

## MEMORANDUM

### Public Works Department

EXHIBIT 24  
PAGE 1 OF 4

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**To:** Erin Martindale, Senior Planner

**From:** Thomas E. Hansen PE, Public Works Director *TEH*

**Date:** September 26, 2012

**Subject:** SR 202, Sammamish River Bridge Widening Project  
SEPA Checklist, Supplemental Information

The purpose of this memo is to provide supplemental information to the SEPA checklist submitted to Development Services on July 10, 2012. There have been some recently determined requirements for clearance from the existing railroad tracks conveyed to the City by their owner, the Port of Seattle. They have stated that they will only approve a proposed road and bridge widening if the nearest point of the widened bridge is more than 25 feet from the centerline of the existing tracks. The City will be required to modify the design shown in the plans attached to the submitted SEPA Checklist and as stated in Section 11 of the checklist under proposed improvements.

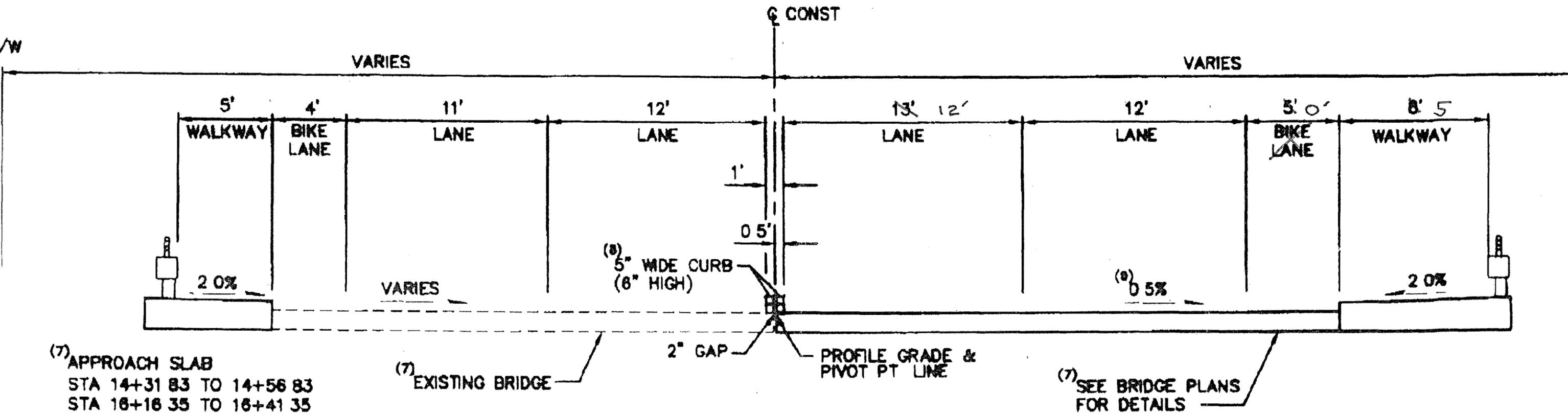
Keeping the east abutment (east end) of the proposed widen bridge at its current location, the bridge widening would be reduced to provide only two, eleven foot lanes, with a one foot shy distance against curbs, and a five foot wide sidewalk. This is shown on the attached roadway section sheet labeled as Option No. 1. No bike lane across the bridge would be constructed. Bicycles would either have to share/use the right travel lane with vehicular traffic, or use the sidewalk. This option has received technical approval from the Port of Seattle in August 2012 as meeting their stated clearance requirements.

The City has proposed to the Port another option for the bridge widening that meets their requirements and provide a bike lane across the bridge. By moving the east abutment (east end) of the bridge west to the east edge of the King county bike trail, the bridge can be widened to further to provide a four foot bike lane across the bridge in addition to the two, eleven foot travel lanes and the five foot sidewalk as reflected in Option No. 1. This is shown on the attached roadway section sheet labeled Option No. 2. The corner of the bridge is more than 25 feet from the centerline of the existing railroad tracks as required by the Port of Seattle. The City requested approval for this option from the Port on

September 12<sup>th</sup> and we are waiting to here from them. This is the City's preferred option of the two shown. The King County Bike trail will not be affected by the relocation of the abutment. It will be the exact same width and location after the project is constructed as it is today.

