US Army Corps of Engineers ®
Seattle District

WASHINGTON STATE
Joint Aquatic Resources Permit Application (JARPA) Form[1,2] [help]

USE BLACK OR BLUE INK TO ENTER ANSWERS IN THE WHITE SPACES BELOW.

AGENCY USE ONLY

Date received:

Agency reference #: _____

Tax Parcel #(s): _____

Part 1–Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
Sammamish River Bridge and Road (SR 202) Project

Part 2–Applicant

The person and/or organization responsible for the project. [help]

2a. Name (Last, First, Middle)			
Hansen, Thomas E., Public Works Director			
2b. Organization (If applicable)			
City of Woodinville, WA			
2c. Mailing Address (Street or PO Box)			
17301-133rd Ave NE			
2d. City, State, Zip			
Woodinville, WA 98072			
2e. Phone (1)	**2f.** Phone (2)	**2g.** Fax	**2h.** E-mail
(425) 877-2291	(425) 489-2700	(425) 489-2756	tomh@ci.woodinville.wa.us

[1] Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- If your project might affect species listed under the Endangered Species Act, you will need to fill out a Specific Project Information Form (SPIF) or prepare a Biological Evaluation. Forms can be found at http://www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/PermitGuidebook/EndangeredSpecies.aspx.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

[2] To access an online JARPA form with [help] screens, go to http://www.epermitting.wa.gov/site/alias__resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.

For other help, contact the Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.

Part 3–Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [help]

3a. Name (Last, First, Middle)			
Howard, Linda			
3b. Organization (If applicable)			
AECOM			
3c. Mailing Address (Street or PO Box)			
1501 4th Avenue, Suite 1400			
3d. City, State, Zip			
Seattle, WA 98101			
3e. Phone (1)	**3f.** Phone (2)	**3g.** Fax	**3h.** E-mail
(206) 438-2340	(206) 457-3268	1-866-495-5288	linda.howard@aecom.com

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [help]

☐ Same as applicant. (Skip to Part 5.)

☐ Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

☒ There are multiple upland property owners. Complete the section below and fill out JARPA Attachment A for each additional property owner.

☐ Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete JARPA Attachment E to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)			
Hansen, Thomas E.			
4b. Organization (If applicable)			
City of Woodinville			
4c. Mailing Address (Street or PO Box)			
17301-133rd Ave NE			
4d. City, State, Zip			
Woodinville, WA 98072			
4e. Phone (1)	**4f.** Phone (2)	**4g.** Fax	**4h.** E-mail
(425) 877-2291	(425) 489-2700	(425) 489-2756	tomh@ci.woodinville.wa.us

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [help]

☐ There are multiple project locations (e.g. linear projects). Complete the section below and use JARPA Attachment B for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]

☒ Private
☐ Federal
☒ Publicly owned (state, county, city, special districts like schools, ports, etc.)
☐ Tribal
☐ Department of Natural Resources (DNR) – managed aquatic lands (Complete JARPA Attachment E)

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [help]

SR 202 (NE 175th Street) from the intersection of 131st Avenue NE (MP 0.31) to the intersection of Woodinville-Redmond Road NE (MP 0.55). Refer to Sheet 1 of the JARPA drawings in Appendix A.

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [help]

Woodinville, WA 98072

5d. County [help]

King

5e. Provide the section, township, and range for the project location. [help]

¼ Section	Section	Township	Range
SE	9	26N	5E

5f. Provide the latitude and longitude of the project location. [help]

- Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83)

Latitude/Longitude: 47.754/-122.168

5g. List the tax parcel number(s) for the project location. [help]

- The local county assessor's office can provide this information.

A large portion of the project includes the existing SR202 located within City right-of-way for which the King County Tax Parcel web site does not provide a parcel number. The project also includes portions of the following parcels: 0926059035, 0926059043, 0926059031, 0926059069, 0926059115. See Attachment A for property owner information.

5h. Contact information for all adjoining property owners. (If you need more space, use JARPA Attachment C.) [help]

Name	Mailing Address	Tax Parcel # (if known)
Vicklebush LLC	P.O. Box 625 Woodinville, WA 98072	0926059038
Woodinville Water District	17238 NE Woodinville Duvall Road Woodinville, WA 98072	0926059104
King County	516 Third Ave Seattle, WA 98104	092605HYDR

Elliot Tire	12978 NE 175th St Woodinville, WA 98072	7269100085 (see Attachment C for additional adjoining property owner information)

5i. List all wetlands on or adjacent to the project location. [help]

Wetland A, an 872 ft^2 palustrine emergent/riverine wetland, is located on the south bank of the Sammamish River in the project area. The existing Sammamish River Bridge crosses over a portion of this wetland. Refer to Sheets 2 and 3 of the JARPA drawings in Appendix A.

