



PROJECT DESCRIPTION

SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE DESIGN PROJECT

Prepared for

WH Pacific
12100 NE 195th Street, Suite 300
Bothell, Washington 98011

Prepared by

Anchor QEA, LLC
720 Olive Way, Suite 1900
Seattle, Washington 98101

July 2014

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LIST OF ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities Act
CSCSL	Confirmed or Suspected Contaminated Sites List
Ecology	Washington State Department of Ecology
LUST	leaking underground storage tank
MTCA	Model Toxics Control Act
OHW	ordinary high water
PSRC	Puget Sound Regional Council
SPCC	Spill Prevention, Control, and Countermeasures
TIP	Transportation Improvement Program
U.S. 2	U.S. Highway 2
UST	underground storage tank
VCS	voluntary cleanup site
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Project Location

The Sultan River Pedestrian/Bicycle Bridge Design Project (Project) is located at Sportsman and Sultan River parks in the City of Sultan (Township 27 North, Range 8 East, Section 6); near the confluence of the Sultan and Skykomish rivers (JARPA Sheet 1). The Project area is bounded by Albion Street to the west, First and Main streets to the east, and U.S. Highway 2 (U.S. 2) immediately to the south (JARPA Sheet 2).

1.2 Project Purpose and Need

The purpose of the Project is to construct a new bridge to provide safe passage for pedestrians and non-motorized users such as bicycles and wheelchairs across the Sultan River.

Currently, the only pedestrian and bicycle connection between downtown Sultan and the portion of Sultan that is west of the Sultan River is an undersized pedestrian walkway on the north side of the existing U.S. 2 Bridge. The existing pedestrian and bicycle path is unsafe and does not meet Americans with Disabilities Act (ADA) requirements, including wheelchair accessibility. Both west and eastbound pedestrians and bicycles must share the same narrow path. The path also has a minimal separation between users and highway traffic.

The Project will also accommodate planned growth within Sultan by providing for upgrades to City-owned water and sewer mains. The City of Sultan water and sewer mains currently cross the Sultan River under the existing U.S. 2 Bridge. The existing mains are at capacity and the bridge cannot accommodate additional or larger mains. A development moratorium will be imposed by the City if additional sewer capacity cannot be realized. The new bridge (as part of the path) will be designed to accommodate upgraded utility lines, including a new water line and a sewer line that will connect all of Sultan with the sewage treatment plant located to the west of Sportsman Park.

1.3 Project Background

The City of Sultan identified the need for the Project in its capital improvement program, which was approved by City of Sultan Ordinance 996-08. In 2010, a grant application for the

Project was submitted to the Puget Sound Regional Council (PSRC) through the 2010 Statewide Transportation Enhancement Program. At the time the grant application was submitted, the Project was being considered for inclusion into PSRC's Transportation Improvement Program (TIP). The Project was included in the current TIP, which was approved on January 7, 2013, and assigned TIP project number SUL-7. The Project has been approved for federal grant funding through design and environmental review. The funding secured to date will be used for planning and design of the Project and additional funding will be required to construct the Project.

2 ELEMENTS OF THE PROJECT

The City of Sultan plans to construct a pedestrian and bicycle bridge that can also accommodate utilities across the Sultan River (JARPA Sheet 2). The Project will construct a new bridge over the Sultan River with east and west termini connecting to existing roadway shoulders. The western terminus of the Project will be integrated into the U.S. 2 road shoulder. There are two termini on the eastern side of the Project area: one terminus connects with First Street and the second terminus integrates with the U.S. 2 road shoulder in a similar manner to the western terminus.

Specifically, the Project will include the following elements:

- An at-grade west bridge approach matching the current U.S. 2 road shoulder and existing path.
- A new concrete girder pedestrian and bicycle bridge over the Sultan River from Sportsman Park to Sultan River Park.
- Two eastern bridge approaches, connecting to First Street and the U.S. 2 road shoulder.
- Two ADA-accessible parking stalls and one ADA-accessible vault toilet within Sportsman Park. The vault toilet will be placed at the high point in the park. The vault structure will be watertight up to the lip of the commode, approximate elevation 113.0. The vault toilet will be a CXT Brand, Gunnison Model, as recommended and approved by Washington Department of Fish and Wildlife (WDFW) for use in areas susceptible to inundation.
- Utilities improvements, including:
 - Relocating existing power and fiber optic lines to accommodate the new bridge and approaches
 - Adding a new waterline to the new bridge; the size of the new line will be determined by system modeling but is expected to be at least 12 inches
 - Adding an 8-inch and 12-inch sewer force main along the new bridge to maintain connection between the existing pump station east of the Sultan River to the treatment plant west of the river

- Removing existing lift station retaining walls and installing new lift station controls, lighting, and lift emergency generator (the lift station structure access will be integrated into the east approach ramp)

2.1 Pedestrian Bridge Alignment

2.1.1 Western Terminus

The western terminus of the path will integrate into the existing U.S. 2 road shoulder and existing path. The path will connect to the shoulder approximately 250 linear feet east of the intersection with Albion Street (JARPA Sheet 3). The western terminus will be graded and paved to meet ADA standards. In addition, stairs will be constructed from the shoulder adjacent to the terminus down the embankment to the parking lot at Sportsman's Park (approximately 15 feet). See Table 1 for a summary of clearing and grading activities.

Table 1
Clearing and Grading

Temporary Grading (square feet)	Permanent Grading (square feet)	Fill (cubic yards)
14,000	12,200	700

2.1.2 Bridge Span

The bridge will be approximately 11 feet wide and consist of west and east approach spans with a main span over the Sultan River. The bridge will also include lighting provided along the bridge deck for safety purposes. The distance from the western terminus to the bridge is approximately 8 feet long, the bridge structure itself is 631 feet long, and the distance from the bridge to the end of the eastern termini is 176 feet, for a total Project length of approximately 815 feet (JARPA Sheet 4). The bridge approach spans will be constructed of concrete girders with a concrete deck. The main bridge span will consist of concrete girders with a concrete deck approximately 166 feet long to span the Sultan River. The bridge will be supported by seven 3-foot-diameter concrete piers. The piers will be drilled shaft piles. The drilled shafts will be approximately 6 feet in diameter.

