

Snohomish County Public Works

ENVIRONMENTAL CHECKLIST

Project number: RC 1488

UPI 06-0011

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

A. BACKGROUND

1. Name of proposed project:
Replacement of Bridge #546
2. Name of applicant:
Snohomish County Public Works
3. Address and phone number of applicant and contact person:
**Snohomish County Public Works
3000 Rockefeller Avenue, M/S 607
Everett, WA 98201**

Contact Person:
**Mary Auld, Senior Environmental Planner
Transportation and Environmental Services
425-388-3488 ext. 4510
mary.auld@snoco.org**
4. Date checklist prepared:
April 25, 2011
5. Agency requesting checklist
Snohomish County Public Works
6. Proposed timing or schedule (including phasing, if applicable):
The project is scheduled to be constructed in 2012.

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

No.

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

- **Environmental Review Memo, Snohomish County, 2010**
- **Critical Area Study, Snohomish County, 2010**
- **Biological Assessment (BA), Snohomish County, 2011**

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.

No.

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

The following permits and approvals may be required:

<u>Permit:</u>	<u>Required from:</u>
Land Disturbing Activity Permit	Snohomish County Public Works
Critical Area Regulations (CAR)	Snohomish County Public Works
Shoreline Permit	Snohomish County Planning and Development Services
Flood Hazard Permit	Washington Department of Fish and Wildlife
Hydraulic Project Approval (HPA)	NOAA Fisheries and U.S. Fish and Wildlife Service
Endangered Species Act Section 7 Consultation (Biological Assessment)	Department of Ecology
National Pollution Discharge Elimination System (NPDES)	

11. Location of proposal:

This bridge replacement is located in south Snohomish County on Carter Road just north of Lockwood Road. The bridge crosses Swamp Creek approximately ¼ mile north of the Snohomish—King County boundary. The project is in the southeast quarter of Section 35, Township 27N, Range 4E, W.M.

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

Snohomish County Public Works is proposing to replace Bridge #546 with a new, larger bridge on the same alignment. The current bridge has required extensive maintenance in recent years and is considered structurally deficient as defined by the National Bridge Inspection Standards. It was given a sufficiency rating of 13

(out of 100) in a 2008 bridge inspection. The proposed replacement bridge will be longer and wider, to meet current federal bridge standards.

The existing bridge is 28 feet wide and 40 feet long with a 45 degree skew. The proposed bridge will be 46 feet wide by 91.5 feet long. The new bridge will be 18 feet wider and 51.5 feet longer and have a 25.7 degree skew. The widened bridge will accommodate two 12-foot vehicle lanes, two 5-foot bike lanes, and two sidewalks that vary from 5 to 7 feet. The variation of the sidewalk width allows for improved sightlines for drivers.

An existing row of piles down the middle of the stream will be removed. These piles collect wood debris during floods, stressing the bridge structure and requiring ongoing maintenance and repair. The new bridge will be larger to allow the stream channel to widen. Approximately 500 feet of Carter Road will also be improved to transition to the new bridge. The proposed road will be aligned to avoid impacting a wetland and ditched stream on the west side of Carter Road.

The existing bridge was constructed in 1966 with timber piles, caps, and abutments. The bridge deck consists of concrete tub girders overlaid with asphalt. The existing structure is comprised of seven lines of precast concrete girders crossing two spans, for a total of 14 girders. Bridge deck and abutment structures are supported by creosote-treated timber piles extending below the ordinary high water mark (OHWM). Existing abutments are constructed of timber piles and lagging extending vertically from the streambed with adjacent wing walls. Elsewhere around the bridge structure rock rip-rap and concrete block protection has been placed to help stabilize the surrounding stream banks.

The entire bridge including the wooden wing walls and creosoted piles will be removed. Carter Road will be closed to traffic and a detour route established. Best Management Practices will be put in place to prevent bridge debris or fill material from entering Swamp Creek.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (shown in *bold* type): flat, rolling, hilly, steep slopes, mountainous, other.

The area around the bridge is flat to rolling.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope in the project area 1.5:1 (H:V) on the existing stream bank

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.

