

CITY OF WOODINVILLE SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the Supplemental Sheet For Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[help\]](#)

1. Name of proposed project, if applicable:	Sammamish River Bridge and Road (SR 202) Project
2. Name of applicant:	City of Woodinville, Public Works Department
3. Address and phone number of applicant and contact person:	Thomas E. Hansen Director, Public Works Department 17301 133rd Avenue NE Woodinville, WA 98072 Phone: (425) 877-2291 tomh@ci.woodinville.wa.us
4. Date checklist prepared:	March 8, 2016 (Revised)
5. Agency requesting checklist:	City of Woodinville
6. Proposed timing or schedule (including phasing, if applicable):	Construction of the project is expected to begin in September of 2016, pending various federal, state, and local approvals and permits. Utility relocations would occur first starting in September 2016 and all other work is anticipated to begin in March 2017. Construction is expected to last approximately 14 months pending contract schedules, and to extend to November 2017.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this	

proposal? If yes, explain.
<p>SR 202 serves as one of five entrances to the downtown core. The City's proposed Sammamish River Bridge and Road (SR 202) Project is part of a larger overall strategy to reduce congestion in the downtown core of the city. Intersection improvements at both ends of the project, at Woodinville-Redmond Road NE and 131st Avenue NE, have already been completed. The nearby NE 171st Urban Parkway Project involves roadway reconfiguration, the reconstruction of one intersection, and the construction of another new intersection to serve the adjacent Woodin Creek Village redevelopment.</p> <p>There are no other plans for future additions or expansions of transportation facilities related to or connected with the proposed project.</p> <p>Mitigation activities related to this proposal include on-site mitigation to compensate for new overwater shading of the Sammamish River and off-site mitigation to compensate for impacts to stream and wetland buffer habitat. These mitigation activities are describe in further detail in other sections.</p>
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
<ol style="list-style-type: none"> 1. Cultural Resources Report (Western Shore Heritage Services 2007) (see Attachment I) 2. Wetland Delineation Report (Shannon & Wilson 2007) (see Attachment D) 3. Draft Geotechnical Report (Shannon & Wilson 2007) 4. Hydraulic Analysis (Technical Memo, Northwest Hydraulic Consultants 2007) 5. Endangered Species Act (ESA) Section 7 - No Effect Letter (AECOM 2011) 6. Traffic Noise Report (AECOM 2011) (see Attachment G) 7. Conceptual Mitigation Plan for Stream/Wetland Buffer Impacts (AECOM 2011) (see Attachment F) 8. Joint Aquatic Resources Permit Application (JARPA), revised February 2016 9. National Environmental Policy Act (NEPA) Environmental Classification Summary 10. De Minimis 4(f) Evaluation 11. Air Quality Conformity Analysis (AECOM 2011) (see Attachment C) 12. Analysis of Geotechnical Effects of Proposed Roadway Bridge Construction on Existing Railroad Bridge (Shannon & Wilson 2012) (see Attachment K)
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
None identified
10. List any government approvals or permits that will be needed for your proposal, if known.
<ol style="list-style-type: none"> 1. NEPA Environmental Classification Summary (ECS) for Class II Categorically Excluded project (WSDOT) 2. Endangered Species Act (ESA) Effects Determination (WSDOT) 3. De Minimis 4(f) Evaluation 4. Approval/Variance for approximately 12 Design Deviations, including one for Bike Lane Width (WSDOT) 5. Section 106 Consultation with the Tribes/State Historic Preservation Office (SHPO) - SHPO concurred with no effect on cultural resources on June 23, 2011. (see Attachment I) 6. Shoreline Substantial Development Permit and Conditional Use Permit (City of Woodinville) 7. Floodplain Development Permit (City of Woodinville) 8. CAO Review/Permit (City of Woodinville) 9. Hydraulic Project Approval (HPA) (WDFW) 10. National Pollutant Discharge Elimination System (NPDES) General Construction Permit (Ecology) 12. Variance/Exemption from City of Woodinville Noise Ordinance <p>In addition, the City will need to coordinate with other potentially affected entities that have easement rights, or may be in the process of obtaining such rights, to the existing rail corridor to get their input, comments, resolve potential differences, and if appropriate, get their concurrence/approval for the project. Entities the City needs to coordinate with include: Puget Sound Energy (PSE), Sound Transit, Eastside Community Rail and King County.</p>
11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Introduction:

The City is proposing to widen State Route (SR) 202 (NE 175th St.) from the intersection of 131st Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55). This east-west segment of SR 202 spans the Sammamish River and covers a distance of approximately 0.25 mile. The project includes the construction of a new bridge adjacent to the existing bridge crossing, and road widening and lane reconfiguration at both the east and west approaches to the bridge. Currently, there is one eastbound through/right-turn lane, two eastbound left-turn lanes, and one westbound lane at the intersection of 131st Avenue NE. At the intersection of Woodinville-Redmond Road NE, there is currently one westbound through/right-turn lane, one westbound left-turn lane, and one eastbound through lane. The center of the project corridor consists of an existing two-lane bridge (one lane in each direction) that crosses over the Sammamish River. The project corridor includes two railroad crossings, one just east of Woodinville-Redmond Road NE, and the other just east of the existing bridge.

The proposed project will follow the WSDOT Design Manual (July 2010). The functional class of SR 202 is Urban Minor Arterial. The posted speed limit on SR 202 is 35 mph and the design speed is 35 mph. The Washington State Pavement Management System (WSPMS) indicates that two-way traffic on SR 202 is 17,000 vehicles per day (Average Daily Traffic, ADT), of which 4.14% are trucks. VDT is expected to grow at a rate of 3.2%. Concrete sidewalks, curbs, and gutters are present along the majority of both sides of the roadway.

The new bridge will be built adjacent to the existing bridge without affecting traffic and will require no in-water work below Ordinary High Water Mark (OHWM).

Proposed Corridor Improvements:

At the river crossing, SR 202 will be widened to four lanes by constructing a new two-lane bridge adjacent to and south of the existing bridge. At the intersection of 131st Avenue NE, an additional west-bound through-lane will be added to the existing configuration. At the Woodinville-Redmond Road NE intersection, an additional eastbound through-lane and a westbound right-turn pocket will be added to the existing configuration. The proposed project includes bike lanes, curb and gutter, and sidewalks along both sides of the road. The existing wire-span signal at the Woodinville-Redmond Road intersection will be upgraded with new signal poles. The existing railroad signals will be relocated and modified for the new roadway width.

