



# NORTH MERCER ISLAND/ENATAI Sewer Upgrade Project

## Mercer Island Community Meeting

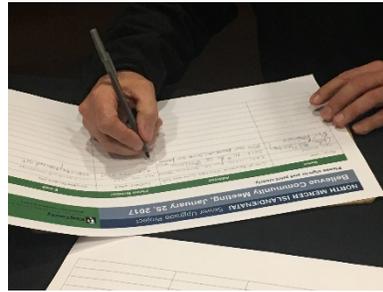
Thursday, January 26, 2017

6-8 p.m.

Mercer Island Community and Event Center

## Attendance

36 attendees



Participants were able to sign up for the project email list when they arrived at the meeting.

## Purpose of the meeting

King County presented the final alignment for the project at the meeting. The final alignment was first announced in a mailed newsletter, social media update, and email to listserv subscribers during the week of January 16.

The meeting provided an opportunity for project stakeholders to:

- Learn about the project need and wastewater service in the project area
- Understand the final alignment
- Ask questions about the project
- Provide feedback on the final alignment
- Hear how King County will work with neighbors throughout the project

## Meeting Format

From 6 to 6:30 p.m., participants viewed 15 display boards and spoke with project staff.

The team gave a presentation and answered questions from 6:30 to 7:15 p.m.

Project staff were available for additional questions until 8 p.m.



Mercer Island residents learned about the alignment during the first half of the open house.

## Presentation

The presentation covered an overview of the Wastewater Treatment Division and the pipes that serve north Mercer Island and southwest Bellevue, the project purpose and need, timeline, alternatives considered earlier in design, detail of the final alignment, construction methods, pump station upgrades, community involvement, and next steps.



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Welcome and introductions

Facilitator Lynsey Burgess opened the presentation and explained the agenda.

## Project overview

Project Manager Sibel Yildiz explained that King County Wastewater Treatment Division serves 17 cities and 17 sewer districts with five treatment plans, 42 pump stations, and more than 350 miles of pipe. Over the past 50 years, treating the area's wastewater has transformed Lake Washington into one of the cleanest urban lakes in the world. This project is necessary to continue providing safe, reliable wastewater services to north Mercer Island and southwest Bellevue.



Lynsey Burgess welcomed the group to the meeting.

Sibel explained that the project is currently in preliminary, or 30%, design. This phase will wrap up in summer 2017 and the project will move into final design and environmental review.

Sibel reviewed alternatives considered early in design, including an in-water option that was determined not feasible because we cannot permit an in-water option when there is an upland option available, then presented a map of the final alignment.



The project corridor under evaluation during early design (left) compared to the final alignment (right).

Community Relations lead Kristine Cramer explained that, to date, the community relations team has held four open houses, presented 14 community briefings, distributed 20 field work notices, staffed tables at four community events, and has had hundreds of conversations with project area neighbors and interested stakeholders. During that outreach, we heard priorities and concerns from the community, including:

- Use the I-90 Trail as much as possible and reduce impacts to North Mercer Way
- Avoid impacts to events such as the Rotary Half Marathon and Seafair to the extent possible
- Reduce impacts to Enatai Beach and Luther Burbank parks
- Maintain boating access
- Avoid in-water work as much as possible



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- Coordinate with Sound Transit, the Washington State Department of Transportation, and the cities of Mercer Island and Bellevue

### Final alignment

Consultant team Project Design Manager James Chae reviewed factors the technical team considered in determining the final alignment, including:

- Technical
- Constructability
- Operation and maintenance
- Permitting
- Environmental
- Community

James detailed the final alignment in four sections.

For section one, the North Mercer Pump Station to the I-90 Trail, James explained that the wide gravel shoulder on 78th Avenue SE provides enough space for construction; there are too many utility conflicts on 84th Avenue SE for us to install the pipe there; community feedback and the topography of Luther Burbank Park are two of the reasons we chose a route that avoids the park; and these and other factors will require that we work on North Mercer Way for a 500-foot stretch.