The design will minimize impacts to the natural environment by avoiding the placement of piers directly in streams or wetlands, including the Sultan River (JARPA Sheet 5). However, the piers will be placed within wetland and riverine buffers and the 100-year floodplain. In addition to the bridge span, a new waterline and sewer line will be constructed and fixed to the underside of the bridge.

2.1.3 Eastern Termini

The eastern portion of the bridge will have two separate connections (JARPA Sheet 6). The first terminus will consist of an at-grade connection with the shoulder of First Street, near the intersection of Main Street. The second terminus will connect the bridge with the U.S. 2 road shoulder. Both termini would be graded and paved to meet ADA standards. See Table 1 in Section 2.1.1 for a summary of grading impacts.

The eastern termini have been designed to avoid direct impacts to wetlands and streams. However, some permanent wetland and stream buffer impacts will result from the placement of piers. The construction of a temporary access road from Main Street will also temporarily impact wetland and stream buffers. The construction of the bridge will also permanently shade a portion of the Sultan River and wetland and stream buffers. Tables 2 and 3 summarize anticipated impacts to wetland and stream buffers.

Table 2
Temporary and Permanent Wetland and Wetland Buffer Impacts

Wetland	Wetland Area (acres)	Required Buffer Width (feet)	Temporary Buffer Impacts (square feet)	Permanent Buffer Impacts (square feet)	Permanent Shading Impacts (square feet)
Wetland A	0.09	50	3,600	21 ^a	2,400 ^b
Wetland B	0.23	100	3,300		

Notes:

- a Due to the overlapping orientation of the wetland and stream buffers, there will be a total of 21 square feet of permanent buffer impacts shared between Wetlands A and B and Streams A and B.
- b Due to the overlapping orientation of the wetland buffers, there will be a total of 2,400 square feet of permanent shading impacts shared between Wetland A and the buffers of Wetlands A and B.

Table 3
Temporary and Permanent Stream and Stream Buffer Impacts

Stream	Required Buffer Width (feet)	Temporary Buffer Impacts (square feet)	Permanent Buffer Impacts (square feet)	Permanent Buffer Shading Impacts (square feet)	Permanent Shading Impacts (square feet)
Sultan River	150	1,800	35	3,300	1,307
Stream A	50	3,000	21 ^a	2,530	0
Stream B	50	1,500		1,980	0

Note:

- a Due to the overlapping orientation of the wetland and stream buffers, there will be a total of 21 square feet of permanent buffer impacts shared between Wetlands A and B and Streams A and B.

3 EXISTING CONDITIONS

3.1 Natural Environment

The Project is located within two parks and spans the Sultan River. Two unnamed streams and two wetlands were inventoried during a site visit (Anchor QEA 2013a). These areas provide habitat for fish and critical areas designated by the City of Sultan, as detailed in Sections 3.1.1 and 3.1.3.

3.1.1 Fish

The section of the Sultan River within the Project area is identified by WDFW as a spawning area for Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), chum salmon (*O. keta*), coho salmon (*O. kisuth*), pink salmon (*O. gorbuscha*), steelhead (*O. mykiss*), and bull trout (*Salvelinus malma*). In addition, cutthroat trout (*O. clarki*) and rainbow trout (*O. mykiss*) are known to use this section of the Sultan River as a migration area (WDFW 2013).

3.1.2 Upland Vegetation

Vegetation in the Project area includes native and non-native trees, shrubs, grasses, and herbs. Some of the more prominent species include black cottonwood (*Populus trichocarpa*), reed canarygrass (*Phalaris arundinacea*), Colonial bentgrass (*Agrostis capillaris*), and Himalayan blackberry (*Rubus armeniacus*) (Anchor QEA 2013a).

3.1.3 Critical Areas

The Project is located within an aquifer recharge area as well as a liquefaction zone (City of Sultan 2011). The Project is also designated as Urban Conservancy in the City of Sultan Shoreline Master Plan (2008).

Two wetlands (Wetlands A and B), one river channel (the Sultan River), and two stream channels (Streams A and B) were identified and delineated within the Project area. Wetland A is a 0.09-acre Type III riverine wetland. Wetland B is a 0.23-acre Type II riverine and slope wetland. The Sultan River is considered a Type 1 stream, while streams A and B are considered Type 4 streams (Anchor QEA 2013a).

3.2 Built Environment

Sections 3.2.1 through 3.2.4 provide details on site ownership, parks, cultural resources, and hazardous materials.

3.2.1 Site Ownership

The Project spans two parcels as well as City of Sultan managed right-of-way and Washington State Department of Natural Resources aquatic lands (Snohomish County 2013). All property affected by the Project is publicly owned and unoccupied. Partial acquisition of each property will be required to complete the Project. The Project will require use of approximately 0.17 acre of WDFW-owned property as a permanent permitted use. As part of the acquisition process of WDFW-owned property at Sportsman Park, the City of Sultan will work with WDFW to obtain a land use agreement for Sportsman Park property. See Table 4 for details of Project right-of-way impacts.

Table 4
Right-of-Way Impacts

Parcel	Owner	Total Parcel Size (acres)	Acquisition Type	Area of Parcel to be Acquired (acres)	Temporary Impacts (acres)	Permanent Impacts (acres)
00571200100100 Sultan River Park	City of Sultan	0.85	Temporary Easement	0.0	0.055	0.0
00472100100100 (Sportsman Park)	Washington State Department of Fish and Wildlife	3.57	Land Use Agreement	0.1	0.5	0.0
Aquatic Lands	Washington State Department of Natural Resource	Not Applicable	Lease	0.07	0.0	
Right-of-way	City of Sultan	Not Applicable	Permanent Easement	0.0	0.5	Aerial = 0.12 Ground = 0.01

The Project area is located on land that is zoned low/moderate density. The portion of the Project located west of the Sultan River (Sportsman Park) is also part of a Public & Institutional Overlay Zone (City of Sultan 2011).