Design Deviations:

The project will follow the WSDOT Design Manual (July 2010), with several necessary design deviations (e.g., reduced width bike and sidewalk lanes over the existing bridge crossing).

Construction Sequence:

Construction is expected to start in November 2016 and last for about 14 months. Utility relocations would occur and be completed prior to all other work associated with the proposed project, including site preparation. Site preparation is anticipated to begin in January 2017 and will include all clearing, excavation, grading, and erosion control necessary to construct the new bridge. The new bridge will be built adjacent to the existing bridge during the summer. Installation of the new bridge will not affect traffic, although occasional single lane and road closures may be required at night for certain project elements. Once the south side of SR 202 is constructed, traffic will be shifted to the new bridge to allow the north side to be widened, and to remove and replace the existing bridge barriers with new bridge rails and widened sidewalk. During construction of the new bridge, the existing Sammamish River Trail adjacent to the Sammamish River will have to be temporarily closed, and a trail detour will need to be installed. The final stage will include landscaping, final clean-up, laying asphalt, and striping. Signal replacements for the Woodinville-Redmond Road intersection and the two railroad crossings will happen concurrently with the other improvements.

Design Alternatives Analysis:

As part of the proposed project, the City developed and analyzed four design alternatives, as described and documented in the Draft Design Report for the Sammamish Bridge and Road (SR 202) Project (DMJM Harris

2007). Recommendation of the preferred alternative (the proposed project) is based on the analysis of the initial alternatives, which included an assessment of alignment amenities, right-of-way and easements, utility impacts, environmental mitigation, constructability, and cost.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in Section 9, Township 26 North, Range 5 East in the City of Woodinville in King County, Washington. The project is located on SR 202 (NE 175th Street) from the intersection of 131st Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55). See the project location map and construction detail drawings provided in Attachment A (Project Location Map and Construction Detail Drawings) and the topographic map provided in Attachment B (Topographic Map).

B. Environmental Elements

1. Earth [\[help\]](#)

a. General description of the site:

The project site occurs within the Sammamish River valley. Topography at the project site varies greatly, and includes both relatively flat areas and areas with steep slopes (up to 71% at the riverbank). The steepest slopes include riverbanks, and road and railroad embankments. Aside from these features, site topography ranges from 0 to 30% slopes. The bridge abutments will be located within the steep stream bank (above the OHWM). All other work will occur on relatively flat ground and mild slopes.

Check one:

- | | |
|--|--|
| <input checked="" type="checkbox"/> Flat | <input checked="" type="checkbox"/> Steep slopes |
| <input type="checkbox"/> Rolling | <input type="checkbox"/> Mountainous |
| <input type="checkbox"/> Hilly | <input type="checkbox"/> Other: _____ |

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope on the site is approximately 71%. This slope is on the east side of the bridge where the ground surface slopes up from the Sammamish River to the project roadway at a 1.4 Horizontal (H) to 1 Vertical (V) (H:V).

On the west side of the bridge, the ground surface slopes up from the Sammamish River to the project roadway at about 2.75 H:1 V, approximately 36%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Soil types found on the project site include urban fill, clay, silt, sand, and gravel. No agricultural soils are located on the project site.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

No.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Approximately 2,000 cubic yards (cy) of fill will be required to raise the ground surface to accommodate widening SR 202 and to meet the elevation of the existing road and new bridge. It will also be necessary to grade in the new road surfaces. Fill material will be appropriate to the specific engineering use and acquired from a commercial construction source. Filling and grading will only occur above the stream banks.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

The existing ground surfaces to be graded and filled are generally flat with negligible erosion potential. However, erosion could occur from rain running off exposed soils on slopes excavated for the bridge abutments or on fill embankments constructed to widen the existing roadway.

g. About what percent of the site will be covered with impervious surfaces after project

construction (for example, asphalt or buildings)?
Approximately 70–80% of the project area (2.07 acres) is currently covered with impervious surfaces. The project will add approximately 0.37 acre of additional impervious surfaces, for a total of approximately 2.44 acres. After project construction, the percent of the project site covered with impervious surface would still fall within the 70–80% range.
h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
<p>The contractor will comply with minimization measures and Best Management Practices (BMPs) contained in the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction. The BMPs would reduce and control erosion during construction. A project-specific Temporary Erosion and Sediment Control (TESC) plan will be developed and implemented. Erosion and sediment control specifications will focus on soil and slope protection and stabilization measures, followed by site restoration methods (including planting materials). Specific measures will include (but not be limited) to the following:</p> <ul style="list-style-type: none"> • Erosion control measures (e.g., silt fences) will be installed between the bridge and the Sammamish River. • Removal of riparian vegetation above the OHWM, if needed, will be limited to the minimum necessary to install the drilled shafts and abutments for the bridge. • The boundary of clearing limits associated with site access and construction limits will be flagged to prevent ground disturbance outside the limits. • Construction impacts will be confined to the minimum area necessary to complete the project. • Exposed soils will be stabilized during the first available period and will not be allowed to sit idle for more than 2 to 7 days without being treated as specified in the TESC plan. In the Puget Sound region, no soils can remain unstabilized for more than 2 days from October 1 to April 30, and no more than 7 days from May 1 to September 30. • Landscaping will be installed along the north and south sides of SR 202. <p>All erosion control measures will meet the City's adopted standard in the 2009 King County Surface Water Design Manual.</p>

2. Air [\[help\]](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.
<p>During construction of the project, temporary air quality impacts would include emissions from the operation of construction equipment and vehicles, and fugitive dust, particulates, and odors from construction activities. These emissions would be temporary and localized. The temporary emissions would not cause ambient concentrations to approach the national or state ambient air quality standards in the vicinity of the project study area. The operation of diesel- and gasoline-powered vehicles and equipment to transport workers, soils, and materials to the site and for construction activities on the site would generate greenhouse gas (GHG) emissions.</p> <p>Modeling conducted for an Air Quality Conformity Analysis (see Attachment C, Air Quality Conformity Analysis) for the project indicated that during long-term operation of the project, CO concentrations at both intersections in the project study area would not exceed national or state ambient air quality standards, or increase when compared to the No Build Alternative.</p>
b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
There are no known off-site sources of emissions or odor that would affect this proposal.
c. Proposed measures to reduce or control emissions or other impacts to air, if any:
<p>During construction, impacts on air quality would be reduced and controlled through the implementation of standard federal, state, and local emission control criteria and Woodinville standard construction practices. These could include (but would not be limited to) the following:</p> <ul style="list-style-type: none"> • Turn off vehicles and equipment when not in use to reduce idling time. • Install Best Available Control Technology (BACT) emission controls on temporary portable

stationary construction equipment.

