is 90 decibels. The four properties nearest to the south side of the

⁹ An email message from Kate Snider, Applicant Representative, states pile driving would be conducted on consecutive days until completed. *Exhibit 9*.

¹⁰ Noise levels are modeled data based on published equipment information and measured monitoring results for equipment and activities used in Eastside Corridor Constructors work similar to those that would be conducted by the Applicant. *Exhibit 8*.

bridge may experience daytime noise levels associated with typical demolition work exceeding the allowable threshold of 80 decibels. *Exhibit 4; Exhibit 8.*

13. An email from Kate Snider, Applicant Representative, states that Applicant noise estimates for distances within 500 feet of proposed construction activity are conservative, in that estimates do not account for noise reduction associated with vegetation, topography, or other structures. According to the email, there is significant vegetation and topography in the vicinity of the proposed construction site, and the actual noise levels experienced by properties within 500 feet of the construction site are expected to be less than the levels estimated by the Applicant. *Exhibit 9.*
14. Supplemental Information submitted with the variance application states a portion of project construction must occur during nighttime hours, because work cannot occur without closing highway lanes to vehicles. The Information states that lane closures must occur at night between the hours of 9:00 p.m. and 5:00 a.m. to protect the travelling public and reduce traffic congestion. Examples of work that would require lane closures include traffic barrier installation; tolling gantries construction; and temporary work walkway construction on the existing bridge. The Applicant estimates that there would be approximately 50 nights of work associated with lane closures. Construction of the new east approach also requires night work, as the segmental cast-in-place method that would be used in construction requires swing shift work between the hours of 4:00 p.m. and 12:00 a.m. This work would be quieter work such as concrete pour completion and rebar installation. Night work would also be required when traffic is shifted to the new bridge, with 24-hour operations for the duration of each closure. The Applicant estimates that shifting traffic to the new bridge would include up to six complete weekend closures. *Exhibit 4.*
15. Approximately 122 residences within 1,000 feet of the project site may experience noise levels exceeding the nighttime noise threshold of 45 decibels. According to the FEIS and FEIS Addenda, background noise levels in the project area already exceed the maximum permissible sound levels under City code, with highest existing peak hour noise levels on residential property in the City in the project vicinity at 68 decibels and 73 decibels on the north and south sides of the project site, respectively. The Applicant would take the following measures when night work is required: send notice to all affected residences at least seven days before work is scheduled or as soon as possible when otherwise unscheduled work is necessary; send notice including an explanation why night work is required; complete the noisiest work before 12:00 a.m., if possible; and avoid work on Saturday or Sunday nights, except during scheduled weekend road closures. *Exhibit 4.*
16. City code provides:

It is a violation of this chapter to engage in any commercial construction and development activity or to operate any heavy equipment before the hours of 7:00 a.m. and after 7:00 p.m. Monday through Friday and before the hours of 8:00

a.m. and after 5:00 p.m. on Saturday. No construction and development activity or use of heavy equipment may occur on Sundays or holidays that are holidays observed by the city.

MMC 8.06.030. The City Staff Report states that some construction work would occur beyond hours permitted under City ordinances, extending into later evening and early morning hours and into weekends. According to Supplemental Information submitted by the Applicant, work during early mornings would be required to prepare equipment and materials necessary for work; conduct preparatory work to other work that would require much or all of a day shift; start work that must finish within the day, but work is projected to take longer than a typical work day; conduct large concrete pours over shifts lasting more than 12 hours; and complete large work projects requiring more than one shift to complete. Supplemental Information submitted with the variance application states that workers would typically arrive on the construction site at 5:00 a.m. at the earliest on weekdays, and work would begin at 6:00 a.m. The earliest arrival on Saturdays would be 6:00 a.m., with work occurring between 7:00 a.m. and 5:00 p.m. *Exhibit 1, Staff Report, page 5; Exhibit 4.*

17. A letter from George and Patricia Carpenter, residents of 2414 80th Avenue NE located north and northeast of the existing SR 520, expresses concern about noise impacts of current and proposed SR520 construction. The letter states ongoing construction is noisy and takes place at night, which inhibits sleep, and that a great deal of continuous noise comes from the SR520 corridor between 80th and 92nd Avenue NE. The letter requests monetary compensation for depressed land value as a result of noise impacts, and construction of a permanent noise wall along the south side of SR520 from the lid over Evergreen Point Road at least as far as 92nd Avenue NE. *Exhibit 12.*
18. The Applicant would employ the following measures to minimize and mitigate noise impacts of proposed construction:
 1. Require mufflers on all engine-powered equipment;
 2. Inspect equipment regularly to replace parts not meeting manufacturers' specifications;
 3. Limit high-noise activities to daytime hours when feasible;
 4. Limit pile driving to between 7:00 a.m. and 5:00 p.m. and use pile cushion pads when feasible;
 5. Locate stationary construction equipment as far as possible from noise-sensitive properties;
 6. Prohibit unnecessary equipment idling;
 7. Minimize the use of standard back-up alarms, and investigate the possibility of using ambient alarms;
 8. Prohibit truck tailgate banging;
 9. Use electric tools and equipment when possible;

*Findings, Conclusions and Decision
City of Medina Hearing Examiner
Kiewit/General/Manson, A Joint Venture (KGM)
Noise Variance, No. PL12-001*

10. Maintain a construction log to better address noise issues and exceedances, and notify nearby residents when pile driving or other noisy work would occur;
11. Notify all impacted households at least seven days in advance of scheduled nighttime work, or as soon as possible in the case of unscheduled work; and
12. Establish a 24-hour construction hotline to investigate noise complaints.

Exhibit 4.

19. Kate Snider, Applicant Representative, responded that proposed construction would also minimize noise impacts by maximizing the use of pre-cast components, the use of water-borne equipment delivery, and the use of segmental cantilevered construction techniques rather than scaffolding to lessen pile driving noise. Ms. Kissinger testified for the City that proposed construction would include screening to provide a barrier between the project site and adjacent properties, and that neighborhood meetings are being scheduled for input on screening. Ms. Kissinger added that monitoring must be performed on a continuous and regular basis and weekly reports must be submitted to the City. Ms. Kissinger also testified that it is her opinion as a professional planner that besides proposed mitigation, there are no additional means to bring noise that would result from proposed construction under permissible thresholds in City code. Ms. Kissinger added that the City will receive construction schedules, and the schedules can be accessed by the public through the City's e-government website links. Erik Nelson, Applicant Representative, testified the Applicant would notify the City of all complaints received on the noise complaint hotline. *Testimony of Ms. Snider; Testimony of Ms. Kissinger; Testimony of Mr. Nelson.*

Staff Recommendation

20. Ms. Kissinger testified that City staff recommends approval of the variance request with nine proposed conditions of approval. Proposed conditions of variance approval concern providing construction schedules to the City; performing sound level testing and monitoring with quarterly reports to the City; complying with variance start and end dates; performing additional mitigation if construction activity sound levels exceed modeled sound levels; implementing construction best management practices; notifying neighbors of noise exceeding maximum permissible sound levels; providing a phone complaint number and designated contact person; and placing a copy of the noise variance decision on site to ensure compliance with noise mitigation measures at all times. Ms. Snider testified to request an additional condition that ambient back-up alarms be used or standard back-up alarms disabled and spotters used to limit vehicle noise. *Exhibit 1, Staff Report, pages 11 to 12; Testimony of Ms. Kissinger; Testimony of Ms. Snider.*

CONCLUSIONS

Jurisdiction

The Hearing Examiner has jurisdiction to hear and decide requests for technical noise variances from the Medina Municipal Code (MMC). *MMC 8.06.010.B.4.*

Criteria for Review

The MMC adopts portions of King County Code (KCC) Chapters 12.86 through 12.100 governing excessive noise and noise control by reference, with amendments set forth within MMC 8.06.010. Under MMC 8.06.010, KCC 12.96.010 is amended to read "no variance shall be granted pursuant to this section until the administrator or the hearing examiner has considered the relative interests of the applicant, other owners or possessors of property likely to be affected by the noise, and the general public. A technical or economic variance may be granted only after a public hearing on due notice. The administrator or hearing examiner may grant a variance, if she finds that:

- A. The noise occurring or proposed to occur does not endanger public health or safety; and
- B. The Applicant demonstrates the criteria required for temporary, technical or economic variance under Section 12.96.020."

MMC 8.06.010.B.4.

MMC 8.06.010.B.5 amends KCC 12.96.020(B) to read as follows:

A technical variance may be granted by the hearing examiner on the grounds that there is no practical means known or available for the adequate prevention, abatement or control of the noise involved. Any technical variance shall be subject to the holder's taking of any alternative measures that the hearing examiner may prescribe. The duration of each technical variance shall be until such practical means for prevention, abatement or control become known or available. The holder of a technical variance as required by the hearing examiner, shall make reports to the administrator detailing actions taken to develop a means of noise control or to reduce the noise involved and must relate these actions to pertinent current technology.

MMC 8.06.010.B.5.

The criteria for review adopted by the Medina City Council are designed to implement the requirement of Chapter 36.70B RCW to enact the Growth Management Act. In particular, RCW 36.70B.040 mandates that local jurisdictions review proposed development to ensure consistency with City development regulations considering the type of land use, the level of development, infrastructure, and the characteristics of development. *RCW 36.70B.040.*

Conclusions Based on Findings

1. **With conditions, the noise occurring or proposed to occur does not endanger public health or safety.** The King County Code, adopted by the City, sets maximum permissible sound levels for activities originating within a specific District and affecting specific environments. Ch. 12.96, King County Code, allows an applicant to apply for

*Findings, Conclusions and Decision
City of Medina Hearing Examiner
Kiewit/General/Manson, A Joint Venture (KGM)
Noise Variance, No. PL12-001*

relief from maximum permissible noise standards. The Applicant would employ the following mitigation measures to limit noise impacts: require mufflers on all engine-powered equipment; inspect equipment regularly to replace parts not meeting manufacturers' specifications; limit high-noise activities to daytime hours when feasible; limit pile driving to between 7:00 a.m. and 5:00 p.m. and use pile cushion pads when feasible; locate stationary construction equipment as far as possible from noise-sensitive properties; prohibit unnecessary equipment idling; minimize the use of standard back-up alarms, and investigate the possibility of using ambient alarms; prohibit truck tailgate banking; use electric tools and equipment when possible; maintain a construction log to better address noise issues and exceedances, and notify nearby residents when pile driving or other noisy work would occur; notify all impacted households at least seven days in advance of scheduled nighttime work, or as soon as possible in the case of unscheduled work; and establish a 24-hour construction hotline to investigate noise complaints. Construction schedules provided to the City would be available for public review, and the City would be notified of all complaints received on the noise complaint hotline. Significant vegetation and topography in the vicinity of the proposed construction site would lessen noise levels experienced by properties within 500 feet of the construction site from noise levels estimated by the Applicant. The Applicant would conduct quieter work during swing shifts. The Applicant would also complete noisiest work before 12:00 a.m. and avoid work on weekends except during scheduled weekend road closures. With implementation of mitigation and conditions of approval, public health and safety would not be endangered. Conditions are necessary to ensure City residents may register complaints about noise levels to spur prompt action by the Applicant and City, that affected residences receive adequate notice of noise-generating construction activities; and that ambient back-up alarms be used or standard back-up alarms disabled and spotters used to limit vehicle noise. *Findings 1, 8, 10 – 20.*

2. **There are no practical means known or available for the adequate prevention, abatement or control of the noise involved.** Proposed construction requires SR520 lane closures during nighttime hours to prevent endangerment of public health or safety by construction activities and to reduce traffic congestion. City ordinances otherwise prohibit construction activity during nighttime hours. City ordinances cannot prohibit siting of the Essential Public Facility under the Washington Administrative Code, but the City can require conditions to mitigate adverse effects of operation of the Facility, including elevated noise levels. *Findings 1, 5, 6, 8 – 10, 12, 14 – 16, 20.*
3. **Noise duration would be until such practical means for prevention, abatement, or control becomes known or is available.** Conditions of approval are necessary to ensure the duration of the variance would extend until July 13, 2012, with renewals of the variance granted for six month periods automatically except as provided in Condition 5. No renewal of the variance shall be granted after July 1, 2016, in step with WSDOT intent to complete construction by late 2015. *Findings 1, 8, 20.*

4. **With conditions, the holder of the technical variance would make reports to the City Director of Development Services detailing actions taken to develop a means of noise control or to reduce the noise involved and would relate these actions to pertinent current technology.** Conditions are necessary to ensure the Applicant tests and monitors sound levels and send reports to the City, and that the Applicant provide additional mitigation if sound levels exceed those estimates at this time. *Findings 1, 8, 20.*

DECISION

Based on the preceding Findings and Conclusions, the request for a technical noise variance from MMC 8.06.010, MMC 8.06.040, and Chapters 12.88 – 12.92 King County Code, as adopted by the City of Medina, for state highway construction in the SR 520 right-of-way from the east shore of Lake Washington at milepost 3.98 to 108th Avenue NE at milepost 6.43 is **APPROVED**, with the following conditions:¹¹

1. The Applicant shall provide updated construction schedules to the City on a monthly basis, which identify work being performed outside of the work hours set forth in MMC 8.06.030 (Limitations on construction and development activity).
2. The Applicant shall conduct testing and monitoring of sound levels associated with construction activity. A quarterly report on the results of the testing and monitoring shall be submitted to the City on the first day of July, October, January and April for the duration of construction activity associated with the project.
3. Approval of the variance is granted until July 13, 2012. Renewals of the variance are granted for six month periods and shall be automatic except as provided in Condition 5. No renewal of the variance shall be granted after July 1, 2016.
4. If construction activity sound levels exceed the sound levels set forth in the Exhibit 8, the City may require that the Applicant to provide additional mitigation for those residences that are affected by noise levels exceeding those levels approved by this variance.
5. A renewal of the noise variance may be subject to Hearing Examiner approval after a public hearing, if the Applicant fails to comply with the conditions set forth in this decision, or if significant revisions to the project are made that increase noise levels from construction activity, or if monitoring reports indicate construction noise levels exceed the sound levels set forth in Exhibit 8 and additional mitigation or alternative accommodations fail to reduce the elevated sound levels to within the approved range.
6. Best management practices identified in the application shall be adhered to for the life of the project. This includes, but is not limited to:
 - a. Construction and stationary equipment shall be strategically located as much as possible so that residents do not have direct line of site. Equipment such as light plants, generators, compressors, jackhammers, saw cutters, and rollers shall utilize WSDOT

¹¹ Conditions of approval are required to mitigate specific impacts of the proposal and comply with City Code.

approved noise mitigation shields, noise blankets, skirts, concrete barriers or other means available to reduce noise.

- b. Vehicles shall be equipped with ambient sensitive backup warning devices. Back-up observers may be used in lieu of back-up warning devices for all equipment, except dump trucks in compliance with WAC 296-155-610 and WAC 296-155-615, which shall use back-up observers and back-up warning devices in compliance with WAC 296-155-610.
 - c. Trucks performing export haul shall have well maintained bed liners that shall be inspected and approved by the Applicant's engineer.
 - d. Truck tailgate banging is prohibited with tailgates secured to prevent banging.
 - e. As available, the use of electrically powered tools and equipment is preferred.
 - f. Whenever possible, the noisiest activities will be completed before midnight.
7. The Applicant shall provide and be responsible for written notification to all residences with the radius of a proposed construction activity affected by noise exceeding the maximum permissible sound levels. Notice shall be provided at least seven calendar days before the particular construction activity occurs. If a period of more than six months should elapse between construction activities occurring, a new written notification shall be sent.
8. Content of the written notification and a list of the households being notified shall be submitted to the City prior to it being mailed to residences. The notification shall include a phone complaint number and designated contact for residents to call with issues.
9. A copy of the decision on the noise variance shall be kept on the project site at all times. Supervisors on site shall ensure noise mitigation measures are complied with at all times.

Decided this 1st day of March 2012.



KIMBERLY A. ALLEN
Hearing Examiner
Sound Law Center



City of Medina

501 Evergreen Point Road, Medina, WA 98039
Phone: (425) 233-6400 Fax: (425) 451-8197

STAFF ANALYSIS AND RECOMMENDATION KIEWIT/GENERAL/MANSON (KGM) TECHNICAL NOISE VARIANCE

Prepared by: Kristen Kissinger, AICP

Date: February 15, 2012

Summary of Recommendation: Recommend approval, subject to conditions.

