



TITLE VI ACCOMPLISHMENTS & GOALS REPORT

This outline is for LPA and other governmental entities to report Title VI activities that occurred over the past year and report Title VI goals for the upcoming year. Reports must be returned on or before due date to meet eligibility requirements for federal funding. Send to TitleVI@WSDOT.wa.gov

DUE DATES: Refer to Section 28.3 for scheduled reporting period and due date

Contact Information

Name and title of administrator (signature on Standard Assurances): Barbara Tolbert, City Mayor

Mailing Address: 238 N Olympic Avenue

City: Arlington WA Zip Code: 98223 County: Snohomish

Phone #: 360-403-3442 email address: btolbert@arlingtonwa.gov

Name and title of head of transportation-related services: Jim Kelly, Public Works Director

Mailing Address: 238 N. Olympic Avenue

City: Arlington WA Zip Code: 98223 County: Snohomish

Phone #: 360-403-3505 email address: jkelly@arlingtonwa.gov

Name and title of designated Title VI coordinator*: Kris Wallace, PW Staff Accountant

Mailing Address: 238 N Olympic Avenue

City: Arlington WA Zip Code: 98223 County: Snohomish

Phone #: 360-403-3538 email address: kwallace@arlingtonwa.gov

*When the Title VI coordinator changes, notify TitleVI@WSDOT.wa.gov within 30 days.

To comply with Title VI requirements, each annual report submission must include signed Standard Assurances (USDOT1050.2A).

Accomplishments

1. **Have there been any changes to the approved Title VI Plan that have not been reported to OEO? If Yes, please submit an update to the Title VI Plan with a new signature.**

There have not been any changes to the Title VI Plan.

2. **Organization, Staffing, Structure – Describe the Title VI Program reporting structure including the Title VI Coordinator, Administrative Head, and transportation-related staff. The list should include name, race, color, and national origin of each individual. Include the same details if your LPA has a volunteer or appointed board related to transportation decision making.**

Title VI Coordinator – Public Works Accountant – Kris Wallace, Caucasian, USA
No Changes were made to the 2023 Organizational Chart, see Exhibit A

3. Community Demographics – Using a map of the LPA’s boundaries, describe the demographics of the LPA’s service area (e.g., race, color, national origin, low-income). List, by individual languages, the percent of the population(s) that is limited English proficient.

Race

<https://statisticalatlas.com/place/Washington/Arlington/Race-and-Ethnicity>

- White - 84.3% - 15.8K
- Hispanic – 7.7% - 1,448
- Black – 1.1% - 201
- Asian – 2.4% - 443
- Mixed – 2.9% - 541
- Other - 1.7% - 318

Language

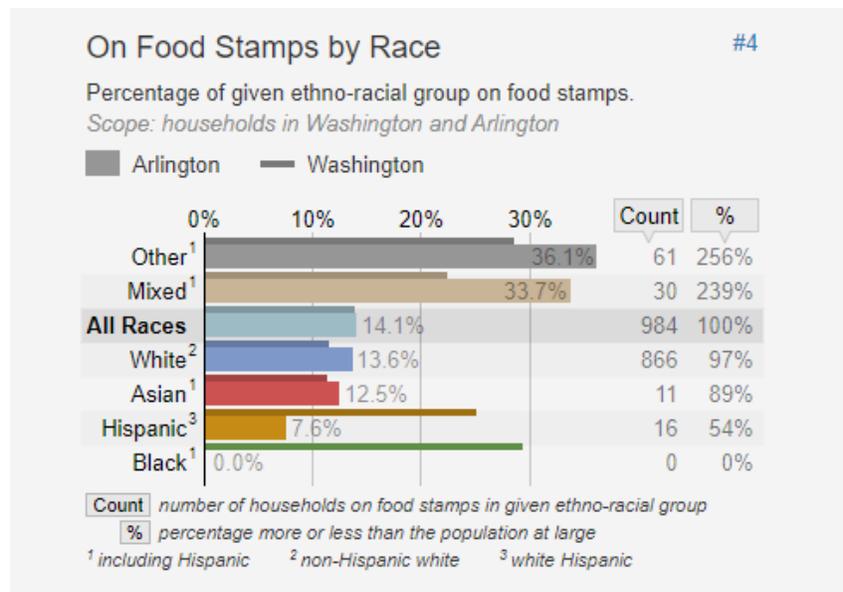
<https://data.census.gov/cedsci/profile?g=1600000US5302585>

- English only – 83.1%
- Spanish – 10.4%
- Other Indo-European – 1.5%
- Asian % Pacific Island – 4.7%
- Other – 0.3%
- 16.9% speak other than English spoken at home

Income

<https://data.census.gov/cedsci/profile?g=1600000US5302585>

The population of Arlington is 19,868, up from 17,923 in 2010. The median household income is \$89,587, with a poverty rate of 7.4%+/- 3.8%. 12.2% +/- 1.9% of Arlington’s population are veterans. 14.7% +/- 2.3% of the population in Arlington is considered to have a disability.



<https://statisticalatlas.com/place/Washington/Arlington/Food-Stamps>

4. Complaints – Provide a copy of the LPA’s Title VI complaint log, including new Title VI complaints received during this reporting period and any still pending. Include the basis of the complaint (race, color, national origin) and describe the disposition (status/outcome).

No complaints were received. Please see Exhibit B for the City of Arlington’s Title VI Complaint log, Exhibit C for City of Arlington’s Complaint Form in English, and Spanish. The complaint forms are posted on the City’s website.

5. Planning – Describe the transportation planning activities performed this reporting period. Describe the actions taken to promote Title VI compliance regarding transportation planning, including monitoring and review processes, community involvement, their outcome or status. Include examples of community outreach.

2024 Utility Improvement & Pavement Preservation – The City of Arlington’s yearly overlay project includes pavement repair and full overlay, planning, construction of ADA Ramps, pavement markings, and water line replacements and utility adjustments. Community outreach during the planning process included placing a project page onto the City’s website.

169th Street Connector – Project was in the planning and initial design phase in 2023. The project will include the construction of a two-way roadway with a 12-foot wide multi use trail from its current dead-end east of Smokey Point Blvd to the newly developer constructed 168th St East of Walmart and connect to 40th Ave where there is a newly installed signal. Outreach included placing a project page onto the City’s website. Public outreach included a month long online public survey. The survey was advertised with postcards being mailed to all project area residents and businesses (see Exhibit D), weekly E-News and social media postings and updates to the City’s project webpage.

Smokey Point Corridor – Project has been in the design phase since 2020. The project will include the redesign of Smokey Point Blvd from 174th Pl to 200th St. In 2023 community involvement included an on-line design survey for the community to respond and provide input and a bike group outreach. The on-line survey was advertised on social media, City E-Newsletter, the City’s website, and project page (see Exhibit E for summary). The bike group outreach included plans and a short survey regarding bike lanes. This was sent to all the bike groups in Snohomish County (see Exhibit F for the outreach packet).

