Seattle Department of Transportation

Spokane St Swing Bridge Horizontal Directional Drill Project

Seattle, Washington

SEPA Checklist

November 24, 2020

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Spokane St Swing Bridge Horizontal Directional Drill (HDD) Project

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Joel Darnell, Project Manager
Seattle Department of Transportation
Capital Projects Division
700 Fifth Avenue, Suite 3900
P.O. Box 34996
Seattle, WA 98124
206-684-5065

4. Date checklist prepared:

November 24, 2020

5. Agency requesting checklist:

City of Seattle Department of Transportation (SDOT)

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

Construction is anticipated to begin in June 2021 with completion in September 2021 pending approvals and permits.

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

There are concurrent project activities to repair/stabilize the Spokane St Swing Bridge and replace the control systems.

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

A HDD feasibility study was completed for the project in November 2020.

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.

There are concurrent nonproject activities to repair/stabilize the bridge and replace the control systems that require separate government approvals. There is also a concurrent nonproject activity to repair the adjacent West Seattle Bridge and construct a quiet zone at Terminal 5.

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

The following applications are pending for government approvals:

- Seattle Department of Construction and Inspections (SDCI) Shoreline Permit
- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval
- United State Army Corps of Engineers (USACE) Section 10 and 408 Permits

SDOT will be coordinating with the Elliott Bay Natural Resource Damage Assessment (NRDA) Trustees for work in the vicinity of Bluefield's Wetland Mitigation Site 1.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

Currently, moveable bridge telecommunications systems cross the Duwamish Waterway via the West Seattle Bridge. While SDOT intends to repair the West Seattle Bridge, an alternate route is needed for new planned communications systems due to the quality of the existing systems and the need to remove long term interdependencies between the Spokane St Swing Bridge functions and the future bridge repair work. This project would construct a new telecommunications conduit (up to three in approximately 4-inch high-density polyethylene [HDPE]) beneath the bed of Duwamish Waterway using HDD technology on the north side of the Spokane St Swing Bridge. This project would start on Harbor Island within the existing pedestrian path located on the north side of the bridge access and approximately 550 feet east of the eastern shoreline. The HDD borehole would be drilled downward to get below surface utilities, foundations, streets and rail lines to cross the waterway and would curve back up to the ground surface on the north side of the bridge to a point approximately 450 feet west of the shoreline within right-of-way. The project would install new telecommunications systems (fiber and copper) within the new conduit for use in operating the bridge and for public/private fiber optic network connections between Harbor Island and West Seattle. These new communications would connect to the bridge and existing telecommunications networks via aerial and underground trenching improvements in uplands.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located below the Spokane St Swing Bridge in the Industrial District area (see Plans). Township 23N, Range 3E, Section 13 and Township 24N, Range 4E, Section 18.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: *[Check the applicable boxes]*

☒ Flat ☐ Rolling ☐ Hilly ☐ Steep Slopes ☐ Mountainous
☐ Other: (identify)

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

Slopes along the project area are less than 5 percent and slope toward the Duwamish Waterway. There are adjacent steep slopes to the west and along the waterway.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Soils on site are composed of dredged material used as fill, including gravelly loamy sand. The project would construct the HDD borehole below the sediment in the Duwamish Waterway. Subsurface conditions below the waterway include fill deposits, recent organic deposits, younger alluvium, older alluvium, and glacial deposits. Agricultural lands are not located near the project. There would be minor ground disturbance for staging, drilling, and removal of soil from borehole during construction.

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

The project is located in a potential liquefaction area underneath historic fill. There are no known surface indications of instability.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.

The project would require temporary workspace at the entry HDD location within right-of-way. The configuration of the temporary workspace would be about 40-feet of width, centered on the HDD entry location, with a length of approximately 100 feet. The proposed

entry and exit locations within right-of-way are approximately 450 to 550 feet back from the shoreline of the waterway. Both the entry and exit locations would require a small mud pit (approximately, 4 feet deep by 4 feet square). Telecommunication trenches would be excavated and backfilled. Excavation quantities would not exceed 175 cubic yards. The purpose of the mud pit is to contain the drilling mud at either end of the crossing for ease of reuse and disposal. Pits and trenches would be restored to existing grade using fill material.

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

Disturbed portions of the temporary workspace areas could be susceptible to erosion. However, as previously described the entry and exit locations would be buffered from the shoreline. Clearing would be minimal to establish the HDD entry and exit pits and trenches.