- Spray exposed soil with water or other suppressant to reduce emissions of and the deposition of particulate matter.
- Minimize dust emissions during the transport of fill material or soil by wetting down or covering the load.
- Promptly clean up spills of transported material on public roads.
- Schedule hauling and other work tasks to minimize congestion of existing vehicle traffic.
- Locate construction equipment and truck staging areas away from residences as practical, and in consideration of potential effects on other resources.
- Provide wheel washers to remove particulate matter that would otherwise be carried off site by construction vehicles.
- Cover dirt, gravel, and debris piles, as needed, to reduce dust and wind-blown debris.
- Maintain construction equipment in good mechanical condition to minimize exhaust emissions.
- Work with the contractor to establish equipment staging areas and material transfer sites so as to reduce the amount of time the engines of heavy equipment are running while waiting, thus reducing fuel usage and emissions.
- Develop and implement a project-specific spill prevention, control, and countermeasure (SPCC) plan and a temporary erosion and sediment control (TESC) plan).

The proposed project is expected to relieve congestion along the project corridor and improve traffic flow, which would reduce idling and GHG emissions.

3. Water [\[help\]](#)

a. Surface Water:
1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.
The Sammamish River is a perennial stream that flows through the project site to Lake Washington, and is hydrologically connected to Puget Sound.
An 872 square foot palustrine emergent (PEM)/riverine wetland (Wetland A) is present on the south bank of the river within the floodway (see Attachment A and Attachment D, Wetland Delineation Report).
2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.
Yes. Construction of the new bridge and approach roadways will require work within 200 feet of the Sammamish River and Wetland A, and over the Sammamish River.
Bridge and road construction will not require work within Wetland A or below the OHWM of the Sammamish River. See the construction detail drawings provided in Attachment A.
However, WDFW will require the City to mitigate for shading effects of the new bridge on the river. The new bridge would create approximately 2,800 sq ft of overwater coverage, although direct shading would be less due to the bridge height and southern exposure to the sun under the bridge. To compensate for these effects, WDFW has indicated that the HPA for this project will require non-native invasive species (primarily Himalayan blackberry [<i>Rubus armeniacus</i>]) to be eradicated from beneath the new bridge structure, and the area to be planted with native species such as those present in shade under the existing bridge — nootka rose (<i>Rosa nutkana</i>), oceanspray (<i>Holodiscus discolor</i>), and salmonberry (<i>Rubus spectabilis</i>). The mitigation area is approximately 2,400 sq ft; once native shrubs mature, they would provide natural cover to shallow portions of the Sammamish River for juvenile salmon and steelhead that seek protection from larger fish. Attachment E (On-Site Mitigation) includes two memos describing the proposed on-site mitigation and includes a detailed on-site mitigation planting plan developed as part of the landscape design for the project.
3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.
Road and bridge construction activities for the proposed project will not require any fill or dredge materials to be placed in or removed from surface waters or wetlands.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
No.
5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
Although the proposed project spans the Sammamish River, no elements of the proposed road and bridge construction project (i.e., earthwork or structures) will be located within the 100-year floodplain.
The removal of invasive plant species and the planting of native species to mitigate shade impacts (described above) would occur within the 100-year floodplain.
Off-site plantings for mitigation for impacts on wetland and stream buffer area would occur within the floodplain of Little Bear Creek, as described in the Conceptual Mitigation Plan provided in Attachment F.
6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [
The project would not produce or discharge waste materials to surface waters or wetlands. All runoff from the bridge will be captured in the storm drain system and treated prior to discharge to the Sammamish River.
b. Ground Water:
1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.
No. Groundwater would not be withdrawn nor would water be discharged to groundwater.
2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals... ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
No waste materials would be discharged into the ground from septic tanks or any other sources. Concrete shafts for the bridge abutments will be installed below the groundwater table.
c. Water runoff (including stormwater):
1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.
Currently, there are five stormwater discharge points/outfalls in the project area. Stormwater runoff from existing impervious surfaces is currently either: (1) collected in a series of catch basins and pipes and conveyed to a ditch that discharges directly into the Sammamish River (a flow control exempt waterbody); or (2) it flows on the surface (as sheetflow) onto adjacent property and into the river, or as sheetflow directly into the river.
Stormwater falling onto new impervious surfaces associated with the proposed project will be managed in accordance with the City's adopted standard (2009 King County Surface Water Design Manual) and will meet standards of the American Railway Engineering and Maintenance-of-Way Association (AREMA), as documented in its 2012 Manual for Railway Engineering.
Specifically, after the project is constructed, runoff from new impervious surfaces will be collected in a series of catch basins and pipes and conveyed to two catch basins with natural treatment filters, such as a Filterra Bioretention system. Treated stormwater will either infiltrate on site, or be discharged to the Sammamish River via existing stormwater outfalls. No changes are proposed to the collection and disposal of runoff from existing impervious surfaces. Direct discharge to the Sammamish River does not require detention per the 2009 King County Surface Water Design Manual.
A memo dated October 15, 2012 provided in Attachment E includes a more detailed description of existing and proposed stormwater management and a map illustrating the location of existing and proposed stormwater

facilities.
2) Could waste materials enter ground or surface waters? If so, generally describe.
Construction-related spills or waste materials could inadvertently enter the surface water. A project-specific Spill Prevention, Control, and Countermeasure (SPCC) plan will be developed and implemented to address hazardous waste, hazardous substances management, and pollution control. See (d.) directly below and B.7 (Environmental Health).a.2 (page 23) for impact avoidance measures.
3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.
The construction and operation of the proposed project will not alter existing surface water drainage patterns or stormwater management standards and would have no effect on the existing adjacent railroad and associated ballast.
d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:
<p>The project-specific TESC and SPCC plans will be developed and implemented in accordance with the King County Surface Water Design Manual (SWDM). The TESC plan will include BMPs to reduce and control potential surface, ground, and runoff water impacts. BMPs would be implemented to prevent run-off and sedimentation from reaching streams and aquatic habitats.</p> <p>Specific BMPs would include (but not be limited to) the following:</p> <ul style="list-style-type: none"> • Erosion control measures (e.g., silt fences) will be installed adjacent to the bridge. • Construction stormwater will be pumped to an infiltration site, Baker Tank, or upland settling area where it will be treated and sediments consolidated prior to returning the water to the river. Sediments will be removed and disposed of in accordance with the King County Surface Water Design Manual (SWDM). • Concrete truck chute cleanout areas will be established to contain wet concrete and washwater. The contractor will protect all inlets and catchments from fresh concrete, tackifier, paving, and paint striping in case inclement weather unexpectedly occurs. • When practicable, all fueling and maintenance of equipment will occur more than 300 feet from the river. • No paving, chip sealing, or stripe painting will be conducted in rainy weather. • Work requiring an HPA (i.e., based on proximity to adjacent waterbodies) will fully comply with all included provisions.

