



Snohomish County Public Works

ENVIRONMENTAL CHECKLIST

Project number: RC 1633

UPI# 11-0003-1

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.

SUMMARY

A. BACKGROUND

1. Name of proposed project:

Bridge #504 Replacement

2. Name of applicant:

Snohomish County Public Works Department

3. Address and phone number of applicant and contact person:

Snohomish County Public Works Department

3000 Rockefeller Avenue

Everett, WA 98201+4046

Contact: Mary Auld, Senior Planner

Environmental Service Section

425-388-3488 ext. 4510

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4. Date checklist prepared:

July 30, 2012

5. Agency requesting checklist

Snohomish County Public Works

6. Proposed timing or schedule (including phasing, if applicable):

The project is scheduled to begin construction in 2015.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The bridge will be replaced and widened to include sidewalks and bike lanes. Future improvements to Locust Way would likely widen the road on either side of the bridge to include sidewalks and bike lanes. However, no widening projects are currently proposed for Locust Way.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- **Preliminary Geotechnical Memorandum, Snohomish County Public Works, 2011**
- **Biological Assessment, Snohomish County Public Works, 2012**
- **Critical Area Study, Snohomish County Public Works, 2012**

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.

This area is subject to potential annexation by the city of Bothell. A public vote for annexation in April 2012 was rejected by the residents. However, this area may be annexed to Bothell in the future.

10. List any government approvals or permits that will be needed for your proposal, if known.

The following permits and approvals may be required:

Permit/Approvals:

Required from:

**Land Disturbing Activity and
Drainage Approval**

Snohomish County Public Works

**Critical Area Regulations
(CAR)**

Snohomish County Public Works

**Shoreline Substantial
Development Permit**

**Snohomish County Planning and
Development Services**

**Flood Hazard
Permit**

**Snohomish County Planning and
Development Services**

**Hydraulic Project Approval
(HPA)**

**Washington State Department of Fish and
Wildlife**

**Endangered Species Act
Section 7 Consultation
(Biological Assessment)**

**National Oceanic Atmospheric
Administration (NOAA) Fisheries Service**

**National Pollution Discharge
Elimination System (NPDES)**

Washington State Department of Ecology

**Section 401 Water Quality Cert.
Section 404 Permit**

**Washington State Department of Ecology
Army Corps of Engineers**

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The existing Bridge 504 was constructed in 1936, and rebuilt in 1958 and 1988. It is a timber superstructure with a deck of precast concrete tubs overlain with asphalt. Timber bridge piles are located within the creek channel. It is considered both structurally deficient and functionally obsolete and has required significant maintenance in recent years.

To meet current federal bridge standards, Snohomish County proposes to remove Bridge 504 and replace it with a new bridge that is longer and wider than the existing bridge. The bridge will be lengthened from 41 to 70 feet and widened from 23 to 47 feet.

The new bridge will be a single pre-cast concrete span with two 11-foot traffic lanes, two 5-foot wide bike lanes, and two 6-foot sidewalks. The new bridge will also be approximately 3 feet above the 100-year flood to meet current Snohomish County Engineering Design and Development Standards (EDDS).

The existing center pier and creosoted timber substructure will be removed. The new bridge foundations will be placed outside of the existing creek channel, removing the artificial flow restriction. The center pier currently catches debris which can cause damage to the bridge.

Railings and guardrail will be installed where needed. Runoff from the new bridge, the bridge approach slabs, and portions of the roadway will be collected into a new stormwater system and discharged to a bioswale. Utilities will be relocated, as needed, to accommodate the longer and wider bridge.

12. Location of proposal:

Bridge 504 is located on Locust Road in southwest Snohomish County near the King County boundary, between Brier and Bothell. Locust Way is a north-south minor arterial that conveys traffic between Snohomish and King County. The bridge crosses Swamp Creek between 231st Street SW and Barker Road and is approximately 3.3 miles upstream from the confluence of Swamp Creek and the Sammamish River. The project is located in the NE ¼ of Section 35/Township 27N/Range 4E, W.M.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: flat, rolling, hilly, steep slopes, mountainous, other.
The area around Bridge 504 is flat to rolling. The bridge is at the bottom of a slight dip (vertical curve) in the road.

b. What is the steepest slope on the site (approximate percent slope)?
The road varies from approximately 4-6 percent in the project area. The steepest slopes at the site are 1:1 (50 percent) and are associated with roadway side slopes.