211th Corridor Improvements - Project was in the planning and the design phase in 2023. The project will include pavement preservation of the existing roadway and the installation of a 12-foot wide multi use trail along the southside of the street, street lighting, ADA curb ramps, upgrades to utilities, and landscaping. Community outreach included an on-line survey (see Exhibit G for summary) and a neighborhood pop-up event. The survey was advertised with direct mailers to the neighborhood, social media, City E-Newsletter, the City’s website, and project page. The pop-up event was advertised with direct mailers to neighborhood and door tags (see Exhibit H) social media, City E-Newsletter, City’s website, and project page.

Division/Broadway Restoration – Project was in the planning and design phase in 2023. Project will be repaving the existing asphalt on Division and Broadway from the roundabout at West Ave to SR 530/Burke Ave. The work will also include upgrading the current roundabouts on Division at West and Broadway by constructing raised truck aprons, improve channelization, and increase pedestrian safety with upgraded curb ramps and enhanced crosswalks with flashing beacons at the Broadway/Gilman and Centennial Trail crossings. Community outreach included an online project survey (see Exhibit I for summary) and an in person open house with survey (see Exhibit J for completed surveys). Both

events were advertised with direct mailings to the neighborhood, social media, City E-Newsletter, the City's website and project page.

City of Arlington website has an option available to residents to view/read/navigate the website in over 100 different languages. In 2021, the City installed a translation service on all its capital projects webpages for the public to use on all attached documents. Exhibit K shows the language options available on the City's website, and Exhibit L shows the instructions on how to translate a document.

6. Right-of-way actions – Describe activities during this reporting period associated with the purchase, sale, lease/use, or transfer of real property (related to highway transportation/public right-of-way use). Include demographic information of affected populations. For example, the race, color, national origin of affected property/business owners(s)/tenant(s).

204th/74th Intersection, this project is to install a 4-way signal system at the intersection of 204th St and 74th Ave with ADA ramps and crosswalks. In anticipation of the upcoming development and the project construction the developer listed below dedicated the right-of-way to the city:

- Arlington Town Center, LLC

74th Ave Trail, this project is to install a of a 12-foot multi use trail from the current trail end on Arlington Valley Road to the intersection at 74th Ave and 204th St. In anticipation of the project construction a Temporary Construction Easement (TCE) or right-of-way (ROW) was purchased from the following owners and businesses:

- West Edge Development – TCE Completed, Caucasian, USA for all members
- Puget Sound Kidney Center, Tom DeBord– ROW in process , Caucasian, USA
- West Edge Development – ROW in process, Caucasian, USA for all members

211th Place Corridor Improvements, this project will include pavement preservation of the existing roadway and the installation of a 12-foot wide multi use trail along the southside of the street, street lighting, ADA curb ramps, upgrades to utilities, and landscaping. To begin preparation for the right-of-way procurement the City hired an appraiser and acquisition firm. No property was purchased in 2023.

Smokey Point Blvd / 188th St Roundabout project, this project is part of the Smokey Point Corridor Improvement project and will install a roundabout at the intersection of Smokey Point Blvd and 188th St NE with ADA ramps, sidewalks, and lighting. To begin preparation for the right-of-way procurement the City hired an appraiser and acquisition firm. No property was purchased in 2023.

7. Identify right-of-way appraisers and acquisition staff (used during this reporting period) by race, color, national origin.

Right of way acquisition staff, Commonstreet Consulting

- Theodore Parry – Caucasian, USA
- Lorelei Konvalin – Caucasian, USA
- Chris LaBonte – Caucasian, USA
- Jessica Brown – African American, USA
- Stephanie Golly – Caucasian, USA

Right-of-way acquisition staff, Universal Field Services

- Leslie Finigan – Caucasian, USA

- Kelly McGill – Caucasian, USA
- Brenda Tegman – Caucasian, USA
- Anthony McDonald – 2 or more races, USA
- Ron Sharp – Caucasian, USA

Appraisal Staff, Sova Consulting

- Matthew Sloan – Caucasian, USA

Appraisal Review Staff, ABS Valuation

- Jim Dodge, Caucasian, USA

8. Studies and Plans – Were any transportation studies (including environmental reviews) conducted or transportation plans completed during this reporting period? Identify the data source(s) and provide data summary (Title VI/Environmental Justice Analysis) relative to ethnicity, race, languages spoken, neighborhoods, income levels, physical environments, and/or travel habits. Explain how data was used in these studies/reviews/plans.

169th Connection: This project is currently in the design phase A Drainage Report began in 2022 and was completed on this project in 2023 (see Exhibit M). Further critical areas reports will be completed in 2024.

211th Corridor Improvements: This project is currently in the design phase with the completion of the 30% design and the 60% design in 2023. A Stormwater Drainage Memo, Cultural Resources Study, traffic counts, turning movement analysis, a geotechnical investigation, and draft drainage report was completed in 2023 (see Exhibit N for the cultural resource analysis). The final report is pending final stormwater design criteria. Wetlands work will also be completed in 2024.

Smokey Point Blvd Corridor: This project has been in the design phase since 2020 and is currently completing its NEPA. Studies completed include traffic counts, turning movement analysis, drainage, asphalt condition assessment, geotechnical investigation, cultural resource study, noise analysis, EJ analysis, and right-of-way and temporary construction easement appraisals.

