



US Army Corps  
of Engineers®  
Seattle District

# Public Notice

## **REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS PROJECT UNDER 33 USC 408 (Section 408) & NOTICE OF INTENT TO PREPARE AN ENVIRONMENTAL ASSESSMENT**

Planning, Environmental and Cultural  
Resources Branch  
ATTN: Section 408 Coordinator  
P.O. Box 3755  
Seattle, WA 98124-3755

Public Notice Date: March 25, 2019  
Expiration Date: April 24, 2019  
Reference: 408-NWS-2018-0002

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**PROJECT TITLE:** Bothell Pedestrian Bridge (Section 408 Reference Number: 408-NWS-2018-0002)

**REQUESTER:** In compliance with U.S.C. Title 33, Chapter 9, Subchapter 1, Section 408, the City of Bothell (Requester) has requested permission from the U.S. Army Corps of Engineers (USACE) to alter the Sammamish River Flood Control Project (Federal Project), an existing Federal flood risk management project. The Federal Project is intended to provide major drainage improvements to the Sammamish River Valley. The main river channel was widened and deepened from below Lake Sammamish to Lake Washington. At its upstream end an intake transition section was constructed. In addition, improvements to three tributary creeks were made. The Sammamish River Flood Control Project was constructed under the authority of the Flood Control Act of 1958. See Figure 1 for as-built drawings of the Federal Project.