Part 1 – General Information:

CASE NUMBER: No. PL-12-001

LOCATION: Within the State Route 520 highway rights-of-way and recently purchased properties to the north

TAX PARCEL NUMBER: State highway right-of-way, 2425049181, 2425049071, 2425049072, 2425049259, and 2425049177

PROPERTY OWNER: Washington State Department of Transportation

APPLICANT: Robert Brenner, Kiewit/General/Manson, A Joint Venture (KGM)

PROJECT AREA: SR 520 state highway right-of-way, from the east shore of Lake Washington at milepost 3.98 to 108th Avenue NE at milepost 6.43. Noise Variance for project noise originating within City of Medina limits only.

PROPOSAL: Technical noise variance to exceed day and nighttime maximum permissible noise levels

ZONING: Primary State Highway and Single-family Residence R-20

COMPREHENSIVE PLAN DESIGNATION: SR 520 and Single Family Residential

ENVIRONMENTAL REVIEW: A final environmental impact statement (FEIS) was issued by Washington State Department of Transportation (WSDOT) on June 7, 2011. Two SEPA addendums were added on October 8, 2011 and November 18, 2011.

EXHIBITS:

1. Staff Report
2. Noise Variance Application
3. Legal Notices
 - a. Notice of Complete Application
 - b. Notice of Application and Hearing

4. Supplemental Information/Project Narrative
5. WSDOT ROW Plan
6. Construction Area and Offset Distances
7. Site Plan Detail
8. Equipment and Associated Noise Levels, Tables 6.1, 6.2 and 6.3
9. Additional Correspondence with Applicant, dated 2/2/12
10. ECC Approved Noise Variance
11. Final Environmental Impact Statement and Addendums
(web reference: <http://www.wsdot.wa.gov/Projects/SR520Bridge/EIS.htm>)

Part 2 – Site Characteristics:

EXISTING CONDITIONS: The upland portion of the project is located between the east shoreline of Lake Washington and the adjacent upland areas to the east, including five residential properties purchased by WSDOT for incorporation into the state highway right-of-way. Other work will be completed in the waters of Lake Washington.

SURROUNDING ZONING:

Direction	Zoning	Present Use
North	R-20 District	Residential
South	R-20 District	Residential
East	Primary State Highway	SR 520 roadway
West	None	Lake Washington/ SR 520 Bridge

Part 3 – Comprehensive Plan:

Special Planning Areas and Essential Public Facilities (pages 12 – 14):

The Medina Comprehensive Plan designates the SR 520 Corridor as a special planning area. Special planning areas have unique planning requirements because of the impact these areas and the facilities they contain have on surrounding uses. These areas and facilities typically serve regional needs, and any planning involving them requires coordination with other jurisdiction and agencies.

Any consideration of facilities to be sited within special planning areas (or the expansion of existing facilities within special planning areas) must apply and integrate, to the extent applicable, the policies and requirements of:

- The comprehensive plan;
- The City’s shoreline management master program, SEPA, critical areas, construction mitigation, and tree preservation and landscaping requirements;
- Environmental assessments and studies procured by the City dealing with drainage and water quality, wildlife habitat, noise, the City’s shoreline and aquatic habitat, and air quality;
- State and regional plans and studies;
- Reports and studies generated by the towns of Hunts Point and Yarrow Point, and the City of Clyde Hill on issues common to the Points Communities.

The Growth Management Act (GMA) defines essential public facilities as “those facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities [such as SR 520], state and local correction facilities, solid waste

handling facilities, and in-patient facilities, including substance abuse... The GMA states that no Comprehensive Plan or development regulation may preclude the siting of essential public facilities. SR-520 is the only essential public facility currently located in Medina.

Regional Transportation Facilities (pages 37-38; page 42):

The comprehensive plan notes that the SR 520 corridor, at present, has significant adverse impacts on the surrounding residential uses and public facilities. Additionally the plan identifies the plans for future bridge replacement and potential corridor widening. The objectives of the City regarding the planning of these regional facilities (SR 520) should work towards preserving property values, to mitigate (to the extent feasible) potential adverse impacts and present future degradation of the environment. The plan suggest mitigation measures to include, but not limited to, sound barriers, landscaping, landscape screening, and landscaped lids, improved access to transit and pedestrian facilities.

The following comprehensive plan goals and policies apply to the SR 520 project:

LAND USE ELEMENT

GOAL LU-G1: To maintain Medina's high-quality residential setting and character.

Policy LU-P7: The City shall work with WSDOT and City residents to develop mitigation measures that it seeks to be implemented as part of the regional facilities development or improvement projects, such as SR 520 and related structures and improvements.

Policy LU-P10: Development of Special Planning Areas and essential public facilities shall require review of a Master Plan that addresses mitigation of impacts on surrounding uses and the City as a whole.

TRANSPORTATION ELEMENT

GOAL T-G3: To minimize transportation-related impacts of public facilities and uses on adjacent residential uses.

GOAL T-G4: To minimize impacts of regional transportation facilities on adjacent residential uses and the City as a whole.

Policy T-P7: The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project. The City shall seek an overall reduction of impacts including measures such as:

- Noise resection measures,
- Landscaped lids and open space,
- Landscaped buffers,
- Protection of Fairweather Nature Park,
- Enhanced motorized and non-motorized local connectivity,
- Water and air quality improvements, and
- Overall environmental protection.

Policy T-P8: The City shall work with WSDOT, city residents and other groups, stakeholders and agencies to develop mitigation measures that may be implemented as part of any SR 520 improvement/expansion project.

Policy T-P9: The City shall continue to be involved in regional transportation discussions and coordination such as the SR 520 Bridge Replacement and HOV Project.

Part 4 – Agency Review/ Public Comment:

NOTICES: (Refer to Exhibit 3.)

Application Received:	January 6, 2012
Determination of Completeness:	February 2, 2012
Notice of Application and Hearing:	February 6, 2012

A combined notice of application and notice of hearing was utilized for this proposal. Pursuant to MMC 8.06.010, Section 12.96.010(E) of the King County Code, the applicant was required to identify for noticing purposes those properties likely to be affected by the noise. This resulted in a combined notice of application and hearing being mailed to property owners within 1,000 feet of the SR 520 right-of-way work area. The notice was posted within the state highway right-of-way on Evergreen Point Road, NE 24th Street and 80th Avenue NE. Notice was also posted at other public notices locations (City Hall, Medina Post Office and Medina Park Posting Board) including the City of Medina website. Finally, notice was published in the Seattle Times on February 6, 2012. (Refer to Exhibit 3b.)

GENERAL PUBLIC COMMENTS: No comments received as of February 15, 2012.

Part 5 – Staff Analysis/ Findings of Fact:

GENERAL:

1. Kiewit/ General/ Manson, A Joint Venture (KGM) was selected as the contractor for the bridge replacement and HOV segment of the SR 520 project. The Washington State Department of Transportation tasked the contractor with responsibility for requesting relief from maximum permissible noise levels associated with construction on the project.
2. KGM has submitted an application for a technical noise variance to exceed allowable daytime and nighttime noise levels. Daytime maximum permissible noise levels associated with construction are higher than nighttime standards and the applicant has indicated they will exceed both day and nighttime maximum permissible noise levels.
3. The SR 520 Bridge Replacement and HOV Program is a state safety enhancement project replacing the aging floating bridge and include transit and roadway improvements along a 12.8-mile corridor between I-5 in Seattle and SR 202 in Redmond. The program is divided into four major components: (1) Bridge Replacement and HOV Project; (2) Eastside Transit and HOV Project; (3) Pontoon Construction Project; and (4) Variable Tolling Project. This application is for a noise variance associated with component (1), the Bridge Replacement and HOV Project. A noise variance for construction work associated with the Eastside Transit and HOV project, component (2) and the Variable Tolling Project, component (4) have been previously approved. The Pontoon Construction Project (3) is not occurring within the City of Medina.

4. The elevated noise levels will be the result of construction activities associated with the new floating bridge and maintenance facility and the demolition of the existing bridge and landings. Work will occur from Evergreen Point Road to within Lake Washington. A summary of the scope of work includes (Refer to Exhibit 4.):
 - Construction of the floating bridge structure, a fixed east approach, and transition structures between the fixed structures and floating bridge;
 - Towing, storage, and outfitting of the 33 pontoons that have been constructed off-site;
 - Construction, storage, and outfitting of an additional 44 supplemental stability pontoons, 58 anchors, and the associated anchor cables;
 - Construction of a temporary construction work bridge and walkway to provide access to a temporary floating eastside staging area that will be located approximately 100 feet north of the proposed bridge alignment and 450 feet from the eastern shoreline of Lake Washington;
 - Construction of the final connection between the new six-lane bridge and the new lidded roadway section at Evergreen Point Road;
 - Construction of a new bridge maintenance facility and dock located beneath the east approach structure;
 - Paving, striping, and installation of tolling gantries east of Evergreen Point Road after new bridge and approach completion; and
 - Demolition of the existing bridge after traffic is active on the new bridge.
5. While there will be construction noise originating from the SR 520 corridor throughout the project, the City's authority extends only to the City limits. The technical noise variance will apply only to noise originating within the city limits of Medina that exceeds the City's maximum permissible noise levels. Noise originating outside of Medina's city limits will be the responsibility of the jurisdiction where the noise originates in. The City's jurisdiction over Lake Washington extends to the middle of the lake pursuant to RCW 35A.21.090 and RCW 35.21.160. The work zone area is located over water within Lake Washington and approximately 800 lineal feet of land within the City limits. (Refer to Exhibit 6.)
6. The project construction for the new bridge and maintenance facility is scheduled to begin in April 2012 with estimated completion in 2014. Demolition of the existing bridge, final grading and landscaping are scheduled for completion in 2015. Most substantive construction work will generally occur on weekdays between 7:00 am and 7:00 pm. Some work will occur beyond these hours and extend into later evening and early morning hours, as well as weekends depending on the type of work being conducted. Early starts will be required to prepare equipment and materials, conduct preparatory work and large work that required longer than one work shift to complete, such as large concrete pours. (Refer to Exhibit 4.)
7. Construction may require multiple lane or entire lane road closer for the safety of motorists and work crews. Daytime closures have a significant impact to local residents, businesses, transit and school activities and are restricted by WSDOT due to the high impact on the traveling public (Refer to Exhibit 4). When closures are required for construction or demolition, they are done at night to have the least impact on the traveling public. It is estimated there will be approximately 50 nights of work associated with lane closures. Additionally, six complete weekend closures will be required when shifting traffic to the new bridge. This work is anticipated to exceed nighttime noise standards, with approximately 76

dB(A) experienced at 50 feet from the project area. To the extent possible, noisiest activities, such as concrete grinding will occur during the day. (Refer to Exhibit 4 and 8.)

8. Nighttime work will include both planned work and critical path items for bridge completion required to meet WSDOT construction schedule. Planned night work includes work associated with required lane closures, swing shift associated with construction of the east approach and work associated with shifting traffic to the new bridge. (Refer to Exhibit 4.)
9. SR-520 highway is designated as an “essential public facility” pursuant to Washington Administrative Code (WAC) 365-196-550(1)(d)(iii) and the Medina Comprehensive Plan. Pursuant to WAC 365-196-550(3)(b) the City is prohibited from including criteria which would allow an “essential public facility” to be denied. Additionally, WAC 365-196-550(6)(d) requires the combination of existing development regulations and any new conditions may not render impossible or impracticable, the siting, development or operation of the essential public facility. However, the City has authority to impose reasonable permitting requirements and require mitigation of the essential public facility’s adverse effects. Proposed conditions of approval will be consistent with this limitation.

NOISE CONTROL:

10. Chapter 8.06 MMC adopts King County Code Chapters 12.86 through 12.100 to regulate noise levels within the City. Chapter 12.88 of the King County Code establishes the maximum permissible sound levels. The regulations do not clearly establish what the sound district designation is for the state highway right-of-way as the land has a primary state highway designation.
11. The Director of Development Services, acting as the City manager’s designee, is responsible for administering the noise control regulations. Under the authority granted in Section 12.98.010, the Director has interpreted the state highway area as a “commercial” district between the center lines of Evergreen Point Road and 80th Avenue N.E. This is consistent with the non-residential zoning designation of Parks and Public Places adjacent to this part of the state highway right-of-way. The remaining state highway areas west of the center point of Evergreen Point Road and east of center point of 80th Avenue N.E. are a “residential” district consistent with the residential zoning adjacent to these parts of the state highway right-of-way.
12. Pursuant to Section 12.88.020, the maximum permissible sound level for sounds originating in a commercial and residential districts is as follows:

Commercial District to Parks & Public Places:	60 dB(A);
Commercial District to R-16, R-20 and SR-30:	57 dB(A);
Residential District to Parks & Public Places:	57 dB(A); and
Residential District to R-16, R-20 and SR-30:	55 dB(A).

The standards above are reduced by 10 dB(A) during nighttime hours between 10:00 pm and 7:00 am weekdays; and 10:00 pm and 9:00 am on weekends.

13. Pursuant to Section 12.88.040, construction and equipment operations may have a maximum permissible sound level of between 75 and 80 dB(A) during the daytime hours. However, during nighttime hours the standards in Section 12.88.020 for nighttime hours applies (50 dB(A), 47 dB(A), and 45 dB(A)).

14. King County Code, Chapter 12.96, adopted under chapter 8.06 MMC, allows for an applicant to apply for relief from the maximum permissible noise standards. A technical noise variance may be granted, if the criteria in King County Code 12.96.020 are met. KGM has requested a technical noise variance for day and nighttime work associated with this project.
15. King County Code 12.96.010(E) requires a public hearing before a technical variance from maximum permissible noise standards. MMC 2.78.070(L) grants authority to the hearing examiner to decide technical or economic noise variances.
16. The application indicates that the noise levels at 50 feet from the source will range from 74 to 88 dB(A) during the day and up to 76 dB(A) at night, depending on the activity. The highest levels of noise will be during pile driving operations and construction of site retaining walls. When multiple pieces of equipment are operated at the same time, logarithmically the combined noise will not exceed the 88 dB(A) peak noise anticipated. (Refer to Exhibit 4, 8 and 9.)
17. These peak noise levels drops as the distance from the activity source increases. At 100 feet the noise levels are anticipated to range from 68 to 83 dB(A) during the day and up to 73 dB(A) at night; at 200 feet the noise levels are anticipated to range from 63 to 76 dB(A) during the day and therefore meeting noise standards for daytime construction and up to 66 dB(A) at night; at 400 feet, nighttime noise levels are anticipated at 58 dB(A) and at 1,000 feet, noise levels are anticipated at 46 dB(A). (Refer to Exhibit 4)
18. Typical daytime construction will include the use of louder equipment including excavators, loaders, bulldozers, cranes, rollers, pavers, concrete pumps, compressors, generators, supply deliveries, etc. The highest anticipated noise level from this type of activity, at 50 feet from the limits of construction is projected at approximately 79 dB(A), which is below the allowable 80 dB(A) daytime construction limits. (Refer to Exhibit 4 and 8)
19. Pile driving will have associated noise in excess of the allowable 80 dB(A) limit, up to 100 feet from the work, with the highest level of 88 dB(A) at 50 feet. However, this work will occur only during daytime hours. The pile installation with the most impact to neighboring properties will be associated with the construction of the maintenance pier and temporary work bridge, located north of the existing bridge. (Refer to Exhibit 4, 8 and 9)
20. Night work associated with construction of the east approach is required due to the scale of the project and the segmental cast-in-place construction method, which requires swing shift work between the hours of 4:00 pm and midnight. This work is anticipated to be required for approximately 24 months until the structure is completed. Work performed during the swing shift will be quieter work, including completion of concrete pours, rebar installation and other ancillary activities. This work is anticipated to exceed nighttime noise standards, with approximately 76 dB(A) experienced at 50 feet from the project area. (Refer to Exhibit 4 and 8)
21. Existing bridge demolition will occur in 2015 and occur during daytime hours. The highest anticipated noise level at 50 feet from the equipment is estimated at 90 dB(A), therefore exceeding the daytime allowable threshold of 80 dB(A). (Refer to Exhibit 4 and 8)

22. Generally, the construction work being proposed is expected to occur at 50 feet or more from the residences. The primary exceptions to this are the properties located immediately adjacent to the limits of construction along the north and south sides. The unmitigated noise from this operation is anticipated to peak at 88 dB(A) during the day associated with pile driving work and 76 dB(A) at night, both measured at 50 feet from the proposed work. (Refer to Exhibit 6, 7 and 8.)
23. The noise calculations provided are based on value provided in the *Federal Highway Administration (FHWA) Construction Noise Handbook, 2006*; as well as, actual recorded sound levels associated with the SR 520 Eastside Transit and HOV project, currently under construction. Up to 500 feet from the sound source, values provided do not account for obstructions such as vegetation, topography or other structures that may serve to block or buffer sound waves. Therefore, noise levels experiences by neighboring properties should be less than identified in the application materials. (Refer to Exhibit 4.)
24. In most cases, actual noise levels experienced by residents will be much lower than the peak numbers indicated. Some of the mitigating factors that will reduce noise levels include existing topography and vegetation, which will serve to buffer some of the sound. Although noise levels are measured at property lines, nighttime noise will be further mitigated by residents being inside their homes. Table 6 shown below from the *Highway Traffic Noise Analysis and Abatement Police and Guidance* (prepared by FHWA (1995) shows that the sound levels inside of homes are reduced between 10 dB(A) and 35 dB(A), depending on the construction and materials of the home.