Two soils are mapped by the Natural Resources Conservation Service (formerly the Soil Conservation Service) at the project site. In the riparian corridor of Swamp

Creek the soil type is Norma Loam (39). Outside of the riparian area, north and south of the project, the soil type is Everett gravelly sandy loam (17).

Norma loam is a very deep, poorly drained soil found in depressional areas of outwash plains and till plains. The soil is mostly a dark grayish brown, sandy loam, with moderately rapid drainage. However, effective rooting depth for trees is limited for much of the year by a seasonal high water table that varies from 0 to 12 inches in depth. Red alder is the predominant tree cover for this soil type. Norma loam is considered a hydric soil per the Natural Resources Conservation Service (NRCS) Hydric Soils list for Snohomish County.

Everett gravelly sandy loam is a very deep, somewhat excessively drained soil that developed on outwash plains. Permeability is rapid, primarily because of the high percentage of gravel as a soil constituent. The effective rooting depth is 60 inches or more, and the available water capacity, especially during the dry summer months, is low. Native tree cover is primarily conifers, including Douglas fir, western hemlock, and western redcedar, with some admixture of red alder and bigleaf maple.

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

There are no identified landslide hazard areas, mine hazard areas, tsunami hazard areas or volcanic hazard areas within 200 feet of the project. Based on the readily available information reviewed there are no previously approved geologic critical area sites within 200 feet of the project site. The project site does lie within an erosion hazard area due to potential channel migration, scour, or erosion potential of adjacent slopes along Swamp Creek. The potential erosion hazards will be mitigated through the use of the following design elements. The new bridge will be wider and the bridge opening will be extended from 30 feet to 90 feet. The flow weirs will be maintained within the stream bed to limit scour potential. Sheet piles will be used along the up gradient embankment to limit potential erosion of the bridge approach during high flow events. The up gradient banks will be armored to limit channel migration.

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

The fill material will be gravel borrow, riprap, quarry spalls, gravel backfill for the walls, crushed surfacing base course, crushed surfacing top course. All structural fill would be placed in accordance with Washington State Department of Transportation (WSDOT) standards.

Structural fill would be used in areas requiring fill. Structural fill will consist of a well-graded, free draining granular soil free of organic and deleterious materials. Approximately 2500 cubic yards of cut will be required and approximately 2400 cubic yards of fill will be needed.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Clearing and grubbing of vegetation on the stream banks will occur during construction. Erosion could occur during construction.

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

Approximately 25 percent of the project site will be covered with impervious surfaces.

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

An erosion control plan will be developed and implemented during construction. Best Management Practices (BMPs) would be used during construction to prevent erosion. All disturbed areas will be reseeded or planted following construction. No adverse impacts are anticipated. Bio-infiltration swales will be constructed on the north side of the bridge.

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.

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

Construction of this project will not exceed applicable state and federal air quality standards.

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.

Streams

Swamp Creek, which flows under Bridge 546, is a major tributary in the lower Sammamish River watershed. The creek enters the Sammamish River at river mile (RM) 0.8. The Sammamish River flows from Lake Sammamish into the north end of Lake Washington.

Swamp Creek is approximately 14.7 miles long, with headwaters in south Everett, generally flowing south-southeast. Bridge 546 is located near river mile RM 2.5 in

the lower part of the Swamp Creek basin. Much of the 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, and summer flows at the project site are generally less than 20 cubic feet per second (cfs).

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 cfs (USGS Gage data 2010). Flood flows have been recorded as high as 1,090 cfs at a location near RM 0.5.

The Sammamish River Basin, which includes Swamp Creek, has been steadily urbanizing over the past 50 years. 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.

Wetlands

There is one small wetland (Wetland A) located near the southwest bridge approach. Hydrologic support is primarily from inflow of a small stream draining a larger wetland near Lockwood Road. The stream flows northwards along Carter Road in a roadside ditch for approximately 400 feet before it enters Wetland A. This wetland is in a small topographic depression above the 2-year flood elevation of Swamp Creek. There is no discernible channel flowing out of the wetland into the creek. During rain events water sheet flows from the wetland edge to the stream. The area of Wetland A is approximately 1,725 square feet. The wetland was rated as a low Category III (31 score) using the Wetland Rating Form developed by the Department of Ecology. It rates low for water quality and hydrologic functions, and somewhat higher for habitat.

