



December 12, 2014
WA Project No. 2012-121-21

Perteet Inc.
2707 Colby Avenue, Ste 900,
Everett, WA 98201

Attention: Mr. Jason Walker

Subject: **Environmental Classification Summary
Poplar Way Extension Bridge
Lynnwood Washington**

Dear Mr. Walker;

As requested, HWA GeoSciences Inc. (HWA) has completed information associated with the hazardous and problem waste sections of the Environmental Classification Summary (ECS). The responses to the ECS sections are provided below:

Hazardous and Problem Waste

a. Discuss any known or potentially contaminated sites within or near the project area.

Based on preliminary review, and according to the Environmental Data Resources (EDR) Radius Map report dated May 13, 2013, no National Priorities List sites (Superfund sites) were located within a mile radius of the project footprint. The database review identified five sites within a 1/2 mile radius of the project area. Of those five sites, four sites were eliminated from further consideration based on the criteria described below.

- A representative from HWA reviewed files available at the Washington Department of Ecology for each listed site with the potential to have released contamination that could be encountered during construction either by excavation and/or dewatering. A site may pose a liability to the project if the site is located within close proximity (adjacent to the proposed project area), or hydraulically upgradient, or has a confirmed release of hazardous materials or petroleum products to the surface or subsurface ground water (1/2 mile or less in distance). Shallow ground water was encountered at approximately 23 feet below ground surface (elevation 396 ft above msl) during HWA's geotechnical investigation and ground water is anticipated to flow towards the south-southeast. The distance of 1/2 mile from the project alignment was selected as the area from which contamination could reasonably be expected to migrate to the project footprint. Sites located at distances greater than 1/2 mile were considered to have a very low likelihood of adversely impacting the project and were eliminated from further consideration due to one or more of the following reasons: they were too far from the planned project area with respect to ground water flow, the affected media was soil only and not immediately adjacent to the project area,

or the sites did not appear to pose a significant potential for hazardous material-related risks (e.g., UST closure/removal with no documented spills or leaks).

- The EDR database included a site with reported soil contamination listed on the confirmed or suspected contaminated sites list (CSCSL) and underground storage tank (UST) list. The site is listed as “JC Penney, 700 Alderwood Boulevard”. This property is 7.5 acres in size, and although the address maps at the corner of Alderwood Mall Boulevard and 33rd Avenue west, potentially along the project alignment, HWA’s file review indicated that the area of contamination is a quarter mile away from the Poplar Overcrossing project area, and therefore not likely to impact it.

One of the areas under consideration for potential partial property acquisition, Parcel 00372600100407, located adjacent northeast of the intersection of 33rd Avenue West and Alderwood Mall Boulevard, was reported by the City of Lynnwood to have a deed restriction associated with it, although a search of the Snohomish County Auditor’s office records did not indicate any deed restriction or environmental covenant on this parcel. The EDR database search and file review did not contain any information on this parcel.

Additionally, petroleum odors were noted in shallow fill soils along 196th Street SW during HWA’s pavement condition assessment. The source or extent of these petroleum-affected soils was not determined. The soils are located in the vicinity of a listed UST site (Active Electric Corporation, 3108 196th Street SW).

Further details and recommendations on contamination issues can be found in the HWA *Phase I Environmental Site Assessment, City Of Lynnwood Poplar Way Overcrossing Project, Lynnwood, Washington*, dated April 2, 2014.

b. Describe any contamination the Project is likely to encounter. If known, how will the Project specifically impact these sites?

The City is unlikely to assume liability for cleanup of contaminated soil or ground water as part of this project other than direct construction related impacts, and it is concluded that no significant, unavoidable adverse effects are expected to result from this proposed project for the following reasons.

- 1) Properties to be acquired are partial acquisitions for right-of-way expansion (42,022 square feet across nine parcels) rather than full parcel acquisitions. Most of the partial acquisitions are located at the margins or boundaries of the existing properties/parcels. As such, it is less likely that the source of any contamination (if discovered) would be acquired.
- 2) Planned site improvements are mostly above grade, requiring little excavation or grading, with the exception of retaining walls and bridge piers.
- 3) Only limited ground water is anticipated to be encountered. Geotechnical investigations indicate that excavations below elevation 396 may encounter ground water. Bridge abutment piers at either end of the bridge will be founded on shallow spread footings with a bottom elevation of 397 (up to approximately 11 feet below grade) to avoid ground water during excavation. The three interior bridge piers, however, will be drilled shafts that all extend below elevation 397. The maximum depths of excavation for the

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interior piers will extend to elevation 377.50 for the center pier and 372.50 for the other two (up to approximately 33 feet below grade). Limited quantities of ground water displaced during deep pier installation may require special handling if contaminated.

- 4) There is only one potential impacted site that is within the immediate project area.

However, due to the nature of the project alignment as a historic roadway there is a potential to encounter shallow petroleum-affected soils from accidental releases or former roadway impacts (e.g., oiled road beds or minor spills).

c. Identify and additional investigation or documentation that would be needed.

No further investigation is warranted at this time. It is recommended that a HazMat Specialist be contacted if subsequent project changes (i.e., new alignments, cut and fill areas below ground surface or acquisition areas) could potentially alter the conclusions made in this preliminary investigation.

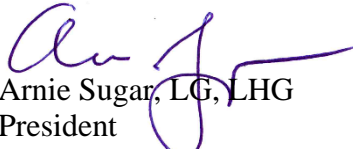
d. During the construction phase, what potential actions will be taken if hazardous materials are encountered?

Construction specifications should include provisions for safe handling, characterization, transportation, and disposal of contaminated soils, if encountered during subsurface activities.



We appreciate the opportunity to assist you on this project. If you have any questions or require any additional information, please feel free to contact us.

Sincerely;
HWA GEOSCIENCES, INC.


Arnie Sugar, LG, LHG
President