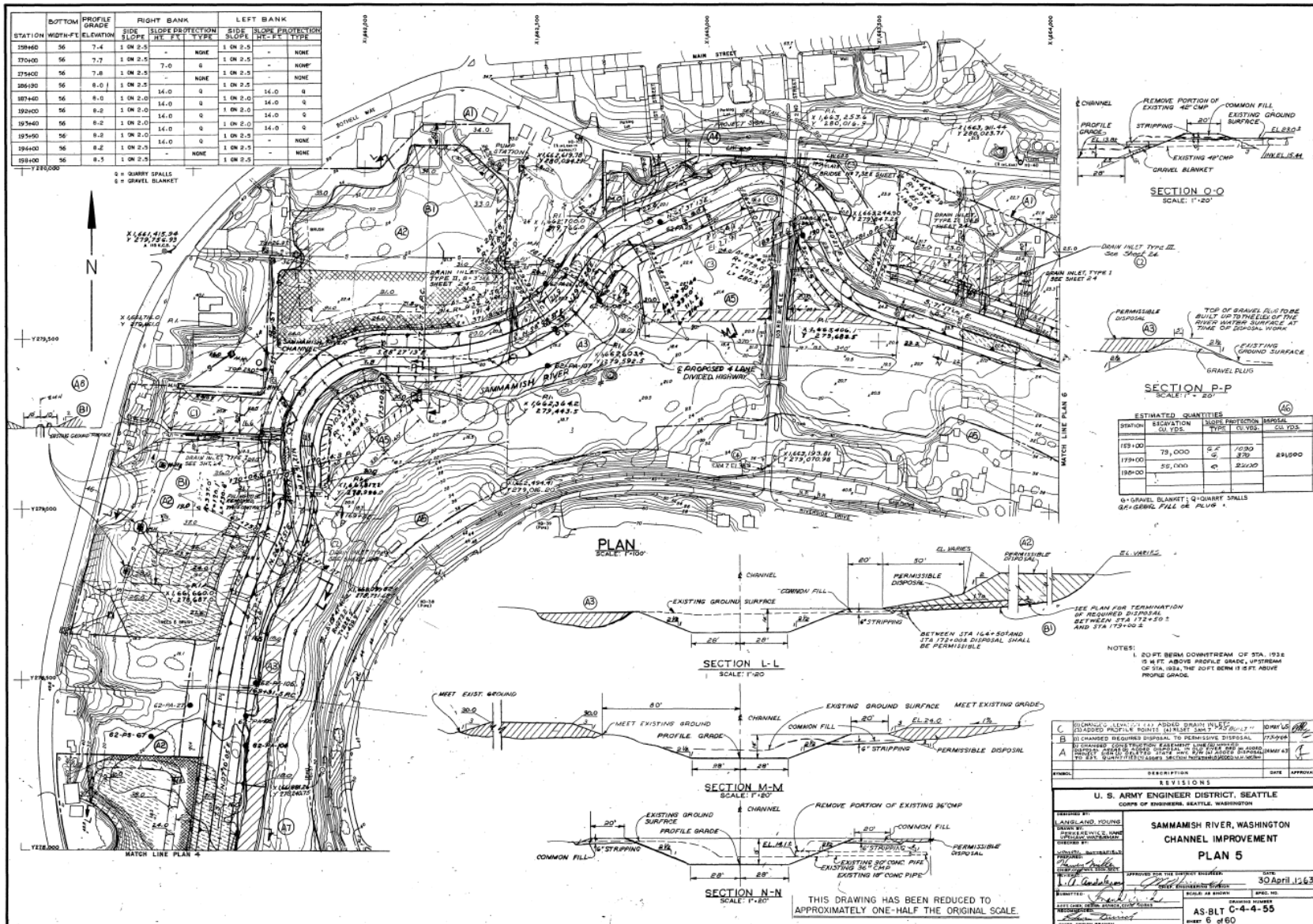


Figure 1: As-Built of the Federal Project

**LOCATION:** The proposed Bothell Pedestrian Bridge is located in the City of Bothell, in King County, Washington. The proposed bridge is located on the Sammamish River and connects The Park at Bothell Landing north of the river with the Sammamish River trail south of the river. The bridge is located east of Bothell Way NE and west of 101<sup>st</sup> Ave NE. See Figure 2 for the project location.

