

## Request for the use of the *De minimis* (4f) exemption

Date: December 14, 2011

TO: Jeff Horton  
FHWA, MS 40943

FROM: Trevon Taylor  
H&LP Environmental Engineer, MS 47390  
HQ Highways & Local Programs

SUBJECT: City of Woodinville Sammamish River Bridge and Road (SR 202) Project,  
De minimis 4(f) Evaluation, Fed Aid # HPP 245-6001

*Please provide a copy of this document for the minutes to be filed within your local forum. Please provide a second copy to you Highways & Local Programs for their records. This document is intended to provide a written account of your public outreach for the use of the de minimis (4f) determination.*

### Project Description

Please provide a clear description of your project include a description of the affected 4(f) property.

### **Project Overview**

This project will widen SR 202 (NE 175<sup>th</sup> Street) from the intersection of 131<sup>st</sup> Avenue NE (MP 0.31) to Woodinville-Redmond Road NE (MP 0.55). At the intersection of 131<sup>st</sup> Avenue NE there are currently two eastbound left-turn lanes, one eastbound through and right-turn lane and one westbound lane. At the intersection of Woodinville-Redmond Road NE there is currently one westbound left-turn lane, one westbound through and right-turn lane and one eastbound lane. The center of the project consists of an existing two lane bridge (one lane in each direction) that crosses over the Sammamish River. The project also consists of two railroad crossings; one crossing just east of Woodinville-Redmond Road and the other just east of the bridge.

The project will use the WSDOT Design Manual (July 2010). The functional class is Urban Minor Arterial. The posted speed limit on SR 202 (NE 175<sup>th</sup> Street) is 35 mph and the design speed is 35 mph. Washington State Pavement Management System (WSPMS) indicates that the two-way traffic is 17,000 vehicles per day of which 4.14% are trucks. The growth rate is projected at 3.2%. Concrete sidewalks, curbs, and gutters exist along the majority of both sides of the roadway.

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## Proposed Corridor Improvements

SR 202 will be widened to four lanes at the river crossing by constructing a new two-lane bridge adjacent to and south of the existing bridge. In addition, bike lanes and curb, gutter, and sidewalk will be installed on both sides of the road. At the intersection of 131<sup>st</sup> Avenue NE an additional westbound through lane will be added to the existing configuration. At the Woodinville-Redmond intersection an additional eastbound lane and a westbound right turn pocket will be added to the existing intersection layout. The existing span wire signal at Woodinville-Redmond intersection will be upgraded with new signal poles. The existing railroad signals will be relocated and modified for the new roadway width.

A design deviation for proposed improvements to the existing bridge will be necessary to reconfigure the width of the road, bike lane, and sidewalks along the existing bridge structure.

### 4 (f) Property

The Sammamish River Trail crosses under the existing Sammamish River Bridge on the northeast bank of the river. The trail is owned and operated by King County Parks Department. Portions of the trail cross both WSDOT and railroad rights-of-way and are not within King County jurisdiction. No easement or franchise agreement within the WSDOT right-of-way was discovered when the 30% design report was being prepared.

In the vicinity of the bridge, the trail is 10 feet wide with no shoulders. An existing concrete retaining wall runs along the northeast side of the trail and a metal safety railing is on the southwest side. The vertical clearance to the existing bridge is 10 feet 9 inches. The surface of the trail is approximately 2-3 feet above the 100-year flood elevation.

Access to the trail from SR 202 is provided through Wilmot Gateway Park via a paved trail that ties into the sidewalk on the south side of SR 202 east of the Port-of-Seattle-owned railroad tracks.

### Applicability

*Please provide answers to the following questions, your answers will aid FHWA in making a determination for de minimis (4f).*

1. *Are affected lands publicly owned and recreational in their nature?*  
The land is a recreational trail and owned and maintained by King County Parks Department.
2. *Are affected lands publicly owned and serving as wildlife or waterfowl sanctuaries?*  
The land is a publically owned trail and it does not serve as wildlife or waterfowl sanctuaries.

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3. *Does your project adversely affect a historic (National Register eligible) property?*  
No.
4. *Please provide the amount and location of land to be used.*  
During construction, it will be necessary to close the trail to all use during certain construction activities including construction of the abutments, and setting girders on the new bridge.
5. *Does your project impair the use of the remaining properties?*  
No.
6. *The official with jurisdiction (i.e., Park Manager, SHPO, Nature Reserve Ranger etc) must agree in writing that the project's impacts on the 4(f) resource are de minimis. Please have the official with jurisdiction provide correspondence explaining why this project has a de minimis impact on their resource.*  
N/A. King County has a permit from the City for the trail crossing of the SR 202 right-of-way.

### Measures to Minimize Harm

There will not be any harm to the trail. 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 need to be installed during a portion of the construction window. The City will notify potential recreational users of the Sammamish River Trail of the planned construction closure and identify temporary trail detour routes, if feasible.

The potential 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 light. 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 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).

### Coordination

The City coordinated with King County during the development of the 30% design report and will coordinate with the county prior to construction of the new bridge.

### Conclusion / Concurrence

Based upon this analysis we request concurrence from FHWA that:

1. **The project meets the applicability requirements.**
2. Coordination with state and / or federal agencies has or will be completed before project commencement.

3. All reasonable and appropriate measures to minimize harm to Section 4(f) lands are incorporated into the project.

Please feel free to contact me at (360) 705-6975 should you have any questions regarding this evaluation. Thank you.

FHWA Approval: \_\_\_\_\_  
FHWA, Area Engineer

Total Estimated Project Cost: \$6.5 million

State: Washington

Project Location County/City: King/Woodinville

Route: SR 202

Project Name: Sammamish River Bridge and Road (SR 202) Project

Length (miles): Less than 1 mile (0.25 mile)

Level of NEPA Documentation: Documented CE

All 4(f) Resources: Sammamish River Trail

No. 4(f) *de minimis* impact findings: Meets standards for exemption

*De minimis* Impacts: Temporary closure of the trail during construction and moderate reduction in vertical clearance between the trail and new bridge span.

*De minimis* Mitigation: Notice and signage on trail explaining the temporary closure and detour route. The City of Woodinville is working with King County to modify the trail design to increase vertical clearance and improve sight distance.

Size of *de minimis* use (acres): Specific detour route to be determined, but anticipated to be less than 0.25 mile of closure.

Type of 4(f) resource (Historic, Park, Recreation or Wildlife Sanctuary): Recreational Trail

Date of 4(f) *de minimis* finding (NEPA determination):

Project Status: Under design

Construction Start: 2013

Construction End: 2014