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 prime farmland.
The soils in the vicinity of the bridge mapped by the Natural Resources Conservation Service include:

Alderwood gravelly sandy loam (8 to 15 percent)

This moderately well drained soil is found south and west of the bridge site. It is formed in glacial till and is moderately deep over a hardpan. Permeability of this soil is moderately rapid above the hardpan and very slow through it.

Everett gravelly sandy loam (0 to 8 percent)

This is a very deep somewhat excessively drained soil on terraces and outwash plains. It is found to the east of the bridge site. This soil is formed in glacial outwash. Permeability is rapid and available water capacity is low.

Norma Loam

This is a very deep, poorly drained hydric soil found in depressional areas on outwash plains and till plains. It is found adjacent to the creek in the project area and follows the creek corridor. Permeability is moderately rapid and available water capacity is moderate.

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

There are no visible indications, mapped landslides and or known large scale soil instabilities in the immediate vicinity of the project site. However, soils in this area are susceptible to erosion due to the potential channel migration and scour of Swamp Creek. Just upstream of the bridge, in the vicinity of the first dog leg and beyond, soils have been eroded to potentially unstable slope configurations by Swamp Creek. Sloughing of these slopes will not affect the bridge but could alter the flow of the creek. Bank protection will be provided where needed.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Excavation of native material will be needed to construct the bridge abutments and approaches. Approximately 2,000 cubic yards of cut and 2,000 cubic yards of fill

will be required for construction of the new bridge. The proposed bridge will be wider and longer than the existing bridge. Fill and other materials such as gravel borrow, washed gravel and compost amended soils would be obtained from permitted commercial sites.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Yes. Erosion could occur during grading and other onsite soil disturbance activities. There may be temporary stockpiling of excavation spoils during construction. The risk of erosion increases if the project area soils are left exposed during construction.

g. About what percent of the site will be covered with impervious surfaces after project construction? For example asphalt or buildings.

Approximately 4,500 square feet of new impervious surface will be created as a result of the wider and longer bridge.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Grading activity is not anticipated to result in significant adverse erosion related impacts. Temporary Erosion and Sedimentation Control Best Management Practices (BMPs) would be used to prevent sedimentation and increased turbidity during construction. Walls would be constructed, where needed, as permanent design features to control erosion and provide slope stability.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Some dust and equipment exhaust will be emitted during construction. No long term emissions will result from this project.

b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.

No off-site sources of emission would affect the bridge construction or operation.

c. Proposed measures to reduce or control emissions or other impacts to air, if any.

During construction, equipment emissions would not exceed state and national air quality standards. Dust control measures would be implemented to minimize airborne dust.

3. Water

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.

Bridge 504 crosses Swamp Creek at river mile (RM) 3.3 in the lower part of the Swamp Creek basin. Swamp Creek is approximately 14.7 miles long with headwaters in south Everett. The creek is a salmonid-bearing tributary flowing south southeast discharging to the Sammamish River at RM 0.8 at the north end of Lake Washington in Kenmore.

The Sammamish River Basin, which includes Swamp Creek, has been steadily urbanizing over the past 50 years. Much of the Swamp Creek basin is highly developed, although there are still extensive wetland areas near Scriber Lake and the Alderwood Mall. The general topography is gently sloping from north to south. Swamp Creek has a low gradient through most of its length. The upper reaches of the creek often go dry during the summer months.

Swamp Creek is a typical urban stream with a “flashy” hydrograph, characterized by rapid rise and fall of water levels during storm events. Swamp Creek has a low base flow, with recorded 2-year, 7-day low flows of 4 cubic feet per second (cfs) (USGS Gage data 2010). Flood flows have been recorded as high as 1,090 cfs near RM 0.5.

Salmon use has declined quite dramatically in the watershed in the past 30 years. Streams in the watershed have been degraded by several factors, including a significant increase in the road network, stormwater carrying pollutants from increased impervious surfaces, and reduction of vegetative cover, particularly in riparian areas.

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. Replacing the bridge will require work within the stream to remove the existing pilings and wing walls. Construction of the new bridge requires work adjacent to, and over, Swamp Creek.

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.

Piles, fill and riprap will be removed from the existing abutments to improve the channel structure. Temporary sandbags may be placed in the channel when the piles are removed to contain sediments and exclude fish. There will be no permanent fill waterward of the ordinary high water mark. Approximately 5 to 20 yards of material may be removed from the abutments.