3.2.2 Parks

As previously mentioned, the Project will connect two existing parks by spanning the Sultan River with a new bridge. Sportsman Park, on the west bank of the Sultan River, is approximately 3.57 acres in size and is owned by WDFW. The City of Sultan maintains the park and classifies it as a Community Park. The park provides outdoor use opportunities, including a boat launch where the Sultan River meets the Skykomish River (City of Sultan 2011).

Sultan River Park is located on the east bank of the Sultan River directly across from Sportsman Park and is owned by the City of Sultan. The park is approximately 7.21 acres and is classified as a Community Park (City of Sultan 2011). The park provides passive and active outdoor use opportunities along the Sultan River (City of Sultan 2011). Development of the Project is consistent with the current uses of both parks.

The eastern embankment will include construction of 600 square feet of pedestrian walkway upon the most southeastern corner of the park, adjacent to the existing sidewalk. One deciduous street tree will be removed and replaced. The statue of Chief Tseul-tud (or Sultan John) is in disrepair. It is located in the right-of-way and will be relocated and repaired.

The Project will result in temporary access restrictions to certain areas of both parks during construction. However, access will be maintained to prominent park amenities, such as a boat launch and parking.

3.2.3 Cultural Resources

One historic property is known to exist in the Area of Potential Effects: the U.S. 2 Bridge has been determined eligible for listing in the National Register of Historic Places. There are no recorded archaeological sites in the Project vicinity (the nearest recorded site, 45SN520, is south of the U.S. 2 Bridge), but the location at the confluence of the Sultan and Skykomish

rivers has the potential to contain unrecorded archaeological resources. Refer to the Project's Cultural Resources Survey for more information (Anchor QEA 2013b).

3.2.4 Hazardous Materials

A review of the Washington State Department of Ecology's (Ecology's) Facility/Site database (2013) identified no National Priorities List sites (Superfund Sites) within a 1-mile radius of the Project footprint. However, according to Ecology's database there are seven potential sites of concern identified within a 0.50-mile radius (Table 5).

Table 5
Potential Sites of Concern

Site/ Facility ID	Site Name	Site Address	Distance from Project (miles)	Site Information Source	Status
12416399	City of Sultan Waste Water Treatment Plant	203 West Stevens Avenue Sultan Washington	0.01	UST	No known release
15343899	Pretocard Systems Inc	301 U.S. 2 Sultan, Washington	0.10	UST	No known release
45986278	Sultan Hardware and Building Supply	509 West Stevens Avenue Sultan, Washington	0.15	UST	No known release
53159564	Finnbraaten Property	425 Main Street Sultan, Washington	0.22	VCS	No Further Action issued in 2004
11897421	Sultan Auto Center	6th and Stevens Street Sultan, Washington	0.28	UST/LUST	No Further Action issued in 2012
53682285	Sky Vly Automotive Inc	609 Main Street Sultan, Washington	0.33	UST	No known release
1188857	Long Huber	15801 N Skyview Drive Sultan, Washington	0.47	CSCSL	Awaiting cleanup

Notes:

CSCSL = Confirmed and Suspected Contaminated Sites List

LUST = Leaking Underground Storage Tank

UST = Underground Storage Tank

VCP = Voluntary Cleanup Program

* As measured from the closest parcel boundary associated with the physical street address

Of the seven potential sites of concern, four were identified as underground storage tanks (USTs). The USTs were eliminated from further analysis because there is no documented release associated with those facilities. Additional analysis was conducted for the three remaining sites, which include one UST/leaking underground storage tank (LUST), one voluntary cleanup site (VCS), and one Confirmed or Suspected Contaminated Sites List (CSCSL). However, groundwater flow characteristics in the area are anticipated to minimize the risk of contamination from these sites reaching the Project footprint.

Groundwater in the area is relatively shallow (4.0 to 7.5 feet below ground surface) based on analysis in the Geotechnical Engineering Report (Robinson Noble, Inc. 2013). The report indicates that near the Project, groundwater flow is generally down-gradient towards the Sultan River. Groundwater elevation in the area is also influenced by the river level. These groundwater characteristics can also be applied to the adjacent Skykomish River, which generally flows east to west adjacent to the southern boundary of the Project. This information was used to judge the areas from which contamination could reasonably be expected to migrate towards the Project footprint from the remaining three sites. Further analysis of these sites is as follows:

- **Finnbraaten Property (#53159564)** – This site had a release of petroleum products into the soil and also suspected into the groundwater. The site was cleaned up under the VCS program. Ecology issued a No Further Action in 2004 after the site met substantive requirements for cleanup under the Model Toxics Control Act (MTCA). While there could still be contamination associated with this site, the risk is small that it would reach the Project footprint due to the area topography, which slopes towards the Skykomish River. The topography is expected to direct groundwater away from the Project footprint and towards the Skykomish River.
- **Sultan Auto Center (#11897421)** – This site is a UST/LUST that contaminated the soil and groundwater with petroleum products. Based on cleanup efforts, Ecology issued a No Further Action in 2012 after the site met substantive requirements for cleanup under MTCA. The site is now allowed for unrestricted use. While there could still be contamination associated with this site, the risk is small that it would reach the Project footprint due to the area topography, which slopes towards the Skykomish River. The topography is expected to direct groundwater away from the Project footprint and towards the Skykomish River.

