

SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation: Kenmore Yard Update

23 CFR §771.129

Washington State Department of Transportation/Federal Highway Administration

REGION/MODE	SR	PROJECT PROGRAM#	FEDERAL AID #	PROJECT#
ESO Mega Projects	520	852004B	0520.050	U52004B

PROJECT TITLE, ENVIRONMENTAL DOCUMENT TYPE & DATE APPROVED:

- 1) SR 520, I-5 to Medina: Bridge Replacement and HOV Project Final Environmental Impact Statement (EIS), June 2011. Approved by signatory agencies Federal Highway Administration and Washington State Department of Transportation on May 26, 2011.
- 2) SR 520, I-5 to Medina: Bridge Replacement and HOV Project Record of Decision (ROD), August 2011. Approved by signatory agency Federal Highway Administration on August 4, 2011.
- 3) SR 520, I-5 to Medina: Bridge Replacement and HOV Project SEPA Addendum (Public Place Designation), October 2011. Approved by signatory agency Washington State Department of Transportation on October 3, 2011.
- 4) SR 520, I-5 to Medina: Bridge Replacement and HOV Project SEPA Addendum (Floating Bridge and Landings), November 2011. Approved by signatory agency Washington State Department of Transportation on November 18, 2011.
- 5) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Kenmore Yard), December 2011. Approved by signatory agencies Federal Highway Administration and Washington State Department of Transportation on December 8, 2011.
- 6) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA Environmental Reevaluation: Floating Bridge and Landings, January 2012. Approved by signatory agencies Federal Highway Administration and Washington State Department of Transportation on January 25, 2012.

REASON FOR CONSULTATION:

In the December 2011 Kenmore Yard NEPA/SEPA Environmental Reevaluation (Kenmore Yard Environmental Reevaluation), Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) approved the use of an offsite industrial property for the manufacturing and storage of ancillary bridge components to support the Floating Bridge and Landings phase of the SR 520, I-5 to Medina Project (Project). Activities at this site would include casting of concrete bridge deck panels and anchors, materials staging and storage, barge loading and unloading and other general operations to support bridge construction. Through a multidisciplinary analysis, documented in the Kenmore Yard Environmental Reevaluation, WSDOT determined that the proposed activities would not result in new significant adverse environmental effects.

In this reevaluation, FHWA and WSDOT are documenting additional work activities and/or durations for the requirements of the construction processes that will occur at the Kenmore Yard site. This NEPA/SEPA Environmental Reevaluation is being prepared to provide updates to the Kenmore Yard Environmental Reevaluation where appropriate, and to evaluate and discuss an increase in barge activity within the Kenmore Navigation Channel, barge anchorage in north Lake Washington, and installation of a fourth casting slab.

DESCRIPTION OF CHANGED CONDITIONS: (See Attachment 1 for more detailed description).

Changes in baseline information include:

- 1) Increased barge activity within the Kenmore Navigation Channel;
- 2) Barge anchorage in north Lake Washington;
- 3) Installation of a fourth casting slab.

HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECT THIS PROJECT? YES () NO (x) (If yes explain, use additional sheets if necessary)

WILL THE CHANGED CONDITIONS AFFECT THE FOLLOWING DIFFERENTLY THAN DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT? (If yes, attach a detailed summary addressing the impacts and mitigation)

	YES	NO		YES	NO
1) THREATENED or ENDANGERED SPECIES	()	(x)	5) HAZARDOUS WASTE SITES	()	(x)
2) PRIME and UNIQUE FARMLAND	()	(x)	6) HISTORIC or ARCHAEOLOGICAL SITES	()	(x)
3) WETLANDS	()	(x)	7) 4 (f) LANDS	()	(x)
4) FLOODPLAINS	()	(x)	8) 6 (f) LANDS	()	(x)

1) Threatened or Endangered Species: A WSDOT Biologist has reviewed the changes at the Kenmore Yard, and has provided an update to the U.S. Fish and Wildlife Service and National Marine Fisheries Services. Based on the information available to date, the anticipated barge movement would not change the extent of authorized "take" for the project under the Endangered Species Act and therefore, reinitiation of formal consultation is not required for ESA compliance. As new information becomes available it will be discussed with the Services and ESA compliance will be undertaken as appropriate.

WILL THESE CHANGES RESULT IN ANY CONTROVERSY? YES (x) NO () (If yes explain)

The public has expressed concern regarding an increased level or frequency of activities and changed conditions at the Kenmore Yard and within the Kenmore Navigation Channel.