Table 6: Building Noise Reduction Factors

Building Type	Window Condition	Noise Reduction Due to Exterior of the Structure
All	Open	10 dB
Light Frame	Ordinary Sash (closed)	20 dB
	Storm Windows	25 dB
Masonry	Single Glazed	25 dB
	Double Glazed	35 dB

*The windows shall be considered open unless there is firm knowledge that the windows are in fact kept closed almost every day of the year.

FHWA publication *FHWA-DP-45-1R, Sound Procedures for Measuring Highway Noise: Final Report* provides procedures to measure building noise reductions.

25. Additionally, average background noise from the highway generated by motor vehicle traffic range between 51 dB(A) and 75 dB(A). While motor vehicle noise is exempt from noise standards, this information has been included for reference and provides a baseline for existing noise conditions. (Refer to Exhibit 4, 9 and 11)
26. To reduce noise impacts on residential properties, the applicant has proposed to employ mitigation measures. These measures include avoidance of idling engines, timing of certain work, the use of electric equipment whenever possible, locating of stationary equipment as far away from residences as possible, as well as construction logs and resident notification before the noisiest work. (Refer to Exhibit 4.)

27. With mitigation measures in place, noise from the proposed work is anticipated to still exceed the maximum permissible day and nighttime noise level; therefore a technical noise variance is required. Previously, the City has granted Temporary Noise Variances for associated work related to SR 520 improvements, including the installment of electronic signs (File No. AV 1186), core sampling on the east approach bridge (File No. AV 1189), and trench work associated with install tolling equipment (File No. AV 1190). Additionally, a technical noise variance for nighttime work associated with the SR 520 Medina to SR 202 project was granted on June 3, 2011, (File No. VAR 1193). The mitigation proposed are considered the best known practical mitigation measures that can be provided for this type of project. (Refer to Exhibit 10.)
28. According to the information provided by the applicant, the noise generated from the construction work is anticipated to impact properties to varying degrees up to 1,000 feet from the source. The models used to calculate impacts uses conservative estimates and do not take into account noise mitigation provided by some existing topography, vegetation, building types or proposed mitigation measures. (Refer to Exhibit 4 and 8.)

SAFETY:

29. The Washington State Department of Labor and Industries (L&I) has established permissible noise exposures for workers based on an 8-hour Time Weighted Average (TWA_8) of 85 dB(A), identified as 85 dB(A) (TWA_8) limit for noise levels in the workplace. This standard of measurement is used by L&I with the intent of protecting the hearing of workers, as exceeding this can result in permanent hearing loss. At this level of noise exposure employees are required to be provided with hearing protection and training from their employer. The applicant has identified that they will adhere to L&I requirements for worker noise protection. (Refer to Exhibit 8.)
30. The applicant has identified potential daytime construction levels associated with pile driving may be up to 88 dB(A) at 50 feet. However, existing topographic and vegetation conditions and proposed mitigation measures in place, peak construction noise levels may fall below the 85 dB(A) threshold. Additionally, the proposed work, including the use of specific construction equipment, will not occur over a continuous 8-hour period. Therefore, sound levels are not anticipated to be at a risk level for the public that would exceed work place standards established by Labor and Industries. (Refer to Exhibit 4, 8 and 9.)

OTHER:

31. WAC 197-11-800(6)(b) exempts the granting of variances based on special circumstances such as size, shape, topography, location or surroundings that do not result in any changes in land use or density. The variance is for noise associated with construction work to replace an existing transportation use. WSDOT, acting as the lead agency on this project pursuant to WAC 197-11-926, issued a Final Environmental Impact Statement (FEIS) for the SR 520, I-5 to Medina Bridge Replacement and HOV segment of the project on June 7, 2011. Subsequently, WSDOT has prepared SEPA Addendums, issued on October 8, 2011 and November 18, 2011. The environmental impact statement identified construction noise levels and measures that would be taken to mitigate the noise. (Refer to Exhibit 11)

Part 6 - Conclusions:

- A. Pursuant to MMC 8.06.010(4), the Medina Hearing Examiner has the authority to decide technical noise variances after conducting a public hearing.
- B. KGM has requested a technical noise variance to allow for the demolition and construction of improvements associated with the SR 520 Bridge Replacement and HOV Project within the WSDOT SR 520 right-of-way. Pursuant to MMC 12.96.010(E), a technical noise variance shall be granted only when the proposal meets the criteria in 12.96.010(E):

1. *The noise occurring or proposed to occur does not endanger the public health or safety.*

Conclusion: The proposed noise will not exceed the Washington State Department of Labor and Industries standards for noise exposure and safety of employees and therefore will not endanger public health or safety. While pile driving is the loudest of the proposed equipment and activities to be performed, with mitigation measures in place, duration of the work and given distance, topography, vegetation and barriers of single-family residences, all proposed sound will likely be well below safety standards set for employees in Washington. Additionally, the pile installation will occur within the eight hour time threshold set by Washington State Department of Labor and Industries. The proposal meets this requirement.

2. *There is no practical means known or available for adequate prevention, abatement or control of the noise involved.*

Conclusion: The location and type of construction activity proposed on SR 520 is limited in the practical means for adequate abatement and control of noise activities. The majority of the proposed work will occur during daytime hours. However some work will require closure of the highway due to demolition, excavation, as well as lane shifts and traffic control. Pursuant to WSDOT standards, closures to SR 520 are limited to nighttime only, due to the high traffic volumes which occur on the roadway, therefore keeping the roadway available for commuter traffic during the day. Daytime closure of the roadway is contrary to WSDOT policy and would impose hardships on property owners, schools, business and transit in the area. Additionally, abatement for this long corridor, over Lake Washington would require extensive temporary noise barriers along the length of the corridor, as well as unknown measures around the construction occurring over water and would be an exorbitant cost for the project. Additionally, where feasible, mitigation measures will be put in place to decrease noise levels as much as possible during the work period, such as the use electronic equipment, location of equipment away from residences and other mitigation measures as described above. The proposal meets this requirement.

3. *The duration shall be until such practical means for prevention, abatement or control become known or available.*

Conclusion: The noise levels will occur over the construction timeframe, to begin Spring 2012 and be completed in 2015. All proposed mitigation will be in use where feasible with communication between the City, its residents and WSDOT available. As conditioned, the proposal meets this requirement.

4. *The holder of a technical variance, as required by the administrator, shall make reports to the administrator detailing actions taken to develop a means of noise control or to reduce the noise involved and must relate these actions to pertinent current technology.*

Conclusion: The applicant will be required to conduct on-going noise monitoring during nighttime construction activity and make regular reports to the City regarding findings and what measures were employed to reduce the noise. As conditioned, the proposal meets this requirement.

Part 7 – Staff Recommendation:

Staff recommends **approval** for the technical noise variance request, subject to the following conditions:

1. The applicant shall provide updated construction schedules to the City on a monthly basis, which identify work being performed outside of the work hours set forth in MMC 8.06.030 (Limitations on construction and development activity).
2. The applicant shall conduct testing and monitoring of sound levels associated with construction activity. A quarterly report on the results of the testing and monitoring shall be submitted to the City on the first day of July, October, January and April for the duration of construction activity associated with the project.
3. Approval of the variance is granted until July 13, 2012. Renewals of the variance are granted for six month periods and shall be automatic except as provided in Condition 5. No renewal of the variance shall be granted after July 1, 2016.
4. If construction activity sound levels exceed the sound levels set forth in the Exhibit 8, the City may require that the applicant to provide additional mitigation for those residences that are affected by noise levels exceeding those levels approved by this variance.
5. A renewal of the noise variance may be subject to hearing examiner approval after a public hearing, if the applicant fails to comply with the conditions set forth in this decision, or if significant revisions to the project are made that increase noise levels from construction activity, or if monitoring reports indicate construction noise levels exceed the sound levels set forth in Exhibit 8 and additional mitigation or alternative accommodations fail to reduce the elevated sound levels to within the approved range.
6. Best management practices identified in the application shall be adhered to for the life of the project. This includes, but is not limited to:
 - a. Construction and stationary equipment shall be strategically located as much as possible so that residents do not have direct line of site. Equipment such as light plants, generators, compressors, jackhammers, saw cutters, and rollers shall utilize WSDOT approved noise mitigation shields, noise blankets, skirts, concrete barriers or other means available to reduce noise.
 - b. Vehicles shall be equipped with ambient sensitive backup warning devices. Back-up observers may be used in lieu of back-up warning devices for all equipment, except dump trucks in compliance with WAC 296-155-610 and WAC 296-155-615, which shall use back-up observers and back-up warning devices in compliance with WAC 296-155-610.

- c. Trucks performing export haul shall have well maintained bed liners that shall be inspected and approved by the applicant's engineer.
 - d. Truck tailgate banging is prohibited with tailgates secured to prevent banging.
 - e. As available, the use of electrically powered tools and equipment is preferred.
 - f. Whenever possible, the noisiest activities will be completed before midnight.
7. The applicant shall provide and be responsible for written notification to all residences with the radius of a proposed construction activity affected by noise exceeding the maximum permissible sound levels. Notice shall be provided at least seven calendar days before the particular construction activity occurs. If a period of more than six months should elapse between construction activities occurring, a new written notification shall be sent.
8. Content of the written notification and a list of the households being notified shall be submitted to the City prior to it being mailed to residences. The notification shall include a phone complaint number and designated contact for residents to call with issues.
9. A copy of the decision on the noise variance shall be kept on the project site at all times. Supervisors on site shall ensure noise mitigation measures are complied with at all times.

Signature: _____



Kristen Clem Kissinger
Medina Planning Consultant

Date: February 15, 2012



January 5, 2012

KGM to City of Medina Serial Letter # 0003

Mr. Robert Grumbach
Director of Development Services
PO Box 144
Medina, Washington 98039

WSDOT Contract #008066 – SR 520 Evergreen Point Floating Bridge and Landings Project

RE: Noise Variance Application
SR 520 Floating Bridge and Landings Project

Dear Mr. Grumbach:

Kiewit/General/Manson, A Joint Venture (KGM) is requesting a technical noise variance from the City of Medina to allow for construction and demolition activities associated with the State Route (SR) 520 Evergreen Point Floating Bridge and Landings Project (per King County Code Chapter 12.96, as adopted into the Medina Municipal Code in Chapter 8.06). KGM requests the variance for the duration of the project, beginning in early April 2012 and ending in late 2015.

Construction noise will be generated on Washington State Department of Transportation (WSDOT) right-of-way within the Medina City limits. Based on standard noise specifications of typical construction equipment that will be used for this project, and the proximity of adjacent residential areas, some neighbors may experience noise levels that are higher than the maximum permissible sound levels per MCC 8.06.010 and outside of the allowable hours of operation per MMC 8.06.030 for the duration of the construction effort. Construction work associated with the new bridge is anticipated to begin in early April 2012 and continue through 2014. Demolition of the existing bridge and final grading are scheduled for 2015. To minimize community disruption associated with project construction, KGM has committed to several noise minimization and mitigation measures, as described in this application package.

KGM is providing information with this submittal to demonstrate that the requested noise variance for this Essential Public Facility, as defined by WAC 365-196-550, meets the Medina Technical Noise Variance Criteria:

- The noise occurring or proposed to occur does not endanger the public health or safety.
- There is no practical means known or available for the adequate prevention, abatement, or control of the noise involved.
- The duration shall be until such practical means for prevention, abatement, or control become known or available.

If you have any questions regarding this noise variance application package, please contact Robert Brenner at 425.576.7138 or via email at Robert.Brenner@kiewit.com.

Sincerely,

Kiewit/General/Manson, a Joint Venture

A handwritten signature in blue ink, appearing to read 'Erik Nelson', is written over the company name.

Erik Nelson,
Project Director

UPDATED 01/30/2012
NEW ATTACHMENTS 5 AND 6

An Equal Opportunity Employer

List of Attachments

Attachment 1: Noise Variance Instructions and Application

Attachment 2: WSDOT Right-of-way Plan

Attachment 3: Owner's Declaration of Agency

Attachment 4: Figures

- Figure 1 Vicinity Map
- Figure 2 Construction Area and Offset Distances
- Figure 3 Site Plan Detail

Attachment 5: Supplemental Information

Attachment 6: Equipment and Associated Noise Levels

Attachment 7: Mailing Labels for All Properties in Medina North of SR 520 and Properties Within 1,000 Feet to the South of the Project Area

ATTACHMENT 1
NOISE VARIANCE INSTRUCTIONS AND
APPLICATION



CITY OF MEDINA NOISE VARIANCE INSTRUCTIONS

GENERAL:

A noise variance provides relief from the requirements governing the quality, nature, duration or extent of discharge of noise. MMC 8.06.010 adopts by reference noise control provisions of King County Code Chapters 12.86 through 12.100. The types of noise variance are as follows:

- **Temporary Noise Variance:** these may not exceed fourteen days of operation and may not be renewed. These are administratively approved by the City manager or designee.
- **Technical Noise Variance:** these may be granted when there is no practical means known or available for the adequate prevention, abatement or control of the noise involved. These are approved by the hearing examiner. The duration of the variance is to be determined by the hearing examiner and may be renewed.
- **Economic Noise Variance:** these may be granted when the measures required to control noise must be spread over a period time because of the extent or cost of the measures. These are approved by the hearing examiner. The duration of the variance shall not exceed a reasonable time as determined by the hearing examiner that is required for taking the necessary measures and may be renewed.

FEES:

APPLICATION FEE: \$200

HEARING EXAMINER FEE: \$1,400 (Technical and Economic Noise Variances)

CONSULTING COSTS: In addition to the application fee, actual costs to review a technical or economic noise variance shall be passed-through to the applicant.

SUBMITTAL REQUIREMENTS:

A noise variance submittal package includes one original and two copies of the following:

- ✓ The attached completed application form.
- Legal description of the property. The WSDOT ROW Plan is being submitted in lieu of the legal description and proof of ownership.
- Proof of property ownership.
- ✓ Declaration of agency form.
- ✓ Vicinity map (smaller scale is acceptable).
- ✓ Site plan of the property on 24 x 36 inch paper (11 x 17 inch paper may be acceptable with prior approved from the city) showing the following:

1. Minimum scale: 1 inch = 40 feet (unless otherwise authorized);
 2. North arrow;
 3. All property lines including corner stakes;
 4. Lot dimensions including the area of the lot;
 5. Dimensions of existing and / or proposed new structures;
 6. All building setback dimensions from property lines;
 7. Existing and new vegetation and trees;
 8. All public roads and/ or private drive lanes;
 9. Location of sound amplification;
 10. Properties receiving noise from the source of the sound amplification that will exceed the maximum permissible noise levels.
- ✓ Written statement explaining your reasons for the variance (see approval criteria).
 - ✓ Noise studies and/ or reports (as necessary).
- An economic noise variance shall include a timetable for taking of action.
- ✓ One set of mailing labels containing the names and mailing addresses of property owners within 300 feet of the property lines or who are affected by the noise variance, whichever is greater. Labels can be obtained from a title company or by going to the King County iMap website (www.metrokc.gov/gis/mapportal/iMAP_main.htm).

PROCESS:

TEMPORARY NOISE VARIANCE:

A temporary noise variance is an administrative review decided by the City manager or designee. Staff makes a preliminary review to verify information and identify if additional information is required. The city staff or city planning consultant will review the application for completeness and issue a notice within 28 days of receipt. If the application is found to be complete a notice of application will be sent to you and your neighbors within the mailing radius and a notice posted on the property within 14 days of the determination of completeness. The notice of application will contain a 14 to 30-day public comment period to allow for written comments to be submitted on the application.

Following the conclusion of the public comment period, the city will issue a report of the findings, conclusions and decision on the application. It is important that applicants provide as much relevant information as possible because this will serve as the basis for approving, approving with conditions, or denying your application. The decision will contain notice of a 14-day appeal period where parties claiming to be aggrieved by the decision can file an appeal to the Medina hearing examiner. The report of the decision will be mailed to the applicant, to all parties who have submitted written comments and to any party who requested in writing to receive the decision.

