

Appendix F APE Request Letter and Response



April 6, 2017

Washington State Department of Transportation
Northwest Region
15700 Dayton Ave North
Seattle, Washington 98133-2910

Attention: Mehrdad Moini
Northwest Region, Local Programs Engineer

**Subject: Initiation of Section 106 Consultation
Totem Lake Connector
Kirkland, Washington
File No. 0231-090-00**

INTRODUCTION AND PROJECT DESCRIPTION

Pursuant to compliance with Section 106 of the National Historic Preservation Act and 36 CFR 800, we are asking to initiate consultation for Washington State Department of Transportation (WSDOT) Local Agency Bridge Program Project BROS-0907(003), Totem Lake Connector Project. The project proposed by City of Kirkland Public Works involves construction of an elevated connection (bridge) dedicated to pedestrians and cyclists between segments of the existing Cross Kirkland Corridor (CKC) trail spanning the intersection of NE 124th Street/124th Avenue NE in Kirkland, Washington. The project site is in Kirkland, King County, Washington, in the NE 1/4 of Section 28, Township 26N, Range 05E of the Willamette Meridian (coordinates 47.709397 N latitude, -122.176162 W longitude). A vicinity map and USGS topographic quad are included as Figure 1. Once constructed the bridge would allow CKC recreational trail users to bypass the busy intersection at NE 124th Street/124th Avenue NE/Totem Lake Boulevard.

A preliminary bridge concept is included as Appendix A. Site photographs are included as Appendix B. The initial concept for the project includes:

- an embankment for the south approach ramp flanked by retaining walls;
- the bridge spanning over NE 124th Street and Totem Lake Boulevard NE with one or more "touchdown" support(s) in the triangular traffic island bounded by these roadways and a Rite Aid store on the west; and
- a spiral ramp located just northeast of Totem Lake Boulevard NE extending over the park and wetland associated with Totem Lake, transitioning back to the trail alignment.

AREA OF POTENTIAL EFFECTS

The anticipated Area of Potential Effects (APE) is illustrated on Figure 2.

Construction Activities

To complete this project, the following construction elements are anticipated to occur within the APE limits:

- clearing and grubbing to remove vegetation adjacent to existing trail for south approach ramp and location of circular ramp;
- removing pavement associated with the existing trail;
- temporary (during construction) and permanent (following construction) relocation of buried utilities;
- excavation and ground improvement where spiral ramp will be located;
- placement of foundations supporting the new bridge abutments and circular ramp structure;
- placement of earthen fill and construction of retaining walls associated with the south approach ramp;
- installation of new subsurface storm drain features;
- construction of the new bridge superstructure; and
- installation of trail surface features including pavement, bridge decking, guard rails, etc.

We anticipate staging and equipment access will be within the right-of-way or within adjacent developed areas. The specific areas of staging and access are shown on Figure 2. There will be no ground disturbance when establishing staging and equipment access areas.

The new bridge will be constructed parallel to the existing trail and will be approximately 450 feet in total length, with a south approach ramp extending another approximately 380 feet. The north ramp will be a spiral elevated structure included in the 450-foot overall length. The existing adjacent asphalt trail and associated drainage ditches may be reconfigured along the entire length of the structure, as well as extending approximately 100 feet in either direction beyond the bridge structure, where the new trail surface will be tied into the existing system.

The south approach ramp will be constructed on earthen fill with structural retaining walls as needed due to spatial limitations within the existing trail right-of-way. Drainage and stormwater conveyance may be located within this fill prism (pipe) or relocated laterally (ditches). The northern approach spiral will extend over a portion of the Totem Lake wetland boundary, and will necessitate structural support that may consist of deep foundations with pile caps on the slope below. There will be one or more additional structural support piers on the triangular parcel between Totem Lake Boulevard NE and NE 124th St.

APE Description

The APE includes all areas where equipment access, storage and laydown of materials, construction activities, and post-construction restoration will take place. Wetland mitigation, if

required for the project, has not yet been identified; if wetland mitigation is proposed beyond the APE extent as currently defined, an update to the APE may be required.

Ground improvements and bridge foundations are expected to extend into native soils up to 60 feet below the current surface grade. Vegetation in the APE is generally limited to the area adjacent to the trail where the south approach ramp is proposed, as well as the proposed location of the circular ramp. Vegetation affected by the south approach ramp consists of. Vegetation that may be affected by the spiral ramp includes a sparse forest of red alder and black cottonwood trees, with a sparse understory dominated by Himalayan blackberry on the upland slope, with willows and small-fruited bulrush in the wetland. Adjacent properties are developed with commercial structures and pavement, and contain limited landscaping and/or unmaintained grasses and shrubs.