WILL THESE CHANGES CAUSE ADVERSE IMPACTS IN THE FOLLOWING AREAS: (If yes, address comments below)

	YES	NO		YES	NO
1) AIR QUALITY	()	(x)	7) WATER QUALITY	()	(x)
2) NOISE	()	(x)	8) VISUAL QUALITY	()	(x)
3) LAND USE	()	(x)	9) NATURAL RESOURCES and ENERGY	()	(x)
4) TRAFFIC or TRANSPORTATION	()	(x)	10) PUBLIC SERVICES and UTILITIES	()	(x)
5) DISPLACEMENT (business or residence)	()	(x)	11) VEGETATION and WILDLIFE	()	(x)
6) ECONOMIC GROWTH and DEVELOPMENT	()	(x)	12) RECREATION	()	(x)
			13) SOCIAL IMPACTS	()	(x)

COMMENTS:

This reevaluation does not change the overall impacts on resources that were discussed in the previously prepared project documents listed at the top of this form.

CONCLUSIONS and/ or RECOMMENDATIONS:

Changes as noted above and described in Attachment 1 would not result in new or significant adverse effects. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project remains compliant with current federal, state, local, and departmental regulations and directives with regard to National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) processes. This reevaluation document, along with supporting information, demonstrates that there would be no new or significant adverse effects resulting from these changes since the Final EIS was approved in May 2011, the ROD was approved in August 2011, and the Kenmore Yard Environmental Reevaluation was approved in December 2011.

I concur with the conclusions and recommendations above

Region / Mode Official

FHWA Official

[Handwritten Signature]

[Handwritten Signature]

Date

Date

7/16/12

Attachment 1

Description of Changed Conditions and Effects

Environmental Reevaluation/Consultation Form for
SR 520, I-5 to Medina: Bridge Replacement and HOV Project
Final Environmental Impact Statement, approved May 26, 2011;
Record of Decision, approved August 4, 2011;
SEPA Addendum: Public Place Designation, approved October 3, 2011;
SEPA Addendum: Floating Bridge and Landings, approved November 18, 2011;
NEPA/SEPA Environmental Reevaluation: Kenmore Yard, approved December 8, 2011; and
NEPA Environmental Reevaluation: Floating Bridge and Landings, approved January 25, 2012

Description of Changed Conditions and Effects from those Described and Evaluated in the Final Environmental Impact Statement, Record of Decision, and Kenmore Yard NEPA/SEPA Environmental Reevaluation

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) have prepared this National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) Environmental Reevaluation for the SR 520, I-5 to Medina: Bridge Replacement and High-Occupancy Vehicle (HOV) Project to provide an update to the *December 2011 Kenmore Yard NEPA/SEPA Environmental Reevaluation* (Kenmore Yard Environmental Reevaluation) and activities and operations discussed therein, to evaluate potential effects from an increased level or frequency of the reported activities, and to discuss potential changed conditions. The Kenmore Yard Environmental Reevaluation determined that operation of the Kenmore Yard as the primary construction support facility for the Floating Bridge and Landings phase of the I-5 to Medina Project (Project) would not result in new significant adverse environmental effects compared to those evaluated in the *SR 520, I-5 to Medina: Bridge Replacement and HOV Project Final Environmental Impact Statement and Final Section 4(f) and 6(f) Evaluations* (Final EIS).

The Kenmore Yard Environmental Reevaluation described various construction activities including casting of concrete bridge deck panels and anchors, materials staging and storage, barge loading and unloading, and other general operations to support bridge construction. Operation of the Kenmore Yard began in January 2012. This Reevaluation documents additional work activities and/or durations for the requirements of the construction processes that will occur at the Kenmore Yard site. An update is provided herein.

Increased Barge Activity within the Kenmore Navigation Channel

The Kenmore Navigation Channel provides access between the existing wharf at the Kenmore Yard and the navigable waters of Lake Washington, where tugs and barges travel to the floating bridge site. The Kenmore Yard Environmental Reevaluation stated that operation of the construction support facility would require an average of one barge trip through this channel each day, with busier days requiring two round trips. As precast fluke anchors, gravity anchors and roadway decking are finished at the

Kenmore Yard and needed at the floating bridge site, barges would be loaded and would transport the bridge components through the navigation channel and south to the floating bridge site. With estimates of no more than two barge trips per day, vessel activity associated with WSDOT's use of the Kenmore Yard was assumed to be less than barge operations through the Kenmore Navigation Channel in recent years.