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

The project would add two new handholes/vaults at each end of the HDD. Net increase in percent impervious surfaces would be negligible. Disturbed paved and natural areas in workspace areas would be restored after construction.

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

The contractor will be required to follow the 2020 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction and the Seattle Stormwater Code to control erosion in the project area.

The following general conservation measures and best management practices (BMP) are applicable at the construction site:

- The contractor will provide a construction stormwater and erosion control plan (CSECP) for City review and approval before beginning construction activities;
- The contractor will provide a construction BMP plan and a Spill Prevention Plan for city review and approval before beginning construction;
- All utility work will be performed in accordance with City requirements and the requirements of the utilities involved;
- Catch basin filters will be used in catch basins located downgradient of the site if necessary to prevent sediments from entering the storm drainage system during construction; and
- All permitting conditions required by local, state, and federal agencies will be followed during construction.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Sources of emissions during construction would include:

- Negligible fugitive dust generated during limited excavation, drilling and other construction activities;
- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment; and
- Increased motor vehicle emissions associated with increased traffic congestion during construction.

The project would not result in new air emissions after construction is completed.

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

There are no off-site sources of emissions or odor that would affect the project.

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

During construction, impacts to air quality would be reduced and controlled through implementing standard federal, state, and local emission control criteria according to the 2020 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction. The standard specifications require that contractors maintain air quality to comply with the national emission standards for hazardous air pollutants.

Minimizing air quality impacts during construction may include such measures as spraying areas of exposed soil with water for dust control and minimizing vehicle and equipment idling to limit exhaust emissions.

3. Water

a. Surface:

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.

The project would be adjacent to and below the Duwamish Waterway and a wetland. The wetland complex is part of the Bluefield wetland mitigation site with an easement in right-of-way and associated environmental covenant and access agreement that allows for transportation maintenance and improvements.

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.

The project will avoid and minimize impacts to the wetland and Duwamish Waterway through proximity of entry/exit locations and drilling below the water bodies. The project would not likely affect an adjacent wetland mitigation site and buffer nearer to the west shoreline. The HDD borehole would be approximately 150 feet from the wetland mitigation site and the pipe would cross between approximately 25 to 50 feet below the wetland surface. SDOT will coordinate with Bluefield and the holders of the environmental covenant and access agreement prior to construction.

The proposed HDD installation depth for the portion of the bore under the waterway was evaluated based on anticipated soil conditions, existing infrastructure, risk of inadvertent drilling fluid returns, USACE dredge depths, and long-term loading on the HDPE pipe from soil and groundwater pressure. At the proposed crossing location in the channel (Sta. 16+90), the federal authorized project depth is 30 feet Mean Lower Low Water (MLLW). According to survey conducted by USACE in January 2020, actual depths exceed 41 feet MLLW at the proposed crossing location. The proposed HDD crossing has been designed to cross at approximate elevation -60 feet NAVD88 (-57.7 MLLW), more than 25 feet below the authorized channel depth and 20 feet below the actual depth.

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.

None.

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

No.

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

The HDD would be below the waterway and within the associated floodplain.

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.

b. Ground:

1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

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 stormwater):

1) Describe the source of runoff (including storm water) 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.

Stormwater in the project area drains to the Duwamish Waterway.

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

BMPs will be implemented during project staging and construction to avoid to the extent possible waste materials from entering ground water or surface water. Drilling fluid (bentonite) and native soils will be recovered from the borehole, removed, and disposed offsite at an appropriate facility.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No. Proposed work would require temporary workspace that would be restored after construction.

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

The project will be designed to avoid impacts to the wetland, waterway, and associated riparian areas. See Section B.1.h for proposed measures related to BMPs. SDOT will coordinate and follow recommendations from federal, state and local permits and with Bluefield and the holders of the environmental covenant and access agreement for Wetland Mitigation Site 1 adjacent and below the project.

4. Plants

a. Types of vegetation found on the site: *[Check the applicable boxes]*

☒ Deciduous trees: ☐ Alder ☐ Maple ☐ Aspen ☐ Other: (identify)
☐ Evergreen trees: ☐ Fir ☐ Cedar ☐ Pine ☐ Other: (identify)
☒ Shrubs
☒ Grass
☐ Pasture
☐ Crop or grain
☐ Orchards, vineyards, or other permanent crops
☐ Wet soil plants: ☐ Cattail ☐ Buttercup ☐ Bulrush ☐ Skunk cabbage
☐ Other: (identify)
☐ Water plants**:** ☐ water lily ☐ eelgrass ☐ milfoil ☐ Other: (identify)
☐ Other types of vegetation: (identify*)*

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

Construction would require clearing limited vegetation for temporary workspaces.