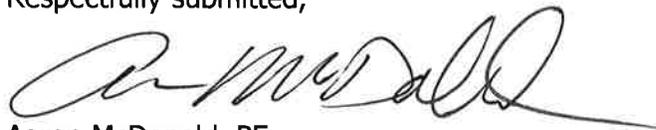
CONCLUSION

We invite your comments on the proposed APE for the project, which we have defined as the entire project area associated with the bridge features and affected trail sections, as outlined on Figure 2. The APE extends approximately 1,000 feet in total length along and parallel to the existing CKC trail, beginning approximately 200 feet north from the trail intersection at Totem Lake Boulevard NE, continuing south across Totem Lake Boulevard NE, the small triangular parcel, and NE 124th Street, and continuing south an additional 500 feet within the CKC trail right-of-way. The APE is approximately 150 feet wide for most of its length, with a larger area approximately 400 feet wide at its northern end to accommodate the spiral structure. The APE includes earthwork and ground improvements that may extend approximately 10 feet in depth below the current ground surface for spread footings, and up to 60 feet in depth below the current ground surface for deep foundations (piles).

A search of the archival files and literature on file at the Washington Department of Archaeology and Historic Preservation (DAHP) has been conducted for the proposed APE as described above. No archaeological sites have been recorded within the APE. Surveys have been conducted in the vicinity of the APE; no sites were recorded in these areas. The abandoned Burlington Northern Santa Fe Railroad grade has been previously surveyed, but the railroad grade has not been recorded as a site.

The City of Kirkland looks forward to working with you on this project. Please don't hesitate to contact me at 425.587.3837 if you have questions or wish to discuss this letter.

Respectfully submitted,



Aaron McDonald, PE
Senior Project Engineer
City of Kirkland Public Works

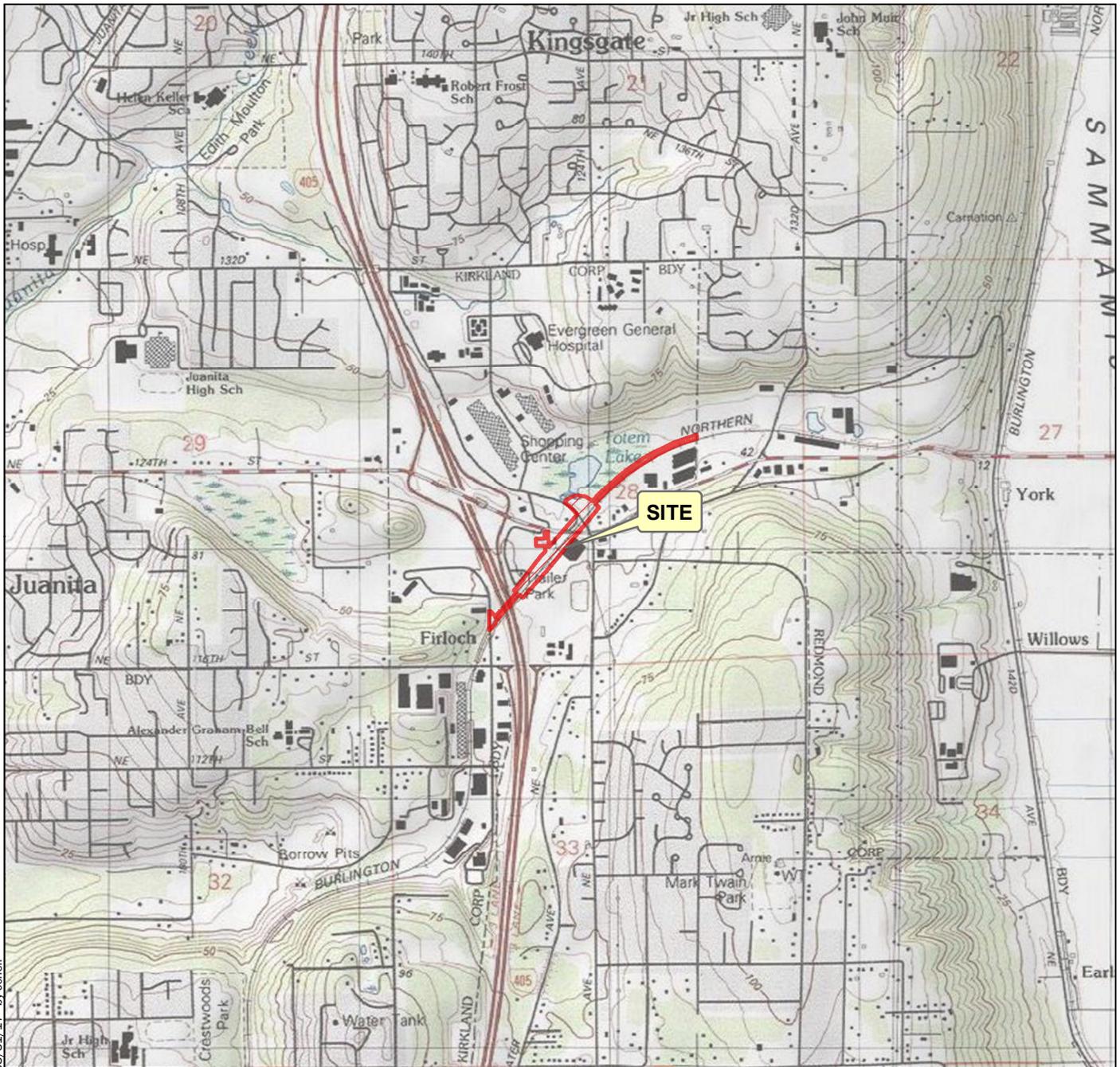
Attachments:

Figure 1. Vicinity Map

Figure 2. Area of Potential Effects

Appendix A. Preliminary Bridge Plan

Appendix B. Site Photographs



2,000 0 2,000



Feet

Vicinity Map

Totem Lake Non-Motorized Bridge
Kirkland, Washington



Figure 1

Notes:

1. The locations of all features shown are approximate.
2. This drawing is for information purposes. It is intended to assist in showing features discussed in an attached document. GeoEngineers, Inc. cannot guarantee the accuracy and content of electronic files. The master file is stored by GeoEngineers, Inc. and will serve as the official record of this communication.

Data Source: USGS

Projection: NAD 1983 UTM Zone 10N

Appendix A - Preliminary Bridge Plan

LEGEND:

- City Right-of-way
- - - Approximate Study Area
- High Risk Site of Concern
- CKC Right-of-way

01 ALIGNMENT REVISION

A preliminary alignment based on CKC master plan shown here reflects the preferred configuration.

02 SOUTH APPROACH RAMP

Ramp structure elevates trail to spans over NE 124th Street and Totem Lake Blvd.

03 SPIRAL RAMP

A circular ramp brings the trail back to grade at Totem Lake Park.

04 SITE CONSTRAINTS

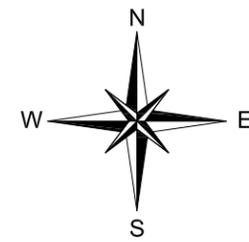
Roadways, utilities, overhead power lines, and future transit constitute the major site constraints.

05 FUTURE TRANSIT

The preliminary alignment shifts the new trail structure to the west allowing for future transit.

05 DESIGN PHASE

Conceptual design is currently underway.





Photograph 1. South approach looking north. (Photo taken December 6, 2016)



Photograph 2. South approach looking south. (Photo taken December 6, 2016)

Site Photographs

Totem Lake Connector
Kirkland, Washington



Figure B-1

Appendix B - Site Photos

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Photograph 3. North approach looking south along Cross Kirkland Corridor Trail. . (Photo taken December 19, 2016)



Photograph 4. North approach looking north along Cross Kirkland Corridor Trail. (Photo taken December 6, 2016)

Site Photographs

Totem Lake Connector
Kirkland, Washington



Figure B-2

Appendix B - Site Photos

00231-090-00



Photograph 5. Wetland buffer area that may be affected by spiral ramp. Looking southeast. (Photo taken December 19, 2016)



Photograph 6. Wetland buffer area that may be affected by spiral ramp. Looking west. (Photo taken December 19, 2016)

Site Photographs

Totem Lake Connector
Kirkland, Washington



Figure B-3

Appendix B - Site Photos

00231-090-00



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

April 17, 2017

Mr. Trent De Boer
Archaeologist
WA State Dept. of Transportation
PO Box 47390
Olympia, WA. 98504-7390

In future correspondence please refer to:
Project Tracking Code: 2017-04-02697
Property: City of Kirkland- Totem Lake Connector Project
Re: APE Concur

Dear Mr. De Boer:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation regarding the above referenced project. In response, we have reviewed your description and map of the area of potential effect (APE).

We concur with your definition of the APE. Please provide us with your survey methodology before proceeding with any inventories. Along with the results of the inventory we will need to review your consultation with the concerned tribes, and other interested/affected parties. Please provide any correspondence or comments from concerned tribes and/or other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4).

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information about the project become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Wardlaw', is written over a light blue circular stamp.

Dennis Wardlaw
Transportation Archaeologist
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dennis.wardlaw@dahp.wa.gov