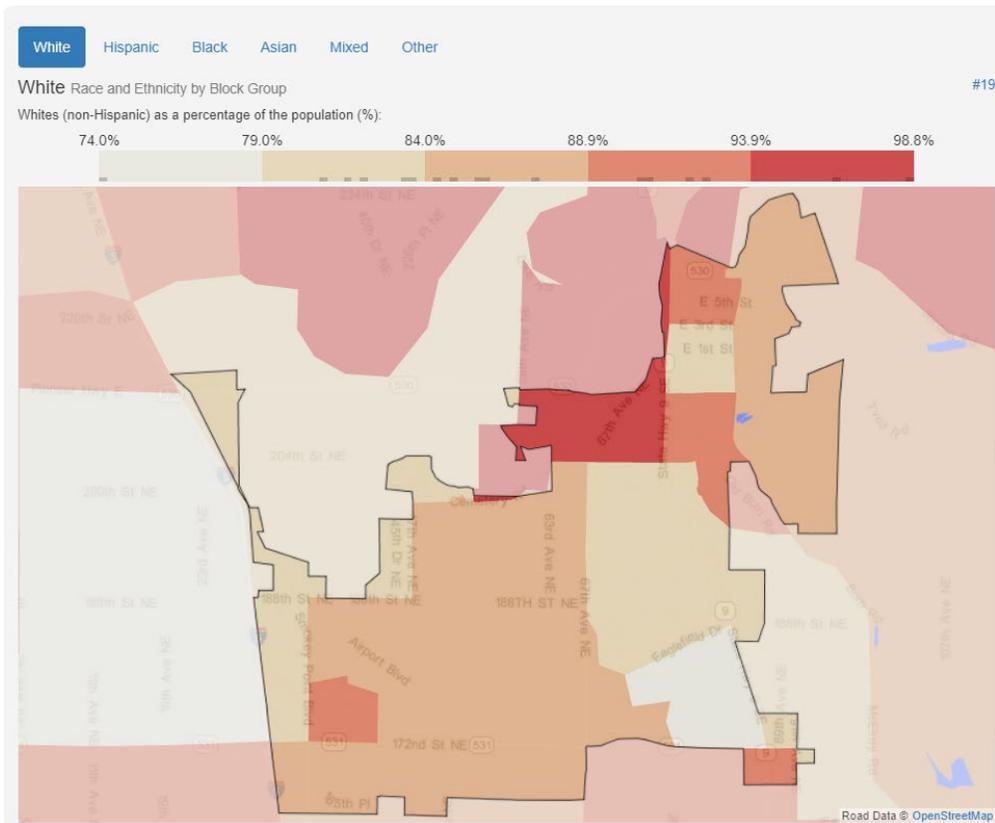
Division/Broadway Restoration: This project is currently in the design phase with the completion of the 30% plans in 2023. Studies conducted this period included NEPA, pavement analysis, drainage memo, and safety and alternatives analysis (see Exhibit O for the general demographic character from the NEPA). 90% plans and 100% plans will be completed in 2024.

9. Project Location and Design – Provide a list of construction projects that began during this reporting period. Using a map of the LPAs service area, identify project locations, and a brief description of the projects’ benefits/burdens to affected populations. If possible, provide a map that overlays projects with the racial composition of affected neighborhoods.

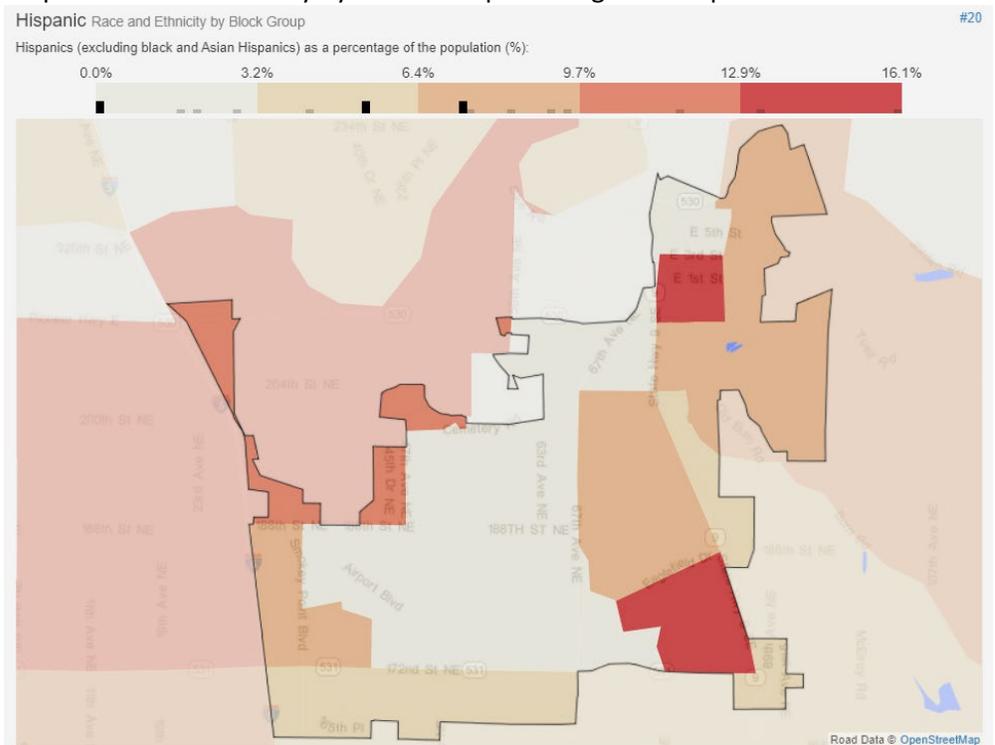
Race and Ethnicity maps for the City of Arlington are below, followed by locations where street construction projects occurred in 2023.

<https://statisticalatlas.com/place/Washington/Arlington/Race-and-Ethnicity>

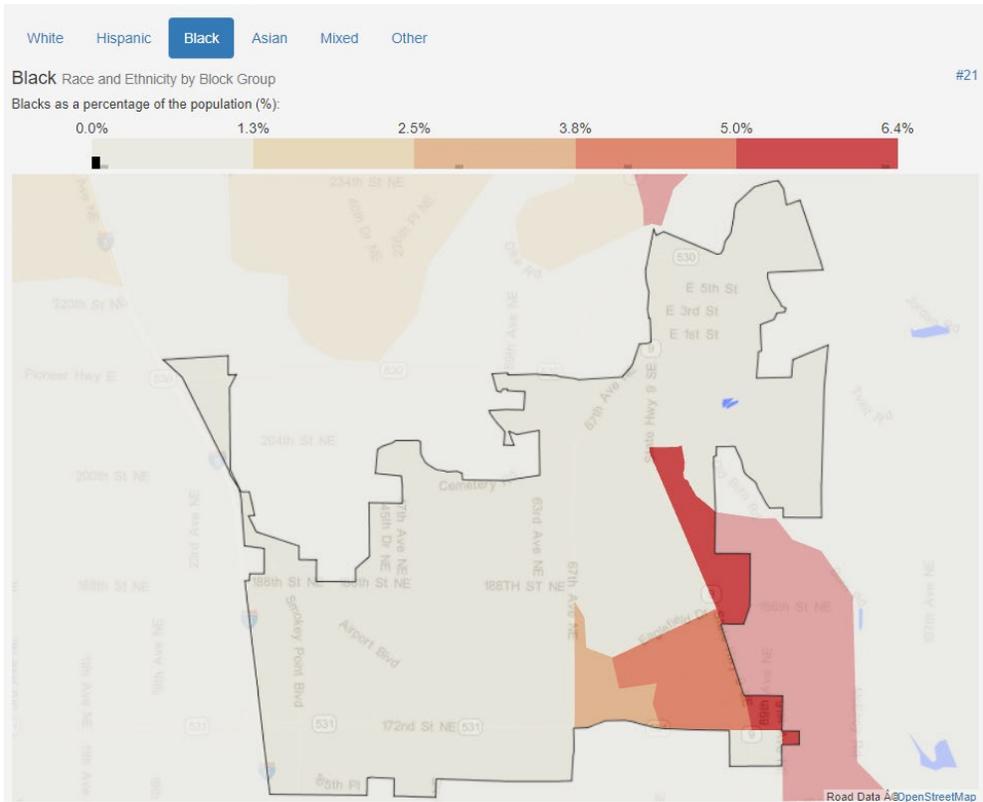
Map of Race and Ethnicity by Block Group in Arlington – Caucasian