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. The existing wood timber bridge and pilings will be removed prior to construction of the new bridge. The new bridge will be wider and longer than the existing bridge and the new abutments will be outside of the ordinary high water mark. Grading will occur on the banks underneath and adjacent to the bridge. The approaches will be also wider to accommodate the new bridge.

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.

One small wetland (Wetland A) is adjacent to the road, southwest of the bridge. It will not be impacted by the construction of the new bridge.

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 to relocate a piped stream on the east side of Carter Road. This temporary diversion is expected to be in place for one to two days.

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

The bridge abutments are 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.

None.

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.

No.

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.

c. Water Runoff (including storm water)

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.

Runoff leaving the project site originates from the road and adjacent undeveloped properties. Approximately 500 feet of Carter Road will be widened to transition to the new bridge. A crowned roadway is proposed throughout the project. Carter Road is in a sag vertical curve through the project site with the low point located south of the bridge. There is an existing wetland (Wetland A) on the west side of Carter Road that receives stormwater runoff from Carter Road. There is a Native Growth Protection Area (NGPA) on the east side of Carter Road, south of the bridge that receives stormwater from a storm drainage system on Carter Road.

The amount of impervious surfaces draining to the wetland and the NGPA will be increased due to the widening. Bio-infiltration swales will be installed on both sides of the road at the north end of the project to meet CAR requirements for infiltration of new impervious surfaces. The area of impervious surfaces that will drain to the bio-infiltration swales is greater than the total new impervious surface area for the project.

North Approach Road: The road approach at the north end of the bridge will be widened. The soils north of the bridge can infiltrate stormwater. The existing road shoulders are gravel and grass without roadside ditches. It appears that most of the stormwater flows off the roadway and either infiltrates or sheet flows across the road shoulder and vegetation, eventually reaching Swamp Creek. The proposed design will have a crowned roadway with bio-infiltration swales on each side of the road. The swales are designed to capture the stormwater from an area equivalent to the new impervious areas and completely infiltrate the flow from a 25-year storm event. If the trenches overflow in a larger storm event, the water would flow through a vegetated area before entering Swamp Creek. Some stormwater on the north road approach will not be captured by the infiltration trenches, but will follow the same vegetated path as the trench overflow.

Bridge and South Approach Road: The proposed bridge will be widened and the south approach will be widened to transition to the new bridge. Almost all of the widening will occur to the east of the existing road. The bridge and road will be crowned at the centerline so the stormwater will flow to both sides of the bridge and road.

The east side of the bridge and road will have raised sidewalks and curb that capture the stormwater. The stormwater will flow to a catch basin at the low point south of the bridge. The storm drain system outlets to a Native Growth Protection Area (NGPA) on the east side of Carter Road, south of the bridge. The stormwater will flow through approximately 110 feet of dense vegetation in the NGPA before entering Swamp Creek.

The west side of the south approach will remain much like it is today with a narrow shoulder sloping down to the roadside ditched stream. The west side of the bridge will have raised sidewalks that capture the stormwater and carry it to the south end of the bridge where it will flow over the shoulder and into the ditched stream and wetland along the west side of Carter Road. Extruded curb with scuppers will be used to disperse the concentrated flow of stormwater from the bridge and prevent erosion on the road shoulder. The amount of impervious surface draining to this area will be increased by the road widening. The ditched stream is fed by a large wetland located northwest of the intersection of Carter Road and Lockwood Road. The increase in stormwater from this project will have an insignificant effect on the hydrology of the ditched stream and wetland.