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site:
<input checked="" type="checkbox"/> Deciduous Tree: <input checked="" type="checkbox"/> Alder <input checked="" type="checkbox"/> Maple <input type="checkbox"/> Aspen <input checked="" type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> Evergreen Tree: <input checked="" type="checkbox"/> Fir <input type="checkbox"/> Cedar <input type="checkbox"/> Pine <input type="checkbox"/> Other: _____ <input checked="" type="checkbox"/> Shrubs <input checked="" type="checkbox"/> Grass <input type="checkbox"/> Pasture <input type="checkbox"/> Crop or Grain <input type="checkbox"/> Orchards, Vineyards or Other Permanent Crops <input checked="" type="checkbox"/> Wet Soil Plants: <input type="checkbox"/> Cattail <input checked="" type="checkbox"/> Buttercup <input checked="" type="checkbox"/> Bullrush <input type="checkbox"/> Skunk Cabbage <input type="checkbox"/> Other: _____ <input type="checkbox"/> Water Plants: <input type="checkbox"/> Water Lily <input type="checkbox"/> Eelgrass <input type="checkbox"/> Milfoil <input type="checkbox"/> Other: _____ <input type="checkbox"/> Other Types of Vegetation: _____
b. What kind and amount of vegetation will be removed or altered?
<p>The proposed project would require the removal of both landscape vegetation and stream/wetland buffer vegetation.</p> <p>Landscape vegetation: Ornamental trees, screening trees, and shrubs will be removed along the road within 10 feet of the existing edge of pavement.</p>

Stream/wetland buffer vegetation: Approximately 3,770 square feet of upland vegetation within the 150-ft stream buffer and 150-ft wetland buffer will be permanently displaced. Vegetation to be removed on the south bank of the Sammamish River includes some native species planted as part of a 2003 WSDOT mitigation project, including: red-osier dogwood (*Cornus sericea*), snowberry (*Symphoricarpos albus*), nootka rose, oceanspray, salmonberry, red elderberry (*Sambucus racemosa*), Douglas-fir (*Pseudotsuga menziesii*), bigleaf maple (*Acer macrophyllum*), and red alder (*Alnus rubra*). These plantings are overgrown with Himalayan blackberry. Other vegetation to be removed on the south bank of the river includes reed canarygrass (*Phalaris arundinacea*) and creeping buttercup (*Ranunculus repens*). Vegetation to be removed on the north bank of the river is predominantly Himalayan blackberry.

As part of the HPA, WDFW has recommended the removal of invasive plant species and replanting native species along the banks of the Sammamish River under the new bridge span. Attachment E includes two memos describing the proposed on-site mitigation and includes a detailed on-site mitigation planting plan developed as part of the landscape design for the project.

c. List threatened and endangered species known to be on or near the site.

Based on the Washington State Department of Natural Resources (DNR) Natural Heritage database, the U.S. Fish and Wildlife Service (USFWS) website, and a site visit, there are no state or federally listed plant species on or near the project site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Project landscaping will include plantings along both sides of the new roadway sections and will include a mix of appropriate native and ornamental species and in accordance with WSDOT standards.

In accordance with anticipated WDFW HPA provisions, on-site mitigation will include the removal of non-native invasive species along the banks of the Sammamish River beneath the new bridge and planting with natives shrubs and ferns (see the on-site mitigation plan and drawings provided in Attachment E). Because the new bridge will span this area, no trees will be installed as part of the proposed mitigation in this location.

Wetland/stream buffer habitat that is permanently altered by the project (approximately 0.28 acre [12,286 sq. ft.]) will be compensated for by enhancing 0.28 acre of riparian buffer habitat at a nearby off-site mitigation site along Little Bear Creek that has been identified by the City. A Conceptual Mitigation Plan (see Attachment F) has been prepared that details the proposed mitigation approach and planting plan. The mitigation plan will be finalized in consultation with the appropriate regulatory agencies and detailed in a Final Mitigation Plan. Once approved, the mitigation plan will be incorporated into the final landscape plans for the project.

e. List all noxious weeds and invasive species known to be on or near the site.

Non-native, invasive species near the site include Himalayan blackberry (*Rubus armeniacus*), reed canarygrass (*Phalaris arundinacea*), and creeping buttercup (*Ranunculus repens*).

5. Animals [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other

mammals: deer, bear, elk, beaver, other

fish: bass, salmon, trout, herring, shellfish, other

Herons, songbirds, beaver, other small mammals typical of suburban environments, salmon and trout.

b. List any threatened and endangered species known to be on or near the site.

Chinook salmon (*Oncorhynchus tshawytscha*) – threatened (WDFW PHS on the Web, February 24, 2016)
 Chinook salmon (*O. tshawytscha*) critical habitat (USFWS IPaC, February 24, 2015)
 Steelhead (*O. mykiss*) – threatened (WDFW PHS on the Web, February 24, 2016)
 Bull trout (*Salvelinus confluentus*) [Coastal-Puget Sound DPS] (USFWS IPaC, February 24, 2015)
 Two stocks of Chinook salmon occur in the Sammamish River watershed: the North Lake Washington tributaries stock, which may be native but has likely been influenced by Issaquah Hatchery strays, and the Issaquah Creek stock, which is non-native. Both stocks are summer/fall runs, and adults enter the Lake Washington basin from June through November. Spawning occurs from September through November, and fry emerge from redds from January through March. However, Chinook are generally not expected to spawn in the Sammamish River. King County's 2007 Volunteer Salmon Watcher Program counted a total of 18 Chinook in Sammamish River tributaries and 16 in the river main stem.