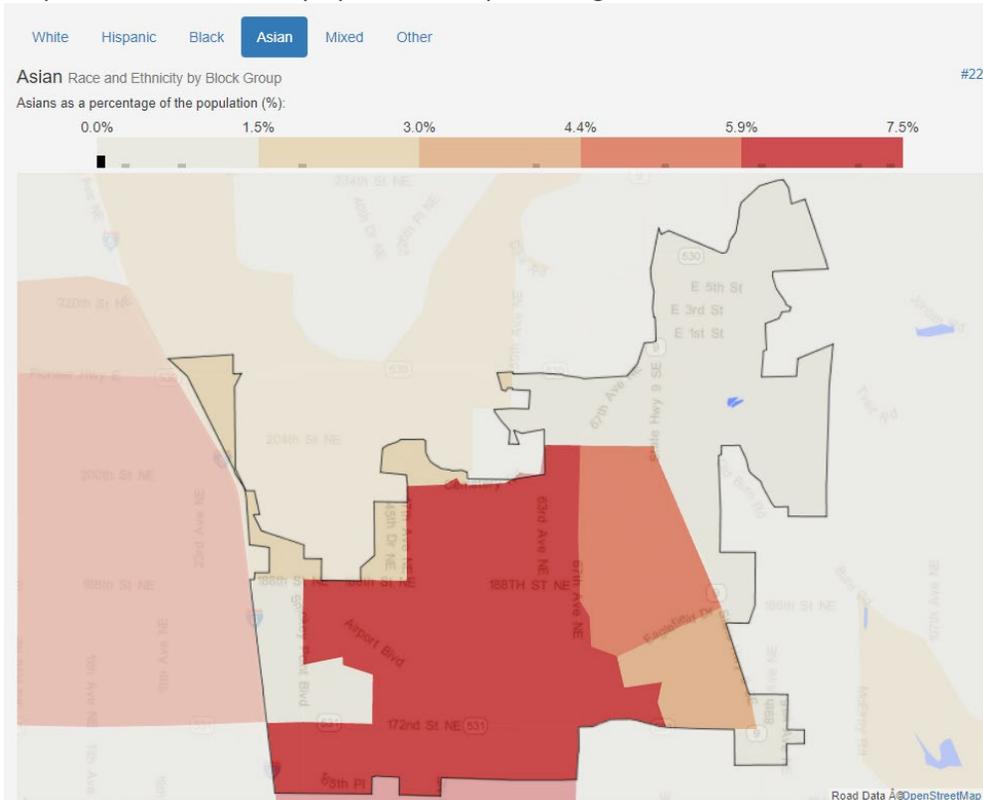
Map of Race and Ethnicity by Block Group in Arlington – Hispanic



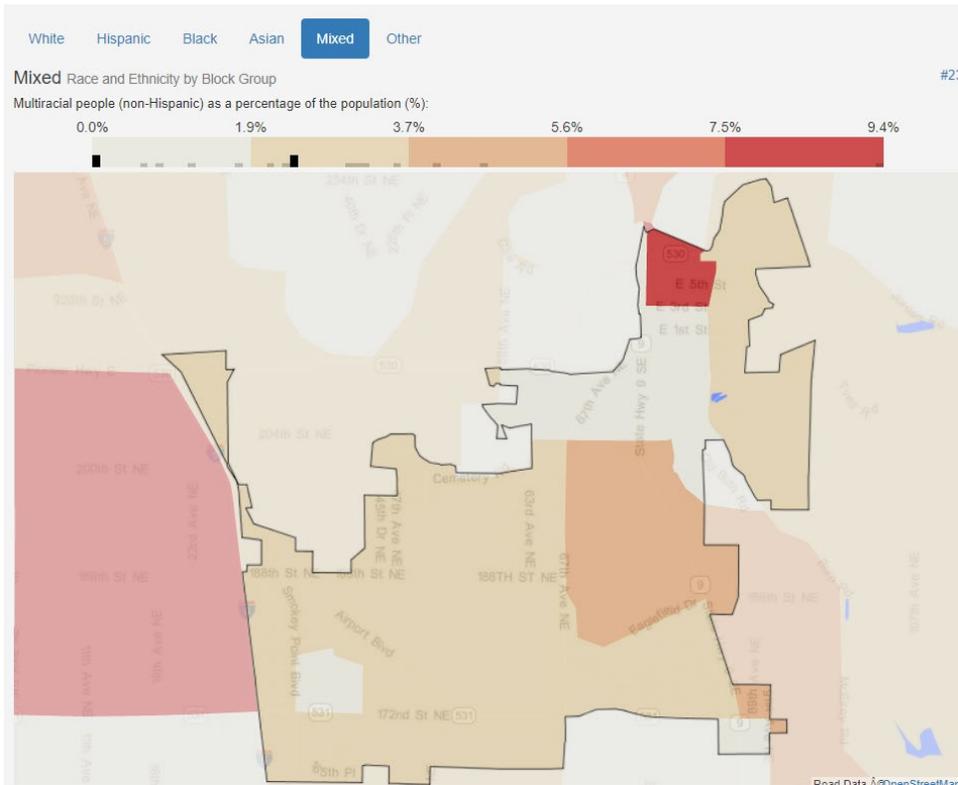
Map of Race and Ethnicity by Block Group in Arlington – Black