There are no identified wetlands in the immediate vicinity of the bridge site. There will be no wetland fill associated with this bridge replacement.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No permanent surface water withdrawals or diversions are planned. A temporary diversion may be required during construction.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

Yes. The bridge is within the 100-year floodplain of Swamp Creek.

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.

No waste material will be discharged to surface waters from the site.

b. Groundwater

1) Will ground water be withdrawn, or will water be discharged to groundwater? If so, describe the type of waste and anticipated volume of discharge.

Groundwater will not be withdrawn and water will not be discharged to the groundwater as part of this project.

Based on the Aquifer Recharge/Wellhead Protection Map the project site does not cross nor is it located within a Sole Source Aquifer. The closest designated sole source aquifer in Snohomish County is the Cross Valley Sole Source Aquifer located approximately four miles east of the project site. The site is not located within a designated wellhead protection area. The closest wellhead protection area in Snohomish County is located approximately five miles north of the project site according to the Aquifer Recharge/Wellhead Protection Map.

According to the Aquifer Recharge/Wellhead Protection Map the project site is located within an area that has been classified as having moderate aquifer sensitivity. Aquifers with moderate sensitivity are aquifers located 40 to 100 feet below the ground surface where a moderate probability of being impacted from surface contamination has been determined. Due to the depth of the aquifer below the ground surface, the thick sequence of low permeability soils overlying the aquifer and the moderate sensitivity of the aquifer to contamination from surficial sources the project does not meet the classification criteria for a critical aquifer recharge area. The project will be designed to protect the aquifer from any potential impacts caused by the project.

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.

None proposed.

c. Water Runoff (including storm water)

1) Describe the source of runoff (including stormwater) 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.

All stormwater runoff leaving the project site originates from the existing road, bridge and adjacent properties. Currently, most of the stormwater sheet flows onto the adjacent road shoulders and directly off the bridge and into the creek.

There is an asphalt curb adjacent to the southbound lane south of the bridge that channels water into a series of catch basins. The stormwater is released into the creek. Another stormwater pipe collects water from 231st Street SW and releases the water into the creek on the downstream side of the bridge. The existing stormwater sewer system will not be removed, but may require adjustments.

Runoff from the new bridge, the bridge approach slabs, and about 50 feet of road south of the bridge, will be collected into new catch basins and directed through a stormwater pipe and discharged to a bioswale. The site may be enhanced with other features to encourage infiltration or detention. Some flow will be dispersed as it leaves the site and eventually enters Swamp Creek. Stormwater runoff south of the project, will continue in existing flow paths.

On the west side of the road stormwater will collect in catch basins and discharge into Swamp Creek. Stormwater on the east side of the road appears to sheet flow from the pavement onto vegetated slopes and adjacent properties. The project may relocate stormwater pipe in some locations but will not provide new treatment for the flow.

Approximately 100 feet north of the new bridge stormwater will sheet flow from the pavement onto vegetated slopes and into adjacent properties. This will be similar to existing flows.

Beyond the north limit of this project an existing stormwater pipe collects runoff from Locust Way and 231st Street. This runoff will continue to flow south and discharge near the bridge.

Existing off-site flow will not be treated.

2) Could waste materials enter ground or surface waters? If so, generally describe.

Best management practices (BMPs) will be used to prevent erosion during construction. No waste material from the site would enter ground or surface waters.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

Construction would occur during the dry season. An erosion control plan will be developed for this project. During construction, surface water runoff would be controlled by erosion-control BMPs. Temporary measures will be employed to control runoff and water quality. Limits of clearing and grading will be staked prior to any site disturbance. Bioretention techniques will be used, where possible, to reduce and control impacts of surface water runoff. Bare soil exposed by construction activities would be seeded and/or planted to control erosion following construction.