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [help]

Sammamish River Refer to Sheets 1-3 of the JARPA drawings in Appendix A.

5k. Is any part of the project area within a 100-year floodplain? [help]

☒ Yes ☐ No ☐ Don't know

Refer to Sheets 2 and 3 of the JARPA drawings in Appendix A.

(NOTE: Only mitigation activities would involve work within the 100-year floodplain)

5l. Briefly describe the vegetation and habitat conditions on the property. [help]

The project site consists predominantly of developed areas, including the existing SR 202 roadway and bridge over the Sammamish River, two at-grade railroad crossings, and portions of adjacent commercial properties. Approximately 70-80% of the project site is covered with impervious surfaces.

Habitat on the project site is generally poor (lacking in diversity and structure) and is limited to narrow bands of vegetation immediately adjacent to the existing roadway and on the riverbanks beneath and in the immediate vicinity of the existing bridge. Vegetation in most areas is dominated by non-native, invasive species: Himalayan blackberry (*Rubus armeniacus*), reed canarygrass (*Phalaris arundinacea*), and creeping buttercup (*Ranunculus repens*).

Existing vegetation on the left bank (facing downstream) of the Sammamish River within the public right-of-way includes several small big leaf maple (*Acer macrophyllum*), red alder (*Alnus rubra*), and Douglas-fir (*Pseudotsuga menziesii*) trees located at the top of bank; and native shrubs, including: Nootka rose (*Rosa nutkana*), oceanspray (*Holodiscus discolor*), red elderberry (*Sambucus racemosa*), salmonberry (*Rubus spectabilis*), and snowberry (*Symphoricarpos albus*) spanning the width of the bank from the top of bank to edge of ordinary high water. The entire vegetation community in this location is overgrown with dense Himalayan blackberry. Nootka rose, oceanspray, and salmonberry also occur in shade beneath the existing bridge span. The Douglas-fir trees and native shrubs were installed as mitigation for a scour repair project implemented by the Washington State Department of Transportation (WSDOT) in 2003, the *Sammamish River Bridges 202/35 & 202/38 Scour Repair Project*. The 2003 WSDOT mitigation project included planting areas on both the left and right banks of the river (facing downstream) both up- and downstream of the existing bridge. Pacific willow (*Salix lucida*) and Sitka willow (*S. sitchensis*) live stakes were also installed along the edge of the ordinary high water line of the river as part of the 2003 WSDOT mitigation project, but none are currently present within the project footprint. There are currently no trees, large shrubs, or other vegetation on the lower portion of the left bank within the project limits that would provide shade.

Existing vegetation on the right bank (facing downstream) of the Sammamish River within the public right-of-way was planted with a similar native tree and shrub community as part of the 2003 WSDOT mitigation project. The native shrub community in this area is also overgrown with dense Himalayan blackberry.

Lawn and some ornamental and screening trees and shrubs are present along the east side of SR 202 on the north side of the river between the roadway and Wilmot Gateway Park. These include both native and non-native conifer and deciduous trees, shrubs, and sub-shrubs (heathers).

5m. Describe how the property is currently used. [help]

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 (shown on Sheets 2 and 3 of the JARPA drawings in Appendix A). 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.

The project site also includes narrow bands of adjacent commercial properties, including McCorry's on the Slough Restaurant. Portions of the project site located on the McCorry's Restaurant property are used for parking and for Mercury's Coffee Company, a drive-through coffee stand.

The project site corridor crosses over the Sammamish River and a small riverine wetland, and includes approximately 9,200 square feet of combined stream/wetland buffer.

5n. Describe how the adjacent properties are currently used. [help]

Adjacent property uses include a restaurant and a coffee stand (McCorry's on the Slough Restaurant and 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. Adjacent property uses include stream and wetland buffers for the Sammamish River and Wetland A (described above in 5i).

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [help]

Structures on the project site include the existing SR 202 roadway, the Sammamish River Bridge, the two at-grade railroad crossings, Mercury's Coffee Company, and overhead and underground utilities. The King County Sammamish River Trail crosses City right-of-way by permit beneath the existing bridge.