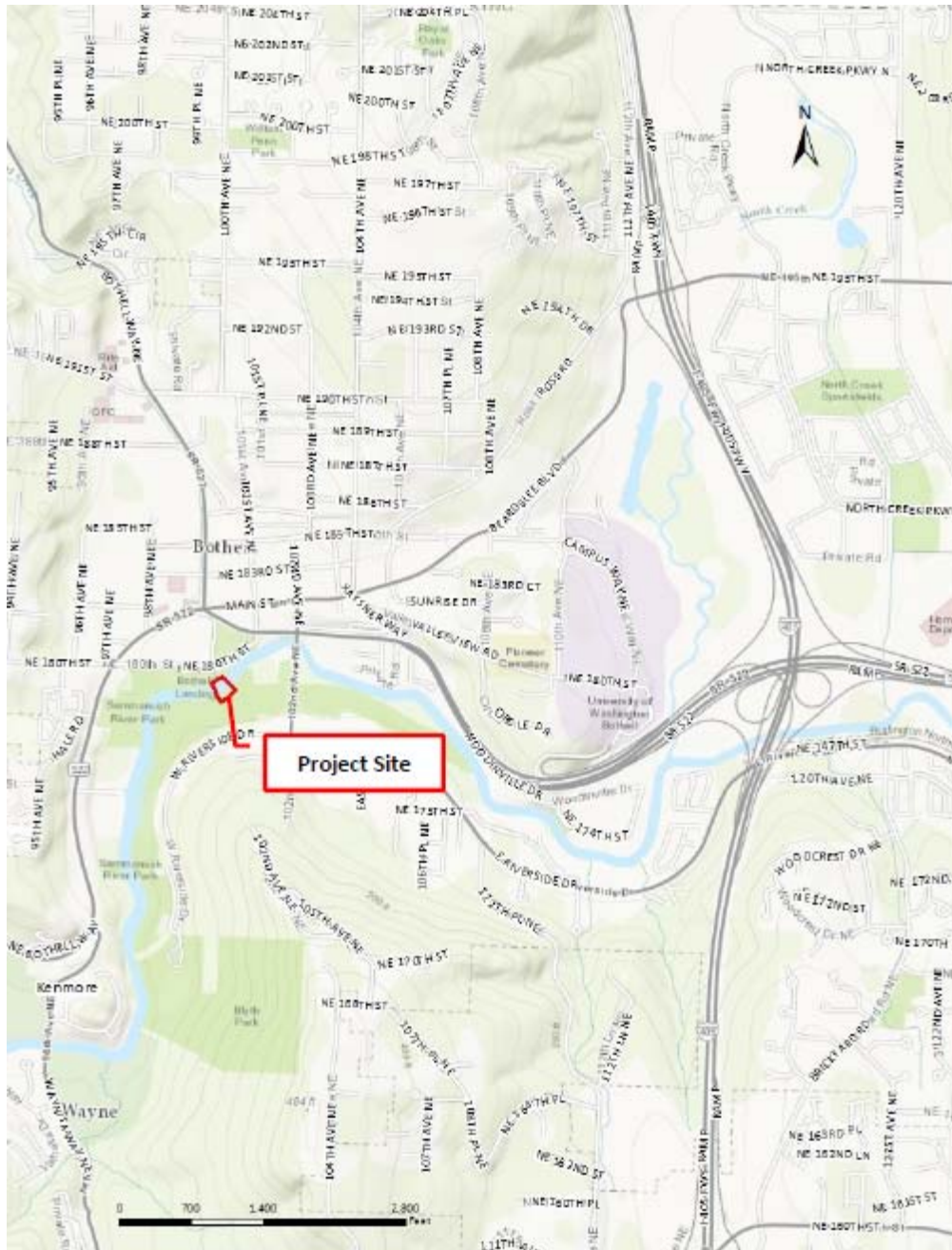


Figure 2: Project Site (Jacobs)

**REQUESTER'S PROPOSED ACTION:** The proposed project will replace the existing pedestrian bridge over the Sammamish River in the Park at Bothell Landing. The project will construct a wider single-span timber-truss bridge with a 12-foot wide deck that meets current structural and Americans with Disabilities Act (ADA) standards. The flatter deck and approach grades will provide a fully accessible, non-motorized path for commuter and recreational bicyclists as well as pedestrians. The new bridge will be located approximately 87 feet upstream/east of the existing bridge. The new bridge deck will be relatively flat in order to meet ADA requirements, and will have an initial grade of 5 percent, gradually decreasing to 0 percent at midspan of the bridge. To maintain the historic arched look of the iconic existing bridge, the timber truss will be supported on an abutment seat approximately 7 feet below the top of bridge deck at each end. The vertical clearance at the center of the new bridge will be approximately 12.3 feet above the ordinary high water mark (OHWM) of the Sammamish River, with the timber truss extending up approximately 18 feet vertically. The new concrete bridge deck will be 12 feet wide and 140 feet in length to span the Sammamish River. The north abutment for the new bridge will be located outside of the 100-year floodplain, but the south abutment will be located within the floodplain. In order to ensure access between the Park at Bothell Landing and the Sammamish River Trail is maintained, the existing bridge will remain open during construction of the proposed new bridge.

The proposed project will also install up to 56 native conifers to mitigate for the project's tree removal at 10-foot intervals above the 10-year flood elevation and install three large woody material (LWM) structures above the 10-year flood elevation at an approximate spacing of one every 50 feet. This design ensures that the proposed plantings and LWM will not adversely affect 10-year flood conveyance of the Sammamish River and will accommodate future inspections of the USACE Sammamish River Flood Control Project. Additionally, proposed vegetation and LWM will have minimal impact to the 100-year flood as they mimic the roughness of the corridor's existing conditions. The City's design team evaluated the hydraulics of the river during preparation of final design plans to ensure that the LWM is properly anchored above the OHWM. Anchoring of the LWM will be designed to withstand flood forces without requiring fill to be placed in the floodplain. The LWM (with six pieces of LWM per structure) will be placed along the southern banks of the Sammamish River, at the request of the Muckleshoot Indian Tribe as an additional habitat improvement. Please see Figure 3 for the proposed mitigation plan.

	TALL SHRUB MIX
	LOW SHRUB MIX
	NO ENGINEERING SHRUB MIX
	AWN INSTALLATION



POINT #	DESCRIPTION	NORTHING	EASTING
1	CP1	607.5135	1630654.50
2	CP2	607903.12	1630782.95
3	CP3	607646.67	1630833.96

SEE PLANT MATERIAL LIST FOR PLANT SPECIES AND QUANTITIES.

ADDITIONAL CONCRETE PLANTINGS TO THE SOUTHWEST, SEE SHEET E2.

8" FT DIA. SOIL CIRCLES FOR CONCRETE PLANTINGS SHALL BE AMENDED WITH 3 INCHES OF COMPOST COVERED IN 3 INCHES OF BARK. DRILL 2" CHIP MULCH.

ALL PLANTING AREAS SHALL BE WEED FREE BEFORE PLANTING AND KEPT WEED FREE DURING THE PLANT ESTABLISHMENT PERIOD.