TECHNICAL AND ECONOMICAL NOISE VARIANCES:

A technical or economic noise variance is a quasi-judicial review. Staff makes a preliminary review to verify information and identify if additional information is required. City staff or the city's planning consultant will review the application for completeness and issue a notice within 28 days of receipt. If the application is found to be complete, a notice of application will be sent to you and your neighbors within the notice radius and a notice posted on the property within 14 days of the determination of completeness. The notice of application will contain a 14 to 30-day public comment period to allow for written comments to be submitted

on the application. Following the conclusion of the public comment period, the city will review written comments received and, if comments are substantive, the proposal may be required to be revised or conditions added.

Notice for a public hearing is sent at least 15 days before the hearing date to the same property owners as the notice of application. Additionally, notice is sent to any party that provides a written request to receive such notices.

At least 7 days prior to the public hearing, the staff report with recommendations will be provided to the applicant and made available to the public. The public hearing is held by the Medina Hearing Examiner. Hearing Examiner meetings are normally held the third Tuesday of each month at Medina City Hall. Evening start times are usually scheduled. The Hearing Examiner will issue a decision within 10 working days of the conclusion of the hearing, unless a longer time is announced at the hearing. A copy of the decision is transmitted to the property owner, the applicant, and other parties of record.

The process can take up to 148 days to complete from the date the application is submitted to City Hall. However, incomplete applications and requests for additional information will increase the review time.

Approval Criteria:

The approval criteria serve as the basis upon which noise variance application are decided. A noise variance can only be granted if the applicant demonstrates that the following conditions exist:

TEMPORARY NOISE VARIANCE:

- The noise occurring or proposed to occur does not endanger the public health or safety; and
- The noise does not annoy a substantial number of the people.

TECHNICAL NOISE VARIANCE:

- The noise occurring or proposed to occur does not endanger the public health or safety; and
- There is no practical means known or available for the adequate prevention, abatement or control of the noise involved; and
- The duration shall be until such practical means for prevention, abatement or control become known or available.

ECONOMIC NOISE VARIANCE:

- The noise occurring or proposed to occur does not endanger the public health or safety; and
- The particular requirements for preventing, abating or controlling noise will be such that the extent or cost of the measures must be spread over a period of time; and
- The duration shall be for a period not to exceed such reasonable time as is required for taking the necessary measures to prevent, abate or control the noise.

FILING AN APPLICATION;

When submitting an application, materials must be clipped together into individual packets (no envelopes please). The completed application form shall be placed at the top of the application materials. All items listed above, including the application fee, and any other information requested by the city to support the application must be submitted at the time the application is filed in order for the application to be accepted.



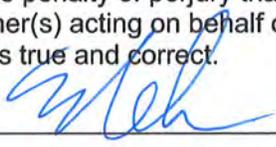
CITY OF MEDINA NOISE VARIANCE APPLICATION

501 Evergreen Point Road, Medina, WA 98039
(425) 233-6400 / fax (425) 454-8490 / www.medina-wa.gov

General Information:			
Property Address: SR 520 WSDOT right-of-way, west of Evergreen Point Road		Case Number: (shaded areas completed by city)	
Tax Parcel Number: Former parcels: 242504-9071, -9072, -9181, -9177, -9259		Fee: \$200.00	
Received by:	Date Received:	Receipt Number:	
Applicant Information:			
Name Kiewit/General/Manson, A Joint Venture (KGM)		Contact Phone: 425.576.7138 (Robert Brenner)	
Mailing Address: 3015 112th Avenue NE, Suite 100		Cell Phone: 425.577.2939 (Robert Brenner)	
City: Bellevue	State: WA	Zip: 98004-8001	Email: robert.brenner@kiewit.com
Legal Property Owner Information (if different than applicant)			
Name(s): Washington State Department of Transportation (WSDOT)		Phone: 425.576.7118 (John White)	
Mailing Address: 3015 112th Avenue NE, Suite 100		Email: WHITEJH@wsdot.wa.gov	
City: Bellevue	State: WA	Zip: 98004-8001	
Project Information (provide separate attachments as necessary)			
Zoning designation: State Highway		Zoning of all adjacent properties: R-20 Public Parks and Places	
Briefly describe the location of the source. Existing WSDOT right-of-way, west of Evergreen Point Road.			
Identify all noise control provisions from which a variance is sought. A variance is requested from Medina Municipal Code 8.06.010 and 8.06.040, and Chapters 12.88-12.92 King County Code, as adopted by the City of Medina, for the duration of the construction project (April 2012 to late 2015).			

<p>Briefly describe the proposed activities under this variance application. Construction of the SR 520 Floating Bridge and Landings Project, which will include construction of the new bridge and approach structure, maintenance facility, and associated roadway.</p>
<p>Provide a list of equipment associated with the proposed activities including any noise performance specifications. See Attachment 6: Equipment and Associated Noise Levels</p>
<p>For phased operations, identify the equipment used in each task and the sequence of the work. See Attachment 6: Equipment and Associated Noise Levels</p>
<p>Briefly describe what measures are being employed or are proposed to be employed to minimize noise. See Attachment 5: Supplemental Information</p>
<p>Describe a schedule of when the noise is expected to be created including the start date and ending date. Construction will begin in April 2012 and will continue through late 2015.</p>

I certify under the penalty of perjury that I am the owner of the above property or the duly authorized agent of the owner(s) acting on behalf of the owner(s) and that all information furnished in support of this application is true and correct.

Signature  Owner Agent Date 1/4/12
Signature _____ Owner Agent Date _____

ATTACHMENT 2
WSDOT RIGHT-OF-WAY PLAN

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

** FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE: E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 2007025900002

T.25N. R.4E. W.M. CITY OF MEDINA

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

LEGEND

ACCESS TO BE PROHIBITED SHOWN THUS

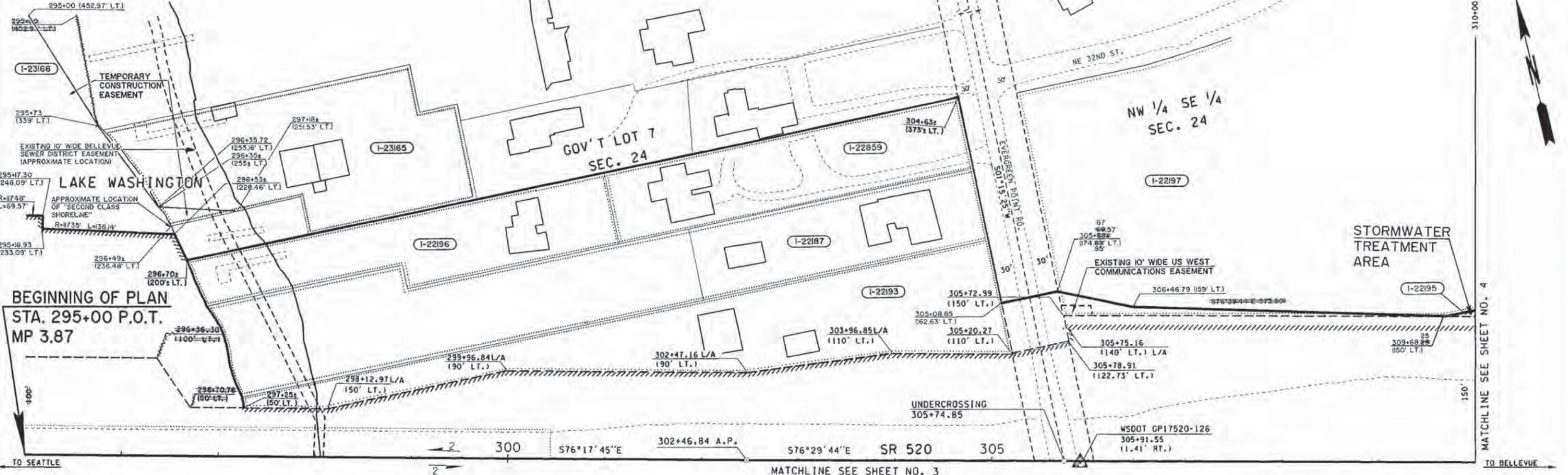
PROPERTY OWNERSHIP NUMBERS

PROPERTY LINES

0 50 100
SCALE IN FEET

FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION, SR 5 AND SR 520-RECORDED: MARCH 01, 2005, IN KING COUNTY, BK 183, PG 081+106, AFN 20050301900005

FOR R/W AND L/A WESTERLY SEE SR 520, EVERGREEN POINT BRIDGE, SHEET 3 OF 3 SHEETS, APPROVED AND ADOPTED JUNE 17, 2005



ACCESS NOTES:

TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT: STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10 ± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

FOR AREAS SEE SR 520, SR 5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005

THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-0516
Phone: 425.519.6500



OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.

**SR 520
EVERGREEN POINT BRIDGE
TO SR 405 VICINITY**

KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

* CALCULATED AREA

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.	EASMT
I-23165	KELLUM, ROBERT E. (BROWN, GREG)	42,072 *			769
I-23166	DEPT. OF NATURAL RESOURCES	**			
I-22197	CITY OF MEDINA	451,477	2718	448,759	
I-22195	BELLEVUE SCHOOL DIST. NO. 405	2,06 AC	2,08 AC		0
I-22189	BARBEE, JAMES	27,886	27,886		
I-22196	BARBEE, ROGER L.	23,520	23,520		
I-22193	ELLIOTT, OLIVER JR.	44,458	44,458		
I-22187	SCHULER, DORIN A.	55,928	55,928		
	CITY OF MEDINA				

STA. 314+01 LT. TO STA. 315+56 LT. FRANCHISE 10240	TYPE
STATION ON ROADWAY	21

Letter	Date	Revision Description	By
Letter 9-14-01	10-5-01	Added Parcel I-23165, Added T.C.E. Sta. 296+35± to 297+18± LT.	GM
Letter 9-28-01	9-29-01	Corrected Drafting Error on LI. 295+00 (452.97' LT.) Added Cross Reference Note	GM
Letter 4-28-02	8-8-02	Added Parcel I-23166, Revised R/W and L/A on LI. Sta. 295+00 to 296+70±, Added T.C.E. on LI. Sta. 295+00 to 296+53±, Revised Record of Survey Note, Revised Ownership Verification Note, Added Area Note	GM
Letter 6-8-02	6-16-02	Revised R/W on LI. Vic. Sta. 305+67	GM
Letter 8-25-02	5-26-02	Revised Franchise No. for City of Medina	GM
Letter 1-12-03	2-17-03	Revised Area Parcel I-22195	DS
Letter 12-8-03	12-22-03	Revised R/W on LI. Sta. 305+68.57 to 309+68.25	GM
Letter 8-5-04	8-12-04	Revised areas Parcel I-22195 and I-22197	GM
Letter 2-3-05	3-25-05	Added Parcel I-22197, Revised R/W on LI. Sta. 305+20.27 to 309+68.26	GM
Letter 1-27-05	2-12-05	Added Stormwater Treatment Area on LI. Sta. 309+68.26 to 310+00, Added Parcel I-22195	GM
Letter 10-1-08	10-2-08	Removed Extra Property Dots on LI. Vic. Sta. 302+00	GM
Letter 9-4-08	9-1-08	Revised R/W on LI. Sta. 297+25± to 305+20.27, Added Parcels I-22187, I-22193, I-22196 and I-22189	GM
Reference	Approval		By



APPROVED AND ADOPTED **JUNE 29, 2005**

Jamari Wage
PROJECT ENGINEER

THE BASIS OF BEARINGS AND DISTANCES ARE DETERMINED FROM WASHINGTON STATE PLANE COORDINATE SYSTEM NORTH ZONE (NAD 83/91).

THE DISTANCES SHOWN ARE GROUND DISTANCES.

FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION; SR 5 AND SR 520 RECORDED MARCH 01, 2005 IN KING COUNTY, BK 183; PG 081-106; AFN 20050301900009

T.25N. R.4E. W.M.
CITY OF MEDINA

BEGINNING OF PLAN
STA. 295+00 P.O.T.
MP 3.87

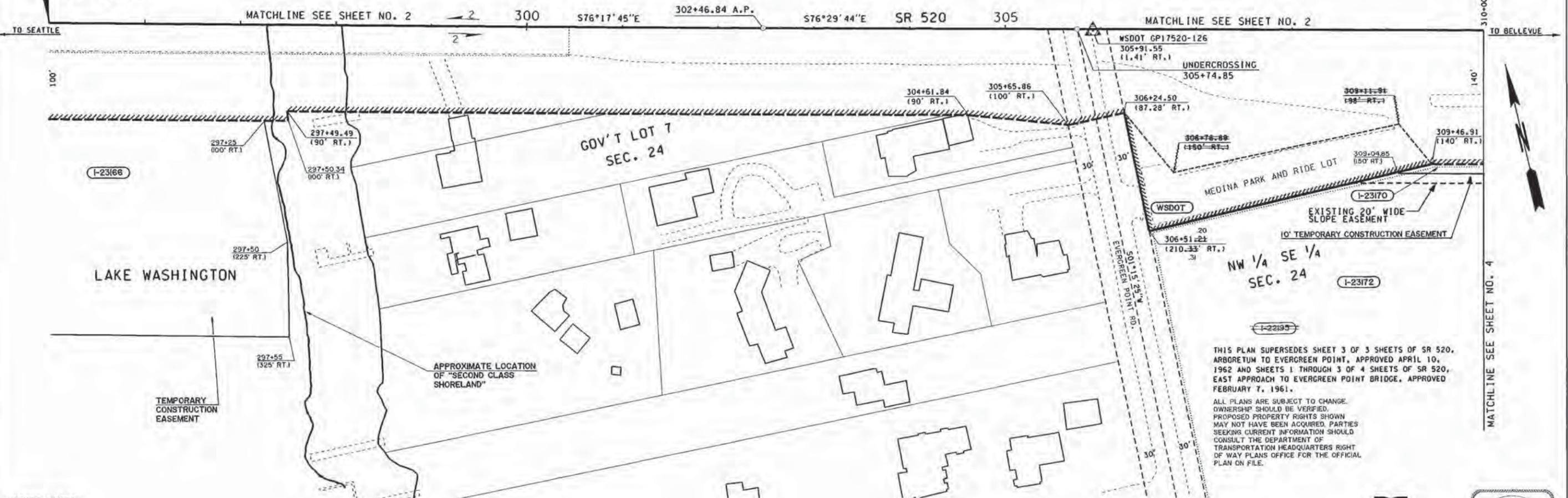
LEGEND

ACCESS TO BE PROHIBITED SHOWN THUS

PROPERTY OWNERSHIP NUMBERS

PROPERTY LINES

0 50 100
SCALE IN FEET



ACCESS NOTES:
TRAFFIC MOVEMENT WILL BE PERMITTED OVER THE HIGHWAY STRUCTURE AT STA. 305+74.85 76TH AVE. N.E.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE TOLL FACILITY ROAD BETWEEN THE BUS STOP AT STA. 309+47± ON THE RIGHT AND THE MEDINA PARK & RIDE LOT.

PEDESTRIAN MOVEMENT WILL BE PERMITTED ALONG THE WALKWAY BETWEEN THE BUS STOP AT STA. 309+30± ON THE LEFT AND 76TH AVENUE N.E. AT STA. 76TH N.E. 20+10± ON THE RIGHT, AND ALONG OTHER WALKWAYS AS PROVIDED.

FOR SURVEY INFORMATION SEE RECORD OF SURVEY FOR THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION SR 5 SEATTLE; E DENNY WAY TO NE 43RD ST. VIC. RECORDED FEBRUARY 14, 2007 IN KING COUNTY BK. 219 PG. 001 AFN 20070215900002

NO. 5 * THE WSDOT MAINTENANCE FACILITY ACCESS ROAD IS TO BE USED FOR THE OPERATION, MAINTENANCE, AND REPAIR OF THE USER SPECIFIED.

NO. 21. THE PRIVILEGE OF ACCESS TO AREAS WITHIN THE RIGHT OF WAY IS PERMITTED FROM OUTSIDE THE RIGHT OF WAY TO THE USER DESIGNATED, SOLELY FOR THE USE AUTHORIZED BY AND SUBJECT TO THE CONDITIONS OF THE FRANCHISE, PERMIT, OR AGREEMENT SPECIFIED. NO ACCESS WILL BE ALLOWED TO THE TRAVELED HIGHWAY LANES OR RAMPS.

* TEMPORARY CONSTRUCTION EASEMENT ** FOR AREAS SEE SR 520 SR5 VICINITY TO EVERGREEN POINT BRIDGE SHEET 7 APPROVED JUNE 17, 2005
‡ SOIL NAIL EASEMENT

~~OWNERSHIP SHOULD BE VERIFIED. PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED BY WSDOT.~~

THIS PLAN SUPERSEDES SHEET 3 OF 3 SHEETS OF SR 520, ARBORETUM TO EVERGREEN POINT, APPROVED APRIL 10, 1962 AND SHEETS 1 THROUGH 3 OF 4 SHEETS OF SR 520, EAST APPROACH TO EVERGREEN POINT BRIDGE, APPROVED FEBRUARY 7, 1961.