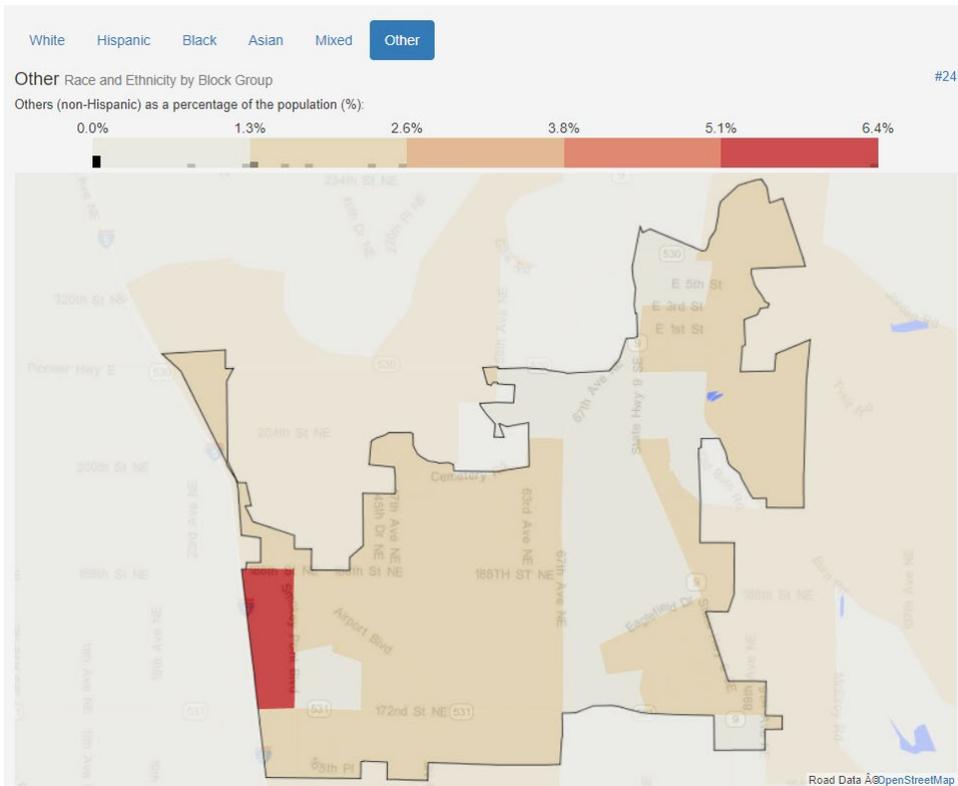
Map of Race and Ethnicity by Block Group in Arlington –Asian



Map of Race and Ethnicity by Block Group in Arlington – Mixed

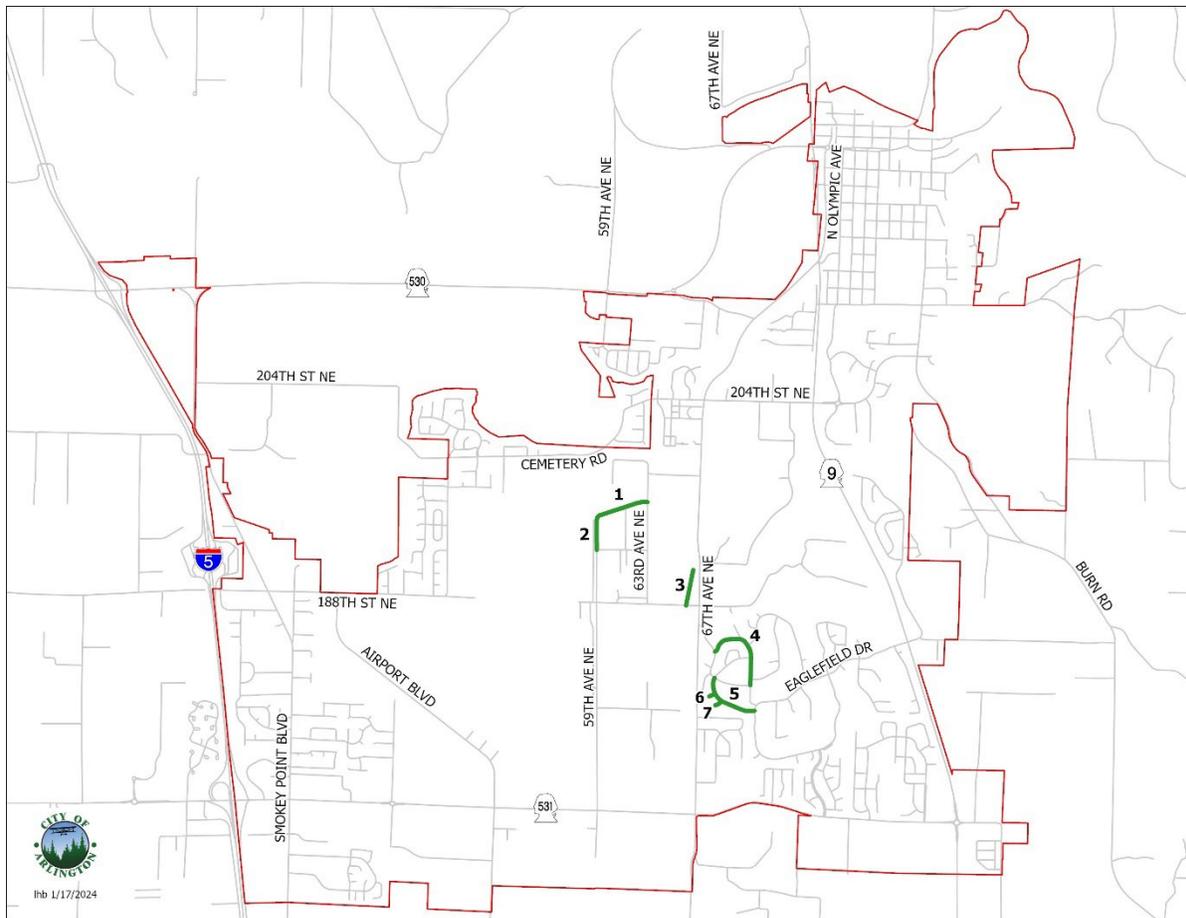


Map of Race and Ethnicity by Block Group in Arlington – Other



2023 Utility Improvement & Pavement Preservation, overall impact to Arlington residents was minimal. This annual project replaces old AC water mains, installs new ADA ramps, and resurfaces the roadway of existing roads. Benefits include improved roads, updated ADA ramps, and new water mains.

- Woodlands Way - 4
- S Cedarbough Loop – 5
- Oakwood Pl – 6
- Shady Grove Pl - 7
- 59th Ave NE - 2
- 195th St NE - 1
- 66th Ave NE - 3



*The numbers on the map correlate with the numbers next to the streets.

10. Other Public Meetings – List other public meetings held during this reporting period. Identify efforts used to encourage citizen participation at those meetings. Detail dates, times, locations, attendance, and provide examples of outreach materials.

In 2023, all city public meetings were in person with a virtual option. All meeting information is posted on the City of Arlington website, see Exhibit P.