Barge traffic between the Kenmore Yard and the floating bridge site may occasionally increase to a level greater than the anticipated one to two barge trips per day. For example, WSDOT has determined that barging concrete to the floating bridge site from a supplier located adjacent to the Kenmore Yard would enhance project efficiency. Certain construction activities at the floating bridge site, such as installation of the drilled shaft anchors, would require an almost constant supply of concrete (an activity not anticipated in the previous NEPA reevaluation). When these activities occur, up to 10 round trips (or 20 total trips) could be made through the Kenmore Navigation Channel in a single day, as barges transport concrete trucks to and from the floating bridge site. These concrete delivery periods would generate the highest level of vessel traffic; however, only 10 periods of this increased activity, each lasting 24 hours or less, are expected throughout the 3-year construction period.

Despite these infrequent upsurges in vessel activity through the Kenmore Navigation Channel, the *average* daily number of barge trips will remain at approximately one or two per day for the duration of the project. This is consistent with the original Kenmore Yard Environmental Reevaluation.

Temporary Barge Anchorage in North Lake Washington

As described in the Final EIS and ROD, barges will be used throughout the 3-year construction period to stage construction materials, store construction equipment, transport demolition debris, provide a work area for construction personnel, and store water containment systems and water storage tanks. Additionally, as noted in the Kenmore Yard Environmental Reevaluation, barges would transport materials between the Kenmore Yard and the floating bridge site, which would require the abovementioned trips to occur through the Kenmore Navigation Channel and within Lake Washington.

As estimates of barge traffic through the Kenmore Navigation Channel have increased, WSDOT has identified potential measures to reduce marine traffic congestion within the channel and at the Kenmore Yard wharf. WSDOT proposes to temporarily anchor barges within north Lake Washington (Exhibit 1) until adequate space becomes available within the channel and at the wharf. The Kenmore Navigation channel measures only 100 to 120 feet wide, and the wharf can only accommodate one or two barges at a time; both factors constrain the number of vessels that could be reasonably maneuvered through this area at one time. As such, utilizing open space within the lake and removing extra vessels from the narrow channel will reduce congestion, and will also allow for the safe holding and shifting of construction equipment.

Up to 10 barges at a time could be anchored in north Lake Washington, and would be secured in place with Danforth-type vessel anchors. Depending on operations at the Kenmore Yard and transitions within the navigation channel, the barges anchored at this location could remain in place for a few hours or for several days at a time. Only minor preparatory work, such as installation of fenders or temporary anchors onto the barges, would occur on the barges while they were anchored at this site.

Installation of a Fourth Casting Slab

The Kenmore Yard Environmental Reevaluation discussed a number of modifications to the Kenmore Yard that would prepare the site for use as the primary construction support facility. In order to support the production of ancillary bridge components, three casting slabs would be built on the waterfront lot. The slabs would support the casting of concrete roadway decking panels and fluke anchors. The total area of the three casting slabs would be approximately 20,000 square feet, with the largest casting slab measuring 200 feet by 70 feet, and the smaller two casting slabs at approximately 50 feet by 46 feet.

A fourth casting slab is now needed at the Kenmore Yard, providing additional workspace that will benefit schedule and progress. This slab would also be used to cast bridge components, and would be approximately 130 feet by 32 feet. The total area of the four casting slabs would be approximately 25,000 square feet, which includes the additional space required for the grade beam that supports the roof truss structure. As with the other three, this casting slab would be designed to collect all water on its surface when in use. The process water would be collected in sumps and pumped to temporary holding tanks on the site, and would be treated before discharge to the City of Kenmore sanitary system.

Discipline Specific Analyses of Changed Conditions and Effects

The sections below discuss how the proposed changes would affect the natural and built environment, and whether those effects differ from the effects described in the Final EIS and Kenmore Yard Environmental Reevaluation. For this environmental reevaluation, FHWA and WSDOT determined which disciplines had the potential to be affected by the changed activities and the increased level or frequency of the activities at the Kenmore Yard. The identified disciplines are addressed below, and include navigable waterways, water resources, and environmental justice. Other disciplines, including land use, economics, and relocations, hazardous materials, and cumulative effects were discussed in the Final EIS and Kenmore Yard Environmental Reevaluation but are not discussed below; WSDOT concluded that there would be no potential for changes in effects on those resources as a result of these updates.