Steelhead trout throughout the greater Lake Washington basin are considered one stock. No spawning is known to occur in the Sammamish River. Few steelhead are observed in the tributaries to the river, and none were counted during the 2007 Volunteer Salmon Watcher Program. Critical habitat is being considered for steelhead.

The stock status for bull trout in the Lake Washington basin is largely unknown, and information on their abundance is extremely limited. It is possible that the headwaters of Issaquah and Bear creeks could provide suitable habitat for bull trout. However, it is unlikely that bull trout are present in the Sammamish River because of elevated water temperatures.

c. Is the site part of a migration route? If so, explain.

The Sammamish River serves as a migration route for salmonids in the watershed.

d. Proposed measures to preserve or enhance wildlife, if any:

Measures to preserve and enhance wildlife include construction BMPs, including an SPCC plan and TESC plan, to avoid impacts on water quality in the Sammamish River; landscaping with native trees, shrubs, and ground cover; mitigation for temporary and permanent stream/buffer impacts (described earlier); and invasive plant species removal and replanting with native species under the footprint of the new bridge to mitigate for shade effects (also described earlier). The design, implementation, maintenance, and monitoring plans for these mitigation activities will be developed in consultation with the appropriate regulatory agencies and in accordance with permit requirements, and as described in the Conceptual Mitigation Plan.

e. List any invasive animal species known to be on or near the site.

No known invasive animal species occur near the site.

6. Energy and Natural Resources [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electrical for street lighting and traffic signals.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No effects on potential energy use.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

No energy conservation features included.

7. Environmental Health [\[help\]](#)

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

There is the potential for an inadvertent spill from construction equipment. The project-specific SPCC plan will be developed and implemented to prevent and manage any construction-related spills and reduce the potential for adverse health hazards. See (5) below.
1) Describe any known or possible contamination at the site from present or past uses.
There is the potential that some fuel or other hazardous chemicals have been released on the railroad and adjacent roadways in the past. Underground storage tanks and former contaminated sites are known to occur near the project site but would not be affected by the project.
2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.
There is a natural gas distribution pipeline hanging beneath the existing Sammamish River Bridge. Vents for the pipeline would be relocated to accommodate the widened bridge.
3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
During construction, fuels and other hazardous chemicals would be temporarily stored in the staging area to supply equipment.
4) Describe special emergency services that might be required.
No special emergency services would be required.
5) Proposed measures to reduce or control environmental health hazards, if any:
<p>Project-specific SPCC and TESC plans will be developed and implemented to reduce and control environmental health hazards. Specific BMPs would include (but not be limited to) the following:</p> <ul style="list-style-type: none"> • All construction equipment would be cleaned and inspected before it arrives at the project site to avoid and minimize the potential for fuel or lubricant leaks. Equipment would be inspected for leaking hoses, mechanical joints, and hydraulic pistons. • As possible, construction equipment would use vegetable-based oils and lubricants. • When practicable, all fueling and maintenance of equipment will occur more than 300 feet from the river. • Temporary control measures for both erosion and hazardous material spills would be installed to minimize access pathways to the Sammamish River in the event of a spill or leak. • Hazardous material spill response materials would be available onsite for the duration of the construction work. • Concrete truck chute cleanout areas will be established to contain wet concrete and washwater. • The contractor will protect all inlets and catchments from fresh concrete, tackifier, paving, and paint striping in case inclement weather unexpectedly occurs. • No paving, chip sealing, or stripe painting will be conducted in rainy weather.
b. Noise
1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
Noise in the project area is dominated by road traffic, with intermittent industrial/commercial noises from surrounding properties, and infrequent train traffic noise (including noise from signal arms and train whistles). Existing road traffic noise does not exceed FHWA Noise Abatement Criteria (NAC).
2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Construction noise for the proposed project is anticipated to be typical of that for road and bridge construction. Construction activities will include: clearing, excavation, grading, drilling, laying base course material, and paving. Construction equipment will likely include: backhoes or bobcats, graders, paving machines, dump trucks, cranes, drilling rig, concrete pump truck, and concrete trucks. Based on construction equipment noise data tabulated by the U.S. Environmental Protection Agency (EPA) and WSDOT, sound levels generated during construction are not expected to exceed 95 dBA at 50 feet from the source. Businesses and recreational areas immediately adjacent to the project corridor are expected to experience moderate noise impacts during construction, which is anticipated to last approximately 14 months. Because construction vehicle and equipment sounds (usually point sources) decrease about 6 dBA per every doubling of the distance, residential, commercial, and recreational areas farther from the project corridor would experience progressively less construction noise. However, minor construction noise impacts could extend up to 1 mile from the project corridor, depending upon intervening topography and landscape features.

Because some night time construction work is anticipated to occur on a limited basis for certain elements of the project, the project may require a variance/exemption from the City's Noise Ordinance (Chapter 8.08 Noise Regulation of the City of Woodinville Municipal Code).

Based on a traffic noise analysis conducted for the project in accordance with FHWA and WSDOT regulations and guidance (see Attachment G, Noise Study Report), the proposed project would increase traffic noise in the project area over the long term. However, only one noise receiver in the project noise study area, the Elliot Tire store, would experience a long-term noise impact. The proposed project is predicted by the traffic noise model to generate a noise level of 71.9 dBA at the Elliot Tire store; the FHWA NAC for commercial properties is 71 dBA.

3) Proposed measures to reduce or control noise impacts, if any:

Short-term construction noise impacts on surrounding properties would be minimized by:

- Complying with construction noise regulations contained in Chapter 8.08 (Noise Regulation) of the City of Woodinville Municipal Code.
- Limiting nighttime construction activities.
- Using the best available noise abatement technology on construction equipment.

While the entrance to the Elliot Tire store can be considered an outdoor area of human use, the use is transitory in nature and would not benefit from a reduction in noise levels. No areas of frequent outdoor human use in the project study area would experience traffic noise impacts under the modeled conditions; thus, no abatement measures are proposed for long-term noise impacts.

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The majority of the project is located within City right-of-way, which includes former Port of Seattle-owned railroad right-of-way recently acquired by the City. Property uses within City right-of-way include SR 202 (NE 175th Street), the existing SR 202 Sammamish River Bridge, two at-grade railroad crossings, overhead and underground utilities, and a King County recreational trail along the north bank of the Sammamish River that crosses City right-of-way beneath the existing bridge.