In section two, along the I-90 Trail, 90th Place SE, and 97th Avenue SE, construction will primarily follow the I-90 Trail. The pipe will divert to 90th Place SE because 90th Place is higher than the trail; at this point in the pipe's alignment, the design team is looking for a high point to help pump flows more efficiently, so greater elevation on 90th Place is more desirable. Alternatively, the topography along North Mercer Way would be less effective to move flows through the rest of the alignment, while an alignment along the I-90 trail (near 90<sup>th</sup> PL SE) presents high constructability risks due to the dual retaining walls. On 97th Avenue SE, a new forcemain will be constructed and lift station 11 at Fruitland Landing will receive some upgrades.

Section three is the East Channel crossing. In-water work is the only feasible option at that location.

Section four is Enatai Beach Park to the Sweyolocken Pump Station. We will install a pipe under the Enatai hillside using Horizontal Directional Drilling, or HDD, with work taking place at Enatai Beach Park and Sweyolocken Pump Station. We will also build a new connection, or diversion structure, to the existing Enatai Interceptor, and perform rehabilitation work on the existing Enatai Interceptor. The Enatai Interceptor is directly connected to a number of homes and must remain in service.

### Construction methods

James gave an overview of planned construction methods for the project, including open-cut, in-water, trenchless (Horizontal Directional Drilling), and pipe rehabilitation.

Open-cut construction will be used to install the majority of the pipe. This method is very common and safe for shallow work zones. Crews will not be constructing the entire alignment at one time, but instead



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will use rolling work zones. Community members should expect traffic impacts including lane closures and detours. King County will work with residents and businesses to maintain access.

In-water work in the East Channel will primarily take place from barges. Crews will dredge a channel for the pipe, lay the pipe, and then backfill. Cities and community members have asked the team to avoid major boating times such as Seafair.

In Enatai, the pipe needs to be installed too deep to reach from the surface using traditional open-cut construction, so the team will use a trenchless construction method called Horizontal Directional Drilling, or HDD. In HDD, a drill is set up at one end of the alignment – in this case, Enatai Beach Park, and a small pilot hole is drilled to the end of the alignment – in this case, Swayolocken Pump Station. That pilot hole is then gradually enlarged to accommodate the pipe, and the pipe is pulled through. We will use a series of barges and cranes to install the pipe during the relatively short pipe pullback period.

Pipe rehabilitation work is necessary to maintain service to the existing Enatai Interceptor. Some of this work will be conducted from the water because a portion of the line is in the water.

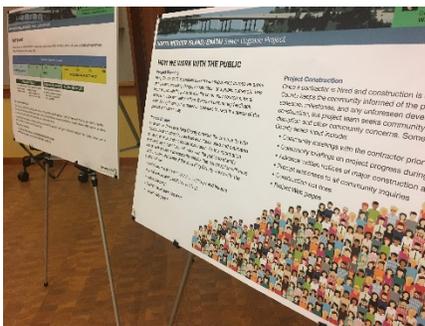
### Pump station upgrades

James explained that the North Mercer Pump Station was built in the 1970s and upgrades are needed to increase reliability. Some equipment is able to be reused. An additional building will be added to house a new generator and electrical equipment.

Upgrades are also planned at Lift Station 11, a City of Mercer Island facility that is used to direct flows from City pipes to the County’s regional wastewater system.

### Next steps

Kristine Cramer returned to explain next steps. Kristine explained that the team will continue design work during 2017, including confirming easement needs, refining construction methods, and starting to identify construction sequencing, or the order in which we will build the project.



Display boards provided information on how King County works with project neighbors.

During fall 2017, the project will go through environmental review under the State Environmental Policy Act (SEPA). There is an official public comment period associated with that review. King County will let the community know about the comment period through written and emailed notifications.

Kristine emphasized that King County Community Relations is committed to working with the community. The team is available for individual coordination, community group briefings, street walk and talks, and other communication methods.

For more information, Kristine can be reached at [kristine.cramer@kingcounty.gov](mailto:kristine.cramer@kingcounty.gov) or 206-477-5415.



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## Summary of Questions

The following section summarizes general questions, comments, and discussion from the community meeting. This summary does not document site-specific issues, which King County will address with individual homeowners in one-on-one and small group meetings.