South Approach Road: The road approach at the south end of the bridge will also be widened. The roadway is crowned at the centerline, so the stormwater flows to both sides of the road. A ditched stream and a small depressional wetland are located near the west side of Carter Road. The stormwater on the west side of Carter Road and south of the north limits of the bridge will drain to this wetland. The amount of impervious surface draining to this area will be increased by the road widening. The ditched stream is fed by a large wetland located northwest of the intersection of Carter Road and Lockwood Road. The increase in stormwater from this project will have no effect on the ditched stream and wetland.

The stormwater from the south end of the project and the bridge will be collected in catch basins. The storm drains will be connected to an existing catch basin that outfalls to the NGPA parcel located south east of the bridge.

2) Could waste materials enter ground or surface waters? If so, generally describe.
Best management practices will be used to prevent erosion during construction.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:
An erosion control plan will be developed for this project. During construction, surface water runoff would be controlled by erosion-control best management practices (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. All cleared areas will be seeded or planted.

4. Plants

a. Check types of vegetation found on the site:

- deciduous trees: Big leaf maple, Cottonwood, Sitka willow, Red Alder and a variety of non-native trees
- evergreen trees: Douglas Fir, Western Red Cedar and a variety of non-native trees
- shrubs: sword fern, snowberry, Indian plum, salmonberry, vine maple
- grasses: reed canary grass, lawns
- pasture
- wet soil plants: horsetail, red osier dogwood, sedges, rushes, lady fern
- water plants:
- other types of vegetation: ornamental trees and shrubs, Himalayan blackberry, Japanese knotweed and other non-native vegetation are found throughout the project area

Tree cover in the area of Bridge 546 is primarily medium to large red alder (*Alnus rubra*) and black cottonwood (*Populus balsamifera ssp. trichocarpa*). Understory plants include Himalayan blackberry (*Rubus armeniacus*), salmonberry (*Rubus spectabilis*), Japanese knotweed (*Polygonum cuspadatum*), black twinberry (*Lonicera involucrata*), and Sitka willow (*Salix sitchensis*). Reed canarygrass (*Phalaris arundinacea*) is the primary vegetation in a ditch and adjacent wetland in the southwest quadrant of the bridge.

Outside of the riparian zone, native vegetation is mixed with landscaped and planted areas of shrubs and lawn. There are several large specimens of bigleaf maple (*Acer macrophyllum*) and Douglas-fir (*Pseudotsuga menziesii*) along the roadway of Carter Road, as well as hedges of English laurel (*Prunus laurocerasus*).

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

Three trees over eight inches in diameter will be removed: two big-leaf maples (*Acer macrophyllum*) and one Black cottonwood (*Populus balsamifera ssp. Trichocarpa*). Smaller trees, shrubs and groundcover within the right-of-way will also be removed to accommodate the road widening. This vegetation is both native and non-native species.

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

None are known.

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

A mitigation site has been identified adjacent to Carter Road on the west of the bridge. This property is within the stream buffer for Swamp Creek and spans both sides of the creek. The invasive plant species (primarily Himalayan blackberry) will be removed from this site and the area will be planted with native woody species. The goal of the mitigation site is to restore the property to forested habitat stream buffer. Willow stakes will also be planted along the creek edge.

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: songbirds

mammals: small mammals such as opossum, raccoon, small rodents

fish: Chinook salmon and Puget Sound steelhead

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 water fowl.

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.

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.

N/A

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

N/A

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:

N/A

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.

No.

1) Describe special emergency services that might be required.

None proposed.

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

Serviceing and refueling of vehicles will not occur within 150 feet of the stream and wetlands to reduce potential spills of petroleum and hydraulic fluids in sensitive areas. Additionally, drip pans will be fitted with absorbent pads and placed under all equipment being fueled. Vehicles operating below the Ordinary High Water Mark (OHWM) will use vegetable-based hydraulic fluids. Construction staging will be located in areas that will prevent the potential of contamination of any wetland or water body. Staging areas will be outside of critical areas or buffers.

All vehicles operated within 100 feet of any stream or water body will be inspected daily for fluid leaks before leaving the vehicle staging area. Any leaks detected will be repaired before the vehicle resumes operation. When not in use, all vehicles will be stored in the vehicle staging area as practicable. Other vehicles that may be stored in place, such as cranes, will be inspected daily for fluid leaks.