The existing Sammamish River Bridge was built in 1963 and originally supported a 26-foot wide roadway (two 12-foot lanes and 1-foot shoulders) and 3-foot sidewalks on either side, with traffic barriers and bridge railings. The bridge consists of three roughly equal spans with a total length of approximately 158 feet supported on driven concrete piles on either side of the Sammamish River below the Ordinary High Water Mark (OHWM). Recently, WSDOT reduced the lane and shoulder widths to provide for a 5-foot sidewalk with handicap ramps on the south (upstream) side of the bridge. WSDOT also added beam guardrail along both sides of the bridge. The beam guardrail is attached to the bridge with steel posts just inside the existing bridge rails and extends off both sides of the bridge to meet clear zone requirements. A 74-foot long at-grade 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 at-grade 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 of the Sammamish River Bridge and adjacent to the project site. The Woodinville Subdivision rail line has been used recently for low volume local freight traffic. Typically, trains have run on Tuesdays and Thursdays; one train (consisting of only an engine and caboose) departs from Woodinville northbound to Snohomish around 10:00 a.m. each day and returns around 4:00 p.m. the same day. The trains pull no freight cars where they cross the project corridor.

Utilities include overhead and underground power, underground telephone, water, gas, sanitary sewer, and fiber optic. Power, telephone, gas, and fiber optic lines are found primarily along the south side of the existing roadway. Power service connections to the properties on the north side of the road are provided by overhead connections. Underground gas and water lines cross the road to serve the north side properties.

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.

The Sammamish River Trail beneath the existing bridge is 10 feet wide and includes a concrete trail barrier on one side of the trail and metal fencing on the other side. The Sammamish River Trail is a multi-purpose trail used for walking, jogging, bicycling, horseback-riding, and other non-motorized activities, and is part of a regional trail network.

5p. Provide driving directions from the closest highway to the project location, and attach a map. [help]

From I-405 south (from Bellevue/Renton), merge onto SR-522 East via exit 23A (toward US-2/Woodinville/Wenatchee). Take the SR-202 East exit toward Woodinville/Redmond. Take the SR-202 South ramp toward Woodinville/Redmond. Follow SR-202, which will become 131st Avenue NE, to NE 175th Street (SR-202). Turn right onto NE 175th Street and onto the project corridor. (See the Location/Directional Map in Appendix B.)

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [help]

The City is proposing to widen 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. Concrete sidewalks, curbs, and gutters are present along the majority of both sides of the roadway.

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 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. A new curb and sidewalk will also be added on the west side of Woodinville-Redmond Road from the intersection south approximately 200 linear feet. The existing wire-span signal at the Woodinville-Redmond Road NE intersection will be upgraded with new signal poles. The existing railroad signals will be replaced with new signal equipment for the widened roadway that meets applicable code.

Improvements on the existing bridge are constrained by the maximum available surface width. The existing bridge consists of two 12-foot through lanes, a 3-foot sidewalk on the north side, and a 5-foot sidewalk on the south side, with little additional unused width. This constrains the width of any proposed improvements to the existing bridge. The project design would modify the existing bridge to include an 11-foot westbound outside through lane and 12-foot westbound inside through lane, with a 4-foot westbound bike lane and 5-foot sidewalk on the north side.

The eastbound through lanes on the new bridge would have the same widths as the reconfigured westbound

lanes on the existing bridge, along with a 4-foot eastbound bike lane; however, the eastbound sidewalk on the new bridge would be 5.5 feet wide.

The proposed project will also include the relocation of the following utility structures:

- Two power poles, one on each side of the bridge, 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.

Sheets 2 and 3 of the JARPA drawings in Appendix A provide a plan view of the project, including areas of ground disturbance, in relation to critical areas (shorelines, wetlands, buffers, and floodplains). Sheets 4 and 5 of the JARPA drawings provide typical roadway cross sections.

6b. Describe the purpose of the project and why you want or need to perform it. [help]

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 purpose of the project is to increase traffic capacity along the project corridor by widening the existing two-lane roadway across the existing bridge to four lanes and making other corridor improvements to relieve congestion at the intersections on each end of the project corridor, improve the level of safety for pedestrians and bicyclists, and improve traffic flow into the downtown core.