ALL PLANS ARE SUBJECT TO CHANGE. OWNERSHIP SHOULD BE VERIFIED. PROPOSED PROPERTY RIGHTS SHOWN MAY NOT HAVE BEEN ACQUIRED. PARTIES SEEKING CURRENT INFORMATION SHOULD CONSULT THE DEPARTMENT OF TRANSPORTATION HEADQUARTERS RIGHT OF WAY PLANS OFFICE FOR THE OFFICIAL PLAN ON FILE.

DAVID EVANS AND ASSOCIATES INC.
415 - 118th Avenue SE
Bellevue Washington 98005-3518
Phone: 425.519.8500



**SR 520
EVERGREEN POINT BRIDGE
TO SR 405 VICINITY**

KING COUNTY

RIGHT OF WAY AND LIMITED ACCESS PLAN
FULL CONTROL
MP 3.87 TO MP 4.15
STATION 295+00 TO STATION 310+00

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
OLYMPIA, WASHINGTON

APPROVED AND ADOPTED **JUNE 29, 2005**

Bryan Lu
PROFESSIONAL ENGINEER

EXPIRES 02/28/07
PROJECT ENGINEER

APPROVED AND ADOPTED **JUNE 29, 2005**

Jana R. Wege
RIGHT OF WAY PLANS ENGINEER

PARCEL NO.	NAME	TOTAL AREA	R/W	LT. REMAINDER RT.	EASMT	TYPE
I-23166	DEPT. OF NATURAL RESOURCES	**				± 2,060
I-23172	BELLEVUE SCHOOL DIST. NO. 405	8.32 AC				* 10,291
I-23195	NOT USED					
I-23170	BELLEVUE SCHOOL DIST. NO. 405	8.32 AC				
-	SEATTLE SMSA LINTIED PARTNERSHIP					STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503
-	PUGET SOUND POWER AND LIGHT CO.					STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503
-	US WEST COMMUNICATIONS, INC.					STA. 309+26± RT. TO STA. 314+06± RT. PERMIT 16503
STATION ON ROADWAY						

Reference	Approval	Revision Description	By
Letter 8-10-01	8-18-01	Revised Area Parcel I-23172	CS
Letter 4-28-01	8-8-01	Added Parcel I-23166; Added Approx. Location Second Class Shoreland; Added T.C.E. on Rt. Sta. 295+00 to 297+55; Revised Record Of Survey Note; Revised Ownership Verification Note; Added Area Note	CS
Letter 6-29-01	7-21-01	Added Parcel I-23172; Added Ownership Verification Note	CS
Letter 1-12-01	2-17-01	Added Parcel I-23170; Added T.C.E. on Rt. Sta. 309+04.85 to 310+00; Deleted Parcel I-22195	CS
Letter 12-8-01	12-22-01	Revised R/W and L/A on Rt. Sta. 306+24.50 to 309+46.91	CS
Letter 1-27-03	2-12-03	Added Parcel I-22195	CS

ATTACHMENT 3

OWNER'S DECLARATION OF AGENCY

CITY OF MEDINA

Owner's Declaration of Agency

PROPERTY ADDRESS SR 520 WSDOT right-of-way, west of Evergreen Point Road

PARCEL NUMBER Former Parcels: 242504-9071, -9072, -9181, -9177, 9259 PERMIT NOS.

I/We John White do hereby declare and affirm that

I/we are:

[] the owners or contract purchasers of the above property

[X] an officer or representative of Washington State Department of Transportation, a Washington corporation or trust which is the owner of the above property. I am duly authorized by this entity to represent the above property in matters of ownership, land use, and construction. Attached, please find a copy of the Power of Attorney or other document by which I have been appointed.

AGENCY

I/We are applying for one or more permits for development of the above property. I/We understand that the proposed work may also include additional permits for land use approvals.

For the purposes of applying for the applicable permits and managing the owner's responsibility for compliance with the approved plans and any land use permits associated with this project, I/We

[] will act as my own agent

[X] do hereby appoint (Name) Kiewit/General/Manson, A Joint Venture (KGM)

Address: 3015 112th Avenue NE, Suite 100, Bellevue Phone: 425.576.7100

to act as my agent in dealing with the City of Medina in all acts and decisions related to processing the application for permit, review and approval of the application, authorization of revisions, and coordination of required inspections and project approvals.

AGREEMENT TO CONDITIONS

I/We agree as a condition of this permit:

- To comply with all applicable codes, ordinances, laws and conditions of approval in effect at time of permit issue.
To ensure that all work shall be done in accord with the approved plans and specifications, which shall not be modified without the prior approval of the Building Official. I/We will provide all data and details of revisions to the approved plans to the City prior to undertaking any work that differs from the approved plans. The official approved plans for the project shall be those plans that are stamped and dated as approved by the City of Medina.
To inform all contractors, subcontractors and workers of these conditions and any project mitigation requirements agreed to, and I/we will enforce compliance thereto.

- To maintain the approved plans, all correction notices, all inspection reports, and all permit documents on the project site and readily available to the inspectors.
- To ensure that requests are made to the City for the required inspections. Failure to notify the Building Department that the work is ready for inspection may necessitate the removal of some of the construction materials at the owner's expense in order to perform required inspections.
- To cause all certifications required by the City to be completed and to reconcile the permit fees upon completion of the work. I/We understand that the City will not issue a Certificate of Completion or a Certificate of Occupancy until these documents are completed.
- **I/We acknowledge that consultant fees may be incurred as a result of the review and inspection of the proposed work. I/We agree to be responsible for the payment of these fees and understand that the payment of these fees is required prior to issuance of a Certificate of Occupancy. (MMC 15.04.010, 17.44.020, and State Building Code)**

SALES TAX

All contractors and vendors must report sales taxes for transactions in the City of Medina on quarterly combined excise tax returns. The 4-digit location code for the City of Medina is **1718**.

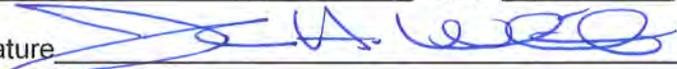
OWNERS' NAMES AND SIGNATURES

I HAVE READ, UNDERSTOOD AND AGREE TO THE ABOVE REQUIREMENTS.

Name(s) John White Phone 425.576.7118

Address/P.O. Box 3015 112th Avenue NE, Suite 100

City Bellevue State WA Zip 98004-8001

Signature  Date 1/29/12

Signature _____ Date _____

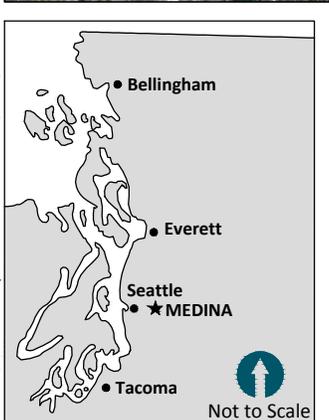
ATTACHMENT 4

FIGURES



K:\jobs\100055-SR520\100055-01-RP-003.dwg NV F1

Jan 04, 2012 1:32pm heriksen



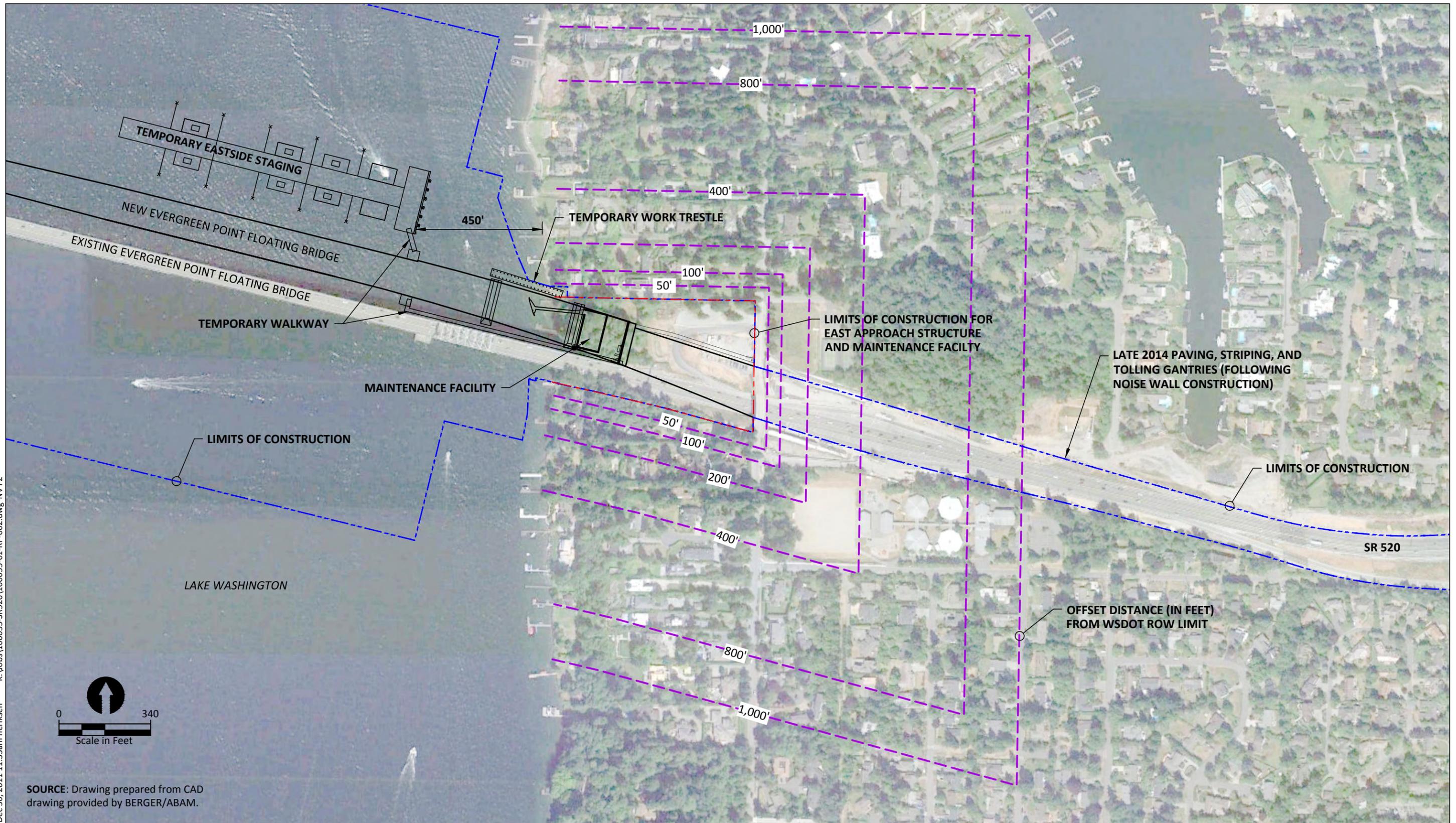
Not to Scale

AERIAL SOURCE: Google Earth Pro, 2010.



Figure 1
Vicinity Map
Medina Noise Variance Application
SR520 Floating Bridge and Landings

Dec 30, 2011 11:33am heriksen K:\Jobs\100055-SRS20\100055-01-RP-002.dwg NV F2

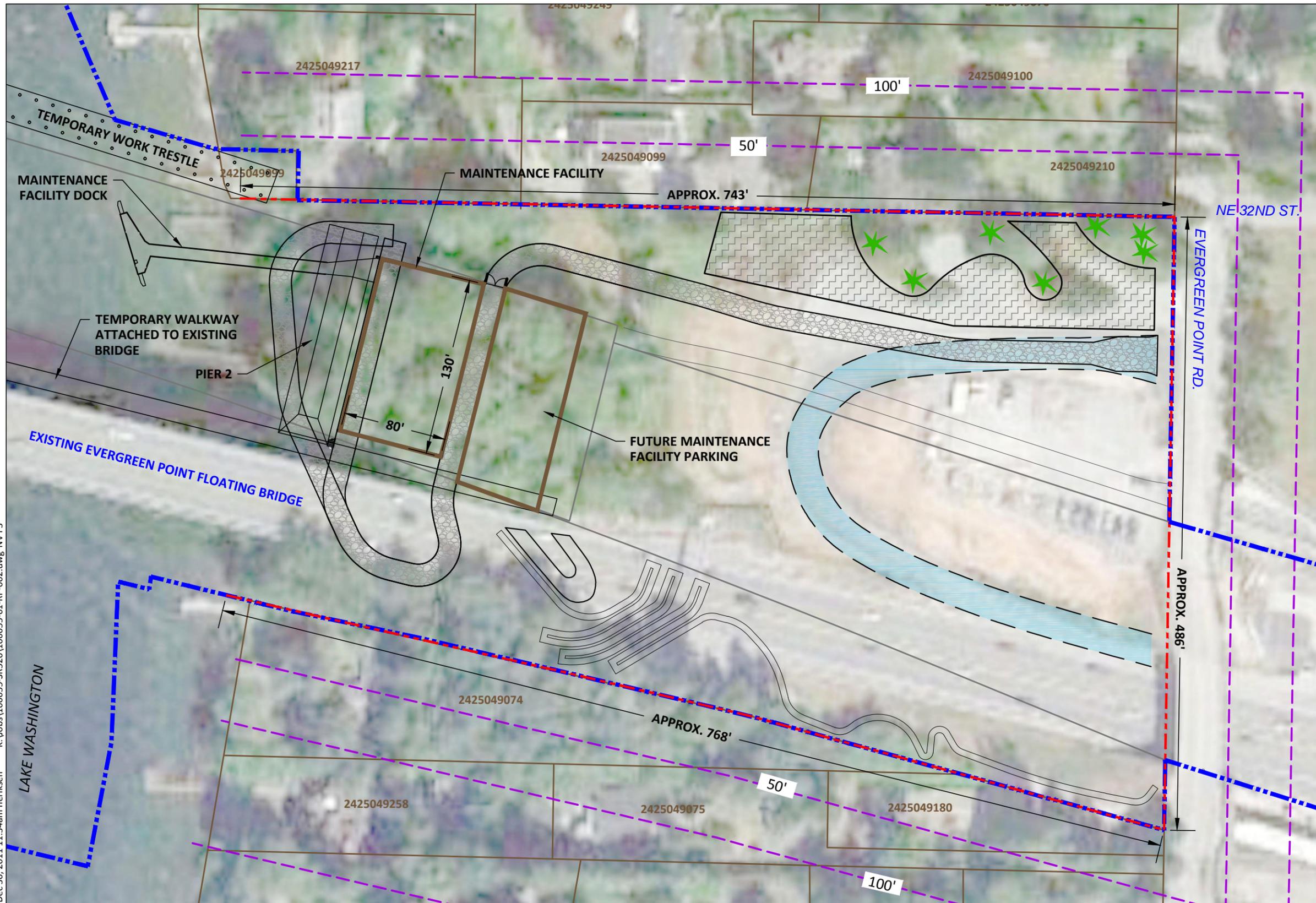


SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM.



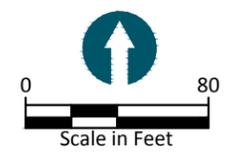
Figure 2
Construction Area and Offset Distances
Medina Noise Variance Application
SR 520 Floating Bridge and Landings

Dec 30, 2011 11:34am heriksen K:\Jobs\100055-SR520\100055-01-RP-002.dwg NV F3



LEGEND:

-  Construction Parking Area
-  Existing Construction Access Road
-  Temporary Construction Access Road
-  WSDOT ROW Limit
-  Offset Distance (in feet) from WSDOT ROW Limit
-  Limits of Construction
-  Parcel Boundaries
-  Tree to be Preserved



SOURCE: Drawing prepared from CAD drawing provided by BERGER/ABAM.