- City Council Meetings
 - Regular council meetings are held every other Monday at 6:00 PM, except for the month of August, unless otherwise cancelled. Meetings are posted on the City’s website, and on the City of Arlington Facebook and Twitter accounts. Meeting is held at 110 E 3rd St, Arlington or through Zoom.
- Planning commission
 - Regular planning meetings are 1st and 3rd Tuesday at 6:30 PM unless Monday is a holiday, in which case, the meetings are moved to the following Thursday. Meetings are held in the council Chambers at 110 E 3rd St. Arlington.
- Youth Council
 - Regular youth council meetings are held on the 2nd Thursday at 5:30 PM every month and sometimes the 4th Thursday.
- Park, Arts & Recreation Commission
 - Regular PARC meetings are held the 4th Tuesday of every month at 6:00 PM via zoom or in person. Meetings are announced on the City Meeting Calendar.
- Civil Service Commission
 - Regular Civil Service Meetings are held on the 1st Wednesday of most months at 9:00 AM in Butner Boardroom at 110 E 3rd St. Arlington.
- Citizen Salary Commission
 - The Citizen Salary Commission meets every other year, and generally takes place in the first of the year.
- Cemetery Board
 - The Cemetery Board meets the third Tuesday of every other month at 2:30 PM via Zoom or in person.
- Airport Commission
 - The Airport Commission meetings are held the 2nd Tuesday of every month at 6:00PM in Putnam Hall at 18204 59th Dr. NE. Arlington or via Zoom.

Identify members of the LPA’s transportation planning and/or advisory groups by race, color, and national origin

Planning Commission

- Mike Thomas - Caucasian
- Melissa Johnson - Caucasian
- Gayle Roeber – Caucasian
- Nathan Senff – Declined to answer.
- Jennifer Benton – Declined to answer.

Public Works

- James Kelly – Caucasian, USA
- Ryan Morrison – Caucasian, USA
- Kris Wallace – Caucasian, USA

Specify methods used to collect demographic information from the transportation-related public meetings. (Self-identification surveys, notes by staff, etc.) Include summaries of Public Involvement Forms collected at each meeting, listing the demographics of those who attended by meeting.

In January the city hosted an online survey for the 211th Corridor Improvement project for the initial design. The survey was open for one month. (see Exhibit G for survey analysis) In July 2023 the city hosted a pop-up open house for the 30% design of the 211th Corridor Improvement project. The pop-up event was advertised through the weekly E-News, social media, post card mailers, and door hangers to the residents and businesses directly affected. In February 2023 the City hosted an on-line survey showing the initial design and requesting more community feedback for the Division / Broadway Restoration project. This survey closed at the end of February. Letters (Exhibit Q) were mailed out to all affected houses and businesses with the link and dates open, it was posted in the weekly E-newsletter on social media, and it was posted on the City's website project page. An in person open house for this project was in September, it included design exhibits and a Q & A session for the citizens in attendance. See Exhibit J for open house completed surveys. In April the City conducted an online survey for the 169th Connection project. This survey was open for one month and was advertised with direct mailers to the project area businesses and residence, weekly on E-Newsletter and social media, the City's website and on the project webpage (see Exhibit D for postcard). In July the City hosted an on-line design elements survey. This survey was open for two weeks and was advertised weekly via social media and the city E-Newsletter, and on the City's website and project page (see Exhibit E).

List any language assistance services requested. For which languages? Who provided the service? In addition, list vital documents translated during the reporting period and identify the languages.

No requests for assistance were received by the City. No vital documents were required to be translated. All materials supplied are available on the City's website where translation service is available.

11. Transportation-related Construction and Consultant Contracts (if applicable) – Briefly describe the process used to advertise and award construction contracts during this reporting period. Include the process for negotiated contracts (e.g., consultants).

2023 Utility Improvement & Pavement Preservation, Reece Construction. The City advertised for two weeks in the Daily Journal of Commerce and the Everett Herald, on the city website and with Builders Exchange of Washington (BXWA). Upon closing, a virtual bid opening occurred, and the bids were announced. The preliminary bid is posted on the City website, and then the bids are verified. The certified bid is posted online, and the lowest responsible bidder is chosen. Contract taken through city council process for award signature authorization.

204th St / 74th Ave Intersection Improvement, Reece Construction. The City advertised for two weeks in the Daily Journal of Commerce and the Everett Herald, on the city website and with Builders Exchange of Washington (BXWA). Upon closing, a virtual bid opening occurred, and the bids were announced. The preliminary bid is posted on the City website, and then the bids are verified. The certified bid is posted online, and the lowest responsible bidder is chosen. Contract taken through city council process for award signature authorization.

Division/Broadway Restoration Project, LDC. The City advertised for 3 weeks in the Daily Journal of Commerce, the Everett Herald, and the City's website. Upon closing statements of qualifications were opened and interviews were conducted. After all interviews the team scored each company and the company with the highest score is chosen. See Exhibit R for scoring sheet and Exhibit S for interview

questions. This project went to bid and closed in 2022 but was awarded in 2023. Contract taken through city council process for award signature authorization.

211th Corridor Improvement, SCJ Alliance. The City advertised for 3 weeks in the Daily Journal of Commerce, the Everett Herald, and the City's website. Upon closing statements of qualifications were opened and interviews were conducted. After all interviews the team scored each company and the company with the highest score is chosen. Contract taken through city council process for award signature authorization.

2024/2025 Utility Improvement & Pavement Preservation, Parametrix. The City advertised for 2 weeks in the Daily Journal of Commerce, the Everett Herald, and the City's website. Upon closing statements of qualifications were opened and interviews were conducted. After all interviews the team scored each company and the company with the highest score is chosen. Contract taken through city council process for award signature authorization.

180th St Connector, SCJ Alliance. The City advertised for 3 weeks in the Daily Journal of Commerce, the Everett Herald, and the City's website. Upon closing statements of qualifications were opened and interviews were conducted. After all interviews the team scored each company and the company with the highest score is chosen. The City could not come to a responsible cost for the design with the firm chosen, so with the permission of WSDOT the City went out to bid for 3 additional weeks in the Daily Journal of Commerce, the Everett Herald, and the City's website. Upon closing statements of qualifications were opened and interviews were conducted. After all interviews the team scored each company and the company with the highest score is chosen. This project went to bid and closed in 2023 but was awarded in 2024. Contract taken through city council process for award signature authorization.

2023 ROW Services, Commonstreet Consulting. The City requested quotes off of the MRSC roster list. Quotes were received and the lowest quote was chosen.

169th St Connection, SCJ Alliance. The city requested an extension to the original contract for the completion of the design work for the 169th St Connection project. The original contract was executed in 2022 for up to 30% design. The extension will bring the contract through design and ready for construction.

- Title VI language is included in the advertisement of all City of Arlington Project bid requests, and request for proposals, see Exhibit T for the standard Advertisement for Bid form.

12. Describe the actions taken to promote construction contractor/consultant compliance with Title VI by construction contractors/consultants, including monitoring and review processes, and their outcomes/status (e.g. what Title VI language was included in contracts and agreements; were contractors and consultants reviewed to ensure compliance; what Title VI responsibilities are explained to contractors and consultants?)