The railroad crossing at the north end of the existing Sammamish River Bridge is located within the railroad right-of-way recently acquired by the City. The railroad crossing at the south end of the project corridor at the intersection NE 175th Street and Woodinville-Redmond Road is located within railroad right-of-way also formerly owned by the Port of Seattle, but recently acquired by King County. Eastside Community Rail operates a single track rail line within the City's railroad right-of-way under an easement agreement (formerly with the Port of Seattle and now with the City) and uses it for low volume freight traffic consisting of approximately one train per week. Sound Transit holds an easement agreement (formerly with the Port of Seattle and now with the City) for future use of the railroad right-of-way. Puget Sound Energy (PSE) also holds a utility easement (formerly with the Port of Seattle and now with the City) for use of the railroad right-of-way. PSE facilities on City ROW within the project limits include a power line and two power poles. Additionally, the project corridor crosses the Sammamish River, an adjacent wetland (referred to in this document as Wetland A), and stream and wetland buffers. The project site includes portions of the stream and wetland buffers.

Properties adjacent to the project site include: McCorry's Restaurant, Mercury's Coffee Company, the City of Woodinville's Wilmot Gateway Park, an ARCO convenience store/gas station, Elliot Tire Store, a King County pump station, Woodinville Water District property, and an undeveloped commercial property currently being used as a storage yard.

The City is working with all property owners and easements holders as part of the proposed project, and issues associated with future right-of-way and easements will be addressed during the right-of-way acquisition phase of the project, following permitting. Attachment H includes ROW plan sheets showing the locations and areas of ROW acquisition and easements for the project.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much

<p>agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?</p>
<p>The site has no history of recent agricultural use.</p>
<p>1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:</p>
<p>The proposal would not affect or be affected by surrounding working farm or forest land operations.</p>
<p>c. Describe any structures on the site.</p>
<p>Structures on the project site include the existing SR 202 roadway (described earlier), the Sammamish River Bridge, two railroad crossings, a 35-inch diameter storm sewer trunk line, a short culvert, overhead and underground utilities, and Mercury's Coffee Company. The project also crosses over the Sammamish River Trail.</p> <p>The existing Sammamish River Bridge was built in 1963 and originally supported a 26-foot roadway (two 12-foot lanes and 1-foot shoulders) and 3-foot sidewalks on either side, with traffic barriers and bridge railings. Recently, WSDOT reduced the lane widths to provide for a 5-foot sidewalk with handicap ramps on the south (upstream) side of the bridge. WSDOT also added a beam guardrail along both sides of the bridge. The beam guardrail is attached to the sidewalk with steel post just inside the existing bridge rails and extends off both sides of the bridge to meet clear zone requirements. The bridge consists of three roughly equal spans with a total length of approximately 158 feet, supported on driven concrete piles located on either side of the Sammamish River below the OHWM.</p> <p>A 74-foot long railroad crossing at the western edge of the project corridor consists of a cantilever-supported flashing light signal and automatic gates. A 120-foot long railroad crossing just east of the Sammamish River Bridge consists of cantilever-supported flashing light signals. This rail line crosses the Sammamish River on a railroad trestle just south/east of the Sammamish River Bridge.</p> <p>Utilities include overhead and underground power, underground telephone, water, gas, sanitary sewer, and fiber optic.</p> <p>Mercury's Coffee Company is a small drive-through coffee stand located on the McCorry's on the Slough restaurant property near the property's entrance off of SR 202.</p> <p>The Sammamish River Trail below the project roadway is 10 feet wide and includes a concrete trail barrier on one side of the trail and metal fencing on the other side.</p>
<p>d. Will any structures be demolished? If so, what?</p>
<p>Existing curb, gutter, and sidewalk on the existing SR 202 roadway will need to be removed to widen the roadway. The existing bridge barriers (including sidewalk and rails) on the north side of the existing bridge will be removed to replace them with new bridge rails and a widened sidewalk. The existing Mercury Coffee Company stand will need to be relocated to a different spot on the same property.</p>
<p>e. What is the current zoning classification of the site?</p>
<p>Central Business District</p>
<p>f. What is the current comprehensive plan designation of the site?</p>
<p>Retail Services</p>
<p>g. If applicable, what is the current shoreline master program designation of the site?</p>
<p>The Sammamish River from the southern city limits is designated as follows:</p> <ol style="list-style-type: none"> 1. Aquatic-area waterward of the OHWM. 2. Conservancy-area 100 feet landward of the OHWM. 3. Urban Conservancy-area from 100 feet landward of the OHWM to the outer edge of the shoreline jurisdiction.
<p>h. Has any part of the site been classified as a critical area by the city or county? If so, specify.</p>

Yes. According to the City of Woodinville's Critical Areas Ordinance (CAO), the Sammamish River and adjacent palustrine emergent/riverine wetland are considered critical areas. The Sammamish River is classified as a Type 1 stream with a 150-foot buffer, and the adjacent wetland is classified as a Class 1 wetland, also with a 150-foot buffer.
The project area is also located within the FEMA 100-year floodplain (within the floodway) of the Sammamish River and is located in a designated seismic hazard area.
i. Approximately how many people would reside or work in the completed project?
Commercial/industrial businesses exist along the project corridor. No people would reside within or adjacent to the completed project.
j. Approximately how many people would the completed project displace?
No residences would be displaced. The Mercury Coffee Company stand would need to be relocated.
k. Proposed measures to avoid or reduce displacement impacts, if any:
None.
l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
This is a City project that was reviewed relative to the City's land use, comprehensive, and transportation plans.
m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:
No measures are proposed.

9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
This project does not include the construction of any housing units.
b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
No housing units would be eliminated.
c. Proposed measures to reduce or control housing impacts, if any:
The proposed project would have no housing impacts, so no measures to reduce or control impacts are necessary.