Potential effects to cultural resources have also been evaluated and are discussed further in the conclusion. New significant effects on ecosystems are not expected because the anchored barges would be located in deep water, outside of the shoreline areas principally used by juvenile salmonids or by adult spawning sockeye salmon and where wetlands would not be present. Disturbance to the substrate from vessel anchors would be minimal and benthic substrate would be restored by natural sedimentation. Any effects from overwater coverage would be temporary and would be located in a relatively small area compared to the overall size of Lake Washington. Any potential disturbance from vessel movement within the navigation channel would also be limited. Therefore, effects from these barges would be similar to those discussed in the Final EIS.

Navigable Waterways

Increased barge activity within the Kenmore Navigation Channel and anchored barges in north Lake Washington represent changes that have been analyzed for effects on navigable waterways. The proposed changes would result in periodic additional vessel traffic within an active industrial waterway and within a barge route that typically carries maritime traffic. The temporarily anchored barges, when present, could also create an intermittent obstruction for vessel movement in an area in north Lake

Washington, measuring approximately 1,000 feet in diameter. However, since the lake is approximately 4,000 feet wide at this point, other vessels would have adequate space to avoid the anchored barges.

The barge route between the Kenmore Yard and the floating bridge site is consistent with the route of vessel traffic coming to and from the Kenmore Navigation Channel in recent years. Primary barge traffic through the Kenmore Navigation Channel is associated with the CalPortland concrete batch plant facility, which averaged one barge trip per day in 2007, and maintained a lesser average of 1.5 barges per week in 2010. Waterfront Construction, which vacated the area in 2010 after 20 years of operation at the site, averaged two barge trips per day, and would deploy three barges on busier days. There is also a privately owned seaplane base (Kenmore Air), and two designated waterways for seaplane take-off and landings that generate traffic in close proximity to the Kenmore Navigation Channel.

The average daily number of barge trips (approximately 1 to 2) for activities associated with WSDOT's use of the Kenmore Yard would be consistent with the barge operations through the Kenmore Navigation Channel in recent years, and would not adversely affect vessel traffic in the north end of Lake Washington. While there may be some instances of traffic increasing to approximately 10 round trips (or 20 total trips) through the channel in a day, this level of vessel activity would likely occur less than ten times throughout the construction period. Averaged out over the course of a year, barge traffic to and from the Kenmore Yard is still expected to be less than traffic within this industrial waterway in recent years, which reached up to 264 barges in 2007.

To avoid the potential for congestion that could be caused by the occasional increase in vessel activity, WSDOT proposes to temporarily anchor surplus barges in north Lake Washington (as described above) until there is space available within the Kenmore Navigation Channel. WSDOT would ensure that the barges were outside of the Kenmore Navigation Channel and in an area that did not interfere with the marked seaplane runways.

Other efforts to avoid or minimize negative effects from these changes would involve communicating with adjacent companies, such as CalPortland and Kenmore Air, to collaboratively schedule the occasional and intermittent periods of increased barge traffic through the Kenmore Navigation Channel, and to reduce or prevent interruption of other vessel activity.

Ships and barges frequently move goods within Lake Washington, and recreational traffic represents the largest component of navigation uses in the project area. On a waterbody that is characterized by mixed uses, commercial and recreational vessels are accustomed to navigating amid other maritime traffic, and therefore, would not likely experience interruptions or lasting delays due to the additional barge traffic through the Kenmore Navigation Channel and within north Lake Washington or from the anchored barges.

Based on the above changes, no significant effects on navigation are expected to result from the occasional increase in daily barge traffic through the Kenmore Navigation Channel, or from temporarily anchoring surplus barges in north Lake Washington. Overall, project impacts on navigability during construction are not expected to surpass those projected in the Final EIS and Kenmore Yard Environmental Reevaluation.

Water Resources

Excessive turbidity, if not mitigated, can harm aquatic life and can also mobilize hazardous materials into the water column, if any are present in the sediment. To ensure that water quality would not be affected by the occasional increase in vessel activity that is anticipated (and described above), WSDOT evaluated potential effects associated with barging operations at the Kenmore Yard. An evaluation is provided below.