6c. Indicate the project category. (Check all that apply) [help]

☐ Commercial ☐ Residential ☐ Institutional ☒ Transportation ☐ Recreational
☐ Maintenance ☐ Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [help]

☐ Aquaculture	☐ Culvert	☐ Float	☐ Retaining Wall (upland)
☐ Bank Stabilization	☐ Dam / Weir	☐ Floating Home	☒ Road
☐ Boat House	☐ Dike / Levee / Jetty	☐ Geotechnical Survey	☐ Scientific Measurement Device
☐ Boat Launch	☐ Ditch	☐ Land Clearing	☐ Stairs
☐ Boat Lift	☐ Dock / Pier	☐ Marina / Moorage	☐ Stormwater facility
☒ Bridge	☐ Dredging	☐ Mining	☐ Swimming Pool
☐ Bulkhead	☐ Fence	☐ Outfall Structure	☐ Utility Line
☐ Buoy	☐ Ferry Terminal	☐ Piling/Dolphin	
☐ Channel Modification	☐ Fishway	☐ Raft	

☐ Other:

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction

methods and equipment to be used. [help]

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

All work related to construction of the proposed new bridge and roadway improvements occurs adjacent to or over the Sammamish River and outside of the OHWM and 100-year floodplain of the Sammamish River. However, on- and off-site mitigation for temporary and permanent impacts on stream/wetland buffers (described in Part 7) would occur within or partially within the 100-year floodplain for the Sammamish River and Little Bear Creek.

Construction Sequence

- Relocate utilities: Utility companies will relocate utilities prior to the start of construction for the bridge project. All utility work will occur in uplands. Utility work would occur within 200 feet of Sammamish River; however, utility work would not occur in floodplains, below the OHWM, or in wetlands.
- Install Sammamish River Trail detour: The Sammamish River trail beneath the existing and proposed bridge would be temporarily closed. During construction of the bridge project, trail users will be diverted from the trail on the south side of the bridge 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 that will be installed from just west of the access road to the King County pump station. The new paved path will constructed through City right-of-way and connect back to the Sammamish River Trail on the north side of the existing bridge (see Sheet 3 of the JARPA drawings in Appendix A).
- All work not within the existing sidewalks or roadway will be accomplished first. This will include all erosion control and clearing and grubbing required to construct the new bridge.
- Clearing and grubbing occurs predominately in areas covered with impervious surfaces and that are surficial, with the exception of the drilled shafts which are 50 to 100 feet in depth. There are six to eight drilled shafts (three or four on each side) with a diameter of 4 feet. The shafts will be installed on the banks of the Sammamish River outside and above OHWM.
- The new bridge will be built adjacent to the existing bridge without affecting traffic and will require no in-water work below the OHWM. All work to install the new bridge will occur from uplands (i.e., no construction equipment is required to be located in the Sammamish River). Single lane and road closures may be required at night for certain elements of the job. For example, one bridge lane may have to be closed while the girders are unloaded off the semi-truck. To construct the new bridge, soil and other materials will first be excavated and removed from within the project footprint using a hydraulic excavator or backhoe. A drilling rig will then be used to construct the drilled shafts for the foundation. Once the drilled shafts are constructed, they will be filled with concrete using a concrete pump truck and concrete trucks. The abutment walls will then be constructed. After the abutment walls are constructed, the pre-cast concrete girders will be placed. Two cranes will be required to place the pre-cast concrete girders. These cranes will be located off the existing road and will be located behind the new abutments. After the girders are placed, the concrete bridge deck will be constructed. Next, backfill will be placed against the abutments for the new road. Lastly, the bridge rail and sidewalks will be installed and the roadway finished on both ends. Once the bridge and retaining walls are installed, the trail will be restored and reopened under the bridge. 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; any trail widening will occur on the upslope/northeast side of the trail (not the waterward side).
- After the bridge is installed, the south side of SR 202 will be widened. This will require removing the existing curb, gutter and sidewalk, and grading in the widened roadway. A backhoe, grader, and dump trucks will be required for this work. Pavement, curb and gutter, and sidewalk will be installed using concrete trucks, paving machines, and dump trucks.
- 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 also to remove and replace the existing bridge barriers with new bridge rails and widened sidewalk. The equipment required is as described above.
- The last stage will be landscaping, final cleanup, final lift of asphalt, and striping. After the asphalt is laid, the contractor will paint/stripe the road, clean the site including catch basins and sidewalks, and install landscaping.

Signal replacements for the Woodinville-Redmond Road NE intersection and the two railroad crossings will happen concurrently with the other improvements.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [help]

- If the project will be constructed in phases or stages, use JARPA Attachment D to list the start and end dates of each phase or stage.

