TR-090121

Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue SE
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
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June 28, 2010

Ms. Kathy Hunter
Washington Utilities and Transportation Commission
PO Box 47250
Olympia, WA 98504-7250

Subject: **SEPA Addendum**
Stanwood Siding Extension and Crossover Project

Dear Ms. Hunter:

Enclosed is the Addendum to the SEPA Environmental Checklist for the Stanwood Siding Extension and Crossover Project. The Addendum describes the changes to the project since the SEPA DNS was issued for the project on July 21, 2009. The WUTC decision on November 30, 2009 to close the at-grade crossing at Logen Road included the condition that a cul-de-sac / turnaround had to be constructed east of the BNSF main line. The enclosed plan drawing shows the location and details of the cul-de-sac.

If you have any questions, please don't hesitate to contact me at 360-705-7902 or at phinnee@wsdot.wa.gov.

Sincerely,

Elizabeth Phinney

Elizabeth Phinney
Rail Environmental Manager
State Rail and Marine Office

SEPA ENVIRONMENTAL CHECKLIST

ADDENDUM

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
BNSF RAILWAY

STANWOOD SIDING EXTENSION AND CROSSOVER PROJECT

Prepared by:

InterMountain Resources (IMR) for

BNSF / WSDOT

JUNE 2010

ADDENDUM
to
SEPA ENVIRONMENTAL CHECKLIST

Name of proposed project:

Stanwood Siding Extension and Crossover Project

Need for the Addendum:

The Washington State Department of Transportation, the lead agency, issued the original DNS and Environmental Checklist for this project on July 21, 2009. This addendum addresses changes to the project since that time. These changes were made as the result of the decision by the Washington Utilities and Transportation Commission on the closure of the Logen Road at-grade crossing over the BNSF Railway main line. The closure of Logen Road was approved on November 30, 2009 by the Washington State Utilities and Transportation Commission (WUTC), but with the condition of constructing a cul-de-sac turnaround at Logen Road. Construction of this turnaround is the reason for this addendum. Except for construction of the new cul-de-sac, the overall proposed project is the same as described in the original Environmental Checklist.

Lead Agency:

Washington State Department of Transportation

Name of applicant:

BNSF Railway (BNSF)
Washington State Department of Transportation (WSDOT)

Contact Information:

BNSF Railway Company
2454 Occidental Avenue South
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State Rail and Marine Office
310 Maple Park Avenue SE
PO Box 47407
Olympia WA 98504-7407

Kevin Jeffers, P.E.
360-705-7982
or
Elizabeth Phinney
360-705-7902

Project Changes Addressed in This Addendum:

As described in the original Environmental Checklist, an at-grade rail crossing at Logen Road (292nd Street NW) was proposed to be eliminated. The closure of Logen Road was approved on November 30, 2009 by the Washington State Utilities and Transportation Commission (WUTC), but with the condition of constructing a cul-de-sac turnaround at Logen Road. Construction of this turnaround is the reason for this addendum.

The cul-de-sac / turnaround associated with the Logen Road closure will occur near the southern end of the siding extension. However, Logen Road will be closed at the onset of the siding extension project. During construction the few motorists who may intend to use the crossing will be able to turn around in existing driveways. Most motorists will not even get to the point of needing to turn around, because signage will instead divert vehicles to the 271st Street crossing or other crossings within the project limits that will remain open during construction.

The proposed cul-de-sac has been designed collaboratively with BNSF and WSDOT design engineers working with Snohomish County. (See the attached 'Street Closure / Cul-De-Sac, 292nd Street/Logen Road' plan sheet for detailed information.) When completed, the cul-de-sac will become part of the Snohomish County road system.

Generally, the turnaround improvements will involve additional disturbance of 1,629 square feet, 10.5 cubic yards of fill, 43 cubic yards of cut area, and 598 square feet of additional pavement. A lockable, tubular steel gate (for use by BNSF maintenance crews) will be installed, with signage identifying the closure.

The two nearby alternate routes (Dettling Road/300th Street and 102nd Street) will continue to provide connections for motorists to the Pacific and Pioneer highways, and ultimately for access to Stanwood and I-5.

