

1. Name Port as governmental entity the City needs approval from and acknowledge that the City needs a revised easement, maintenance and operation agreement, and right of entry from the Port and rail operator to build project

A. 10

Added the following text to the list of government approvals and permits needed for proposal. "11. Revised easement, maintenance, and operations agreement; right of entry to build (Port of Seattle and operator of existing railroad)"

2. Include statements that the City needs to name and contact other potential affected entities that have easement rights, or may be in the process of obtaining such rights, to the rail corridor to get their input, comments, resolve potential differences, and if appropriate, get their concurrence/approval for the project. The list of entities that the City needs to check with include PSE, Sound Transit, MTS/Starcom, GNP/bankruptcy trustee, and King County

A. 10

Added the following text after the list of governmental approvals and permits needed for the proposal. "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, MTS/Starcom, GNP/bankruptcy trustee, and King County."

EXHIBIT 2
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3. Include information and statements clarifying and acknowledging Port facilities and operations within project limits, also showing how much of the project is built on existing highway right of way, existing easement area previously granted to WSDOT/City by the railroad, and property to be acquired from the Port and other private entities,

B. 8. a

Existing and Revised Text (bolded) The majority of the project is located within WSDOT right-of-way (ROW) which includes SR 202 (NE 175th Street) and the existing SR 202 Sammamish River Bridge. **The project site also includes areas within Port of Seattle ROW. Port of Seattle ROW within the project limits includes two railroad line crossings of the Woodinville Subdivision (a.k.a the Eastside Railroad) discussed further in Section B.14(e). GNP has been using the line for low volume freight traffic under an easement agreement with the Port of Seattle, but has recently declared bankruptcy. Sound Transit has entered into an easement agreement with the Port of Seattle for future use of the line. PSE also has an agreement with the Port of Seattle for use of their ROW within the project limits. PSE facilities on Port of Seattle ROW within 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), stream and wetland buffers, and King County's Sammamish River Trail. The project site includes portions of the

Properties adjacent to the project site include: McCorry's Restaurant, Mercury's Coffee C

The City is working with all property owners and easements holders as part of the

4. Additional details demonstrating that the City's planned project meet required clearances (AREMA) from the existing railroad tracks. **If the Port has other adopted clearance standards and well as any other adopted safety and operational standards that the project will be required to meet, it is requested that the Port share these standards with the City so that the design of the project can be modified to meet these standards.**

B. 14. g.

Added the following new text to B. 14. g: " 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)."

5. Provide additional analysis by the Geotechnical engineer showing that the City's planned project is not likely to affect the existing railroad bridge and approach spans. Include a written plan for monitoring this existing bridge during construction of the City's project to insure that it is not affected. This analysis will also address any potential impacts and identify any necessary mitigation on settlement issues caused by the construction of embankments needed for the City's project on existing Port facilities

A. 8; B. 14. g

Added the following to Section A. 8: "12. Analysis of Geotechnical Effects of Proposed Roadway Bridge Construction on Existing Railroad Bridge (Shannon & Wilson 2012)." **Also, added the following new text to B. 14. g:** "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 the clearance requirements of the American Railway Engineering and Maintenance-of-Way Association (AREMA), as documented in its 2012 Manual for Railway Engineering (Chapter 28, Clearances). Based on a geotechnical analysis (Shannon & Wilson 2012), 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 n

6. Provide details on how the two wing walls, the existing one on the northeast corner of the railroad bridge and the planned one on the south east corner of the City's widened bridge will interface and compliment each other, addressing all parties concerns to fulfill their function and not compromise the integrity of either structure.

B. 14. e

Added the following text: 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. 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 F**). The proposed eastern concrete wing wall for the roadway bridge and alteration to the existing retaining wall for the railroad trestle and would not affect the integrity of either structure.

7. Provide information on the alternative analysis conducted by the City that led to the selected project option for widening this section of SR 202 in 2007 and 2008. This documentation may include design reports, staff reports to the City Council, presentations to the Council, and minutes of Council meetings.

8. Clarify and provide information that all erosion control measures will meet the City's adopted standard in the 2009 King County SWM manual and also meet the Port's adopted standard concerning the railroad line and ballast.

B. 1. h.

9. Clarify and provide information that stormwater falling on the roadway surface is directed into the City's stormwater system and discharged to the Sammamish River in accordance with the City's adopted standard (2009 King Co. SWM manual). Provide information that the proposed design will meet AREMA standards and the existing railroad ballast will not be fouled by the City's project.

B. 3. c

10. The City will provide further information and clarification in the Proposed and Timing section of the checklist identifying all known permits and approvals the City needs to obtain for the project to proceed and the affect, if any, of the proposed project schedule shown in the submitted checklist in obtaining those same permits and approvals.

A. 4

A. 6

Added the following new text: 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.

Added the following new text: "All erosion control measures will meet the City's adopted standard in the 2009 King County Surface Water Design Manual." **The City requested that the Port of Seattle provide any Port adopted standard concerning the railroad line and ballast as referenced in the comment; however, the Port has not provided any information or adopted standard to the City.**

Existing and Revised Text (bolded) in Section B. 3. c: 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 s

New Info: Updated date checklist prepared

Added the following new text: "The known and expected permitting and approval requirements associated with the project are listed in Section A.10; the City expects to be able to complete all permitting and approval processes in such a manner to meet the proposed schedule, which was developed in consideration of these processes. Construction is expected to last approximately 9 months pending contract schedules, and to extend into 2014."

11. The City has already obtained approval by WSDOT and FHWA on the de minimis study for this project on the affects on the existing King County trail. The City is not required to address the potential affects if any that this project may have on a trail that does not exist today, and does not have a detailed plan showing its location or a schedule of being constructed in the near future per WSDOT Local Programs. This information will be included in the additional information submitted as part of the body of information to be considered with the SEPA checklist

B. 12. c

Added the following next text: "The City prepared a Local Agency Environmental Classification Summary (ECS) as part of the proposed project, resulting in a Class II Categorical Exclusion (CE) from NEPA analysis. As part of the ECS, the City submitted a request for the use of the De minimus (4F) exemption to address the Sammamish River Trail, a 4(f) property (letter dated December 14, 2011). The City received concurrence on the request letter in early 2012 from WSDOT and the FHWA. Per WSDOT Local Programs, the City is not required to address the potential effects that the proposed project may have on a trail that does not currently exist and that lacks a detailed plan or schedule for construction in the future."

EXHIBIT 21
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