

Meadowdale Haul Route Discussion February 20, 2019

Public Meeting Comments/County Responses

The following includes comments and questions brought up by the County as well as the public attending the meeting or from emails received, along with County responses:

Are there any long term traffic impacts to 75th Pl W/76th Ave W?

This project does not propose any changes to Meadowdale Beach Park access, with the exception of adding one addl ADA parking space. The driveway coming off of 75th Pl W into the park will remain accessible only to pedestrians from the neighborhood, vehicles with proper ADA permits, emergency vehicles, septic vacor trucks, Park vehicles and the resident Ranger family personal vehicles, as is the current situation. The park will remain hike-in access only from the Parks main parking lot via 156th St SW.

What are the construction activities associated with the haul?

In addition to building a railroad bridge to address beach access, part of the scope of this project, includes restoring an estuary for critical rearing habitat for Endangered Species Act listed juvenile Chinook and other salmonids. The estuary was cut-off from Puget Sound by the railroad embankment in late 1800's. Fill was brought in by various owners by some means over the years and now must be removed to restore the estuary. The quantity of fill to be removed within the estuary is approximately 17,000 cubic yards and includes some demolition debris from demolition debris of the clubhouse and swimming pool from the 70's. A portion of the railroad embankment will be removed to make room for the bridge, that's another 5,000 cubic yards. In order to build the bridge, a significant amount of material has to be brought in to raise the grade adjacent to the railroad in the form of ramp and pad for equipment to access the top of the rails on both the lawn and beach area (both sides of the tracks) and then that material must be removed from the site, once the bridge is installed. In addition, we have to bring in materials that are appropriate for the estuary such as sand and fish gravels. An average dump truck can haul approx. 10-12 cyds, contributing to approximately 2,700 truck trips associated with earthen materials. There will also be equipment and other non-rock/soil related deliveries, such as the two railroad bridges, a pedestrian bridge, restroom enclosure building materials, asphalt and concrete and construction personnel. Right now we are anticipating construction to span one year and of course the means and methods, and timing has to be left up to the Contractor. We anticipate activity on the haul route to be somewhat spread out with construction personnel needing access daily when work is occurring. Heavy equipment and deliveries are anticipated to be heaviest at the start of the project and then towards the middle of the project with less impacts occurring while bridge is getting built and once estuary material has been removed. Deliveries of landscape materials, park fixtures, asphalt and concrete will be towards the end.

How will access to residences and businesses be affected?

The Contractor will be required to maintain 24/7 access to all businesses and residences along the haul route. The Contractor will be required to submit a Traffic Control Plan for City approval for any lane closures or use/need of Flaggers. There may be a need for coordination with individual property owners who live along the narrowest portion of 75th Pl W. Contractor will have to coordinate with and accommodate postal delivery and garbage pickup along the route as well.

Could there be a temporary road from the other access?

The site is topographically constrained. The reason this park is hike-in only access is not only due to public desire, but because the park is located within a gulch which has steep slopes, landslide hazard areas, erosive soils, and critical areas that are not conducive to building a road down to the beach from other areas within the park.

What other options for construction access were considered?

During the feasibility study, as well as during initial design we considered water access, rail access, helicopter access and road access, keeping in mind all the different equipment and materials that would require hauling. A big concern was whether the existing road could accommodate loads, widths, lengths and such, which we will discuss a bit more. We looked at a helicopter as a possible option for bringing the bridge sections in and the crane for building the bridge in the event the access road would not be able to accommodate the width, weight and turning radius of the transport vehicle; but it proved to be prohibitively expensive partially due to insurance costs. We certainly considered BNSF, we have to bear in mind this is NOT their project. They have worked cooperatively with us throughout the course of this project which is amazing and they have tentatively agreed to build the bridge using their crews at our expense. This should translate into both a cost and time benefit which is also something we couldn't have hoped for at commencement of this project. This is already an extremely busy route with BNSF, Sound Transit and Amtrak. As it is, BNSF will have to cease all traffic for a period of time two 8 hr. windows, or one 24-hour window (to be determined) in order to set the bridge. This translates into lost productivity for the rail purveyors, again on a project they did not and are not initiating. While they still may opt to bring in the crane for the bridge construction, as well as new railroad ties and rails; earthen materials not an option. That leaves us with water vs road. We opted for using the road for 3 main reasons, Cost, Cost Recovery, and Permitting. Water access would have required construction of a temporary trestle structure on the beach to offload and load a barge and then we have to find a place along shoreline that we can load and offload, which increases cost significantly. This temporary structure would require dismantling upon completion of the bridge so represents a non-recoverable cost. Shoreline, nearshore, and off shore environment in Puget Sound is an area used by fish species listed under the Endangered Species Act, as well as forage fish protected by the Washington Department of Fish and Wildlife (Pacific sand lance). Impacts from construction of a marine trestle and associated barge movement would jeopardize the ability to get the project approved. Federal permitting agency (Corps) has statutory requirement to determine the least environmentally damaging project alternative (LEDPA)—would not meet this requirement with the existing roadway available for transport of material. Other permitting agencies (WDFW, Ecology) and tribes discouraged the use of water-based construction due to the significant environmental impacts. So permitting, cost and cost recovery led us back to the road; which gets back to CAN the road handle the activity; Our geotechnical consultant performed analysis and we determined the road could handle bringing in the bridge but could experience issues with