10. Aesthetics [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
The tallest structures under the proposed project would be light poles for new street lighting. These would be approximately 18 feet above the road elevation and placed 100 feet apart along both sides of the roadway. The proposed new bridge structure will cross the Sammamish River at approximately the same elevation as the existing Sammamish River Bridge. The bridge abutments and barriers will be concrete. The bridge barriers will include two rung metal railings.
b. What views in the immediate vicinity would be altered or obstructed?
Views in the immediate vicinity of the project include the Sammamish River Valley, including the Sammamish River, the Wilmot Gateway Park, the Sammamish River Trail, the Sammamish River Bridge and adjacent railroad trestle, and surrounding roads, railroads, and industrial/commercial areas. Views that would be altered by the project are limited to the project roadway and bridge crossing of the Sammamish River, which will be wider, and views from the Sammamish River and Sammamish River Trail

beneath the bridge crossing, which would be slightly altered by the wider bridge crossing. The City of Woodinville is working with King County to modify the design of the Sammamish River Trail in the project area to increase vertical clearance and improve sight distance.

c. Proposed measures to reduce or control aesthetic impacts, if any:
The proposed project includes landscaping with ornamental and native trees, shrubs, and ground cover to provide more visual interest in the area, to screen and soften edges of pavement surfaces and structures, and to enhance the river corridor.

11. Light and Glare [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposed project would produce light from new street lighting located on both sides of the roadway. Street lighting would typically turn on near dusk and off after dawn.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
Street lighting for the project would be designed in accordance with City of Woodinville standards to prevent glare or safety hazards. Light poles would not interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?
No off-site light sources or glare would affect the proposed project.

d. Proposed measures to reduce or control light and glare impacts, if any:
No additional measures are proposed.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?
Recreational opportunities in the project vicinity include kayaking in the Sammamish River; horseback riding, walking, jogging, bicycling, and other non-motorized activities on the Sammamish River Trail; and a children's play area, picnic areas, and other recreational uses at the Wilmot Gateway Park, including periodic outdoor music concerts.

b. Would the proposed project displace any existing recreational uses? If so, describe.
The proposed project would temporarily displace recreational uses on the Sammamish River Trail beneath the existing and new bridge during construction for safety purposes and to allow equipment access. A trail detour will divert trail users from the trail on the south side of the bridge and have them travel along a paved pathway through Wilmot Gateway Park to the sidewalk on the south side of SR 202, then east along the south side SR 202 to the intersection of SR 202 and 131st Avenue NE where they will cross SR 202 at the light. They will then be directed back west along SR 202 along the sidewalk on the north side of the road to a new paved path beginning just west of the access road to the King County pump station. The new paved path will be constructed through City right-of-way and connect back to the Sammamish River Trail on the north side of the existing bridge (see Attachment A).

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
The City will notify potential recreational users of the Sammamish River Trail of the planned construction closure and identify temporary trail detour routes.

The trail detour route would route trail users from the south through the Wilmot Gateway Park to the intersection of SR 202/131st Avenue where they would cross SR 202 at the crosswalk. They will then be directed back west along SR 202 on the north side of the road and then back to the trail on the north side of the existing bridge (see Attachment A).

The City of Woodinville is working with King County to potentially modify the design of the Sammamish River Trail in the project area to increase vertical clearance and improve sight distance. If possible and financially feasible, King County may be required to pay for these modifications if significant.

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.
Western Shore Heritage Services conducted a cultural resources study for the proposed project in 2007 (see Attachment I, Cultural Resources). The cultural resources study found no cultural resources are present within the project area of potential affect (APE). The State Department of Archaeology and Historic Preservation (DAHP) concurred with the findings of the 2007 cultural resources study in a letter dated August 27, 2007 and more recently, continued to concur with the findings in a letter dated June 23, 2011 (see Attachment I).
b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.
Western Shore Heritage Services conducted a cultural resources study for the proposed project in 2007 (see Attachment I). The cultural resources study included an archaeological survey to identify any previously unrecorded archeological deposits that could potentially be present in the project APE. The cultural resources study found that no cultural resources are present within the project APE. The State Department of Archaeology and Historic Preservation (DAHP) concurred with the findings of the 2007 cultural resources study in a letter dated August 27, 2007 and more recently, continued to concur with the findings in a letter dated June 23, 2011 (see Attachment I).
c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.
The cultural resources study and consultation with DAHP are described in the previous two responses.
d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.
The cultural resources study found that no cultural resources are present within the project APE, and the City has conducted archeological monitoring of other projects in the area surrounding the proposed project and no cultural artifacts were encountered. Thus, the likelihood of encountering cultural artifacts during construction of the proposed project is considered to be low. However, the City will arrange for an archeological monitor to be present during all ground-disturbing activities to monitor for the presence of historic or archaeological materials. The City will also notify the cultural resources directors of the Stillaguamish and Muckleshoot Indian Tribes 10 working days in advance of ground disturbance in the event that they would like to be present during ground-disturbance monitoring.
In the event that historically or archaeologically significant materials (or evidence thereof) are discovered during implementation of the project, work in the immediate vicinity will be halted immediately and all reasonable measures taken to avoid or minimize harm to the area until the City, in consultation with the SHPO, has determined the appropriate course of action.

14. Transportation [\[help\]](#)

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.
The project site includes a section of SR 202 from MP 0.31 to MP 0.55. Public streets serving the project site include Woodinville-Redmond Road NE and NE 131st Avenue.
b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?
Yes. King County (KC) Metro serves the project site and connecting roadways (Woodinville-Redmond Road and 131st Avenue NE). Three KC Metro bus stops are present near the intersection of SR 202 and 131st Avenue NE (one on SR 202 and two on 131st Avenue NE), within several hundred feet of the eastern end of the project corridor.
The proposed project would not require the permanent relocation of any of the existing public transit bus stops in