Start date: September 2016 End date: November 2017 ☐ See JARPA Attachment D
**Utility relocates are anticipated to begin in September 2016 and be completed by January 2017.
All other work is anticipated to begin in January 2017 and be completed by November 2017.

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [help]

$6–7 million

6h. Will any portion of the project receive federal funding? [help]

- **If yes,** list each agency providing funds.

☒ Yes ☐ No ☐ Don't know
FHWA

Part 7–Wetlands: Impacts and Mitigation

☒ Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [help]

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [help]

☐ Not applicable

An 872 square foot palustrine emergent, riverine wetland (Wetland A) occurs on the south bank of the Sammamish River within the floodway (see Sheets 2 and 3 of the JARPA drawings in Appendix A and the Wetland Delineation Report provided in Appendix C). Wetland A was rated as a Category IV wetland under the Washington Department of Ecology's *Washington State Wetland Rating System for Western Washington* (Version 2, updated July 2006), but is considered to be a Class 1 wetland under the Woodinville Municipal Code (WMC 21.24.320 [2][a] due to its proximity to the Sammamish River. The WMC designates the Sammamish River as a Type 1 stream (WMC 21.24.370). Under the WMC, both Class 1 wetlands and Type 1 streams have a standard buffer width of 150 feet (WMC 21.24.330 [a] and 21.24.380 [1]).

The proposed project has been designed to avoid direct impacts on the Sammamish River and Wetland A through the selection of a single-span bridge alternative. Abutments for the new bridge will be located outside of the OHWM and the 100-year floodplain of the Sammamish River and outside of Wetland A, and the new bridge will completely span the wetland along the project alignment. Embankments for the new bridge abutments and widened roadway will also avoid Wetland A. No work will occur in Wetland A.

The proposed project would require working within the 150-foot stream and wetland buffers. To minimize potential effects on the Sammamish River, Wetland A, and their buffers during and after project construction, the contractor would comply with standard Best Management Practices (BMPs) contained in the WSDOT Standard Specifications for Road, Bridge, and Municipal Construction. A project-specific Temporary Erosion and Sediment Control (TESC) plan would be developed and implemented. Erosion and sediment control specifications would focus on soil and slope protection and stabilization measures, followed by site restoration measures (including planting materials). Specific measures would include (but not be limited to) the following:

- Construction activities within buffer areas will be confined to the minimum area necessary to complete the project.
- The boundary of clearing limits associated with site access and construction limits will be flagged to prevent ground disturbance outside the limits.
- Erosion control measures (e.g., silt fences) will be installed to protect the Sammamish River and Wetland A.
- Removal of riparian vegetation, if needed, will be limited to the minimum necessary to install the drilled shafts and abutments for the bridge.

- 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.
- Standard roadside landscaping will be installed along the north and south sides of SR 202.

The proposed project would permanently alter 0.28 acres (12,286 square feet) of combined stream and wetland buffer habitat. A large proportion (8,516 square feet out of a total 12,286 square feet) of the stream and wetland buffer habitat that would be affected by the proposed project is currently in non-conforming uses, including the existing roadway and other impervious surfaces associated with surrounding urban development. Only about 3,770 square feet of the affected buffer area is currently vegetated.

Impacts on Class 1 wetland buffers require a 1:1 enhancement ratio (WMC 21.24.350 [8][c]). The WMC does not identify specific mitigation ratios for stream buffer impacts, but requires enhancement to provide a net improvement in overall stream and buffer function and value (WMC 21.24.380 [1][a]). Full mitigation typically encompasses the entire bank from the OHWM to the buffer boundary. Due to the lack of suitable acreage on site and constraints of the surrounding urban landscape, the City proposes to mitigate the majority of buffer impacts off site. Appendix D includes two memos describing proposed on-site mitigation (in addition to additional information regarding proposed Stormwater Management), and Appendix E provides a Conceptual Mitigation Plan that details the City's proposed off-site mitigation.

7b. Will the project impact wetlands? [help]

☐ Yes ☒ No ☐ Don't know

7c. Will the project impact wetland buffers? [help]

☒ Yes ☐ No ☐ Don't know

7d. Has a wetland delineation report been prepared? [help]

- **If Yes**, submit the report, including data sheets, with the JARPA package.

☒ Yes ☐ No (provided in Appendix C)

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [help]

- **If Yes**, submit the wetland rating forms and figures with the JARPA package.