Title VI language is included in all contractor/consultant contracts. See Attached Professional Service Agreement Exhibit U, and the Construction Contract, Exhibit V. Title VI language is included in all advertisements, request for proposals, etc. Exhibit T is the standard Advertisement for Bid form. Once a contractor or consultant is under contract all subcontractors have to be requested and approved with the WSDOT Request to Sublet Work form (EXHIBIT W). This form has a spot for DBE information and helps to monitor our DBE percentage for each project.

13. List construction, right-of-way, and consultant contracts with your LPA/MPO/entity for this report period with dollar value of each. Identify funding sources (federal, state, local, other), and how many were awarded to certified disadvantaged contractors (as a prime contractor/consultant).

- 2023 Utility Improvement & Pavement Preservation construction – \$2,752,607.03, Local, DBE award
- 204th/74th Signal Project construction - \$1,199,999.00, Local, DBE award
- 74th Ave Trail ROW - \$9,503.53, local, no DBE award
- 169th St Connecting Segment design - \$375,463.42, Local, no DBE award
- Division /Broadway Restoration Project design- \$69,779.54, Federal, DBE award
- 211th Corridor Improvement Project design– \$318,778.70, State, no DBE award
- 2023 ROW Services- \$22,996.00, local, no DBE award
- Smokey Pt Blvd / 188th St RAB ROW -\$ 6,135.60, local, no DBE

Three projects had a designated DBE during the reporting period.

14. Education & Training – Describe actions taken to promote Title VI compliance through education and trainings, including monitoring and review processes, and their outcomes/status.

There were no in-person Title VI trainings offered during this reporting period. All training for Title VI was offered with online webinars or online training.

List Title VI training/webinars your Title VI Coordinator attended this reporting period. Include dates and entity that conducted the training.

No training was completed during this reporting period.

When was Title VI internal training provided to staff? Who conducted the training? What was the subject of the training? Provide the job titles and race/color/national origin of attendees.

Title VI training is offered on the WSDOT site, this training is encouraged for all personnel to attend and complete. No one has completed this training this reporting period.

List other civil rights training conducted locally. Provide dates and a list of participants by job title and Title VI role, if applicable.

Equity in Roadway Safety Workshop – September 20 & October 24, 2023

- Katy Shores – Administrative Specialist II - Title VI Specialist

DBE 101 Training

- James Kelly – PW Director – Head of Transportation
- Katy Shores – Administrative Specialist II - Title VI Specialist

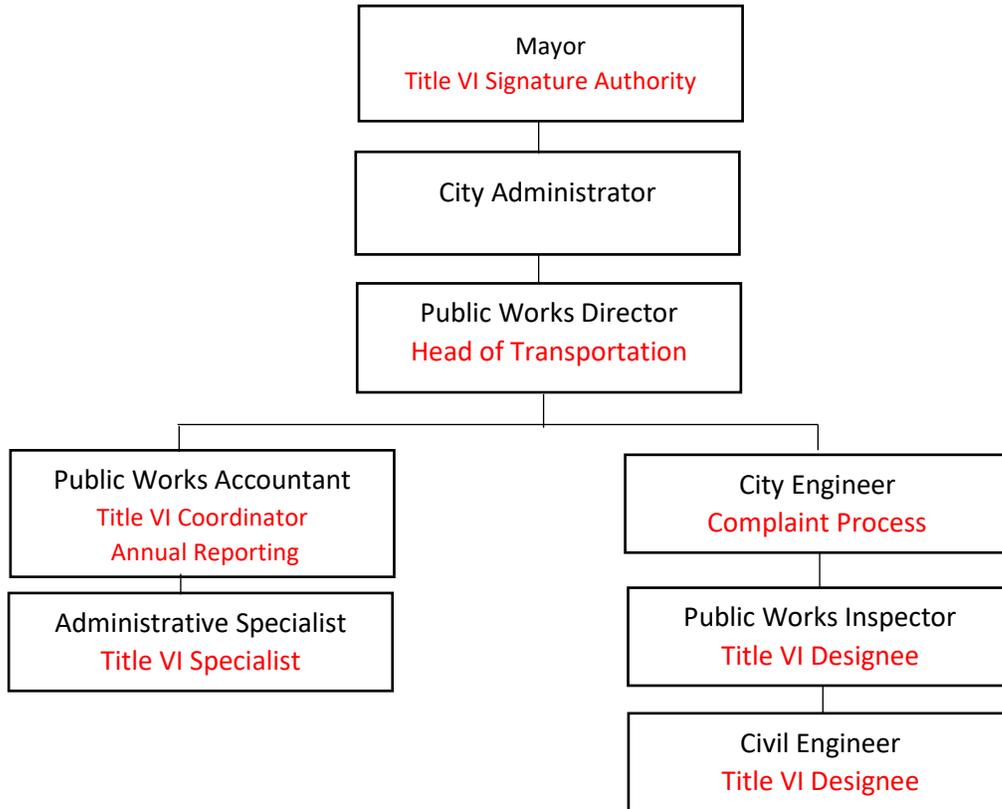
Title VI Goals for Upcoming Year

What area(s) of Title VI does your agency plan to focus on in the upcoming year? Describe by particular program area what your agency hopes to accomplish. Include any significant problem areas to focus on and plans to address those.

- Continue to ensure that all projects, programs, and activities follow WSDOT Title VI Plan.
- Train any new staff on Title VI program
- Keep the City project webpages updated accordingly with all Title VI information.

City of Arlington

Title VI Organizational Chart



Complaint Process: Intake and investigation of Title VI complaints

Annual Reporting: Identifies Transportation projects and programs and reports annually to WSDOT as required for Title VI compliance.

Title VI Specialist: Responsible for community outreach

Designee: Assist with documentation and compilation of reports

ADDITIONAL INFORMATION

What remedy are you seeking for the alleged discrimination? Please note that this process will not result in the payment of punitive damages or financial compensation.

List any other persons that we should contact for additional information in support of your complaint. Please include their phone numbers, addresses, email addresses, etc.

List any other agencies with whom you have filed this same complaint:

Signature (REQUIRED)

Date

Title VI Complaint Procedures

If you believe that you have been discriminated against because of your race, color, or national origin, then you have the right to file a formal complaint with City of Arlington within 180 days of the alleged incident.

HOW TO FILE A COMPLAINT

1. Complete the Title VI Complaint Form, answering every question.
2. Submit the **signed** complaint as directed on the form. We cannot accept unless it has been signed.
3. Upon receipt the complaint form, it will be reviewed to ensure that it is complete. A notice acknowledging receipt will be provided within 10 working days. The complaint will then be forwarded to WSDOT, the federal funding agency through Washington State Department of Transportation-Office of Equal Opportunity. The federal funding agency is responsible for all decisions regarding whether a complaint should be accepted (and investigated), dismissed, or referred to another agency.
4. When the federal funding agency decides whether to accept, dismiss, or transfer the complaint, it will notify the complainant and the other agencies (as appropriate) as to the status of the complaint.

