

Questions & Answers

11/30/2011

Q1: Has 100% of the funding been secured? Has the county received the funding from the U S Government? Is there an expiration date on the funding?

On November 18, 2010, the Washington State Department of Transportation (WSDOT) notified Snohomish County that the Bridge #540 Replacement Project had been selected for the 2010 BRAC funding (federal bridge replacement funds) and that a 20 percent local match is required. That notification did not provide actual funding; federal funds are authorized (obligated) on a phase-by-phase basis as the project progresses. Projects funded under the Bridge Replacement program must be completed within a ten-year time period.

On April 26, 2011, WSDOT notified Snohomish County that the Federal Highway Administration (FHWA) had authorized funds for the Preliminary Engineering (PE) phase of the Bridge 540 replacement project. Based on a total estimated PE cost of \$820,000, the Federal share authorized is \$656,000 (80%). In order to advance the project, the remaining \$164,000 (20%) must be supplied through local funding. As each project phase is completed to WSDOT and FHWA requirements, the next phase of the project becomes eligible to receive subsequent funding authorization.

Q2: Is the existing two section bridge being considered for temporary access and construction. It would only take some addition shoring of failing section and none on steel section. New bridge would then be built next to old bridge just upstream. Time and money saver!!

The existing two-section bridge is being considered for pedestrian access during construction and/or for construction phase purposes.

Temporary shoring under the westerly, log section of the bridge would need to be significant due to extensive rot in the supporting log girders and the heavy construction loads that it would need to carry. It is currently only rated for 3 tons. Any shoring of this section of the bridge would have to occur on the water side of the ordinary high-water mark. That would trigger several additional environmental permitting requirements; add significantly to the cost and further delay construction. This section of the SF Sauk River

is designated as a Wild & Scenic River which complicates environmental permitting issues.

The easterly, steel section of the bridge cannot safely bear more than a 5-ton load due to its own inherent shortcomings. Even with significant time and cost for retrofitting, the steel bridge capacity would be controlled by the wood floor beams, and the bridge load limit would be only 12 tons.

Building a new bridge upstream or downstream of the existing bridge also presents considerable environmental permitting issues. Roadway fill and other construction impacts would increase impacts to the river and its buffer area, and would require more mitigation.

Q3: What will be the load limit on the new bridge?

The bridge will be designed to carry all legal loads, including the following AASHTO truck designations: Type 3 (25 ton), Type 3S2 (36 ton), Type 3-3 (40 ton), and National Rating Load (40 ton). Note: As the legal loads become heavier, additional axles are required; minimum axle spacing applies. Please see back page for more detailed information.

Q4: Will the completed bridge project affect access to my property or adjoining lots, or require purchase of right-of-way from me?

No. The new bridge is planned to be in essentially the same location as the existing bridge; but slightly longer than the existing bridge. The existing bridge has a "kink" in it at the junction of its two sections; the new bridge will be straight throughout its length. The "straightening" will be accomplished by maintaining the general position and alignment of the westerly bridge section and allowing the easterly bridge abutment to shift slightly to the south.

Q5: What will the accessibility be while the bridge is being worked on? Will the old bridge be left in place while the new one is being built?

Pedestrian access will be maintained during construction. The design team is evaluating various options to provide this access.

Q6: We are very interested in hearing from WDFW, USFWS and National Oceanic and Atmospheric Administration (NOAA) as to their views on issues related to permitting the project and their time frames to issue the necessary approvals for the project to move ahead. Will all the regulatory players (Feds and WDFW in particular) be involved in the November 30th meeting?

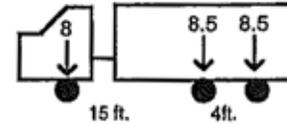
It is our view that they do not need detailed design information to make their calls relative to ESA Consultation (NOAA and USFWS), issuance of an HPA (WDFW) or completion of a Wild and Scenic River determination (USFS). What we think they need is the footprint of the new bridge (same or wider channel configuration), and what clearing of riparian or old growth vegetation is needed to rebuild the bridge. Are you hearing anything different from them at this point?

Involvement of the permitting agencies will begin when the project is ready to submit detailed plans of the proposed project for review. All of the agencies that review the project require detailed engineered plans including project construction sequencing, construction equipment to be used, and description of construction techniques that will be used. Consultation with NOAA-NMFS and USFWS can only be initiated by FHWA after FHWA has reviewed and approved of the Biological Assessment (BA) document that will be prepared for the project. Snohomish County will prepare the BA, which will be finalized at some point after the 60% design stage. The BA is submitted to WSDOT's Highways and Local Programs Department along with other documentation as part of its National Environmental Policy Act (NEPA) submittal for preliminary review prior to being forwarded to FHWA. The Wild and Scenic River review will be coordinated with the U.S. Forest Service as part of the NEPA process.

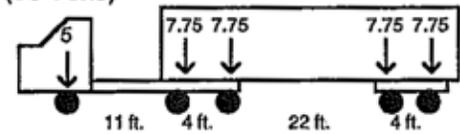
Snohomish County will work with the Environmental Engineer from WSDOT's Highways and Local Programs Department to arrange an early coordination meeting with NOAA-NMFS and USFWS and the U.S Forest Service prior to BA submittal. This early coordination would be scheduled at some point after the 30% Design Report, and prior to the 60 % Design Stage. These meetings are typically conducted far enough into the design process so that there is something meaningful to present, yet at a point where project modifications could potentially be made if there are substantial concerns or issues.

AASHTO Truck Designations

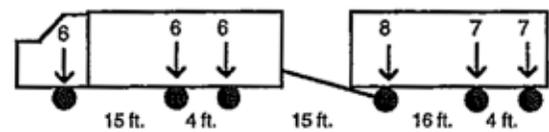
Type 3 (25 Tons)



Type 3S2 (36 Tons)



Type 3-3 (40 Tons)



Abbreviations

BA	Biological Assessment
BRAC	Bridge Replacement Advisory Committee; committee that reviews and approves applications for federal funding
CRAB	County Road Administration Board; a source of funding for county transportation projects in Washington State
FHWA	Federal Highway Administration-the source of federal funding for this project
NEPA	National Environmental Policy Act; requires environmental review of a project's potential impacts and preparation of documents
NMFS	National Marine Fisheries Service (a branch of NOAA)
NOAA	National Oceanic and Atmospheric Administration
PE	Preliminary Engineering phase of a project
SEPA	Washington State Environmental Policy Act; requires state and local agencies to consider the likely environmental consequences of a proposal before approving or denying the proposal.
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service
WDFW	Washington Dept. of Fish & Wildlife
WSDOT	Washington State Dept. of Transportation