4. Plants

a. Check types of vegetation found on the site:

- Deciduous trees:** Big leaf maple (*Acer macrophyllum*); Black cottonwood (*Populus balsamifera ssp. trichocarpa*); Sitka willow (*Salix sitchensis*); Red Alder (*Alnus rubra*); European Mountain Ash (*Sorbus aucuparia*); Black Hawthorne (*Crataegus douglasii*); Bitter Cherry (*Prunus emarginata*)
- Evergreen trees:** Douglas Fir (*Pseudotsuga menziesii*); Western Red Cedar (*Thuja plicata*); and a variety of non-native trees
- Shrubs and ground covers:** Black twinberry (*Lonicera involucrata*); Indian plum (*Omelaria cerasiformis*); Salmonberry (*Rubus spectabilis*); Vine maple (*Acer circinatum*), red osier dogwood
- Grasses:** Reed canary grass (*Phalaris arundinacea*); lawns
- Pasture**
- Wet soil plants:** Horsetail (*Equisetum arvense*); Red osier dogwood (*Cornus sericea*); sedges (*Carex spp.*); rushes (*Juncus spp.*); lady fern (*Athyrium filix-femina*)
- Water plants**
- Other types of vegetation:** Ornamental trees and shrubs, large portions of the left bank above and below the bridge are thickets of Himalayan blackberry (*Rubus armeniacus*), Japanese knotweed (*Polygonum cuspidatum*), English laurel (*Prunus laurocerasus*). Non-native vegetation is found throughout the project area. English ivy (*Hedera helix*) has infested several trees in the area.

b. What kind and amount of vegetation will be removed or altered?

Vegetation clearing would occur and site grades would be modified to accommodate construction access for heavy machinery. Native and ornamental vegetation will be removed to accommodate the wider and longer bridge. Trees and other vegetation will be preserved where possible. Approximately 6 to 10 trees may be removed. Small shrubs and groundcover within the right-of-way will also be cleared. Some trees or shrubs may be pruned or removed to accommodate utility relocations.

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

No threatened or endangered plants are known to be on or near the site.

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

Mitigation for impacts to the stream buffer is required. Native plants will be planted to compensate for vegetation removed. Invasive plants will be removed from the mitigation site, where practical, prior to planting.

5. Animals

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

Birds: A variety of birds including black capped chickadees, Steller's jays, robins, starlings, black headed grosbeaks, bushtits, downy

woodpeckers, pileated woodpeckers, great blue herons, sharp-shinned hawks, owls, crow, rufous hummingbirds, Belted kingfishers, waterfowl and other birds may be found in the area.

Mammals: A variety of small rodents and mammals including opossums, raccoons, mice, rats, bats, squirrels, shrews, rabbits, mountain beavers, coyotes and other animals are found in the Swamp Creek watershed. There is limited habitat in the area for black-tailed deer, bobcat and coyote but these larger animals may pass through the area as part of a larger range.

Fish: Besides Chinook and Puget Sound steelhead, three other salmonid species are known to occur in Swamp Creek. These are coho salmon (*Oncorhynchus kisutch*), sockeye salmon (*Oncorhynchus nerka*), and coastal cutthroat trout (*Oncorhynchus clarki clarki*). Adult coho and sockeye spawn in Swamp Creek and the larger tributaries, but only coho juveniles spend any length of time in the freshwater stream habitat (usually between one and two years). Cutthroat trout are year-round residents and may spawn in small tributaries; there may also be a limited number of anadromous or sea-run cutthroats that migrate to salt water and return to Swamp Creek to spawn.

Other fish species potentially present in Swamp Creek include brook lamprey (*Lampreya richardsoni*), three-spine stickleback (*Gasterosteus aculeatus*), peamouth (*Mylocheilus caurinus*), prickly sculpin (*Cottus asper*), and various introduced species of spiny ray fishes such as bass and sunfish.

Reptiles and amphibians:

A small number of reptiles and amphibians may use the project area. These include the Pacific chorus frog (*Hyla regilla*) and western red-backed salamander (*Plethodon vehiculum*). Coastal (Pacific) giant salamanders (*Dicamptodon tenebrosus*) have been found elsewhere in Swamp Creek and may inhabit forested areas with rocky stream banks in the project reach. The northwestern garter snake (*Thamnophis ordinoides*) and the common garter snake (*Thamnophis sirtalis*) are the only reptiles likely to be found in the general area.

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

Swamp Creek supports several species of salmonids, including Chinook salmon and Puget Sound steelhead.

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

The site is within the Pacific Flyway used by migratory birds.

Swamp Creek supports several species of salmonids, including Chinook salmon and Puget Sound steelhead.

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

The bridge and creosoted timbers will be removed from the site. The new bridge will be longer and wider than the existing bridge, removing some of the constriction caused by the existing bridge. Invasive species will be removed from the riparian area and native species will be planted. Wildlife passage benches will be provided, where possible, to allow wildlife to pass beneath the bridge.