NATIVE CONIFER LOCATIONS SHALL BE STAVED IN THE FIELD AND APPROVED BY THE ENGINEER BEFORE PLANTING.

AT THE CLOSE OF PLANT ESTABLISHMENT, ADD AN ADDITIONAL 3 INCHES OF BARK. 3" WOOD CHIP MULCH WITHIN EACH TREE RING AND IN ALL PLANTING BEDS AT NO ADDITIONAL COST.

LAWN TO BE INSTALLED WITH LIMITS SHOWN IN ALL AREAS DISBURSED. AROUND REMAINING PLANT TABLES AND RELAXED POLE TABLES.

SEE LARGE WOODY MATERIALS DEPENDS FOR FURTHER INFORMATION.



0 5' 10' 20'

FULL-SCALE SCALE: 1"=10'-0"

[illegible]

*Figure 3: Mitigation Plan*

Only project elements that comprise alterations to the Federal Project are within the review scope for the Section 408 permission request. For this alteration, only the impacts of the pedestrian bridge's foundation and piers, and the LWM on flood risk management, riverbank slope stability, and real property impacts are being considered.

**EVALUATION:** The USACE has determined that the Bothell Pedestrian Bridge would entail an alteration to the Sammamish River Flood Control Project, and therefore requires permission under Section 408.

**NATIONAL ENVIRONMENTAL POLICY ACT:** USACE has determined an Environmental Assessment (EA) is appropriate to inform the Section 408 decision because we do not foresee significant effects. An EA is being prepared analyzing two scenarios: 1) no action (i.e., no 408 approval) and 2) requester's proposed alteration as discussed above. If significant effects on the quality of the human environment are subsequently identified and cannot be mitigated, USACE will initiate an Environmental Impact Statement (EIS) and afford all the appropriate participation opportunities attendant to an EIS. The public is invited to comment on the impacts of the proposal on the quality of the human environment.

**AUTHORITY:** The authority to grant permission for temporary or permanent use, occupation, or alteration of any USACE civil works project is contained in Section 14 of the Rivers and Harbors Act of 1899, as amended, codified at 33 USC 408 ("Section 408"). Section 408 authorizes the Secretary of the Army, on the recommendation of the Chief of Engineers, to grant permission for the alteration or occupation or use of a USACE project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project. The Secretary of Army's authority under Section 408 has been delegated to USACE, Chief of Engineers. USACE Chief of Engineers has further delegated the authority to USACE, Directorate of Civil Works and Division and District Engineers, depending upon the nature of the activity.

**LIMITS OF SECTION 408 AUTHORITY:** A requester has the responsibility to acquire all other permissions or authorizations required by Federal, state, and local laws or regulations, including any required permits from USACE Regulatory Program under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403), Section 404 of the Clean Water Act (33 USC Section 1344), and/or Section 103 of the Marine Protection, Research and Sanctuaries Act of 1972 (33 USC 1413). In addition, an approval under Section 408 does not grant any property rights or exclusive privileges nor does it authorize any injury to the property or rights of others.

**PUBLIC INVOLVEMENT:** Comments on this Public Notice will be accepted and made part of the evaluation record and will be considered in determining whether the proposed alteration would be injurious to the public interest and will not impair the usefulness of the Sammamish River Flood Control Project as well as assessing the impacts of the proposal on the quality of the human environment. Interested parties

may submit in writing any comments concerning this notice. USACE will consider all submissions received before the expiration date of this notice.

This Public Notice will be posted to the following website:  
<http://www.nws.usace.army.mil/Business-With-Us/Section408/>

**SUBMITTING COMMENTS:** Comments pertaining to this public notice must be submitted via email or conventional mail on or before April 24, and include Reference Number 408-NWS-2018-0002. All comments received will become part of the administrative record and are subject to public release under the Freedom of Information Act, including personally identifiable information such as names, phone numbers, and addresses.

All email comments should be sent to: [CENWS-Section408@usace.army.mil](mailto:CENWS-Section408@usace.army.mil).

Conventional mail comments should be sent to: Planning, Environmental and Cultural Resources Branch, ATTN: Section 408 Coordinator, P.O. Box 3755, Seattle, WA 98124-3755