☒ Yes ☐ No ☐ Don't know (provided with the Wetland Delineation Report in Appendix C)

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [help]

- **If Yes**, submit the plan with the JARPA package and answer 7g.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable (provided in Appendix D and Appendix E)

The proposed project avoids direct impacts on wetlands but will permanently alter 0.28 acres of combined stream and wetland buffer. Proposed on-site mitigation is described in Appendix D. A Conceptual Mitigation Plan (Appendix E) has been developed that details the City's proposed off-site mitigation approach to compensate for the majority of buffer impacts from the project. The proposed off-site mitigation approach (described more fully in 7g) involves the enhancement of riparian buffer habitat on Little Bear Creek just east of 134th Avenue NE.

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [help]

The overall off-site mitigation goals are to enhance 0.28 acre of non-wetland riparian habitat to provide a net improvement in overall stream and buffer functions in the same drainage basin (the Sammamish River drainage basin) at a site along Little Bear Creek, approximately 0.36 mile to the northwest of the road and bridge project site. Little Bear Creek is the largest natural surface drainage for the City of Woodinville. The Little Bear Creek watershed drains about 15 square miles, of which 1,920 acres is within the City. The drainage basin was originally dominated by forested wetlands and still contains many riparian wetlands despite considerable development pressure within urban areas. The proposed mitigation site is located in the lower main stem of the creek, which flows roughly parallel to SR 522. Within the mitigation site, the creek is bordered by a poor quality riparian corridor and nearby commercial development. South of the proposed mitigation site, Little Bear Creek flows through commercial portions of downtown Woodinville before flowing into the Sammamish River. Nine species of resident and anadromous fish use Little Bear Creek. Six salmonid species, including the endangered Chinook salmon (*Oncorhynchus tshawytscha*), use Little Bear Creek for spawning and migration.

On the proposed mitigation site, an overstory of native deciduous riparian trees (predominantly black cottonwood [*Populus balsamifera* ssp. *trichocarpa*] and red alder) is present on narrow floodplain terraces adjacent to Little Bear Creek; however, large conifers are lacking. The understory shrub layer includes native willows, Pacific ninebark (*Physocarpus capitatus*), and some indian plum (*Oemleria cerasiformus*), but is dominated by Himalayan blackberry throughout and large patches of Japanese knotweed (*Polygonum cuspidatum*). Floodplain terrace slopes and adjacent flat areas are dominated by Himalayan blackberry and reed canarygrass. The objectives of the mitigation plan are to reduce non-native invasive species within the 150-foot stream buffer, establish native tree and shrub canopy in disturbed open areas currently dominated by Himalayan blackberry and reed canarygrass, and enhance existing riparian habitat on the stream's floodplain terraces by planting conifers and native understory shrubs and ferns. Achievement of these objectives is expected to improve buffer water quality and habitat functions.

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [help]

Activity (fill, drain, excavate, flood, etc.)	Wetland Name[1]	Wetland type and rating category[2]	Impact area (sq. ft. or Acres)	Duration of impact[3]	Proposed mitigation type[4]	Wetland mitigation area (sq. ft. or acres)
fill (buffers only)	Wetland A	Ecology - Category IV wetland; Woodinville CAO - Class 1 Wetland	0.28 acres (12,286 sq. ft.)	Permanent	Enhance-ment	0.28 acres (12,286 sq. ft.)

[1] If no official name for the wetland exists, create a unique name (such as "Wetland 1"). The name should be consistent with other project documents, such as a wetland delineation report.
[2] Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.
[3] Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter "permanent" if applicable.
[4] Creation (C), Re-establishment/Rehabilitation (R), Enhancement (E), Preservation (P), Mitigation Bank/In-lieu fee (B)

Page number(s) for similar information in the mitigation plan, if available: _____

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [help]

No fill will occur in wetlands.

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [help]

No excavation of wetlands will occur.

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [help]

☒ Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [help]

☐ Not applicable

The proposed project has been designed to minimize impacts on the Sammamish River through the selection of a single-span bridge alternative, which will include abutments located outside of the OHWM and outside of the 100-year floodplain. No construction activities would occur within the OHWM or the 100-year floodplain except those related to mitigation activities.

The proposed project will require working over the Sammamish River, and the additional lanes 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). The Washington Department of Fish and Wildlife (WDFW) has indicated to the City that the Hydraulic Project Approval (HPA) for this project will require the City to mitigate for this impact. The proposed on-site mitigation for overwater coverage and shading is described below.