6. Energy and Natural Resources

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.

None.

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

No.

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:

None proposed.

7. Environmental Health

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.

The sub-structure of the existing bridge was constructed using creosoted wood. Removal of the creosoted pilings and wing walls could release creosote into the creek. Spills of fuel and other construction equipment fluids could potentially occur during construction.

1) Describe special emergency services that might be required.

None.

2) Proposed measures to reduce or control environmental health hazards, if any:

The existing creosoted pilings and substructure of the bridge will be removed as part of construction. Pilings will be vibrated out if possible or cut at least one foot below the water line.

If any hazardous materials are discovered during project construction they will be handled and disposed of according to adopted Washington State and local codes governing their disposal.

Vehicle fueling and handling of other potential contaminants would occur away from the stream. Construction staging will be located in areas that will prevent the potential of contamination of any wetland or water body.

A risk assessment would be prepared prior to project construction and right-of-way acquisition. Spill control and emergency response plans will be implemented for fueling, concrete activity, and staging areas. A spill prevention plan would be developed prior to the beginning of construction. The spill control/prevention plan will include the following items: notification procedures; specific cleanup and disposal instructions for different products; quick response containment and cleanup measures that will be available on site; and employee training for spill containment. These plans will satisfy all pertinent requirements set forth by federal, state, and local laws and regulations.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, aircraft, other)?

None.

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.

During construction (short term) there will be increased noise levels generated by heavy equipment. These noise levels are likely to exceed existing background noise levels. Construction generally occurs between 7:00 a.m. and 5:00 p.m., Monday through Friday. The completed project would not contribute to increased noise levels.

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

Construction would normally be limited to hours established by Snohomish County permit conditions. Equipment used would meet Occupational Safety and Health Administration (OSHA) and applicable noise standards.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is the existing road, road shoulders and road right-of-way. The property immediately adjacent to the bridge is rural residential.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

The existing Bridge 504 was constructed in 1936, and rebuilt in 1958 and 1988. It is a timber superstructure with a deck of precast concrete tubs overlain with asphalt. Timber bridge piles are located within the creek channel. It is considered both structurally deficient and functionally obsolete and has required significant maintenance in recent years.

d. Will any structures be demolished? If so, what?

Snohomish County proposes to remove Bridge 504 including all pilings and other substructures.

The county has not yet determined the amount of mitigation needed for impacts to the stream buffer. If property is purchased for mitigation, one or more structures may be removed to restore the riparian area.

e. What is the current zoning classification of the site?

The current zoning in the vicinity of the bridge is Residential 9,600 (R9600).

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation is Urban Low Density Residential 4-6 Dwelling Units/Acre.

g. If applicable, what is the current shoreline master program designation of the site?

The Shoreline Master Program designation for this area is "Suburban".

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Yes, Swamp Creek and its adjacent buffers are considered environmentally sensitive and are designated Critical Areas according to Snohomish County Code (SCC) 30.62A.

i. Approximately how many people would reside or work in the completed project?

N/A

j. Approximately how many people would the completed project displace?

This project will require property to be purchased as mitigation for impacts to the stream buffer. One or more parcels may be required.

k. Proposed measures to avoid or reduce displacement impacts, if any:

If acquisition of private property is necessary, a complete and detailed set of relocation and right-of-way plans would be developed. Chapter 8.25 and 8.26 of the Revised Code of Washington (RCW) governs right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. In addition, the State of Washington Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, provides payment for reasonable and necessary costs to relocate persons displaced by this project. The state law protects both tenants and landowners. The law requires provision of advisory services on available housing. It insures prompt and fair relocation payments and requires agency review of aggrieved parties. Generally it provides for relocation assistance payment for necessary moving expenses. In addition, all acquisitions would conform to Civil Rights Act Title VI Legislation and federal Uniform Relocation Assistance and Real Property Acquisitions Polices Act of 1970, as amended (42 U.S.C)

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Acquisition of needed right-of-way will be in accordance with applicable federal, state, and county regulations.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle or low-income housing.