Figure 3
 Site Plan Detail
 Medina Noise Variance Application
 SR 520 Floating Bridge and Landings

ATTACHMENT 5
SUPPLEMENTAL INFORMATION

Project Description

The State Route 520 Evergreen Point Floating Bridge and Landings Project (SR 520 FBL Project) consists of the design and construction of the new SR 520 Evergreen Point floating bridge across Lake Washington (Figure 1). The planned construction activities include building the new floating bridge and maintenance facility, and demolishing the existing bridge and landings. The SR 520 FBL Project construction activities include:

- Construction of a new six-lane bridge that includes high occupancy vehicle (HOV) lanes, bicycle/pedestrian facilities, and the ability to accommodate future light rail
- Construction of the floating bridge structure, a fixed east approach, and transition structures between the fixed structures and floating bridge
- Towing, storage, and outfitting of the 33 pontoons that will be constructed in Grays Harbor through the Pontoon Construction Project
- Construction, storage, and outfitting of an additional 44 supplemental stability pontoons, 58 anchors, and the associated anchor cables
- All aspects of floating bridge assembly including temporary moorage, towing all pontoons to Lake Washington, anchor installation, assembly of the pontoon substructure, and installation of the superstructure and roadway deck
- Construction of the final connection between the new six-lane bridge and the new lidded roadway section constructed within the Medina to SR 202: Eastside Transit and HOV Project design-build contract
- Construction of a new bridge maintenance facility and dock located beneath the east approach structure
- Paving, striping, and installation of tolling gantries east of Evergreen Point Road
- **Demolition of the existing SR 520 bridge**

Construction activities within or in near proximity to the City of Medina (Figure 2) include:

- The east approach structure that connects the floating bridge to the at-grade highway to the east of the Medina shoreline; the approach structure will be supported on two foundation piers, one in-water, approximately 200 feet from the shoreline, and one on land, just a few feet from the shoreline
- A temporary construction work bridge that will be constructed to the north of the proposed bridge alignment; the work bridge will be adjacent to and will facilitate construction of the east approach structure and the in-water foundation pier

- A temporary floating eastside staging area that will be located approximately 100 feet north of the proposed bridge alignment and 450 feet from the eastern shoreline of Lake Washington:
 - The new bridge pontoons will be delivered, connected, and outfitted in this area prior to installation in the final bridge alignment
 - A walkway connected to the existing bridge will connect the floating staging area to the landward construction area
- A three-level, approximately 15,000-square-foot maintenance facility with a footprint of approximately 80 feet by 130 feet that will be built under the new bridge deck, between Lake Washington and Evergreen Point Road
- A 121-foot-long dock that will connect the maintenance facility to Lake Washington
- Demolition of the existing bridge after traffic is active on the new bridge
- Paving, restriping, and installing tolling gantries east of Evergreen Point Road

Access to the construction site will be both upland from SR 520, crossing Evergreen Point Road, and from Lake Washington. For construction of the bridge and east approach elements, as well as the maintenance facility elements of the project, the Washington State Department of Transportation's (WSDOT's) contractor (Kiewit/General/Manson, or KGM) must access the shoreline area with heavy equipment and construction materials. To facilitate site access early in the work sequence for the bridge and east approach elements, KGM will build a primary temporary construction access road from the top of the hillside down to the shoreline area (Figure 3).

At the top of the hillside and the eastern portion of the site near Evergreen Point Road, construction access and egress will be at the existing construction access point from Evergreen Point Road and the new permanent driveway location. At the steeper hillside portions of the site to the west, the primary construction access road will traverse the site from north to south, turning north as it approaches the bottom of the hillside near the shoreline. In this area, an abutting property owner's driveway encroaches into the WSDOT right-of-way. Driveway access for this property owner will be maintained throughout construction.

During construction, a temporary ecology block wall will be installed along the shoreline, just above the ordinary high water mark. This temporary block wall will support temporary construction access roadway fill, which will allow level access and accommodate the necessary turning area for heavy equipment to the Pier 2 and maintenance facility construction areas. Additionally, this temporary wall will serve a critical purpose as part of the shoreline construction best management practices, in addition to silt fencing, to ensure that stormwater runoff and soil from the construction site do not flow directly into the lake. The wall will serve as a hard edge to the construction site during site disruption. The wall will also provide an internal temporary swale and underdrain that will direct runoff to the temporary erosion and sediment control facilities for treatment prior to discharge.

Construction of the new bridge will begin in April 2012 with estimated completion in 2014. Demolition of the existing bridge, final grading, and landscaping are scheduled for 2015.

Summary of Applicable Medina Noise Regulations

The City of Medina Planning Director recently determined that the state highway area west of the center point of Evergreen Point Road is a “residential” district for the purposes of noise regulations (Staff Analysis and Recommendations for the technical noise variance for Eastside Corridor Constructors, SR 520 Eastside Transit and HOV Project). Section 12.88.040 of the King County Code, as adopted by the City of Medina, establishes a permissible noise level of 80 dB(A) for construction and specifies that noise measurements are to be taken at the real property of another person or 50 feet from the equipment, whichever is greater. It also allows higher noise levels for impact equipment such as pile drivers and pavement breakers if the impact is limited to one period of 7.5 to 30 minutes between 8 am and 5 pm weekdays and 9 am and 10 pm on weekends. Acceptable noise levels for impact equipment range from 90 to 99 dB(A), depending on the duration.

Section 12.88.030 of the King County Code, as adopted by City of Medina, establishes the maximum permissible sound levels of 45 dB(A) for the hours between 10 pm and 7 am weekdays and 10 pm and 9 am weekends. MMC 8.06.030 further restricts the allowable hours of construction to 7:00 am to 7:00 pm weekdays and 8:00 am to 5:00 pm on Saturdays.

Noise Methodology

To assess the potential for the project to exceed the acceptable noise thresholds, the project team identified discrete work activities and determined the equipment anticipated to be used for each activity.

For work activities and equipment unique to the KGM Floating Bridge and Landings Project, the Federal Highway Administration (FHWA) Construction Noise Handbook, August 2006, was used to establish anticipated noise levels (dB(A)) at 50 feet based on published equipment information and acoustical usage factors. The Practical Spreading Model for Noise Attenuation was then used to predict the noise levels that would be experienced in the adjacent residential neighborhoods. For distances within 500 feet of the construction activity, a conservative 6 dB(A) reduction per doubling of distance was applied, which is associated with hard scape surroundings. After 500 feet, an additional dB(A) reduction of 1.5 was included to account for the sound dampening effect of topography, vegetation and structures. Because this calculation does not account for noise reduction associated with vegetation, topography, and other structures within 500 feet of the activity, the actual noise levels experienced by adjacent and nearby properties is expected to be less than the levels shown in Table 6.1 in Attachment 6: Equipment and Associated Noise Levels.

For KGM work activities using a combination of equipment similar to activities performed recently for the SR 520 Eastside Transit and HOV Project, actual measured noise monitoring results for that project were used to provide more accurate data regarding predicted noise generated from the project. As one of the conditions in the City of Medina noise variance associated with the SR 520 Eastside Transit and HOV Project, Eastside Corridor Constructors (ECC) was required to collect actual noise measurements. Noise measurements used in this analysis were collected by ECC between May 2011 and January 2012, at multiple distances from the construction work. For each of the ECC measurements, record was made of the concurrent construction activities that were ongoing at the time, which can be related to a specific combination of equipment types. Attachment 6, Table 6.2 presents activities and equipment for the KGM Floating Bridge and Landings Project that are similar to those used for the SR520 Eastside Transit and HOV Project, with predicted KGM noise levels based on measured noise monitoring results. In this table, actual noise measurements from ECC similar activities are used out to a 400 foot distance. Noise levels for greater distances are modeled, using modelling protocol from the FHWA Construction Noise Handbook.

Background Noise Levels

Background noise levels in the project area already exceed the maximum permissible sound levels. According to the Noise Discipline Report Addendum and Errata of the Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluations, SR 520 Bridge Replacement and HOV Program, May 2011, the highest existing peak hour noise levels on residential property within Medina in close proximity to SR 520 are 68 dB(A) and 73 dB(A) on the north and south sides, respectively.

Construction Activities and Anticipated Noise Levels

Work Hours/Early Starts

Most substantive project work will typically occur between 7:00 am and 7:00 pm, Monday through Friday. Clean-up of the day's work and staging for the next day's work will typically be done in the late afternoon and early evening, with occasional work into the later evening hours or early-to-mid morning hours. The earliest typical weekday arrival will be 5:00 am with work beginning at 6:00 am. The earliest arrival on Saturdays will be 6:00 am with work starting at 7:00 am and concluding at 5:00 pm. Circumstances warranting early start times include:

- Preparing equipment and/or materials that are necessary for the day's work
- Conducting work preparatory to other work that will require much or all of the typical day shift
- Starting work that must finish within the day that is projected to take longer than the typical day's work allows
- Large concrete pours that will require certain shifts to last more than 12 hours
- Similar types of situation-dependent work that require more time than a single work shift allows

Typical Daytime Construction

Typical equipment for daytime work includes: excavators, loaders, bulldozers, cranes, rollers, pavers, vector trucks, concrete pumps, concrete trucks, dump trucks, forklifts, compressors, generators and miscellaneous equipment, and supply delivery vehicles. The highest anticipated noise levels at 50 feet from the equipment is 79 dB(A) (other than pile driving equipment discussed below). Based on these noise levels and the proximity of the nearest

neighbors, the three nearest neighbors to the north and three nearest neighbors to the south may experience daytime noise levels associated with typical construction work that exceed the allowable threshold of 80 dB(A).

Pile Driving

To build the maintenance facility dock, the temporary work trestle, and the eastside staging area, pile driving will be required. To the extent possible, vibratory pile installation will be used, with limited impact proofing. However, some amount of impact driving will be required to achieve structural capacity given geotechnical constraints. Although impact pile driving and vibratory installation are both noisy activities, vibratory installation is perceived by most people as less bothersome than impact driving because the noise generated is steadier.

For the east side staging area dolphins, 24 piles will be installed with up to 50 impact strikes per pile. These piles are approximately 450 feet west of the Medina shoreline. A series of 50 strikes typically takes 2 to 5 minutes per pile. Therefore, using a strike duration of 5 minutes per pile, impact hammering 50 strikes on a total of 24 piles is equal to a total of approximately 120 minutes or 2 hours of impact pile driving total. Assuming a maximum number of 8 piles per day, this equates to approximately 40 minutes per day for a total of 3 days.

For the temporary work trestle and maintenance dock, 49 piles will be installed with up to 500 impact strikes per pile. These piles are adjacent to the Medina shoreline and extend approximately 100 feet to the west. A series of 500 strikes typically takes approximately 20 minutes per pile. Therefore, using a strike duration of 20 minutes per pile, impact hammering 500 strikes on a total of 49 piles is equal to a total of approximately 980 minutes or approximately 16.5 hours of impact pile driving total. Assuming a maximum number of 8 piles per day, this equates to approximately 2.5 hours per day for a total of 6 days. Installation of the 40 piles for the temporary work trestle and the 10 piles for the maintenance dock will not be concurrent, and therefore may require additional days to complete the installation.

The highest anticipated noise levels at 50 feet from the pile driving equipment is 88 dB(A), and 82 dB(A) at 100'. Given the specific location of the pile driving, based on these noise

levels and the proximity of the nearest neighbors, the three nearest neighbors to the north and three nearest neighbors to the south may experience daytime noise levels associated with pile driving that exceed the allowable threshold of 80 dB(A).

Night Work

Although KGM intends to complete as much of the project during daytime work hours as possible, some activities will have to take place at night. Work after 7:00 pm will only be conducted for those critical path items for bridge completion that require night work to meet the WSDOT schedule. Night work will primarily consist of small crews working on isolated issues that prepare the project for the next day. When this needs to occur, the majority of work will be done before midnight. Equipment that could be used for night work includes typical construction equipment such as excavators, bull dozers, loaders, generators, cranes, compressors, forklifts, rollers, and pavers.

Planned night work falls into three primary categories: work associated with required lane closures, swing shift work associated with construction of the east approach elevated structure, and work associated with shifting traffic to the new bridge.

Night work will be necessary when ancillary roadwork requires lane closures to protect the traveling public. Examples of this would include installation of traffic barriers, tolling gantries, and the temporary worker walkway on the existing bridge. Although all of this work has not been scheduled, and may not be known until closer to the construction activity, it is estimated that there will be approximately 50 nights of work associated with lane closures. To protect the travelling public and reduce traffic congestion, lane closures must occur at night, typically between 9:00 pm and 5:00 am.

To construct the east approach elevated structure, the method of segmental cast-in-place concrete construction requires that swing shift work between the hours of 4:00 pm and midnight is conducted for approximately 24 months. Work performed during the swing shift will be quieter work, including completion of concrete pours, rebar installation, and similar activities.

Night work is also required when shifting traffic to the new bridge. This is anticipated to include up to six complete weekend closures, with 24-hour construction operations for the

duration of each closure. Grinders, loaders, graders, excavators, hoe rams, rollers, asphalt and concrete paving machines, dump trucks, concrete mixers and pumpers, light plants, vector trucks, compressors, and cranes will be used during the night work to facilitate the shift in traffic from the existing bridge to the new bridge. To the extent possible, concrete grinding will occur during the day during this work associated with the transition to the new bridge.

Other than as described above, night work is not expected, but may need to occur. There may be situations where unexpected work past 7:00 pm is necessary. An example of this would be a large concrete pour that, once started, must continue without interruption until complete.

When night work does need to occur, the following provisions will be taken:

- A notice will be sent to all affected residences at least 7 days prior to scheduled night work, when the work is scheduled, or as soon as possible when unscheduled night work is determined to be necessary.
- The notice will include a description of why the night work is required.
- If possible, the noisiest work will be completed before midnight.
- Other than occasions that are associated with scheduled road closures as described above, KGM does not intend to perform work on Saturday or Sunday nights.

With any nighttime work, approximately 122 residences within 1,000 feet of the project site may experience noise levels that exceed the nighttime noise threshold of 45 dB(A).

However, as explained above, the area already experiences noise levels that exceed the nighttime noise threshold.

Bridge Demolition

Demolition of the existing bridge will occur in 2015. Demolition work will occur between the hours of 7:00 am and 7:00 pm weekdays. It will require the use of the following equipment: cranes, excavators, loaders, hoe rams, forklifts, saw cutters, dump trucks, and generators. The highest anticipated noise level at 50 feet from the equipment is 90 dB(A). Based on this noise level and the proximity of the nearest neighbors, the four nearest neighbors to the south may experience daytime noise levels associated with typical construction work that exceed the allowable threshold of 80 dB(A).

Noise Minimization and Mitigation Measures

- Mufflers will be required on all engine-powered equipment.
- Equipment will be inspected regularly and defective mufflers and parts that do not meet the manufacturers' specifications will be replaced.
- Activities that produce high noise levels (such as hauling, loading spoils, jack hammering, and other demolition equipment) will be limited to daytime hours when feasible.
- Pile driving will be limited to the hours between 7:00 am to 5:00 pm when feasible.
- To further minimize noise associated with pile driving, KGM will use pile cushion pads when feasible.
- Stationary construction equipment will be located as far from nearby noise-sensitive properties as possible.
- Equipment will not be allowed to idle unnecessarily.
- KGM will evaluate the possibility of using ambient back-up alarms, or otherwise minimizing the use of standard back-up alarms.
- KGM will prohibit truck tailgate banking.
- KGM will use electric tools and equipment when possible.
- KGM will maintain a construction log, which will include information on activities, dates and times, and equipment used and the duration, to better pinpoint problematic activities or equipment and to facilitate quick resolution of issues or noise level exceedances.
- KGM will notify nearby residents when pile driving or other noisy work would be occurring.
- When nighttime work is necessary, KGM will notify all households within the impacted area at least 7 calendar days in advance of the work, when the work is scheduled, or as soon as possible when unscheduled night work is determined to be necessary. KGM will complete the noisiest work before midnight when feasible.
- KGM will establish a 24-hour construction hotline to investigate noise complaints.

Worker and Public Safety

KGM will comply with noise-related Washington State Department of Labor and Industries requirements for worker safety as described in Table 1.

**Table 1
Noise Evaluation Criteria**

Criteria	Description	Requirements
85 dBA TWA ₈	Full-day employee noise exposure dose – if you have one or more employees whose exposure equals or exceeds this level, you must have a hearing loss prevention program	<ul style="list-style-type: none"> – Hearing protection – Training – Audiometric testing
90 dBA TWA ₈	Full-day employee noise exposure dose – if you have one or more employees whose exposure equals or exceeds this level, you must reduce employee noise exposures in the workplace	<ul style="list-style-type: none"> – Noise controls and – Hearing protection – Training – Audiometric testing
115 dBA measured using slow response	Extreme noise level (greater than 1 second in duration)	<ul style="list-style-type: none"> – Hearing protection – Signs posted in work areas warning of exposure
140 dBC measured using fast response	Extreme impulse or impact noise (less than 1 second in duration)	Hearing protection

Source: WAC Chapter 296-817 accessed online December 5, 2011 at www.lni.wa.gov/WISHA/Rules/noise/HTML/296-817-100

Note: TWA₈ refers to the equivalent 8-hour time-weighted average sound level.

Noise levels experienced by the public will be for shorter durations, and at greater distances, than project construction workers. In addition, topographic variation and vegetation will also decrease sound levels experienced by the public.

City of Medina Technical Variance Criteria

The noise occurring or proposed to occur does not endanger the public health or safety.