- **Long Huber (#1188857)** – This site is on the CSCSL due to past waste management practices. This site has both confirmed and suspected contamination of groundwater, soils, surface water, and air from several constituents. However, this site is located south of the Skykomish River and downstream of the Project footprint. If contaminants were to migrate from the site, they would likely be intercepted by the Skykomish River and carried farther downstream, away from the Project footprint.

3.2.5 Environmental Justice

As stated in the Project Purpose and Need (Section 1.2), the Project is intended to provide a safe pedestrian passage over the Sultan River, away from the current path on the U.S. 2 Bridge. The new pedestrian bridge will also be designed to meet ADA standards. All construction will occur within existing public right-of-way and two publicly owned parks. No acquisition of private property will result from construction of the Project. Therefore, the Project is not expected to have a disproportionate adverse impact on minority or disadvantaged populations.

4 CONSTRUCTION TECHNIQUES

4.1 Staging Areas

Staging areas will be located on both the west and east side of the Project (JARPA Sheet 2). The staging area on the west side of the Project will be located on an existing gravel parking lot at Sportsman Park. The staging area for the eastern side of the Project will be located on vacant City of Sultan-owned parcels at the intersection of 1st Street and Alder Avenue. Additionally, an existing dirt road between the U.S. 2 Bridge and BNSF Bridge will be overlaid with up to 12 inches of gravel to accommodate construction equipment.

4.2 Approaches

Heavy construction equipment will be used to grade and place fill for the construction of the west and east approaches. Once the grading is complete, a new concrete abutment will be placed to connect the approaches with the bridge. The new water and sewer mains from the bridge will tie back into the existing water and sewer mains along the shoulder of the right-of-way at each of the approaches.

4.3 Bridge

The bridge piers will be placed on top of drilled shafts. Shafts would be drilled using a crane-mounted core drill. Spoils from the coring would either be reused on site or hauled for off-site disposal. Each pier will be formed and filled with concrete using a pumper truck. Once the piers are set, precast concrete girders will be placed in-between each pier using one or more track mounted mobile cranes. Concrete girders will be placed where the bridge crosses over the Sultan River. A concrete deck will be formed and poured on top of the girders to create a continuous concrete path from the western to the eastern termini. New water and sewer mains will be secured to the under-side of the bridge with steel hangers.

4.4 Construction Schedule

Construction for this Project is currently unfunded. Once funding is secured, it is anticipated to take approximately 8 months to complete.

5 MEASURES TO REDUCE OR MINIMIZE HARM

The following measures will be implemented as part of the Project to reduce or minimize harm to the natural and built environment:

- All applicable permits for the Project will be obtained prior to construction. All work will be performed according to the requirements and conditions of these permits.
- The contractor will be responsible for the preparation and implementation of a Spill Prevention, Control, and Countermeasures (SPCC) plan to be used for the duration of the Project. The plan will be submitted to the Project engineer prior to the commencement of any construction activities. A copy of the plan with any updates will be maintained at the work site by the contractor.
 - The SPCC plan will identify construction planning elements and recognize potential spill sources at the site. The plan will outline responsive actions in the event of a spill or release, and will identify notification and reporting procedures. The plan will also outline contractor management elements such as personnel responsibilities, Project site security, site inspections, and training.
 - The SPCC plan will outline which measures the contractor will take to prevent the release or spread of hazardous materials, either found on site or encountered during construction but not identified in contract documents, or any hazardous materials that the contractor stores, uses, or generates on the construction site during construction activities. These items include, but are not limited to, gasoline, oils, and chemicals. Hazardous materials are defined in the Revised Code of Washington 70.105.010 under “hazardous substance.”
 - The contractor will maintain at the job site the applicable equipment and materials designated in the SPCC plan.
- Excess or waste materials will not be disposed of or abandoned waterward of ordinary high water (OHW) or allowed to enter waters of the State.
- No petroleum products, fresh cement, lime or concrete, chemicals, or other toxic or deleterious materials will be allowed to enter surface waters.
- The contractor will be required to retrieve any floating debris generated during construction using a skiff and a net. Debris will be disposed of at an appropriate upland facility.

- Erosion control measures will be addressed in a Temporary Erosion and Sediment Control plan prepared by the Consultant and adhered to during construction activities.
- Demolition and construction materials will not be stored where upland runoff can cause materials to enter surface waters.
- Cleared areas will be restored by replanting the areas with appropriate native herbaceous and woody species, as practicable.
- Clearing limits will be demarcated with orange barrier fencing wherever clearing is proposed in or near critical areas.
- Native trees and shrubs will be planted and maintenance and monitoring procedures followed to ensure proper levels of plant survival and cover.
- All engine-powered equipment will be required to have mufflers that were installed according to the manufacturer's specifications.
- All equipment will be required to comply with pertinent U.S. Environmental Protection Agency equipment noise standards.
- All staging areas will be located outside of streams, wetlands, and their buffers.

6 REFERENCES

- Anchor QEA (Anchor QEA, LLC), 2013. *Wetland and Stream OHWM Delineation Report: Sultan River Pedestrian/Bicycle Bridge Design Project*. Prepared for WH Pacific. April 2013.
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AERIAL SOURCE: GOOGLE EARTH PRO, 2012.