Questions and comments focused on the following topics:

- Traffic and road closures
- Coordination with other agencies
- North Mercer Pump Station
- Construction impacts
- Existing system

### Traffic and road closures

*How are you going to mitigate impacts to the Island Crest Way Exit?*

This summer, King County will conduct a traffic study that will inform how we implement lane or road closures during construction and detour routes. King County is coordinating with the Washington State Department of Transportation, Sound Transit and the City of Mercer Island on the study.

*Will the traffic study consider changes that will be implemented by Sound Transit during construction of East Link Extension?*

Yes. King County is working with Sound Transit to understand the future condition of project area roads after East Link Extension is constructed. The traffic study will reflect that future condition.

*Could the express lane exit near the Island Crest Way exit be opened for general use if lanes off the Island Crest Way exit need to be closed during construction?*

We have not explored that option, but it is something we will consider in the traffic study. This will need further discussion with Washington State Department of Transportation and the City of Mercer Island.

*How will detours be implemented on the I-90 Trail?*

We will begin looking at detours for bicyclists and pedestrians that use the I-90 Trail as part of our traffic study. We are interested in feedback on detours used in the past and suggestions on potential detour routes.

### Coordination with other agencies

*How are you coordinating with the City of Mercer Island?*

We are meeting with the City of Mercer Island regularly as we continue project design. The City of Mercer Island will permit construction activities in the public right-of-way.

*How will your timeline overlap with Sound Transit's?*

Sound Transit's construction will be ahead of construction for the North Mercer Island and Enatai Sewer Upgrade Project. Sound Transit is scheduled to begin construction in 2017; our project is scheduled for construction in 2020.



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King County is working with Sound Transit and the City of Mercer Island to coordinate and identify any potential overlaps in work area and ensure residents are able to travel through the neighborhood.

### North Mercer Pump Station

#### *Will noise levels increase at the North Mercer Pump Station?*

During construction for upgrades at the North Mercer Pump Station near neighbors should expect that there will be construction noise.

Our team will conduct a noise study that determines noise levels of the equipment that will be installed in the pump station. We will design the pump station to include noise reduction mechanisms as needed. It is uncommon to hear pump station facilities in operation.

#### *What equipment will be housed in the new building at the North Mercer Pump Station?*

The new building will house a generator that provides stand-by power in case of an outage as well as electrical equipment.

#### *How will you address odor problems when you are switching from the old to new station?*

The existing North Mercer Pump Station uses an odor control system to treat odors coming from the pipes. During construction, we will build a temporary pump station and a temporary odor control system before switching to the upgraded pump station and odor control system.

### Construction impacts

#### *Will emergency access be maintained during construction?*

Emergency services access will be maintained at all times. We will coordinate with emergency services providers to ensure that they know how to access locations near the project route during construction, and crews will cooperate to open up access for emergency services if needed during construction.

#### *Where exactly will the pipe be laid on each road?*

We don't know yet. We are just starting the design process. In the coming months we will map out things like the location of existing utilities and other underground features to begin identifying work areas. Design runs through 2019 so work areas could shift until construction begins.

#### *The alignment borders the Mercer Island Park and Ride. Will traffic to the Park and Ride be affected?*

We don't know yet. As we continue the design process and conduct our traffic study, we will have a better idea of how the Park and Ride could be affected.

#### *How is noise regulated during construction?*

Noise is regulated by the City of Mercer Island and will be part of the permit conditions for construction.



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### Existing system

#### *Where was the recent spill on Mercer Island?*

The spill occurred at the South Mercer Pump Station on the south end of the island. There was a power outage and the generator turned on, but a valve malfunctioned and caused an overflow. The overflow lasted about 15 minutes.

#### *What is the future disposition of the existing sewer line after the new line is constructed?*

The County has not determined what they will do with the line. We will decommission the line once the new pipe is constructed. The County will then be able to evaluate the line without flows running through it and decide what to do with it.

### Other feedback

Community members expressed interest in doing site walks and neighborhood briefings.

Several community members expressed that they appreciate the County's communication and transparency, and understand that the project will be a benefit to the community long term.

A number of attendees thanked the team for the meeting and noted that staff effectively answered their questions and addressed their concerns.