KGM will adhere to the Washington State Department of Labor and Industries requirements for worker noise protection. Since members of the public will be buffered from the noise by distance, topography, vegetation and structures, and their noise exposure will be of limited intensity and duration, this project will not endanger the public health or safety.

SR 520 is designated as an Essential Public Facility under WAC 365-196-550(1)(c)(iii) and is considered a transportation facility of statewide significance. Decisions made by the Washington State Legislature and WSDOT to replace this aging facility are based largely on

public safety and are supported by nearly 10 years of public process related to analyzing and describing to the public the impacts to the human and natural environment associated with the project. The construction plan, including work sequencing and equipment selection, has been developed to provide a new bridge across Lake Washington on SR 520 in the quickest and most fiscally responsible manner possible.

The existing bridge is aging and highly vulnerable to windstorms; the east and west approach structures are vulnerable to earthquakes. The remaining design life expectancy of the bridge is less than 15 years. Some bridge mechanisms have been damaged in recent storms, and the floating pontoons currently float approximately 1 foot lower than design, increasing the likelihood of waves breaking onto the bridge deck.

The new bridge will meet current standards for wind and wave resistance. The east and west approach bridges will meet current seismic standards. Wider shoulders and improved curves will improve safety and reliability. Noise walls on the approach structure will reduce highway noise in the adjacent Medina neighborhoods.

Due to the unique nature of this large of a floating bridge, it is essential to locate the maintenance facility in close proximity to the bridge. The maintenance facility will have 24-hour on call staffing to respond to potential problems in the floating pontoons.

There is no practical means known or available for the adequate prevention, abatement, or control of the noise involved.

All reasonable and feasible means of noise minimization will be implemented by KGM, as described in the preceding section, Noise Minimization Measures. Due to safety concerns for project staff and the traveling public, some of the work is required to occur at night. Other work will be necessary at night due to the inability to interrupt progression of the work once started (e.g., concrete pours).

The duration shall be until such practical means for prevention, abatement, or control become known or available.

KGM requests the noise variance for construction of the new bridge and approach structure, the maintenance facility and associated pier, and demolition of the existing bridge. Construction will begin in 2012 and the project will be complete in late 2015.

ATTACHMENT 6
EQUIPMENT AND ASSOCIATED NOISE
LEVELS

Attachment 6: Equipment and Associated Noise Levels - UPDATED

The tables included in Attachment 6 are described in the Noise Methodology section of Attachment 5: Supplemental Information. Tables include the following:

Table 6.1: Activities and Equipment Unique to KGM Floating Bridge and Landings Project: Predicted KGM Noise Levels Modeled Based on Published Equipment Information

For this table, the Federal Highway Administration (FHWA) Construction Noise Handbook, August 2006, was used to establish anticipated noise levels (dB(A)) at 50 feet based on published equipment information and acoustical usage factors. The Practical Spreading Model for Noise Attenuation was then used to predict the noise levels that would be experienced in the adjacent residential neighborhoods. For distances within 500 feet of the construction activity, a conservative 6 dB(A) reduction per doubling of distance was applied, which is associated with hard scape surroundings. After 500 feet, an additional dB(A) reduction of 1.5 was included to account for the sound dampening effect of topography, vegetation and structures.

Table 6.2: Activities and Equipment for the KGM Floating Bridge and Landings Project that are Similar to those Used for the SR520 Eastside Transit and HOV Project: Predicted KGM Noise Levels Based on Measured Noise Monitoring Results

For this table, actual measured noise monitoring results collected by ECC between May 2011 and January 2012 were used to provide more accurate data regarding predicted noise generated from applicable combinations of equipment. To determine predicted noise from KGM construction activities, actual noise measurements from ECC similar activities are used out to a 400 foot distance. Noise levels for greater distances are modeled, using modelling protocol from the FHWA Construction Noise Handbook.

Table 6.3: SR520 Eastside Transit and HOV Project: Activities, Associated Equipment and Monitoring Data

For reference, this table provides information on the ECC construction activities that were monitored, the equipment associated with each activity, and noise measurements.

Table 6.1
Activities and Equipment Unique to KGM Floating Bridge and Landings Project
Predicted KGM Noise Levels Modeled based on Published Equipment Information

KGM FBL Activity	Day/Night Work	Anticipated Start of Activity	Estimated Duration	Equipment	AUF	dB at 50 (UF)	dB at 100 (UF)	dB at 200 (UF)	dB at 400 (UF)	dB at 600 (UF)	dB at 800 (UF)	dB at 1000 (UF)
Eastside Staging Area Pile Installation (at least 400 feet from shoreline)	Day	4/1/2012	4 weeks									
			3 days	pile driver	20	n/a	n/a	n/a	70	65	62	60
				barge	50	n/a	n/a	n/a	66	61	58	56
				tug boats	50	n/a	n/a	n/a	69	64	61	59
				generator	50	n/a	n/a	n/a	61	56	53	51
				compressor	40	n/a	n/a	n/a	58	53	50	49
Eastside Staging Area Pontoon Assembly (at least 400 feet from shoreline)	Day	4/1/2012	32 months									
				barge	50	n/a	n/a	n/a	66	61	58	56
				concrete pump truck	20	n/a	n/a	n/a	57	52	49	47
Cofferdam Installation Pier 1 (at least 200 feet from shoreline)	Day	4/1/2012	2 months									
			16 days	vibratory sheet pile installation	20	n/a	n/a	76	70	65	62	60
				crane	16	n/a	n/a	65	59	54	51	50
				compressor	40	n/a	n/a	64	58	53	50	49
				generator	50	n/a	n/a	67	61	56	53	51
				forklift	40	n/a	n/a	62	56	51	48	47
Cofferdam Installation Pier 2	Day	7/1/2012	2 months									
			8 days	vibratory sheet pile installation	20	88	82	76	70	65	62	60
				crane	16	77	71	65	59	54	51	50
				compressor	40	76	70	64	58	53	50	49
				generator	50	79	73	67	61	56	53	51
				forklift	40	74	68	62	56	51	48	47
Temporary Work Trestle Installation	Day	7/1/2012	2 months									
			5 days	pile driver	20	88	82	76	70	65	62	60
				crane	16	77	71	65	59	54	51	50
				compressor	40	76	70	64	58	53	50	49
				generator	50	79	73	67	61	56	53	51
				forklift	40	74	68	62	56	51	48	47
Maintenance Dock	Day	8/1/2012	3 months									
			2 days	pile driver	20	88	82	76	70	65	62	60
				crane	16	77	71	65	59	54	51	50
				compressor	40	76	70	64	58	53	50	49
				generator	50	79	73	67	61	56	53	51

Notes:

Impacts exceed day noise threshold of 80 dB

Parcels 100 feet from northern edge of right-of-way include: 2425049210, 2425049099, 2425049217, 2425049100, and 2425049249.

Parcels 100 feet from southern edge of bridge, on south side include: 2425049180, 2425049075, 2425049258, and 2425049074.

6dB reduction per doubling of distance associated with hardscapes has been applied to 500 feet. After 500 feet, an additional dB reduction of 1.5 is included to account for the sound dampening effect of topography, vegetation and structures.

The AUF has been applied to all modeled noise levels.

Source for construction equipment noise levels: FHWA 2006 Construction Noise Handbook. Accessed online on November 8, 2011 at www.fhwa.dot.gov/environment/noise/construction_noise/handbook/

Source for tug and barge noise levels: Port of Los Angeles TraPac (Berths 136-147) Draft Environmental Impact Statement/Environmental Impact Report, 2007. Accessed online on December 21, 2011 at www.portoflosangeles.org/EIR/TraPac/DEIR/deir_trapac.asp

Abbreviations:

AUF Acoustical useage factor

dB Decibel

ECC Eastside Corridor Constructors

FBL Floating Bridge and Landings

KGM Kiewit/General/Manson, A Joint Venture

n/a No receptors within this distance due to intervening water

Table 6.2
Activities and Equipment for KGM Floating Bridge and Landings Project that are Similar to those used for the SR 520 Eastside Transit and HOV Project:
Predicted KGM Noise Levels based on Measured Noise Monitoring Results

Noise Monitoring Results for SR 520 Eastside Transit and HOV Project Provided by Eastside Corridor Constructors between May 2011 and January 2012 as Required under City of Medina Noise Variance Conditions

Description of KGM Work						Actual Noise Measurements from ECC Similar Activity				Modeled Noise Levels for Greater Distances			
KGM Activity	Day/Night Work	Anticipated Start of Activity	Estimated Duration	Proposed KGM Equipment	ECC Activity Data Used†	dB at 50 ft*	dB at 100 ft*	dB at 200 ft*	dB at 400 ft*	dB at 600 ft**	dB at 800 ft**	dB at 1000 ft**	dB at 1200 ft**
Site Excavation and Shoring	Day	4/1/2012	4 months	Excavator, dozer, loader, generator, hydraulic crane, and compressor	15	77	72	66	61	56	52	49	45
Retaining Walls	Day	9/1/2012	7 months	Excavator, dozer, loader, generator, roller, hydraulic crane, and compressor	7 and 16	78	73	65	na	54	50	47	43
East Approach Elevated Structure Construction	Day	12/1/2012	24 months	Crane, compressor, generator, and forklift	7, 9, 10, 11, 16, 18, 19, and 20	76	73	66	58	53	49	46	42
East Approach Elevated Structure Construction	Night (4 pm to midnight)	12/1/2012	24 months	Crane, compressor, generator, and forklift	7, 9, 10, 11, 16, 18, 19, and 20***	76	73	66	58	53	49	46	42
Maintenance Facility Construction	Day	12/1/2012	15 months	Crane, loader, generator, and forklift	7, 9, 10, 11, 16, 18, 19, and 20	76	73	66	58	53	49	46	42
Roadway Construction	Day	7/1/2013	6 months	Vac-truck, grader, excavator, loader, roller, paver, and compressor	1, 2, 9, 10, 11, 13, 18, 19, 20, and 21	76	72	66	58	53	49	46	42
Roadway Switchover	Day	10/1/2014	2 months	Vac-truck, grader, excavator, loader, roller, paver, compressor, grinders, hoe ram, dump truck, concrete mixer, concrete pumper, light plant, and crane	1, 2, 9, 10, 11, 13, 18, 19, 20, and 21	76	72	66	58	53	49	46	42
Roadway Switchover and Lane Closures	Night	10/1/2014	68 nights	Vac-truck, grader, excavator, loader, roller, paver, compressor, grinders, hoe ram, dump truck, concrete mixer, concrete pumper, light plant, and crane	1, 2, 9, 10, 11, 13, 18, 19, 20, and 21	76	72	66	58	53	49	46	42
Bridge Demolition	Day	2/1/2015	5 months	Crane, excavator, loader, hoe ram, forklift, saw cutter, dump truck, and generator	4	na	74	69	na	58	54	51	47
Final Grading	Day	6/1/2015	2 months	Excavator, dozer, loader, generator, and compressor	1	76	71	67	na	56	52	49	45

Notes:

Impacts exceed night noise threshold of 45 dB

† Refer to Table 6.3 for a description of ECC activities, equipment used, and associated noise measurements.

* dB levels are based on empirical data collected by the ECC project 2011–2012.

** A standard 6dB reduction per doubling of distance has been applied. An additional dB reduction of 1.5 is included to account for the sound dampening effect of topography, vegetation and structures.

*** ECC activities selected as similar to night work at the East Approach elevated structure provide a conservative prediction. As described in Attachment 5, East Approach work performed during the swing shift will be quieter work such as concrete pouring and rebar installation.

Source for construction equipment noise levels: FHWA 2006 Construction Noise Handbook. Accessed online on November 8, 2011 at www.fhwa.dot.gov/environment/noise/construction_noise/handbook/

Source for tug and barge noise levels: Port of Los Angeles TraPac (Berths 136-147) Draft Environmental Impact Statement/Environmental Impact Report, 2007. Accessed online on December 21, 2011 at www.portoflosangeles.org/EIR/TraPac/DEIR/deir_trapac.asp

Abbreviations:

dB Decibel

ECC Eastside Corridor Constructors

ft Feet

KGM Kiewit/General/Manson, A Joint Venture

na No measurements were conducted at this distance

Table 6.3
SR 520 Eastside Transit and HOV Project: Activities, Associated Equipment, and Monitoring Data

ECC Noise Monitoring Data for Concurrent Activities	Actual Noise Measurements Taken Between May 2011 and January 2012							
	50 Feet		100 Feet		200 Feet		400 Feet	
	Average dB	dB Range	Average dB	dB Range at	Average dB	dB Range	Average dB	dB Range
Activity 1	76	72-80	71	65-74	67	67	na	na
Activities 1, 2, and 13	75	68-80	71	65-74	67	67	na	na
Activities 1, 2, 9, 10, 11, 13, 16, 18, 19, 20, and 21	76	67-80	72	67-75	66	62-68	58	55-60
Activity 2	71	68-73	69	69-70	na	na	na	na
Activity 4	na	na	74	70-77	69	61-75	na	na
Activity 5	76	68-80	68	67-69	67	67	55	55
Activities 7 and 16	78	69-80	73	70-75	65	62-66	na	na
Activities 7, 9, 10, 11, 16, 18, 19, and 20	76	67-80	73	70-75	66	62-68	58	55-60
Activities 9 and 18	75	74-75	72	70-73	67	66-67	60	60
Activities 9, 10, 11, 18, 19, 20	76	67-80	73	71-75	66	63-68	57	55-59
Activity 13	76	76	68	68	na	na	na	na
Activity 15	77	69-81	72	59-75	66	62-69	61	59-63
Activity 17	72	71-73	73	73	na	na	na	na
Activity 23	na	na	64	62-66	na	na	na	na

ECC Activity Description	Equipment Associated with Each Activity
Activity 1: Temp widening for haul and metro	A1: Excavator, haul trucks, compactor, paving machine, pickups, light plants
Activity 2: Set temp barrier, phase 1	A2: Semi w/ crane, pickups, sweeper, TMA
Activity 3: Temp striping	A3: Paint truck, grinder, sweeper, haul trucks, pickups
Activity 4: Demo pedestrian bridge	A4: Saw cutter, excavator with breaker, excavator with shears, haul trucks, loader, dozer, pickups, light plant
Activity 5: Install culvert A	A5: Saw cutter, excavator, crane, dozer, pickups, motor grader, loader, haul trucks, compactors, paving machine, light plants, generators
Activity 6: Noise wall set panels	A6: Crane, pick-up, light plants, forklift, generator
Activity 7: Excavate and construct pier 2 foot and pier walls at Evergreen lid, ease phase	A7: Saw cutter, excavator, crane, pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 8: Set girders at Evergreen east section	A8: Haul trucks, cranes, light plants, pickups, generators, compressors
Activity 9: Construct intermediate diaphragms at Evergreen lid east phase	A9: Saw cutter, crane, pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 10: Install SIP at Evergreen lid east phase	A10: Saw cutter, crane, pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 11: Strip overhand over 520 Evergreen lid ease phase, point and patch, structure coat concrete	A11: Saw cutter, crane, pickups, generators, compressors
Activity 12: Demo existing Evergreen bridge	A12: Saw cutter, excavator with breaker, excavator with shears, haul trucks, loader, dozer, pickups, light plants
Activity 13: Paving for mainline wideining	A13: Paving machine, compactor, pickups, haul trucks
Activity 14: Electrical work for new ITS, HARS and ATMs	A14: Pickups, crane, delivery semis, man lifts
Activity 15: Excavation and hauling wihtin corridor	A15: Excavators, dozers, compactors, motor grader
Activity 16: Excavate and construct pier 3 foot and pier wall at Evergreen lid west phase	A16: Saw cutter, excavator, crane (?), pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 17: Girder setting west half	A17: Haul trucks, cranes, light plants, pickups, generators
Activity 18: Construct intermediate diaphragms at Evergreen lid west phase	A18: Saw cutter, crane (?), pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 19: Install SIP at Evergreen lid west phase	A19: Saw cutter, crane (?), pickups, generators, compressors, concrete mixers, concrete pumpers
Activity 20: Strip overhang over 520 Evergreen lid east, point and patch, structure coat concrete	A20: Saw cutter, crane (?), pickups, generators, compressors
Activity 21: Traffic shift for MOT phase 2	A21: Semi w/ crane, pickups, sweeper, TMA
Activity 22: Temp striping for MOT phase 2	A22: Paint truck, grinder, sweeper, haul trucks, pickups
Activity 23: Paving for mainline overaly	A23: Paving machine, compactors, pickups, haul trucks
Activity 24: Final mainline striping	A24: Paint truck, grinder, sweeper, haul trucks, pickups

Abbreviations:
 dB Decibel
 ECC Eastside Corridor Constructors
 ft Feet
 na No measurements were conducted at this distance