8b. Will your project impact a waterbody or the area around a waterbody? [help]

☒ Yes ☐ No

8c. Have you prepared a mitigation plan to compensate for the project's adverse impacts to non-wetland waterbodies? [help]

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable,** explain below why a mitigation plan should not be required.

☒ Yes ☐ No ☐ Not applicable

On-site mitigation for overwater coverage and shading from the new bridge was developed based on a site visit and discussion with Ginger Holser (WDFW Area Habitat Biologist). Final design for this mitigation will be developed in coordination with WSDOT, WDFW, and the Muckleshoot Tribe.

The new bridge will increase shading of the Sammamish River. Shading is thought to contribute to increased predation on salmonids by reducing their ability to detect and avoid predators. Although the project will create additional shading over the Sammamish River, the bridge height, limited ambush cover, and preference for juvenile salmonid species to quickly move downstream and into Lake Washington to avoid higher temperatures in the Sammamish River, combine to aid predator avoidance. As a result, the new bridge deck would not likely increase predation on juvenile salmonids above baseline conditions. To compensate for any shading effects, WDFW has indicated that the HPA for this project will require non-native invasive species (primarily Himalayan blackberry) to be eradicated from beneath the new bridge structure, and the area to be planted with native species such as those present in the shade under the existing bridge — nootka rose, oceanspray, and salmonberry.

The proposed on-site mitigation is briefly described in the attached Conceptual Mitigation Plan, which was primarily developed for off-site mitigation of stream and wetland buffer impacts. The attached Supplemental Informational Memoranda dated August 3, 2012 and October 15, 2012 (Appendix D) describe the proposed on-site mitigation in greater detail and include a conceptual planting plan for the on-site mitigation. The mitigation area is approximately 2250 sq ft, and 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.

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g you do not need to restate your answer here. [help]

See detailed response to 7g.

8e. Summarize impact(s) to each waterbody in the table below. [help]

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name[1]	Impact location[2]	Duration of impact[3]	Amount of material (cubic yards) to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected
Shade	Sammamish River	Beneath the proposed new bridge	Permanent	None. Bridge over the river will create shade	2,800 square feet (below OHWM)

[1] If no official name for the waterbody exists, create a unique name (such as "Stream 1") The name should be consistent with other documents provided.
[2] Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.
[3] Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter "permanent" if applicable.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [help]

No fill will be placed in the Sammamish River related to construction of the proposed project roadway and bridge. Shade-related impacts will be mitigated as described in section 8c.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [help]

No excavation or dredging activities will occur in the Sammamish River.

Part 9–Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]

Agency Name	Contact Name	Phone	Most Recent Date of Contact
WDFW	Ginger Holser	(425) 379-2305 Ginger.Holser@dfw.wa.gov	October 25, 2011
Muckleshoot Tribe	Karen Walter	(253).876-3116 karen.walter@muckleshoot.nsn.us	October 12, 2012
		( )	

9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [help]

- **If Yes,** list the parameter(s) below.
- If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: http://www.ecy.wa.gov/programs/wq/303d/.

☒ Yes ☐ No

The Sammamish River is listed on Ecology's 303(d) List for: fecal coliform, dissolved oxygen (DO), and temperature.

9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help]

- Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC.

17110012

9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help]

- Go to http://www.ecy.wa.gov/services/gis/maps/wria/wria.htm to find the WRIA #.

WRIA 8 – Cedar-Sammamish

9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help]

- Go to http://www.ecy.wa.gov/programs/wq/swqs/criteria.html for the standards.

☐ Yes ☐ No ☒ Not applicable

9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help]

- If you don't know, contact the local planning department.
- For more information, go to: http://www.ecy.wa.gov/programs/sea/sma/laws_rules/173-26/211_designations.html.

☐ Rural ☐ Urban ☐ Natural ☒ Aquatic ☒ Conservancy ☒ Other Urban Conservancy

9g. What is the Washington Department of Natural Resources Water Type? [help]

- Go to http://www.dnr.wa.gov/forest-practices-water-typing for the Forest Practices Water Typing System.

☒ Shoreline ☐ Fish ☐ Non-Fish Perennial ☐ Non-Fish Seasonal

9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help]

- **If No**, provide the name of the manual your project is designed to meet.

☐ Yes ☒ No All erosion control measures will meet the City's adopted standard in the 2009 King County Surface Water Design Manual.