N/A

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

One low to middle income residential unit could potentially be removed as part of the mitigation for impacts to the riparian area. The amount and location of property needed to mitigate impacts to the stream buffer have not yet been determined. However, one option would be to remove a structure or structures within the stream buffer and restore the site as wildlife habitat.

c. Proposed measures to reduce or control housing impacts, if any:

A complete and detailed right-of-way plan will be developed in accordance with applicable federal, state, and county regulations. Chapter 8.25 and 8.26 of the Revised Code of Washington governs right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. Also see 8(k) above.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The road will be raised approximately 2 feet as part of bridge reconstruction. The proposed bridge rail is about 4 feet above the bridge.

b. What view in the immediate vicinity would be altered or obstructed?

The new bridge will be wider and longer than the existing structure and will include sidewalks. The bridge rails are planned to be a concrete balustrade. Currently, there is only guardrail on either side of the bridge. Some trees and other vegetation may be removed to construct the bridge.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Trees will be preserved where possible. Concrete balustrades will be incorporated into the design of the bridge as part of the railings.

11. Light and Glare

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

There will be 2 to 4 new luminaires installed on existing poles to increase the lighting at the bridge.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. Lighting will be increased in the vicinity of the bridge.

c. What existing off-site sources of light or glare may affect your proposal?

None are known.

d. Proposed measures to reduce or control light and glare impacts, if any:

None proposed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no parks in the immediate vicinity of the bridge. The creek and riparian areas are used informally by neighbors and adjacent landowners.

b. Would the proposed project displace any existing recreational uses? If so, describe.

None.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The widened bridge will improve the pedestrian access in this neighborhood by providing sidewalks on both sides of the bridge.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to this site? If so, generally describe.

This site was screened by Public Works for proximity to known archaeological and cultural sites. There are no known recorded sites located where potential ground disturbing activities are anticipated.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None known.

c. Proposed measure to reduce or control impacts, if any:

Although no known archaeological sites are in close proximity to the project, there is still a possibility that cultural resources could be present. If, during construction, cultural resources are found, a systematic collection of artifacts will be made before proceeding with the work and the Department of Archaeology and Historic

Preservation will be contacted. If artifacts are uncovered within the project area, work in that area will be stopped and a professional archaeologist will be brought in to examine them.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The bridge is on Locust Way in southwest Snohomish County.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Locust Way is not served by transit. The closest service is in Brier or Bothell/Canyon Park which is served by Community Transit.

c. How many parking spaces would the completed project have? How many would the project eliminate?

None.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The proposed project is to replace the existing Bridge 504 on Locust Way. The new bridge will be wider and longer and include pedestrian facilities.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

None. The project will not generate new trips.

g. Proposed measures to reduce or control transportation impacts, if any:

None proposed.

15. Public Services

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

The bridge will not result in an increased need for public services. During construction a full road closure and detour will be required.

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

A road detour will be required during construction. The detour will route traffic on 228th Street SW, 14th Ave W. and Carter Road. The detour is planned to be in place approximately 3 to 5 months. Emergency access will be maintained throughout the detour.

16. Utilities

a. Utilities currently available at the site:

Utilities at the site include electric, communications, gas, and water. There is no sanitary sewer in the vicinity of the bridge.

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.

The bridge replacement project does not require new utilities; however, utilities within the public road right-of-way will require relocation. Provisions will be made to carry utilities underneath the new bridge.

Puget Sound Energy (PSE) has a gas main on the bridge. PSE will remove the gas main for construction and install a new gas line under the new bridge.

Alderwood Water and Waste Water District (AWWD) has a waterline under the creek upstream from the bridge. This line is likely to be replaced. AWWD may attach a replacement waterline under the bridge or bore a new water line under the creek. The abandon waterline under the creek would be left in place.

There is no sanitary sewer under or near the bridge. AWWD may add sanitary sewer facilities in the area in the future. This work may be coordinated with the Bridge 504 project.

Comcast has overhead communication lines on the upstream side of the bridge. This utility may be relocated during construction. These may be relocated beneath the bridge.

Snohomish County Public Utility District (PUD) No. 1 maintains overhead electric lines along the upstream side of the bridge. During construction the lines will require temporary de-energizing and relocation. Trees or other vegetation may be removed to accommodate pole relocation. Several poles will require permanent relocation to facilitate driver safety.

Frontier Communication (Frontier) maintains overhead communication lines on the downstream side of the bridge. The lines and poles will be relocated for construction. The lines may be permanently relocated underground, moved to share the PUD poles, or set on new poles.

C. SIGNATURE

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: Mary Auld, Senior Planner

Date Submitted: July 30, 2012