ATTACHMENT 7
MAILING LABELS FOR ALL PROPERTIES
IN MEDINA NORTH OF SR 520 AND
PROPERTIES WITHIN 1,000 FEET TO THE
SOUTH OF THE PROJECT AREA

2425049056
Heather and Sudhir Singh
3616 Evergreen Point Road
Medina, WA 98039

2425049058
Ara Manoogian and Paula Donabid
3409 Evergreen Point Road
Medina, WA 98039

2425049059
Allen and Marry Jackson
PO Box 188
Medina, WA 98039

2425049060
William Wolfe
3339 Evergreen Point Road
Medina, WA 98039

2425049061
Augustus and Ann Hart
3337 Evergreen Point Road
Medina, WA 98039

2425049062
Michael and Alexix Rowell
PO Box 691
Medina, WA 98039

2425049063
Dayang Real Estate
6513 132nd Ave NE #386
Kirkland, WA 98033

2425049065
Fikso Kretchmer Smith
C/O Dixson Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049066
Yates Hickey Scottman
5115 Long Meadow Circle
Greenwood Village, CO 80111

2425049067
Severt Thurston CO Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049068
Eiji and Chie Minami
3609 Evergreen Point Rd
Medina, WA 98039

2425049069
Gretchen Stengel
3221 EVERGREEN POINT RD
Medina, WA 98039

2425049070
David and Steven Yee
14505 BelRed Road #200
Bellevue, WA 98007

2425049074
Gail Gowdy and John C. Wiseman
9815 15th NW
Seattle, WA 98117

2425049075
Allen Haines and Elle McBride
2853 Evergreen Point Road
Medina, WA 98004

2425049078
Anthony and Elaine Pagones
PO Box 511
Medina, WA 98039

2425049079
Dan and Kristen Newell
2623 Evergreen Point Rd
Medina, WA 98039

2425049088
City of Medina/Fairweather Park
PO Box 144
Medina, WA 98039

2425049099
Cornel and Rodica Petrisor
3207 EVERGREEN POINT RD
Medina, WA 98039

2425049100
Sarah and David Doud
3211 EVERGREEN POINT RD
Medina, WA 98039

2425049102
Sohrab Moshiri
3405 Evergreen Point Road
Medina, WA 98039

2425049103
Jennifer and Neal Garone
2835 EVERGREEN POINT RD
Medina, WA 98039

2425049104
BELLEVUE SCHOOL DIST 405
7800 NE 28TH ST
Medina, WA 98039

2425049107
Jason and Melissa MacKenzie
3201 78th PL NE
Medina, WA 98039

2425049118
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049119
Chris Marker
PO Box 869
Medina, WA 98039

2425049120
Patricia Dotson
PO Box 7
Medina, WA 98039

2425049122
Kathleen Harris
3607 Evergreen Point Road
Medina, WA 98039

2425049123
Suzanne and Michael Cohen
PO Box 649
Medina, WA 98039

2425049124
Bruce Milne
20409 NE 116th St
Medina, WA 98039

2425049126
Neil and Margery Hokonson
3648 Fairweather Lane
Medina, WA 98039

2425049127
Patricia and Peter May
3630 Evergreen Point Road
Medina, WA 98039

2425049128
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049129
Ann Woodliff
3611 Evergreen Point Road
Medina, WA 98039

2425049133
James McBain
1001 4th Ave #4333
Seattle, WA 98154

2425049134
James and Carolyn Sisley
3450 Evergreen Point Road
Medina, WA 98039

2425049136
Eric Cheng
3660 Fairweather Lane
Medina, WA 98039

2425049137
Gary Fluhner
3654 Fairweather Lane
Medina, WA 98039

2425049142
Jerry and Valerie Parrish
2827 EVERGREEN POINT RD
Medina, WA 98039

2425049143
Phillis Lindsey
PO Box 327
Medina, WA 98039

2425049147
Rodger and Linda Kuula
3425 Evergreen Point Road
Medina, WA 98039

2425049148
Colin Radford
10423 Main Street, Suite 4
Bellevue, WA 98004

2425049153
Gail Husick
3602 Evergreen Point Road
Medina, WA 98039

2425049155
John Li
3619 Evergreen Point Road
Medina, WA 98039

2425049157
Panos Properties
6850 Greenlake Way N, #201
Seattle, WA 98115

2425049158
James Hayes, C/O Margie Suskin
3667 Fairweather Lane
Medina, WA 98039

2425049161
Howard and Lisa Hawk
3249 Evergreen Point Rd
Medina, WA 98039

2425049165
Edward and Ha Shau Kwan
PO Box 50011
Bellevue, WA 98015

2425049166
Franz Lazarus
PO Box 471
Medina, WA 98039

2425049167
Hisayo and Satoshi Nakajima
2633 Evergreen Point Rd
Medina, WA 98039

2425049169
Matthew and Kristi Eldrenkamp
2665 Evergreen Point Rd
Medina, WA 98039

2425049172
Dan and Kristen Newell
2617 Evergreen Point Rd
Medina, WA 98039

2425049176
David Langworthy
3212 Evergreen Point Road
Medina, WA 98039

2425049180
Stephen Sharon
2851 Evergreen Point Road
Medina, WA 98039

2425049182
Cynthia Adkins
3204 Evergreen Point Road
Medina, WA 98039

2425049184
Woosung Park and Eun Joo
3461 Evergreen Point Road
Medina, WA 98039

2425049185
James Quinn
3419 Evergreen Point Road
Bellevue, WA 98004

2425049186
Suk and Ick Kim
5636 E. Mercer Way
Mercer Island, WA 98040

2425049188
Shy Meeker
7900 NE 32nd St
Medina, WA 98039

2425049189
Emmett and Diane Koontz
12449 94th Ave NE
Kirkland, WA 98034

2425049192
Suzanne Hutchinson
PO Box 131
Medina, WA 98039

2425049193
Bhavnish and Kanan Lathia
16616 NE 117th Way
Redmond, WA 98052

2425049195
James and Sandra Clyne
7930 NE 32nd Street
Medina, WA 98039

2425049197
Dmitry and Sakhnova Pugachev
7920 NE 32nd Street
Medina, WA 98039

2425049200
Shiris and Manisha Nadkarni
3443 Evergreen Point Road
Medina, WA 98039

2425049202
Hsiu Wei Lee
7944 NE 32nd Street
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049207
Dianne Bidgood
PO Box 36
Medina, WA 98039

2425049208
Scott Fletcher
2837 Evergreen Point Road
Medina, WA 98039

2425049210
David Martin
3205 EVERGREEN POINT RD
Medina, WA 98039

2425049211
Steven Johnson
11235 SE 6th St, Ste 230
Bellevue, WA 98004

2425049212
Sally Sue Colman
3327 Evergreen Point Rd
Medina, WA 98039

2425049213
Richard Carter
7832 NE 32nd
Bellevue, WA 98004

2425049214
John Maffei
3204 78th Place NE
Medina, WA 98039

2425049216
Eric and Sarah Oeltjen
7628 NE 32nd St
Medina, WA 98039

2425049217
Greg Brown and Sherri Del Bene
3201 EVERGREEN POINT RD
Medina, WA 98039

2425049219
Vernon Smith
PO Box 354
Medina, WA 98039

2425049220
Ann Slater
3309 Evergreen Point Rd
Medina, WA 98039

2425049221
Stephen and Laurel Preston
7640 NE 32nd St
Medina, WA 98039

2425049223
ET and Claire Thomas
PO Box 216
Bellevue, WA 98009

2425049224
Fikso Kretchmer Smith CO Dixon
Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049225
Chandan and Geeta Chauhan
3645 Evergreen Point Road
Medina, WA 98039

2425049226
John Broback
3223 EVERGREEN POINT RD
Medina, WA 98039

2425049228
George Gulick and Julie Kerans
7816 NE 32nd St
Medina, WA 98039

2425049229
Kevin and Laurie Kaufmann
3319 Evergreen Point Rd
Medina, WA 98039

2425049232
Stephen and Kristine Taylor
3407 Evergreen Point Road
Medina, WA 98039

2425049236
Steve Lin
3219 Evergreen Point Rd
Medina, WA 98039

2425049237
Foundation Bank
1110 112th Ave NE, Suite 200
Bellevue, WA 98004

2425049238
Gail Swihart
6515 Evergreen Point Road
Medina, WA 98039

2425049241
Liang Yi-Li Chung
2841 Evergreen Point Road
Medina, WA 98039

2425049242
Carrie Essmeier
7940 NE 32nd Street
Medina, WA 98039

2425049243
Metha Kumar
2839 EVERGREEN POINT RD
Medina, WA 98039

2425049244
RMMTM Corp
3621 Evergreen Point Road
Medina, WA 98039

2425049248
Michael and Suzanne Cohen
PO Box 649
Medina, WA 98039

2425049249
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049251
Robert Johnston
2701 1st Avenue, Suite 340
Seattle, WA 98121

2425049252
Roy Noorda
2615 Evergreen Point Rd
Medina, WA 98039

2425049255
Arnold Barer
3217 EVERGREEN POINT RD
Medina, WA 98039

2425049256
William Shaughnessy
3245 Evergreen Point Rd
Medina, WA 98039

2425049257
Nevet Basker and Gabriel Scherzer
3401 Evergreen Point Road
Medina, WA 98039

2425049258
Keith Holsapple
PO Box 305
Medina, WA 98039

2425049262
Alan and Joanne Montgomery
3455 Evergreen Point Road
Medina, WA 98039

2425049263
Steve Lin
3219 EVERGREEN POINT RD
Medina, WA 98039

2425049264
c/o Marina Bakhmet 3223
EVERGREEN POINT RD LLC
1208 230th Ave NE
Sammamish, WA 98074

2425049266
Fikso Kretchmer Smith C/O Dixon
Thomas
2025 1st Ave #1130
Seattle, WA 98121

2425049270
Severt Thurston C/O Bellevue Club
11200 SE 6th Street
Bellevue, WA 98004

2425049271
Vikram Nagaraj
3241 Evergreen Point Rd
Medina, WA 98039

2425049274
John Andrews
3233 Evergreen Point Rd
Medina, WA 98039

2425049275
KEH LLC
3244 W Lake Sammamish PKWY NE
Redmond, WA 98052

3252300795
Tracy Takeuchi
PO Box 582
Medina, WA 98039

3262300005
Howard Wu and Carol Cotter
2790 Evergreen Point Rd
Medina, WA 98039

3262300010
Peter and Heidi Buck
2770 Evergreen Point Rd
Medina, WA 98039

3262300015
Sangeorzan
2710 Evergreen Point Rd
Medina, WA 98039

3262300020
Amy and Scott Hutchinson
2740 Evergreen Point Rd
Medina, WA 98039

3262300030
KFS-1 LLC
4957 Lakemont Blvd SE C4#369
Bellevue, WA 98004

3262300035
Alice Portz and Brad Smith
2620 76th Ave NE
Bellevue, WA 98004

3262300042
Marie Byrne
2610 Evergreen Point Rd
Medina, WA 98039

3262300045
D J Minakshi Madhani
2614 Evergreen Point Rd
Medina, WA 98039

3262300057
Jeremy and Lauren Silvernail
2616 Evergreen Point Rd
Medina, WA 98039

3262300058
Dwight Russell
2618 Evergreen Point Rd
Medina, WA 98039

3262300060
Susan Reilly
2750 Evergreen Point Rd
Medina, WA 98039

3262300705
Hyung Joon Chun and Eun Sung
7701 NE 28th St
Medina, WA 98039

3262300715
Harumi Guiberson
2665 77th Ave NE
Medina, WA 98039

3262300725
Luis and Sondra Hazim
2637 77th Ave NE
Medina, WA 98039

3262300735
Amit and Jerene Dekate
2625 77th Ave NE
Medina, WA 98039

3262300740
Miao and Chen Ye Zhang
2615 78th Ave NE
Medina, WA 98039

3262300775
Christopher Koh
2621 78th Ave NE
Medina, WA 98039

3262300777
2633 Medina LLC
3100 142nd PL NE
Bellevue, WA 98007

3262300800
Jie Liu and Wang Feng
2655 78th Ave NE
Medina, WA 98039

7397300010
Jason and Kristen Bay
3438 Evergreen Point Road
Medina, WA 98039

7397300011
Schneider Family Trust
3436 Evergreen Point Road
Medina, WA 98039

7397300012
Christopher Kozlowski
3434 Evergreen Point Road
Medina, WA 98039

7397300013
Frederick Voorhees
3430 Evergreen Point Road
Medina, WA 98039

7397300020
Alex Morcos
3404 Evergreen Point Road
Medina, WA 98039

7397300031
Richard and Susan Fade
3440 78th Place NE
Medina, WA 98039

7397300052
Stanely Dollar
3334 78th Place NE
Medina, WA 98039

7397300060
Kathleen Rossmeissl
3326 78th Place NE
Medina, WA 98039

7397300070
PFHC-Holdings LLC
14200 NE 12th Place
Bellevue, WA 98007

7397300080
Yu Te Pong
14200 NE 12th Place
Bellevue, WA 98007

7397300081
PWD LLC
3312 78th PL NE
Medina, WA 98039

7397300090
Mark and Jennifer Holmes
3306 78th Place NE
Medina, WA 98039

7397300091
Mariette Patterson
3302 78th PL NE
Medina, WA 98039

7397300100
Harold Anderson
3300 78th PL NE
Medina, WA 98039

7397300101
Jon and Laura Wood
3304 78th Place NE
Medina, WA 98039

7397300110
Craig Hintze
PO Box 866
Medina, WA 98039

7397300115
Mary Norris
3254 78th Place NE
Medina, WA 98039

7397300120
David Dryer
3248 78th Place NE
Medina, WA 98039

7397300130
Yong Park and Julie Hong
3242 78th Place NE
Medina, WA 98039

7397300131
Lawrence and Lynne Jones
3240 78th Place NE
Medina, WA 98039

7397300140
Michael and Jadine Murphy
3234 78th PL NE
Medina, WA 98039

7397300150
Celia and Lionel Heathcote
3232 78th PL NE
Medina, WA 98039

7397300151
Heideh Eftekhari
3230 78th Place NE
Medina, WA 98039

7397300160
Michael Mandel
4033 E Madison St
Seattle, WA 98112

7397300161
David Naness Trustee
3226 78th Place NE
Medina, WA 98039

7397300170
Ronald and Shields Nichols
3220 78th Place NE
Medina, WA 98039

7397300172
Michael Mertel
3222 78th Place NE
Medina, WA 98039

7397300180
Elizabeth and Jeffrey Johnson
3210 78th Place NE
Medina, WA 98039

7397300190
Thomas and Andi Chou
3217 78th PL NE
Medina, WA 98039

7397300191
Roger and Jennifer Gulrajani
3215 78th PL NE
Medina, WA 98039

7397300200
Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300201
Steven and Gail Kaneko
3240 Evergreen Point Rd
Medina, WA 98039

7397300210
John Bradley McMullen
3239 78th PL NE
Medina, WA 98039

7397300211
Mark and Gail Parry
3244 Evergreen Point Rd
Medina, WA 98039

7397300212
Kevin and Kimberly Oakes
3256 Evergreen Point Rd NE
Medina, WA 98039

7397300220
Beth Lottinville
5600 NE 8th ST #B1, PMB 843
Bellevue, WA 98008

7397300230
Boris and Tanya Rubinstin
3266 Evergreen Point Dr
Medina, WA 98039

7397300231
Reliance Ricketts
PO Box 227
Medina, WA 98039

7397300240
Patrick and Nancy McGough
3255 78th PL NE
Bellevue, WA 98004

7397300241
AM and Roberta Matulich
3268 Evergreen Point Rd
Medina, WA 98039

7397300243
Kavid Young Kim
3301 78th PL NE
Medina, WA 98039

7397300250
Newell and Myrle Bossart
3311 SE 78th PL NE
Medina, WA 98039

7397300251
Ji Lei
3310 Evergreen Point Rd
Medina, WA 98039

7397300252
Celina and Matthew Kochel
3316 Evergreen Point Rd
Medina, WA 98039

7397300260
Denise Lane
3340 Evergreen Point Rd
Medina, WA 98039

9269600010
Paul and Mary Schwitters
7570 NE 28TH PL
Medina, WA 98039

9269600020
Zap Holdings LLC
2795 Evergreen Point Rd
Medina, WA 98039

9269600030
Robert and Linda Hildreth
2436 108th Ave SE
Bellevue, WA 98004

9269600040
Deborah Tom
PO Box 594
Medina, WA 98039

9269600050
Kamela and Murray Sargent
7530 NE 28TH PL
Medina, WA 98039

9269600070
Priya and Rajiv Sarathy
750 NE 28th PL
Medina, WA 98039

9269600080
Perry Satterlee
7560 NE 28TH PL
Medina, WA 98039