The water in Lake Washington is considered high quality for most parameters important to fish, wildlife, and human uses (dissolved oxygen, temperature, pH, conductivity, metals, and nutrients such as phosphorus). Portions of Lake Washington are listed on the Ecology 303(d) list of impaired water bodies, as some areas exceed quality criteria for fecal coliform, as well as the tissue quality criteria for 2,3,7,8 TCCD (dioxin), polychlorinated biphenyls (PCBs), total chlordane, 4,4' DDD (metabolite of DDT), and 4, 4' DDE (breakdown product of DDT) in various fish species. The Kenmore Navigation Channel and adjacent waters are not listed on the Ecology 303(d) list. Overall, current water quality conditions in the lake are degraded compared to historical conditions.

The Kenmore Navigation Channel is located at the north end of Lake Washington, and has supported commercial and industrial activities since it was constructed in 1981. Completed as a US Army Corps of Engineers project, the channel was dredged to 15 feet below low lake level and is 100-120 feet wide (Port of Kenmore, n.d.). Sediments from the channel were last tested in 1996 and exhibited low concentrations of polychlorinated biphenyls (PCBs) (17 – 88 ppb), well under the 130 ppb PCB screening guideline, and not at a level that would require cleanup. The City of Kenmore is currently performing sediment sampling and analysis within the Kenmore Navigation Channel. WSDOT continues to coordinate with the city; however results are not available at this time. The Department of Ecology has recently tested groundwater quality around the perimeter of the Kenmore Yard and results do not indicate that there is any leaching or off-loading of contaminants into the water column (Department of Ecology, 2012).

Barges servicing the Kenmore Yard will vary in size, ranging from approximately 115 feet by 50 feet, to 250 feet by 75 feet. Occasionally, a wider derrick barge is anticipated to access the Kenmore Yard for short periods. Drafts on these barges range from 2.5 to 10 feet, when fully loaded. The largest barge owned by Waterfront Construction was 180 feet by 40 feet, and CalPortland currently receives loads of aggregate on barges that are 245 feet long by 65 feet wide, with a capacity of approximately 4,500 tons. Similar in size and draft to the CalPortland barges, the barges associated with work at the Kenmore Yard are not expected to create conditions of turbidity or sedimentation that would differ from conditions in the channel in recent years.

Propeller wash from tugboats that move the barges have the potential to disrupt sediments on the bottom of the Kenmore Navigation Channel. The potential for turbidity generally depends on type of substrate, the clearance between the propeller tip and the substrate, the power of the engines and the amount of thrust applied. To reduce the likelihood of propeller wash resulting in turbidity, WSDOT will implement a number of best management practices. One such practice is the use of the abovementioned anchorage area in Lake Washington, which will reduce the number of vessels within the channel and thereby limit the number of active propellers in the channel at one time. Additionally, the vessels are outfitted with GPS positioning equipment, which allows the operator to navigate through the deepest part of the channel, increasing the clearance between the propeller tip and the bottom sediment and minimizing the potential for propeller wash to create turbid conditions.

When in the channel and when feasible, WSDOT will operate the vessels at low speeds, with minimal propeller thrust. Propeller thrust will also be minimized by the use of small assist-boats that help these larger vessels to generate momentum; consequently reducing the main tug power required to maneuver through the channel. Limiting the amount of thrust and operating the vessels at low speeds will minimize the potential for propeller wash to disturb bottom sediment.

WSDOT will continue to utilize the Kenmore Navigation Channel at a level and in a manner that is consistent with the commercial and industrial uses of this channel, and therefore does not anticipate any changes in water quality compared to existing conditions. While there is a possibility that activities could cause minor disturbances, WSDOT will implement the aforementioned best management practices to reduce the likelihood that water quality within the channel and within the lake would change from baseline conditions. Additionally, no in-water work is proposed at Kenmore, which further reduces the likelihood of disrupting water quality or sediments in this area.

Environmental Justice

All of Lake Washington is included in the Muckleshoot Indian Tribe's (MIT) usual and accustomed fishing areas. Consequently, the temporary anchorage and barge movements in north Lake Washington could interfere with Muckleshoot tribal fishing activities. While these activities would not have a discernible effect on the tribal fish resources, they could potentially interrupt access and vessels for MIT fishers.