Location of the proposal:

The proposed siding project is located on the BNSF Railway main line north of the City of Stanwood in Snohomish County. The cul-de-sac construction will occur just east of the existing BNSF main line / Logen Road crossing at a location of an existing driveway within the County right-of-way. (Please see the attached map and drawing.)

Proposed timing or schedule:

Construction is anticipated to begin in July 2010 and is expected to take four months to complete.

Environmental Elements Addressed in this Addendum:

As stated above, development of the turnaround area will involve approximately 1,629 square feet of disturbed area, and the graded and paved area will be approximately 598 square feet. Forty-three cubic yards will be cut or removed to develop the turnaround area. Approximately 10.5 cubic yards of structural rock fill will be used for the development of the cul-de-sac. The source of rock will be from local or regional commercial quarries, as approved for use as railroad structural support.

The structural fills and rock are generally more pervious than the underlying soils and will match the existing grade. The change in the runoff coefficient from the existing right-of-way structural fill and poorly drained soils to new structural rock fill is about 5 percent. About 1 percent of the overall project area will have impervious pavement as a result of the signal bungalow buildings and the cul-de-sac / turnaround.

The additional disturbed area will be accounted for in the project Stormwater Pollution Prevention Plan (SWPPP). During construction, sediment fencing, filter roll applications, or other appropriate BMPS will be used. Long term stabilization of the work area will be via permanent grass, rock, or pavement cover.

One existing driveway culvert will require an extension for the roadside ditch runoff under the turnaround area, as seen on the attached site plan.

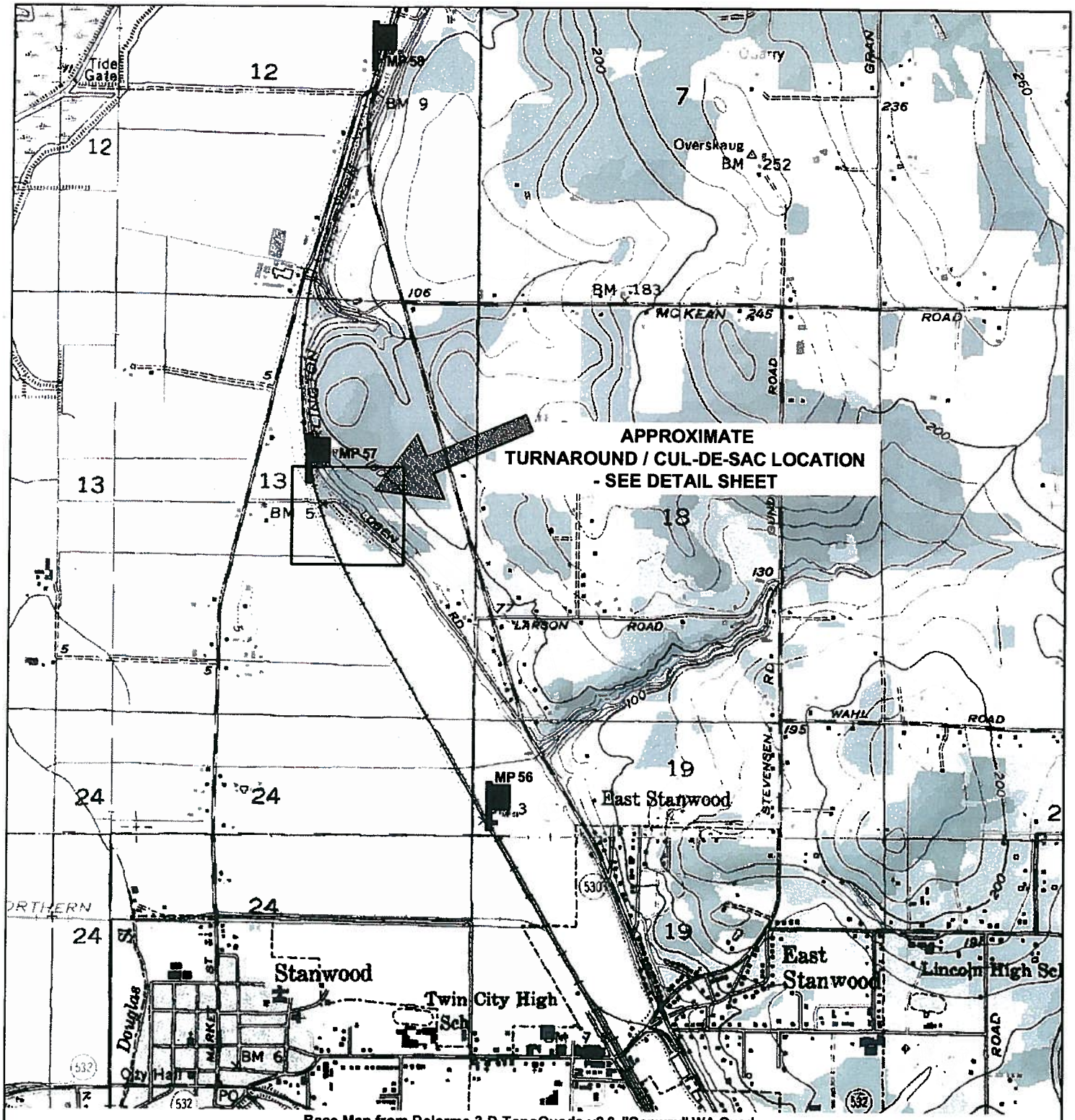
Potential Impacts Addressed In this Addendum:

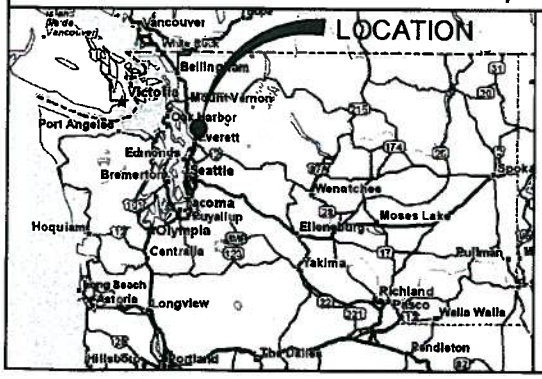
The area of impact is insignificant relative to the overall project. No negative impacts are anticipated.

Development of the turnaround / cul-de-sac will not require any additional fill to be placed into jurisdictional wetlands or surface waters.

No ESA listed species are known to be on or near the site. The Corps of Engineers ESA Coordinator reviewed the IMR prepared Biological Evaluation and presented a Memorandum for Record (MFR, dated May 26, 2009) that states a 'No Effect' determination for ESA species and critical habitat. Additionally, the MFR stated that the project 'Would Not Adversely Affect' essential fish habitat (EFH).

For cultural resources, Daryl Ferguson, Senior Research Archaeologist with Rain Shadow Research, reviewed the turnaround / cul-de-sac plan work limits and concurred that this additional work is in an area of their prior research and investigation. As such, additional impacts to cultural resources are not expected (June 14, 2010 Rain Shadow Research communication).