all of the dump trucks so we will be reinforcing the road at the beginning of the project. This results in long lasting benefit to Parks and the community since used for pedestrian access and emergency and ADA access.

How will dust be controlled?

The Contractor will be required to obey all regulations and laws regarding covered loads RCW 46.61.655 and dust (Chapter 70.94 RCW Washington Clean Air Act and Chapter 173-400 WAC General Regulations for Air Pollution Sources). Street sweeping will be required as warranted.

What hours will noise be generated?

Construction haul will correspond to permitted site construction hours which are set by the City Code which currently allows 7:00 am to 6:00 pm on weekdays and 10:00 am to 6:00 pm on Saturday. The Contractor may propose work outside these hours to reduce number of days for hauling, but this will require approval by the City.

Where will construction personnel park?

The current plan is for construction personnel to park on-site. The existing lawn areas will be completely disturbed and used for staging and parking. The Contractor could propose securing off-site parking at an approved location, but on-street parking will not be permitted.

Who will repair the road if damaged?

Pre-existing road conditions will be documented with photos and video prior to start of construction. In the event there is damage to the pavement, the County will repair at County expense.

Who do we call if we observe spillage of truck contents onto the road?

It would be best to contact Snohomish County Parks Department Project Manager at phone number provided on the website provided at the end of this document. The number will also be listed on the Project Construction Sign that will be located at the entrance to the park road (ADA gate). If there is an emergency of course call 911.

Pavement was damaged when Lynnwood replaced sewer in 76th Ave W will the same damage occur?

This is a different situation. That was a utility project which included trenching within the roadway. There is no trenching, or excavation of any kind proposed within the road. This road will be used by job-site personnel, hired Consultants, and local regulatory agencies, and for hauling construction equipment and project materials to and from the site. If these activities are determined to have caused any rutting, scoring, breaking of pavement then the County will repair at County's expense. In that case repair of pavement may require sawcutting, removal and compacting base materials and then laying asphalt.

Has the City indicated that N. Meadowdale Road is off limits for Haul?

Yes. North Meadowdale Road cannot be used for hauling of construction materials or equipment per City requirements.

Road N of N. Meadowdale is narrow, winding, concern about pedestrian /dog safety?

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Just to be clear, the park will be closed so there will be no pedestrians or dog walking allowed past the ADA gate during the project. The County will work with the City to potentially have a reduced speed posted along this section of roadway. There may be need for additional neighborhood coordination throughout construction. The website will have an update link for construction that users can subscribe to or there may be need for County to reach out to individual property owners.

How will the project deal with ingress/egress on a narrow road?

The road narrows considerably towards the end of 75th Pl W. The Contractor will have to find an approved location with adequate room for trucks to wait in que so that one truck can leave and negotiate this portion of narrower road while the incoming truck waits in que. Once past narrow road portion, the incoming vehicle can make its way down to the park. The Contractor is required to submit a Haul Route Plan with proposed traffic control for approval to the City. The Southern portion of the haul route at 196th lies within both Lynnwood and Edmonds jurisdiction, so the County will inquire how that will affect review.

What can be done to keep traffic slow along 75th?

The County will discuss the potential to post temporary slower speed limits along the haul route or other signage along the route.

How many trucks per day

This will be determined to a large extent by the Contractor, i.e. we cannot dictate their means or ways. However, they will have to operate within the City's codified construction work hours unless otherwise approved by the City

Two speed limits on 76th 75th, 30 mph to 25 mph at N Meadowdale

The Contractor will be required to follow all speed limits. The County will discuss with the City, the potential to post temporary slower speed limits along the haul route.