VICINITY MAP

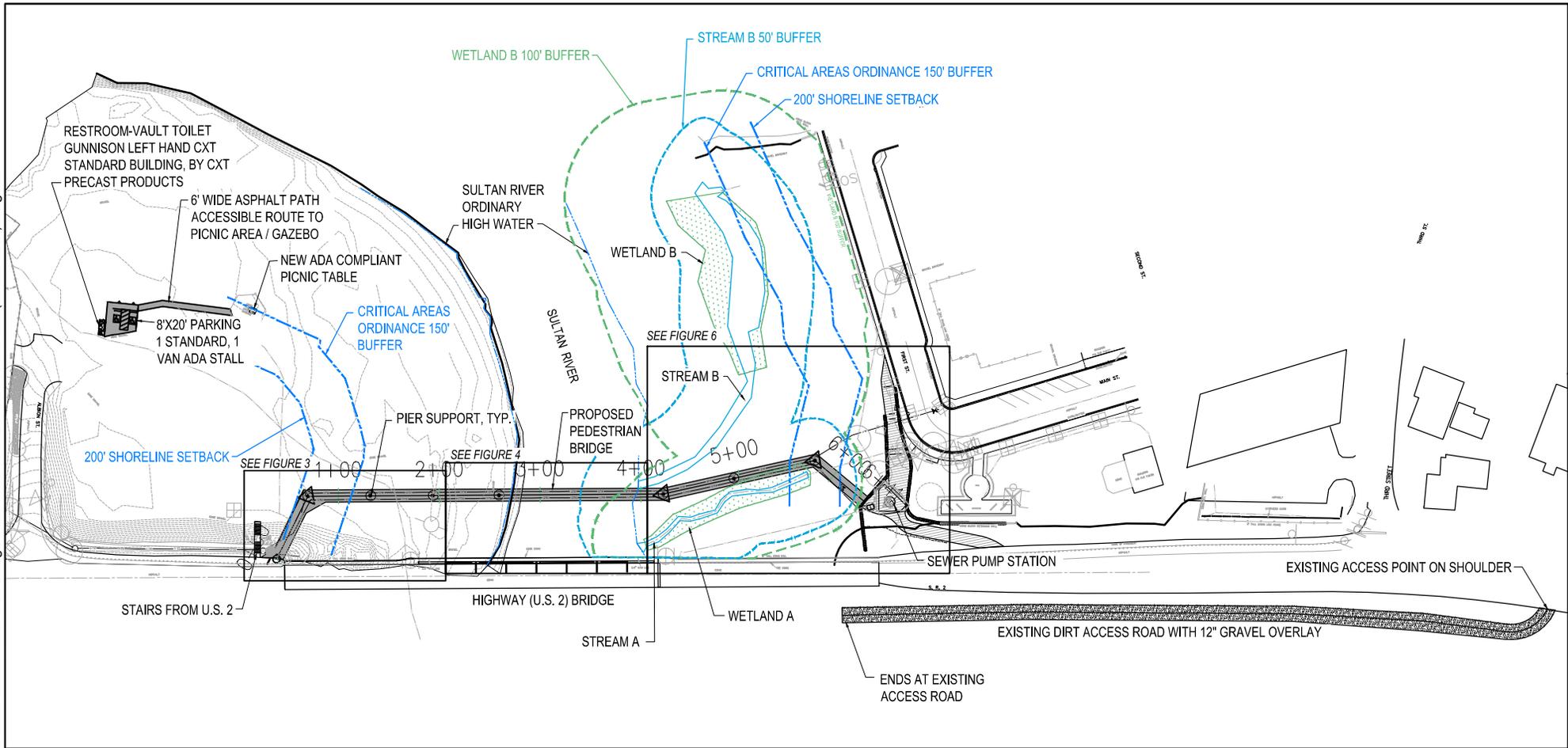
PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
 DATUM: WSP NORTH NAD 83/91
 LATITUDE: 47°5139"N
 LONGITUDE: -121°49'15"W
 S-T-R: 5 & 6-27N-8E
 SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT
 ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

PROPOSED: PEDESTRIAN/BICYCLE BRIDGE
 IN: CITY OF SULTAN
 NEAR/AT: SULTAN RIVER
 COUNTY OF: SNOHOMISH
 STATE: WASHINGTON
 DATE: OCTOBER 2013

720 Olive Way, Suite 1900
 Seattle, WA 98101
 206-287-9130

K:\Projects\0917-WH Pacific\Sultan River Ped Bridge\PERMITS 10-2-2013\0917-JA-002 (SITE PLAN).dwg J2



LEGEND:

- WETLAND
- WETLAND BUFFER
- RIVER BUFFER
- STREAM
- STREAM BUFFER
- PIER SUPPORT

SOURCE: DRAWING PREPARED FROM CAD FILES PROVIDED BY WHPACIFIC DATED 10-2-2013.

SITE PLAN



Oct 04, 2013 1:30pm herikssen

PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
 DATUM: WSP NORTH NAD 83/91
 LATITUDE: 47°5139"N
 LONGITUDE: -121°49'15"W
 S-T-R: 5 & 6-27N-8E

SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT

ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

PROPOSED: PEDESTRIAN/BICYCLE BRIDGE

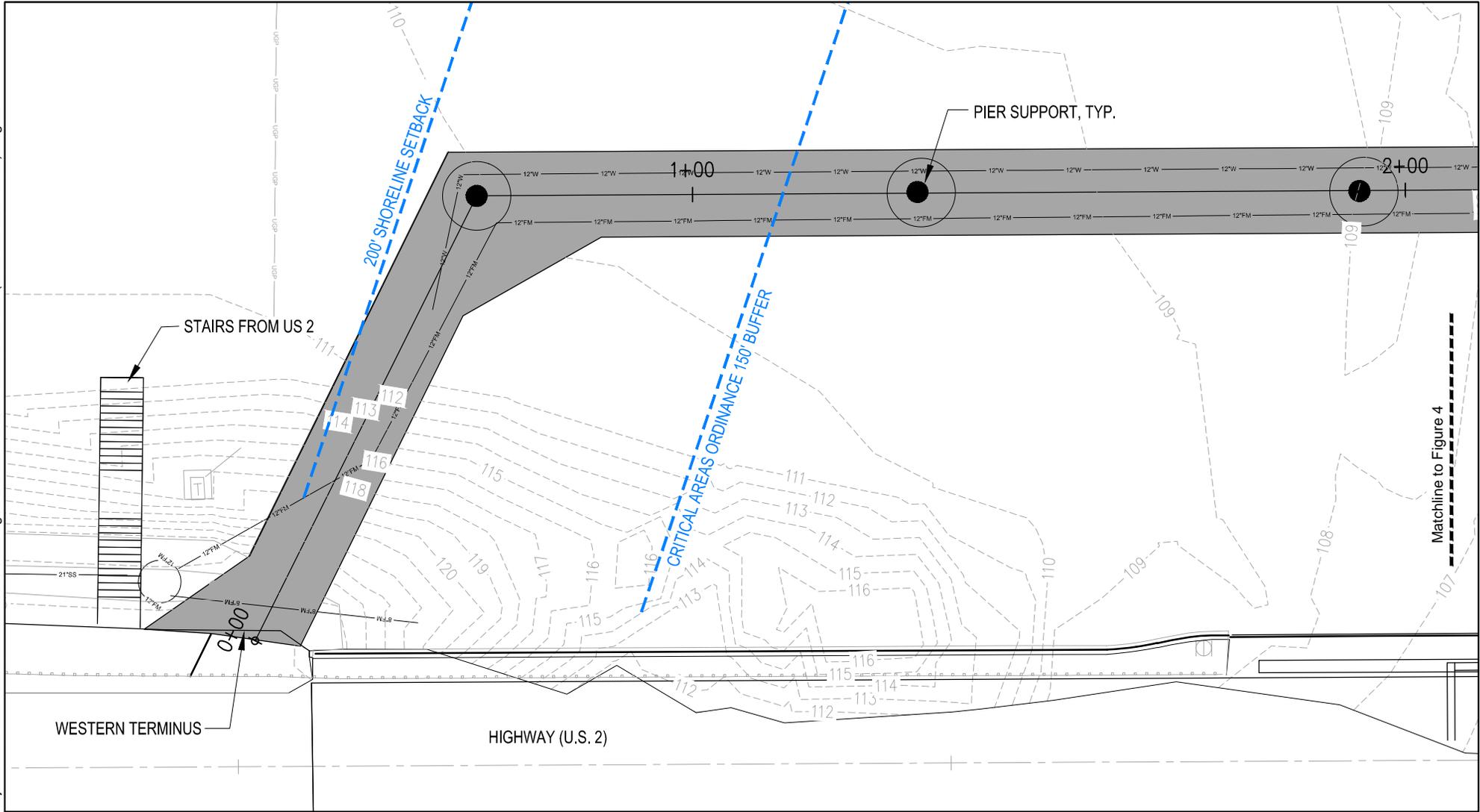
IN: CITY OF SULTAN
 NEAR/AT: SULTAN RIVER
 COUNTY OF: SNOHOMISH
 STATE: WASHINGTON

DATE: OCTOBER 2013



720 Olive Way, Suite 1900
 Seattle, WA 98101
 206-287-9130

SHEET: 2 OF 6



SOURCE: DRAWING PREPARED FROM CAD FILES PROVIDED BY WHPACIFIC DATED 10-2-2013.

WESTERN TERMINUS



PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
 DATUM: WSP NORTH NAD 83/91
 LATITUDE: 47°5139"N
 LONGITUDE: -121°49'15"W
 S-T-R: 5 & 6-27N-8E