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

There are no known threatened or endangered species on or near the site.

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

Any vegetation disturbed at the temporary workspaces will be restored after construction. Street trees, shrubs, and other plant material in the right-of-way will be protected as appropriate during construction and left in place. The contractor will prepare a Tree, Vegetation, and Soil Protection Plan.

e. List all noxious weeds and invasive species known to be on or near the site.

There are no known noxious weeds or invasive species on or near the site.

5. Animals

a. Birds and animals which have been observed on or near the site or are known to be on or near the site: *[Check the applicable boxes]*

Birds: ☒ Hawk ☒ Heron ☒ Eagle ☒ Songbirds
☒ Other: (identify) Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species that could occur in the project area. Peregrine falcons nest on the adjacent West Seattle Bridge.

Mammals: ☐ Deer ☐ Bear ☐ Elk ☐ Beaver
☐ Other:(identify)

Fish: ☐ Bass ☒ Salmon ☒ Trout ☐ Herring
☐ Shellfish ☐ Other: (identify)

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

Threatened and endangered animal species known to occur in the waterway include Puget Sound Chinook Salmon, Puget Sound Steelhead, Bocaccio, and Yelloweye Rockfish.

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

The site is part of the Pacific Flyway. Migratory birds may benefit from street trees, ground vegetation, and surrounding waterbodies.

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

SDOT will coordinate with WDFW and follow any recommendations related to potential wildlife impacts.

e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to occur on or near the site.

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.

Electricity would be required to operate the new telecommunications systems within the new conduit for use in operating the bridge and for public/private fiber optic network connections between Harbor Island and West Seattle.

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:

During construction activities workers will avoid leaving equipment and vehicles idling when not in use.

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.

1) Describe any known or possible contamination at the site from present or past uses.

There is known contamination within the Duwamish Waterway. However, the project will not disturb any sediment in the waterway. During drilling, a bentonite-based drilling fluid would be pumped through the drill pipe string to aid the jetting assembly in cutting the soil. Both the entry and exit locations would require a small mud pit to contain the drilling mud at either end of the crossing for ease of reuse and disposal.

There is also one adjacent property to the northwest, West Waterway Lumber Co, documented by the Washington State Department of Ecology Facility/Site Database with a status as Awaiting Cleanup. The site has known contamination of petroleum in soil and dioxin in groundwater and is planned for remediation as of 2015. There is also one adjacent property to the northeast, Port of Seattle Terminal 18, with a status as Cleanup Started for petroleum products. Based on depth and location of excavation, and groundwater depth and gradient, SDOT does not expect to encounter contaminated soil or groundwater from the adjacent site.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known existing hazardous chemicals or conditions that might affect project construction. Public and private utilities would be identified and avoided during construction.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Potential hazardous materials likely to be present during construction from vehicles and equipment include gasoline and diesel fuels, hydraulic fluids, drilling fluids and spoils, oils, and lubricants.

4) Describe special emergency services that might be required.

None.

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

A Health and Safety Plan will be developed by the construction contractor before work commences. This plan will provide information on any hazardous materials that may

be associated with project construction and will outline safety procedures for handling any of these substances.

BMPs and a Spill Prevention Plan would minimize the potential for spills during construction. Any contaminated soils encountered during the HDD construction will be properly handled, sampled, and disposed of. Project specifications will be followed if unanticipated contaminated materials are encountered in the right-of-way during construction.

b. Noise

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

Existing noise in the vicinity from vehicular traffic in roadway, railway traffic, and marine traffic in waterway would not affect project construction.

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.

Noise levels in the vicinity of construction would temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 decibels (dB) for short periods of time. Short-term noise from construction equipment will be limited to the allowable maximum levels specified in the City of Seattle's Noise Control Ordinance (SMC 25.08).

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

The project will comply with the City of Seattle's Noise Control Ordinance. Noise from construction equipment will occur between 7 AM and 10 PM weekdays, and 9 AM to 10 PM on the weekends. If there is a need for work outside these times to minimize traffic impacts, SDOT will request a temporary noise variance permit to allow some construction work at night if required.