What is the weight of the loaded trucks? Will it impact the pavement?

We anticipate the Contractor will use single dump trucks, i.e. no trailer which have an average weight when loaded of 28 tons. Pre-existing road conditions will be documented with photos and video prior to start of construction. In the event there is damage to the pavement, the County will repair at County expense.

Will trucks have to turn around on 76th Ave W?

Trucks will not be allowed to make any unpermitted movements. There is no reason for trucks to have to turn around. They will head north into the park and south out of the park. Turning movements will occur on park property.

What affect will the project have on my property taxes?

This project will be paid for through grant funds and parks capital budget funding consisting of Real Estate Excise Tax (REET 2). No new tax is proposed for this project. Properties located near parks tend to have higher property values. Maintaining this park vs letting it go back to conditions in early 70's at the time of the County purchase will continue to be a benefit to the adjacent homeowners.

Will traffic increase earth movement if my home is built within the known landslide hazard area?

This project proposes to use legal weight trucks on a public roadway within a public right of way. Homes constructed in the Landslide Hazard area were likely subject to loads this project proposes over the course of construction of their homes or adjacent homes. The County/City will consider temporarily lowering the speed limit and because the road is narrow only one truck will be travelling along the road from N. Meadowdale Beach Road north to the Park. The County will work with the City of Edmonds and both Geotechnical Consultants to determine what current monitoring may be in place in the Landslide Hazard Area south of the park; and then determine if additional monitoring is warranted.

Do homeowners need to increase insurance?

This project will utilize public road right of way that should be constructed to accommodate any legal road vehicle weights. To the best of County knowledge 75th Pl W and 76th Ave W have no posted weight limits along the route and the County will verify with the City if there are any known unposted weight restrictions and will plan accordingly. Homeowner's insurance coverage is a personal decision and not an issue addressed by this project.

Does County ever enforce liquidated damages?

The problem with liquidated damages is generally you have to indicate lost revenue. Since there is no fee for park entry etc. then it would be difficult to show that. Generally most contractors want to complete work as promptly as possible in order to get paid. The County can and will withhold wages for any work not performed. Weather will likely be the cause of any delays. The Project will have a website to subscribe to in order to stay apprised of the construction schedule.

Concerns about parking in front of Haines Wharf Park.

Jobsite personnel will park on-site or arrangements made with Contractor for an approved site. There will be no job-site personnel parking along the street at this location or in the parking lot. County to verify with City of Edmonds whether possible for one single dump truck to wait in que at this location.

There have a been a few homes going on the market recently on 75th Pl W, could this project be the reason why?

It is currently a "sellers" market, but the County cannot really comment on why homes have been going up for sale in the area. There have been three (3) public/community meetings for this project since 2014. The County has always been clear on the likelihood of needing to use this access for all the construction traffic, and the response at these meetings was generally that while inconvenient and a nuisance, the community appreciated that the County was addressing public safety, fish barriers, habitat, ADA and maintenance issues at the park by construction of this project.

Will this project increase train traffic through Meadowdale?

This project was not initiated by BNSF, it is a Parks project to address multiple significant issues, and therefore the project has nothing to do with additional capacity for BNSF. Making this alteration to the railroad is only necessary to accomplish the County's end goals of improved safety, ADA saltwater access, salmon habitat restoration and improved ecological educational opportunities. We are installing like vs like, i.e. two rail lines which currently exist with the only difference being a bridge instead of a rock

embankment which does not impact rail traffic, other than addressing illegal trespassing due to the flooded undersized culvert. BNSF did not ask for a third rail as part of this project and to the best of my knowledge this area due to steep slopes won't support a third rail. That said, economic, political or other BNSF business decisions will determine the amount of rail traffic, not this project.

Is Construction guaranteed to occur in 2020-2021?

The project is currently at 90% design and applications are into several agencies for permit review. Funding and permit approvals are always a potential cause for delay for start of a project or complete shutdown. The County met with permit agencies on-site early on to seek comments and concerns in order to provide more thorough permit application packages. Parks has worked diligently to obtain grant funding, but County appropriation of funds is still in play. Both the Executive and County Council provided letters of support indicating this is a priority project for the County.

Does the community prefer longer hours of disruption over fewer days vs shorter hours per day for longer duration?

Those in attendance were more in favor of longer work hours per day for shorter project duration.

END PUBLIC COMMENT

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Project Updates:

www.snocoparks.org>Parks>Parks Under Development>Meadowdale

There will soon be a link to subscribe for construction updates at the above location.

Project Contact Info:

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