Spill control and emergency response plans will be implemented for fueling, concrete activity, and staging areas. 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.

No wet or curing concrete, including washout of equipment, will enter project waters. A containment tarp will be used to isolate any runoff from activities involving wet or curing concrete activities. A temporary erosion and sedimentation control plan will be used to minimize sediments. All mechanized machinery will remain on the road surface. No material will be placed or discharged into Swamp Creek.

b. Noise

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

N/A

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.

Construction noises will be generated and increase the noise on a short-term basis. Construction generally occurs between 7:00 a.m. and 5:00 p.m. Monday through Friday.

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

Construction will normally be limited to the hours of 7:00 a.m. and 5:00 p.m. Monday through Friday. Equipment will meet Occupational Safety and Health Administration (OSHA) noise standards. Construction noise levels will not exceed applicable state and national 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 to the bridge is undeveloped.

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

No.

c. Describe any structures on the site.

The existing bridge is a 28 feet wide and 40 feet long. It is a two-span precast girder bridge that is supported by creosoted treated timber piles.

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

The existing bridge structure will be demolished and removed. The creosoted pilings will be removed or cut below the water line.

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

The zoning classifications in this area are Residential 9600 (R-9600), Planned Residential Development (PRD 9600) and Mobile Home Park (MHP). Land use in the vicinity is low and medium density residential.

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

The current comprehensive plan designation adjacent to the bridge site is Urban Low Density Residential, 4-6 Dwelling Units/Acre.

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

Swamp Creek is designated as "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 and wetlands are considered environmentally sensitive and are designated Critical Areas according Snohomish County Code 30.62A Just southeast of the bridge is a Native Growth Protection Area associated with a development. A small ditched stream is on the south west quadrant of the project area and flows north to a small wetland.
- i. Approximately how many people would reside or work in the completed project?
None
- j. Approximately how many people would the completed project displace?
None.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
None proposed.
- 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.
None.
- c. Proposed measures to reduce or control housing impacts, if any:
N/A

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?
N/A
- b. What view in the immediate vicinity would be altered or obstructed?
The existing bridge is below the road and is not visible to drivers. The proposed bridge will also be below the road. New concrete bridge rails will be visible on the proposed bridge. They will be constructed adjacent to the pedestrian sidewalks on both sides of the road. Several trees and other native and non-native vegetation will be removed to widen the road for the improvements.

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

The new bridge will have a concrete rail and balustrades. All cleared areas will be seeded or planted following construction.

11. Light and Glare

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

This roadway does not currently have street lighting. Street lighting (luminaires) will be installed on the existing Public Utility District (PUD) power poles.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
No.

c. What existing off-site sources of light or glare may affect your proposal?
None.

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

Luminaires will be installed on the PUD power poles. Shielding will be installed where needed.

12. Recreation

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

Snohomish County Forsgren Park is located just north of the bridge site at 23709 Carter Road. The property was formerly a county-owned gravel pit. The land was reclaimed in the early 1980s and offered to the parks department to develop into a park. This park includes a paved parking lot, two Little League Baseball fields, two soccer fields, a playground, picnic tables and a portable restroom.

b. Would the proposed project displace any existing recreational uses? If so, describe.
No.

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. The sidewalks will connect to existing paved shoulders and/or sidewalk.

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 project site is on Carter Road just north of the intersection of Lockwood Road and Carter Road.

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

Carter Road is not served by transit. The closest service is in 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 will replace the existing bridge on Carter Road. The bridge approaches will also be widened and improved to accommodate the new bridge. The new bridge will include sidewalks on both sides of the bridge which will tie into existing walkways or sidewalk.

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.

No.

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

None proposed.

16. Utilities

a. Utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer.

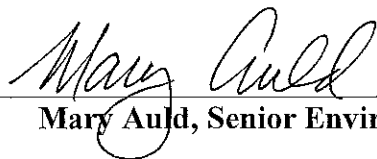
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Service poles and lines will be relocated prior to construction of the road widening.

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 Environmental Planner

Date Submitted: _____

4-25-11