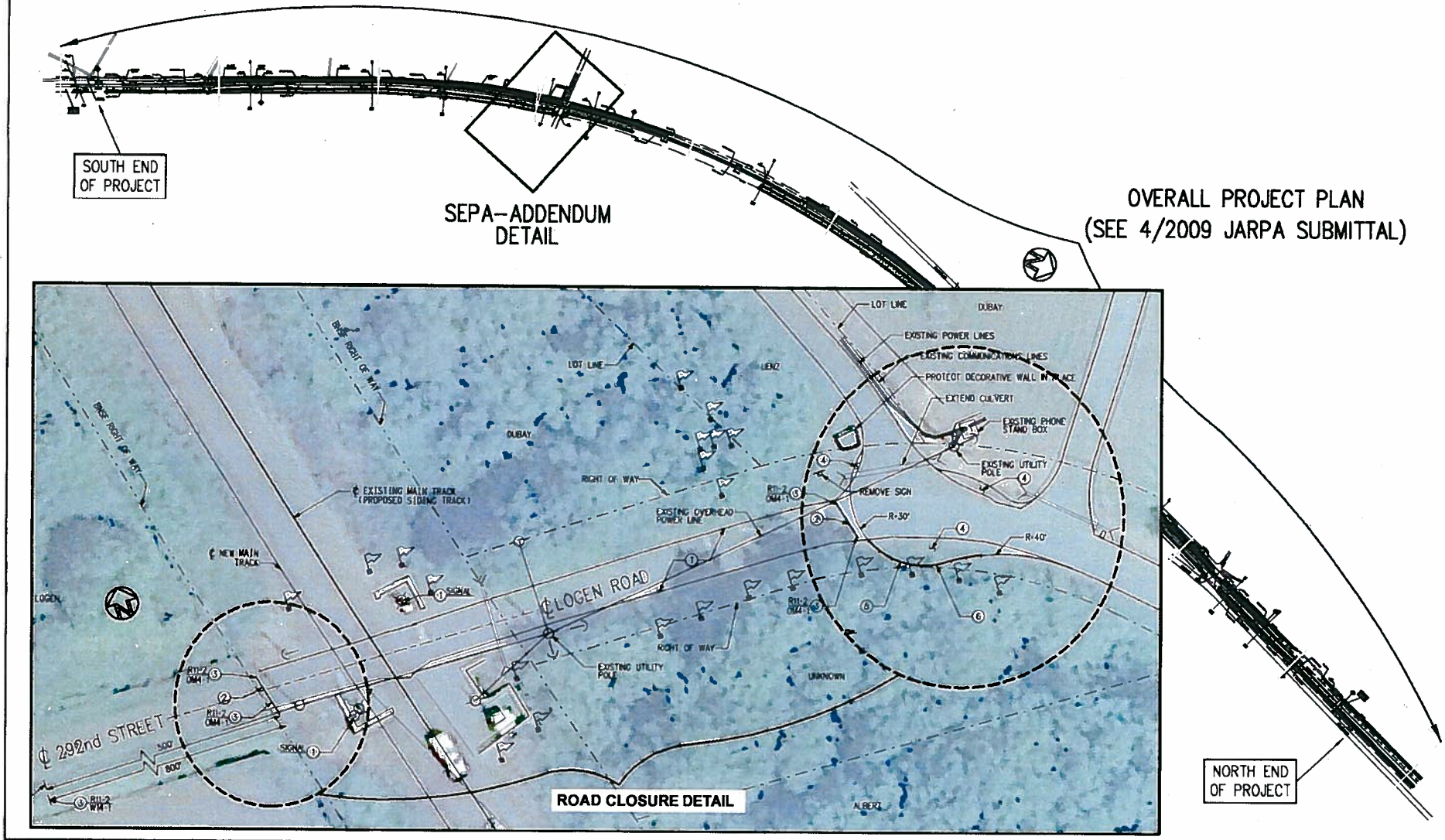




Not to Scale

LOCATION / VICINITY MAP - SEPA ADDENDUM

PROJECT: STANWOOD SIDING CROSSOVER & EXTENSION
FOR: BNSF RAILWAY / WSDOT
2454 OCCIDENTAL AVE. S. SUITE 2-D
SEATTLE, WA 98134-1451
LEGAL: IN PORTIONS OF SECTIONS 12, 13, & 24, T 32 N, R 3 E
APPROX. LAT/LONG: N 48° 15' 20.88"; W 122° 21' 41.13"
WATERWAY: UNNAMED PERENNIAL STREAMS TO HANCOCK AND DOUGLAS SLOUGHS
CITY: STANWOOD COUNTY: SNOHOMISH STATE: WASHINGTON
DATE: JUNE 2010



Base Map from BNSF Railway Stanwood Siding Extension Plans dated 05-27-10, prepared by JLPatterson & Associates, "Street Closure" drawing #CP-03

NOT TO SCALE

SEPA ADDENDUM - OVERVIEW SITE PLAN & DETAIL

PROJECT: STANWOOD SIDING CROSSOVER & EXTENSION
FOR: BNSF RAILWAY / WSDOT
2454 OCCIDENTAL AVE. S. SUITE 2-D
SEATTLE, WA 98134-1451
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