The following measures may be used to minimize noise impacts during construction:

- Effective mufflers will be installed and maintained on equipment;
- Equipment and vehicle staging areas will be located as far from residential and hotel properties as possible; and
- Idling of power equipment will be minimized.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The project right-of-way underneath the Spokane St Swing Bridge is currently used for roadway, driveway entrances, sidewalks, railroad, and utilities. Surrounding land uses include industrial and port uses. This project would not affect adjacent land uses.

b. Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

No.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

No.

c. Describe any structures on the site.

Beneath the bridge the right-of-way contains signage and utilities. Surrounding structures adjacent to the right-of-way include warehouses, port facilities, and other industrial uses.

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

No.

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

The project area adjacent to the Spokane St Swing Bridge is zoned Manufacturing/Industrial.

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

The project area is designated as Manufacturing/Industrial Center.

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

The project area is designated as Manufacturing/Industrial.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The project would occur adjacent to and below the following Environmentally Critical Areas: potential liquefaction areas, steep slopes, flood prone area, wetlands, and fish and wildlife habitat conservation areas.

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:

Not applicable.

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

The Transportation Element of the Seattle Comprehensive Plan has goals and policies for operation and maintenance of the transportation system including bridges to ensure the long-term viability of investments, reduce ongoing costs, and promote safe conditions.

m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

No applicable.

9. Housing

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

None.

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:

Not applicable.

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?

This project would construct new telecommunications conduits beneath the Duwamish Waterway using HDD. The new communications would also connect to the existing bridge and telecommunications networks via trenches underground and aerial improvements on existing utility infrastructure.

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

None.

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

No impacts are anticipated so no measures are proposed.

11. Light and glare

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

None.

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

Not applicable.

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:

No impacts are anticipated so no measures are proposed.

12. Recreation

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

There are no City parks within the project area. Surrounding parks include the Bernice White Place greenspace immediately to the northwest on the Bluefield site and the Terminal 18 Park to the northeast.

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:

No impacts are anticipated so no measures are proposed.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites located on or near the project site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No.

b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

The Washington State Department of Archaeology and Historic Preservation (DAHP) and Washington Information System for Architectural and Archaeological Records Data (WISAARD) were searched for National Register of Historic Places (NRHP)-listed or -eligible properties (including heritage barns and register districts) and historic-aged properties. The City's online list of landmarks and nominations was also searched to determine if any current or nominated City landmarks are within the project area.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.

There are no known adjacent historic properties or archaeological resources that would be affected during construction or operation. As part of the Section 10 permit, SDOT will follow recommendations from USACE and DAHP to comply with Section 106 of the National Historic Preservation Act.

14. Transportation

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

The project would occur within the right-of-way of the Spokane St Swing Bridge. Regional access is available from Interstate 5 to the east.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

No.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or non-project proposal eliminate?

None.

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

The project would not improve roads or nonmotorized facilities. The project would install a new telecommunications system for use in operating the Spokane St Swing Bridge.
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e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

This project would occur beneath the Duwamish Waterway that serves as a federal navigation channel and adjacent to a railroad. SDOT will coordinate with the US Coast Guard, maritime community, and Burlington Northern Santa Fe and Union Pacific railroads prior to construction.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

None.

g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

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

The following measures may be used to reduce or control transportation impacts during construction and operation:

- All traffic control will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012);
- SDOT will work to minimize disruptions and maintain adequate access during the construction phase;
- SDOT will inform adjacent property owners of work progress;
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, maritime community, agencies, tribes and other stakeholders of expected disruptions or changes in traffic flow;
- Temporary closures of the bridge will be minimized, and detour routes will have proper signage;
- The construction contractor will be required to submit a traffic control plan for approval by SDOT. The contractor will enforce the traffic control plan during construction; and
- SDOT will coordinate with the US Coast Guard and follow notice to mariners and other requirements during construction.

15. Public services

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

No.

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

No impacts are anticipated so no measures are proposed.

16. Utilities

a. Utilities currently available at the site, if any: *[Check the applicable boxes]*

☐ None
☒ Electricity ☒ Natural gas ☒ Water ☒ Refuse service
☒ Telephone ☒ Sanitary sewer ☐ Septic system
☐ Other (identify)

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 project would install new telecommunications systems for use in operating the Spokane St Swing Bridge and as a route for public/private fiber optic network connections between Harbor Island and West Seattle. Public and private utilities would be identified and avoided where feasible during construction. Any removal, relocation and restoration of utilities would be coordinated with applicable utility owners.

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: Joel Darnell

Date Submitted: 1/4/2021