<p>the project vicinity. The City or its contractor will coordinate with public transit agencies serving the project area prior to construction to address any needs for temporary relocation of nearby bus stops during construction. This issue will also be addressed in Construction Traffic Control Plans developed for the project.</p>
<p>c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?</p>
<p>The proposed project does not include any parking. The proposed project would not eliminate any existing parking. However, widening of the road would require reconfiguring the existing parking lot at McCorry's Restaurant to maintain the existing 39 parking spaces.</p>
<p>d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).</p>
<p>Yes. The proposed project involves the construction of a new bridge and widening and other improvements to SR 202 (see the project description under question A.11). Improvements along SR 202 and at the intersection are within the public right-of-way.</p>
<p>e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.</p>
<p>The Woodinville Subdivision (formerly owned by the Port of Seattle and recently acquired by the City) crosses SR 202 at-grade in two locations (described earlier). The railroad crossing at the north end of the existing Sammamish River Bridge is located within the railroad right-of-way recently acquired by the City. The railroad crossing at the south end of the project corridor at the intersection NE 175th Street and Woodinville-Redmond Road is located within railroad right-of-way recently acquired by King County. The Woodinville Subdivision is currently used by Eastside Community Rail for low volume local freight traffic.</p>
<p>The existing railroad bridge is located south of the proposed roadway bridge and is oriented at an angle such that the proposed eastern concrete wing wall for the proposed roadway bridge would overlap with the existing eastern concrete block retaining wall of the existing railroad trestle (see Attachment J, New Bridge/Railroad Trestle Wingwall). This will require shortening the eastern railroad trestle retaining wall by one (1) foot. The new eastern concrete wing wall for the proposed roadway bridge will be designed to be flush with the shortened railroad trestle and replace its current function (see Attachment J). The proposed eastern concrete wing wall for the roadway bridge and alteration to the existing retaining wall for the railroad trestle would not affect the integrity of either structure.</p>
<p>f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?</p>
<p>The completed project would reduce congestion and increase capacity. Current average daily traffic (ADT) levels are 17,000 vehicles. With the project, projected ADT in the year 2030 would increase to 29,000. Peak volumes would occur between 4:00 p.m. and 6:00 p.m.</p>
<p>g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.</p>
<p>The proposal would not affect or be affected by the movement of agricultural and forest products on roads or streets.</p>
<p>h. Proposed measures to reduce or control transportation impacts, if any:</p>
<p>Over the short term, construction of the new bridge adjacent to the existing bridge would have no effect on road traffic along the project corridor during daytime hours. However, single lane and road closures may be necessary at night for certain elements of construction, such as unloading the new bridge girders from semi-trucks. Standard construction-related traffic control measures will be followed in accordance with City of Woodinville requirements.</p> <p>Although rail traffic volumes are very low through the project site (one trip per week), construction activities will last approximately 14 months and could affect rail traffic both during construction of the new bridge and widening of the approach roadways. The City and/or construction contractor would coordinate with rail operators to address rail transportation through the project site during construction.</p> <p>Over the long term, the completed project is expected to reduce congestion and improve safety on SR 202 and adjacent roadways, and improve traffic flow to the downtown core.</p>

The existing railroad bridge is located south of the proposed roadway bridge and is oriented at an angle such that the two structures would be closest near the east abutment of the new roadway bridge; fill for the new east approach would be within about 10 feet of the existing railroad bridge. On the west abutment, the two structures diverge. In relation to the existing railroad tracks, the proposed projects meets AREMA clearance requirements as documented in its 2012 Manual for Railway Engineering (Chapter 28, Clearances).

Based on a geotechnical analysis (see Attachment K, Geotechnical Analysis), settlement induced by the new east approach fill will be small and is unlikely to cause significant settlement effects on the existing railroad bridge. The proposed drilled shafts for the new east abutment will be at least 16 feet from the existing railroad bridge, farther than the industry-recognized minimum distance for interaction effects of adjacent drilled shaft foundations. However, to address any potential for damage to the existing railroad bridge due to vibrations and resulting settlement caused by drilled shaft installation or the placement of fill, monitoring of the railroad bridge will be performed during construction activities. If any movement is detected, the drilling will be stopped until corrective measures are implemented. Prior to construction, monitoring criteria will be developed for vibration and settlement; the criteria will consider the type and frequency of the vibrations, the structural design, and the condition of the existing bridge structure. Additional details are provided in Shannon & Wilson (2012) (see Attachment K).

15. Public Services [\[help\]](#)

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No. The project would not increase the need for public services. The project will improve the flow of traffic, assisting EMS vehicles through the corridor.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Emergency and police service response to calls could be affected during occasional single lane and road closures that may be required at night to for certain elements of the project, such as unloading the new bridge girders. The City or its contractor will coordinate with all potentially affected public service providers, including police agencies, regarding plans for traffic control during construction and will provide notice of lane or street closures a minimum of 10 calendar days in advance of planned closure in accordance with WSDOT Standard Specifications.

16. Utilities [\[help\]](#)

a. Check utilities currently available at the site:

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Electricity | <input type="checkbox"/> Refuse Service | <input checked="" type="checkbox"/> Sanitary Sewer |
| <input type="checkbox"/> Natural Gas | <input checked="" type="checkbox"/> Telephone | <input type="checkbox"/> Septic System |
| <input checked="" type="checkbox"/> Water | <input type="checkbox"/> Other: _____ | |

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No additional utilities are required for the project. Existing utility poles will be relocated behind the new sidewalks, and utility boxes will be adjusted to grade. The new street lights will require new conduit to provide power to the lights. New stormwater facilities will be installed as part of this project.

Each utility company will be responsible for the relocation of their own infrastructure. Coordination with utility owners/operators that have infrastructure within the project corridor has been ongoing and will continue. All utility infrastructure relocations are planned to occur prior to construction. The proposed project would include the relocation of the following utility structures:

- Three power poles, will be relocated to the back of sidewalk of the widened roadway.
- Two fire hydrants will be relocated.
- A waterline under the western at-grade railroad crossing will be relocated and upgraded.
- Vents for a natural gas distribution pipeline hanging beneath the existing Sammamish River Bridge will be relocated to accommodate the widened bridge. There is one vent on each side of the bridge on the south side of the roadway and the vent piping from the natural gas pipeline will need to be lengthened to

accommodate the widened bridge.

- A 6-inch PVC conduit is attached to the south side of the existing bridge. No utility has claimed ownership of this conduit, so construction will involve accessing the conduit to determine whether it has a live utility in it. If not, it would be removed.

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of signee: _____

Position and Agency/Organization: _____

Date Submitted: _____

D. supplemental sheet for nonproject actions [\[help\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?
Proposed measures to avoid or reduce such increases are:
2. How would the proposal be likely to affect plants, animals, fish, or marine life?
Proposed measures to protect or conserve plants, animals, fish, or marine life are:
3. How would the proposal be likely to deplete energy or natural resources?
Proposed measures to protect or conserve energy and natural resources are:
4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or

eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?
Proposed measures to protect such resources or to avoid or reduce impacts are:
5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?
Proposed measures to avoid or reduce shoreline and land use impacts are:
6. How would the proposal be likely to increase demands on transportation or public services and utilities?
Proposed measures to reduce or respond to such demand(s) are:
7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.