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT

PROPOSED: PEDESTRIAN/BICYCLE BRIDGE

ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

IN: CITY OF SULTAN
 NEAR/AT: SULTAN RIVER
 COUNTY OF: SNOHOMISH
 STATE: WASHINGTON

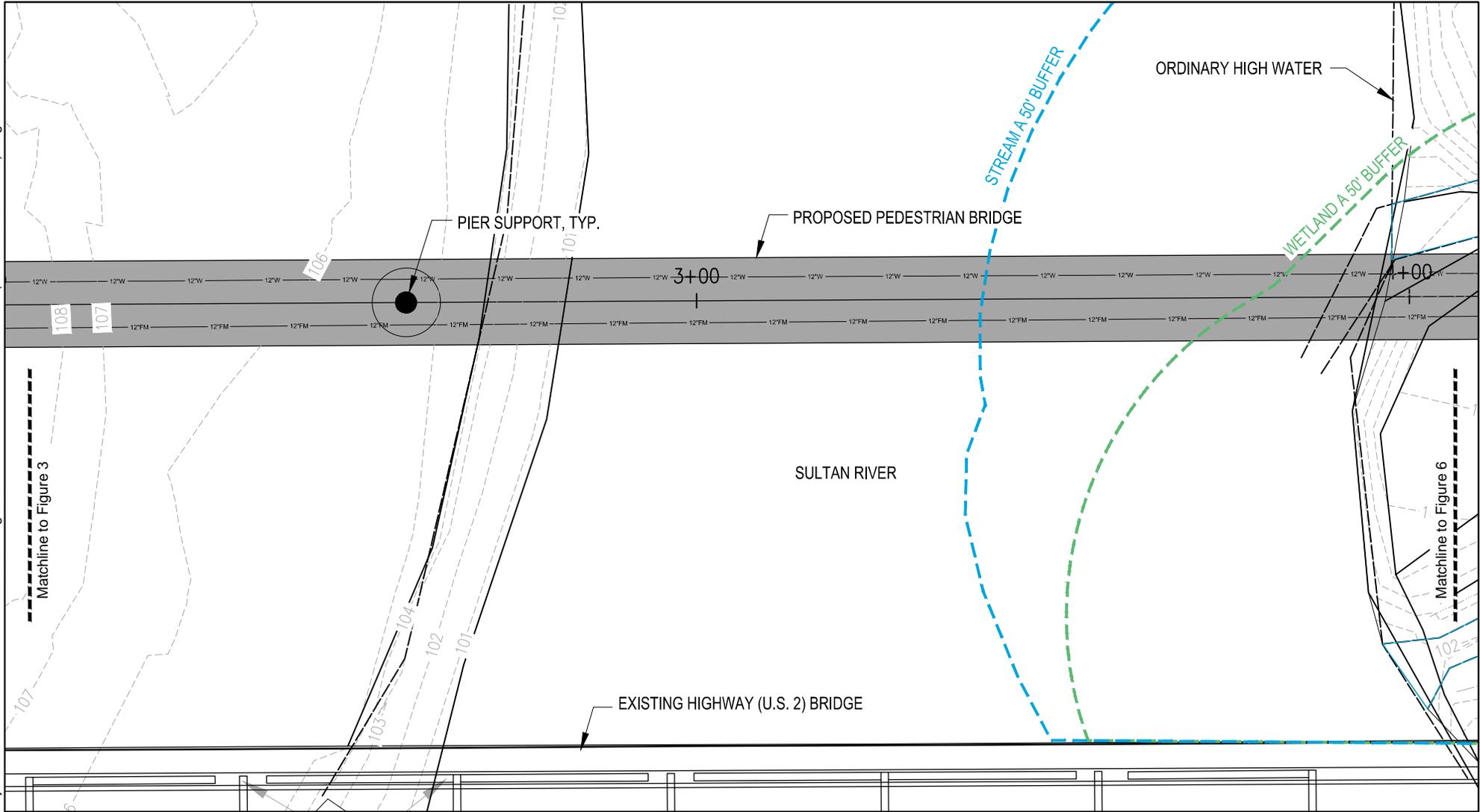


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SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

DATE: OCTOBER 2013

SHEET: 3 OF 6



SOURCE: DRAWING PREPARED FROM CAD FILES PROVIDED BY WHPACIFIC DATED 10-2-2013.

PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
DATUM: WSP NORTH NAD 83/91
LATITUDE: 47°5139"N
LONGITUDE: -121°49'15"W
S-T-R: 5 & 6-27N-8E

SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

BRIDGE SPAN

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT

ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

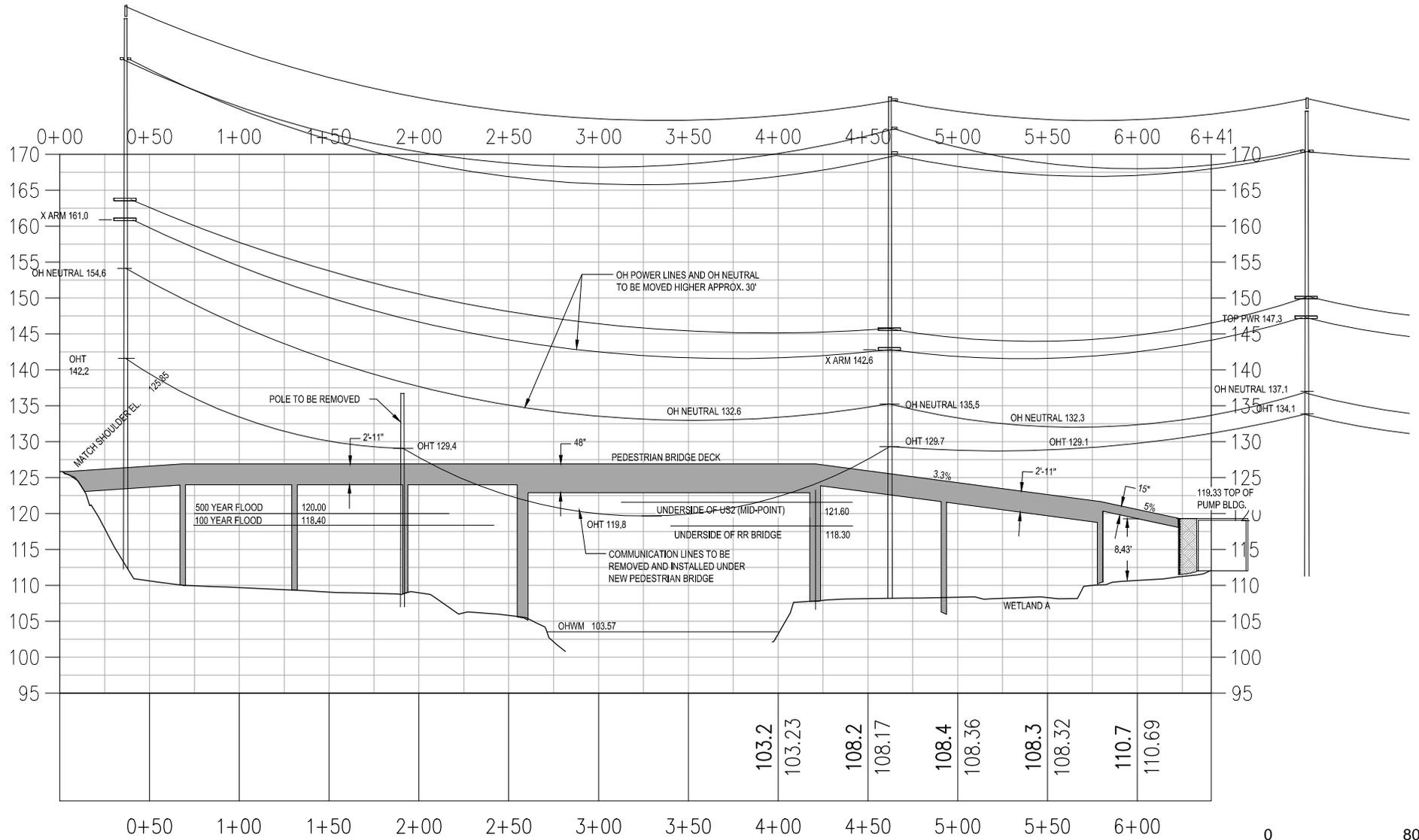
PROPOSED: PEDESTRIAN/BICYCLE BRIDGE

IN: CITY OF SULTAN
NEAR/AT: SULTAN RIVER
COUNTY OF: SNOHOMISH
STATE: WASHINGTON

DATE: OCTOBER 2013



720 Olive Way, Suite 1900
 Seattle, WA 98101
 206-287-9130



SOURCE: DRAWING PREPARED FROM CAD FILES PROVIDED BY WHPACIFIC DATED 10-2-2013.