Name of manual:

9i. Does the project site have known contaminated sediment? [help]

- **If Yes**, please describe below.

☐ Yes ☒ No

9j. If you know what the property was used for in the past, describe below. [help]

Uses of the project site have not changed in recent history.

9k. Has a cultural resource (archaeological) survey been performed on the project area? [help]

- **If Yes**, attach it to your JARPA package.

☒ Yes ☐ No ((provided in Appendix F)

9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help]

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)

9m. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help]

coho salmon (*O. kisutch*) – breeding area, *occurrence*
fall Chinook salmon (*O. tshawytscha*) – breeding area, occurrence
sockeye salmon (*O. nerka*) resident – occurrence/migration
winter steelhead (O. mykiss) – *occurrence/migration*
resident coastal cutthroat trout (Oncorhynchus clarkii) – occurrence/migration
kokanee salmon (O. nerka) – occurrence/migration
Dolly Varden/bull trout (*Salvelinus* malma) – *occurrence/migration*
rainbow trout (O. mykiss) – occurrence/migration
(WDFW PHS on the Web, February 24, 2016)

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at http://apps.oria.wa.gov/opas/.
- Governor's Office for Regulatory Innovation and Assistance at (800) 917-0043 or help@oria.wa.gov.
- For a list of addresses to send your JARPA to, click on agency addresses for completed JARPA.

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help]

- For more information about SEPA, go to www.ecy.wa.gov/programs/sea/sepa/e-review.html.

☐ A copy of the SEPA determination or letter of exemption is included with this application.

☒ A SEPA determination is pending with the City of Woodinville, WA (lead agency). The expected decision date is June 2016. (NOTE: The City issued a SEPA Determination of Non-Significance for the proposed project on October 1, 2012. An updated SEPA Checklist will be submitted to the City that includes utility relocations as part of the project.

☐ I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

☐ This project is exempt (choose type of exemption below).
☐ Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt? _____
☐ Other: _____

☐ SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [help]

LOCAL GOVERNMENT

Local Government Shoreline permits:

☒ Substantial Development ☒ Conditional Use ☐ Variance

☐ Shoreline Exemption Type (explain): _____

Other City/County permits:

☒ Floodplain Development Permit ☒ Critical Areas Ordinance

STATE GOVERNMENT

Washington Department of Fish and Wildlife:

☒ Hydraulic Project Approval (HPA) ☐ Fish Habitat Enhancement Exemption – Attach Exemption Form

You must submit a check for $150 to Washington Department of Fish and Wildlife, unless your project qualifies for an exemption or alternative payment method below. **Do not send cash.**

Check the appropriate boxes:

☐ $150 check enclosed. Check #_____
Attach check made payable to Washington Department of Fish and Wildlife.

☐ My project is exempt from the application fee. (Check appropriate exemption)_____
- ☐ HPA processing is conducted by applicant-funded WDFW staff.
  Agreement #_____
- ☐ Mineral prospecting and mining.
- ☐ Project occurs on farm and agricultural land.
  (Attach a copy of current land use classification recorded with the county auditor, or other proof of current land use.)
- ☐ Project is a modification of an existing HPA originally applied for, prior to July 10, 2012.
  HPA #_____

Washington Department of Natural Resources:

☐ Aquatic Use Authorization
Complete JARPA Attachment E and submit a check for $25 payable to the Washington Department of Natural Resources.
Do not send cash.

Washington Department of Ecology:

☒ Section 401 Water Quality Certification

FEDERAL GOVERNMENT

United States Department of the Army permits (U.S. Army Corps of Engineers):

☒ Section 404 (discharges into waters of the U.S.) ☒ Section 10 (work in navigable waters)

United States Coast Guard permits:

☐ Private Aids to Navigation (for non-bridge projects)

Part 11–Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [help]

11a. Applicant Signature (required) [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. TEH (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. TEH (initial)

THOMAS E. HANSEN PE	Thomas E. Hansen	3/10/16
Applicant Printed Name	Applicant Signature	Date

11b. Authorized Agent Signature [help]

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

Linda Howard, AECOM	Linda M. Howard	March 10, 2016
Authorized Agent Printed Name	Authorized Agent Signature	Date

11c. Property Owner Signature (if not applicant) [help]
Not required if project is on existing rights-of-way or easements.

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Property Owner Printed Name	Property Owner Signature	Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than $10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor's Office for Regulatory Innovation and Assistance (ORIA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORIA publication number: ENV-019-09 rev. 09/2015