To avoid effects on tribal access and vessels, FHWA and WSDOT will continue to engage in appropriate coordination with the Muckleshoot Indian Tribe regarding barge activity and anchorage. This coordination would allow tribal concerns to be properly considered and addressed, and will reduce the potential for interference with tribal fishing activities. The commitment regarding continued coordination is documented in the Final EIS and the Kenmore Yard Environmental Reevaluation, and has been maintained throughout the government-to-government consultation. The Lake Washington Marine Transportation Plan, which is a set of strategies for identifying and managing the impacts of project related marine transportation and traffic issues, also includes procedures for coordination of construction activities with the MIT, and outlines the management of project work related to marine transportation within the waters of Lake Washington.

Due to the infrequency of increased barge traffic and the continued coordination with MIT regarding barge traffic and anchorage, FHWA and WSDOT do not expect any additional impacts on tribal fishing. There are no other changes that would affect low-income, minority, or limited-English proficient populations. Based on this information, the environmental justice determination as described in the Final EIS and Kenmore Yard Environmental Reevaluation would not change.

Conclusion

WSDOT analyzed the potential impacts to navigable waterways, water resources, and environmental justice from the above mentioned changes.

Navigation effects associated with the changed conditions at the Kenmore Yard were evaluated and compared to those reported in the Final EIS, ROD, and Kenmore Yard Environmental Reevaluation. The

impacts to navigable waterways from additional barge trips through the Kenmore Navigation Channel and from barge anchorage in north Lake Washington are similar to impacts described in the abovementioned documents. Overall, vessel activity within the Kenmore Navigation Channel and Lake Washington would remain consistent with barge operations in recent years and are not expected to affect navigable waterways.

The conditions analyzed for effects on water quality include the potential turbidity and sedimentation that could result from increased vessel activity through the Kenmore Navigation Channel. Based on WSDOT's assessment, conditions that would exceed state water quality standards are not likely to occur as a result of barge traffic through the Kenmore Navigation Channel, and best management practices such as operation at low vessel speeds and minimal propeller thrust would be observed. Additionally, vessel activity would not affect ESA-listed fish species. A WSDOT Biologist has reviewed the changes at the Kenmore Yard, and has provided an update to the U.S. Fish and Wildlife Service and National Marine Fisheries Service. Based on the information available to date, the anticipated barge movement would not change the extent of take authorized for the project under the Endangered Species Act (ESA) and therefore, reinitiation of formal consultation is not required for ESA compliance. As new information becomes available it will be discussed with the Services and ESA compliance will be undertaken as appropriate. WSDOT will observe water quality at the site, and will continue to coordinate with the City of Kenmore as the results from the sediment sampling and analysis become available.

This reevaluation included analysis for potential environmental justice effects due to the barge anchoring in north Lake Washington, and compared potential impacts to those reported in the Final EIS, ROD and Kenmore Yard Environmental Reevaluation. WSDOT is consulting with the Muckleshoot Indian Tribe to determine if the changed conditions would affect tribal fishing. Based on the analysis and associated discussions, WSDOT does not expect any additional impacts on tribal fishing, or on low-income, minority or limited-English proficient populations that were not previously identified in existing environmental documents.

A WSDOT Cultural Resources Specialist has also reviewed the changes and has considered the potential effects to cultural resources from the activities included in this document. Increased barge activity and barge anchorage is not expected to affect cultural resources; however installation of the fourth casting slab was evaluated further. The Kenmore Yard Environmental Reevaluation included a revised area of potential effects (APE) with a vertical extent of six feet. The vertical extent of the APE does not exceed the depth of modern fill, and reflects the maximum extent of potential subsurface ground disturbance required for construction. Installation of the fourth casting slab will not require ground excavations in excess of six feet below ground surface; therefore, the Cultural Resources Specialist has determined that no additional analysis or consultation is necessary for Section 106 compliance.

Based on the above changes and analysis, no new or significant adverse effects are expected to result from changed conditions at the Kenmore Yard. As documented above, the project remains compliant with current federal, state, local and department regulations and directives with regard to NEPA/SEPA processes, the Endangered Species Act, Section 106 and 4(f).

References

Department of Ecology. "Questions and Answers about Kenmore Industrial Park also known as Lakepointe Site." June, 2012. Available at <https://fortress.wa.gov/ecy/gsp/DocViewer.aspx?did=7857>. Accessed June 2012.

Port of Kenmore. "History, Corps of Engineers Projects." n.d. Available at <https://portofkenmore.wordpress.com/history/>. Accessed June 2012.

Exhibit 1 – Proposed Temporary Anchorage Area, North Lake Washington