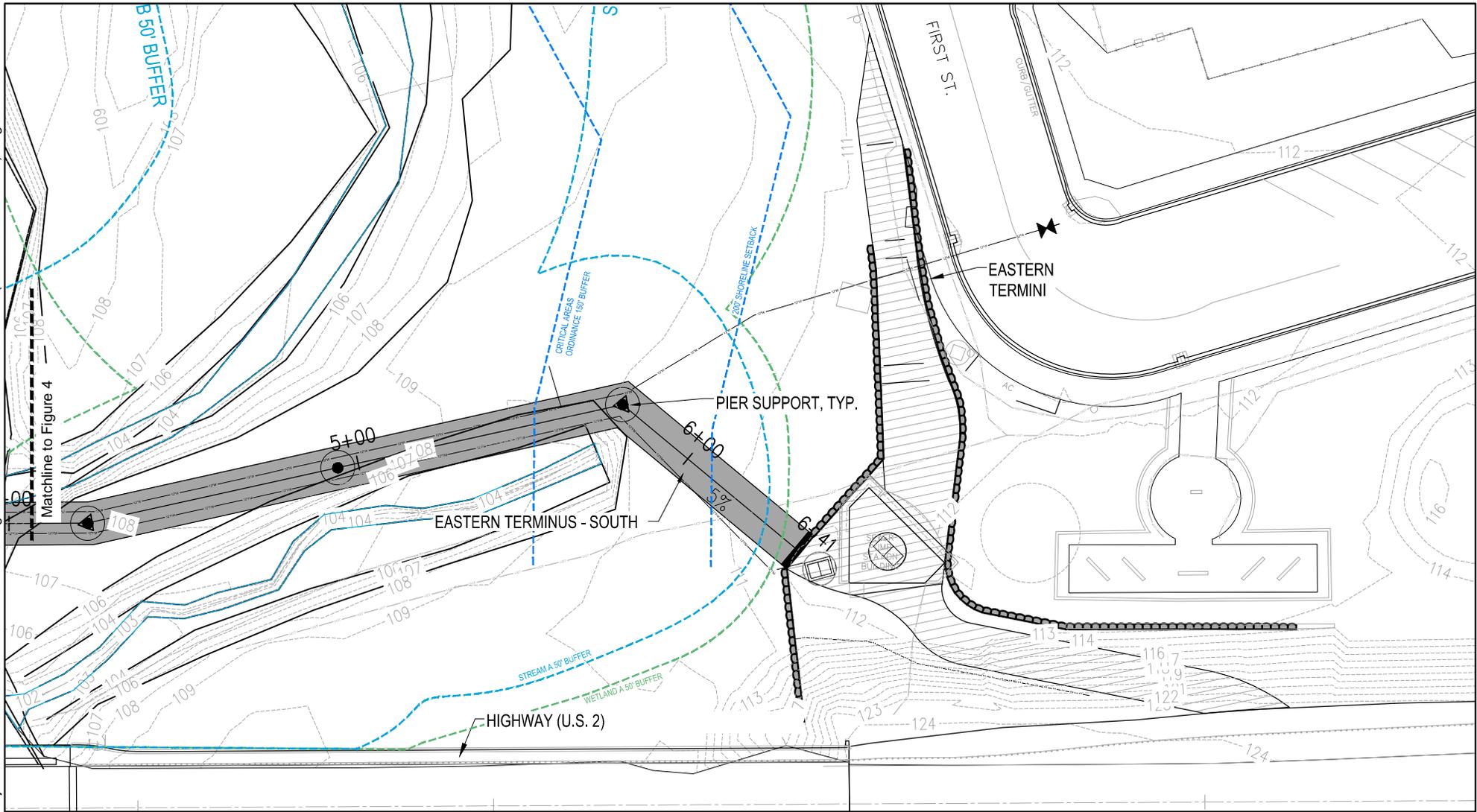
BRIDGE PROFILE



PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
DATUM: WSP NORTH NAD 83/91
LATITUDE: 47°5139"N
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SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT
ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

PROPOSED: PEDESTRIAN/BICYCLE BRIDGE
IN: CITY OF SULTAN
NEAR/AT: SULTAN RIVER
COUNTY OF: SNOHOMISH
STATE: WASHINGTON
DATE: OCTOBER 2013
ANCHOR OEA
 720 Olive Way, Suite 1900
 Seattle, WA 98101
 206-287-9130
SHEET: 5 OF 6



SOURCE: DRAWING PREPARED FROM CAD FILES PROVIDED BY WHPACIFIC DATED 10-2-2013.

EASTERN TERMINI



PURPOSE: PROVIDE SAFE PASSAGE FOR PEDESTRIANS AND NON-MOTORIZED VEHICLES
DATUM: WSP NORTH NAD 83/91
LATITUDE: 47°5139"N
LONGITUDE: -121°49'15"W
S-T-R: 5 & 6-27N-8E

NAME: SULTAN RIVER PEDESTRIAN/BICYCLE BRIDGE PROJECT

PROPOSED: PEDESTRIAN/BICYCLE BRIDGE

ADJACENT PROPERTY OWNERS:
 1 - WDFW
 2 - CITY OF SULTAN
 3 - JON & KENDA BEAHM
 4 - SULTAN III MAIN, LLC
 2 - DOLLY BOUCHER

IN: CITY OF SULTAN
NEAR/AT: SULTAN RIVER
COUNTY OF: SNOHOMISH
STATE: WASHINGTON



720 Olive Way, Suite 1900
 Seattle, WA 98101
 206-287-9130

SITE LOCATION ADDRESS:
 INTERSECTION OF ALBION STREET AND U.S. HIGHWAY 2

DATE: OCTOBER 2013

SHEET: 6 OF 6