Either one of these options does provide a slight environmental benefit as they reduce the proposed increased shading of the Sammamish River. We are not proposing to modify the planned mitigation for this impact from what has been previously proposed with the SEPA checklist. I have not identified any other impacts to the project or to any environmental considerations by this proposed revision.

In addition, if either of these options is implemented as one of them will be to meet the Port's requirements, the planned interference with the existing railroad bridge as described on page 34 of the SEPA checklist, shown on Attachment F, is eliminated. There will be no conflict between the City's planned project and the existing railroad bridge.



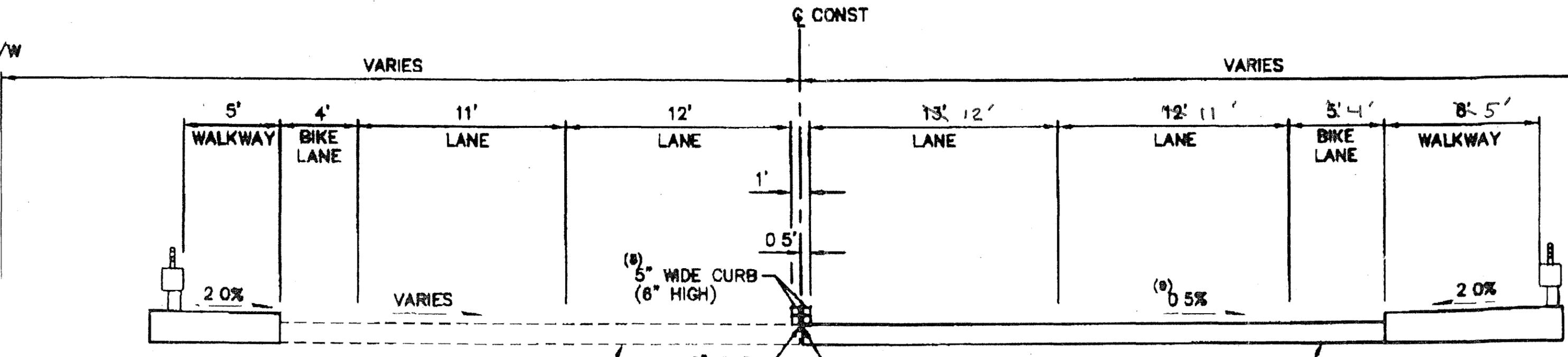
(8) INSTALL PRECAST CONCRETE DUAL SLOPED MOUNTABLE CURB ON APPROACH SLAB INSTEAD OF 2 EA -5" WIDE CURBS

**ROADWAY SECTION C - SR 202**

STA 14+31 83 TO STA 16+41 35

(8) SUPERELEVATION VARIES FROM STA 14+31 83 TO 14+56 83 FROM 0.1% TO 0.5%

OPTION No 1  
TEH  
9/26/12



(7) APPROACH SLAB  
STA 14+31 83 TO 14+56 83  
STA 16+18 35 TO 16+41 35

(7) EXISTING BRIDGE

2" GAP  
PROFILE GRADE & PIVOT PT LINE

(7) SEE BRIDGE PLANS FOR DETAILS

(8) INSTALL PRECAST CONCRETE DUAL SLOPED MOUNTABLE CURB ON APPROACH SLAB INSTEAD OF 2 EA -5" WIDE CURBS

(9) SUPERELEVATION VARIES FROM STA 14+31 83 TO 14+56 83 FROM 0.1% TO 0.5%

**ROADWAY SECTION C - SR 202**

STA 14+31 83 TO STA 16+41 35