These procedures do not deny you the right to file a formal complaint directly with the federal funding agencies or seek private counsel for complaints alleging discrimination. Federal law prohibits intimidation or retaliation against you of any kind.

These procedures cover all complaints filed under Title VI of the Civil Rights Act of 1964 as amended and the Civil Rights Restoration Act of 1987, relating to any program, service, or activity administered by WSDOT as well as its sub-recipients, consultants, and contractors.



City of Arlington
Ciudad de Arlington

EXHIBIT C

Spanish

Formulario de queja del Título VI

Uso exclusivo de la agencia

Received	____/____/____
Response	____/____/____
Report	____/____/____
Briefing	____/____/____

Si cree que ha sido discriminado debido a su raza, color o nacionalidad (incluido el dominio limitado del inglés) en programas o actividades de la agencia, puede presentar una queja formal.

Instrucciones: Complete el siguiente formulario y envíelo a: City of Arlington Attn: Ryan Morrison 238 N Olympic Ave, Arlington, WA 98223 o por correo electrónico a: rmorrison@arlingtonwa.gov

Su nombre:	Su teléfono:
	Mejor momento del día para contactarlo sobre esta queja: 7am a 10am 10am a 1pm 1pm a 4pm 4pm a 7pm
Su dirección de correo electrónico:	
Su dirección de correo postal: (Calle/PO Box, ciudad, estado, código postal)	
Nombre, dirección y número de teléfono de las personas que supuestamente lo discriminaron.	
Fecha del supuesto incidente:	Discriminación por: <input type="checkbox"/> Raza <input type="checkbox"/> Color <input type="checkbox"/> Nacionalidad (incluye dominio limitado del inglés)
Explique lo que sucedió, por qué cree que sucedió y cómo fue discriminado. Indique quién estuvo involucrado. Asegúrese de indicar de qué manera siente que otras personas son tratadas de forma diferente a usted. Si tiene alguna otra información sobre lo que sucedió, adjunte los documentos probatorios a este formulario.	

INFORMACIÓN ADICIONAL

¿Qué solución está buscando por la supuesta discriminación? Tenga en cuenta que este proceso no resultará en el pago de daños punitivos ni compensación económica.

Enumere a otras personas con las que deberíamos comunicarnos para obtener información adicional en apoyo de su queja. Incluya sus números de teléfono, domicilios, direcciones de correo electrónico, etc.

Enumere cualquier otra agencia con la que haya presentado esta misma queja:

Firma: (OBLIGATORIA)

Fecha:

Procedimientos de queja del Título VI

Si cree que ha sido discriminado por su raza, color u origen nacional, tiene derecho a presentar una queja formal ante la ciudad de Arlington dentro de los 180 días posteriores al presunto incidente.

CÓMO PRESENTAR UNA QUEJA

1. Complete el Formulario de Queja del Título VI, respondiendo cada una de las preguntas.
2. Envíe la queja firmada como se indica en el formulario. No podemos aceptarla a menos que la haya firmado.
3. Una vez recibido el formulario de queja, será controlado para verificar que está completo. Se enviará un aviso de acuse de recibo dentro de los 10 días hábiles. La queja será enviada a la agencia federal de financiamiento a través de la Oficina de Igualdad de Oportunidades del Departamento de Transporte del Estado de Washington. La agencia federal de financiamiento es responsable de todas las decisiones con respecto a si una queja debe ser aceptada (e investigada), desestimada o remitida a otra agencia.
4. Cuando la agencia federal de financiamiento decida si acepta, rechaza o transfiere la queja, notificará al demandante y a las demás agencias (según corresponda) sobre el estado de la queja.

Estos procedimientos no le niegan el derecho de presentar una queja formal directamente ante las agencias federales de financiamiento o buscar un abogado particular para las quejas que alegan discriminación. La ley federal prohíbe cualquier tipo de intimidación o represalia contra usted.

Estos procedimientos contemplan todas las quejas presentadas bajo el Título VI de la Ley de Derechos Civiles de 1964 y sus modificaciones y la Ley de Restauración de Derechos Civiles de 1987, relacionadas con cualquier programa, servicio o actividad administrados por el WSDOT o Washington State Department of Transportation así como sus subreceptores, consultores y contratistas.



EXHIBIT D

CITY OF ARLINGTON

169TH STREET CONNECTION SURVEY

Project Description: The City of Arlington has received a grant to complete a missing segment of 169th St, from 37th Ave to 43rd Ave. This will connect Smokey Point Blvd to 43rd Ave and 51st Ave. The project is currently in the design stage and we want to engage the public to ensure we develop a project that meets the community's needs.

Share your feedback: <https://arcg.is/OPDD5W>

Project Benefits:

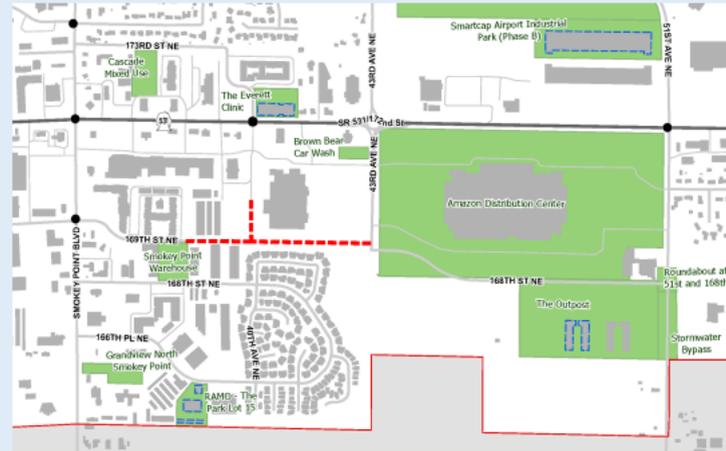
- Improve vehicle & freight access.
- Support new development.
- Provide pedestrian & bicycle facilities.

Project Cost and Funding:

- Estimated project cost: \$4.5 Million.
- Funding by
 - ◇ Federal Grant
 - ◇ Transportation Impact Fees

Construction Schedule:

- Construction: Summer 2025



Contact Information:

<https://www.arlingtonwa.gov/765/169th-Street-Connection>
(360) 403-3544 | cityprojects@arlingtonwa.gov



EXHIBIT D

CITY OF ARLINGTON

169TH STREET CONNECTION SURVEY

PRST STD
US POSTAGE
PAID
EVERETT, WA
PERMIT NO. 201

238 N Olympic Avenue
Arlington, WA 98223

JOHN DOE, JANE DOE
1246 QUESTION AVE NE
ARLINGTON WA 98223

MAYOR: BARB TOLBERT

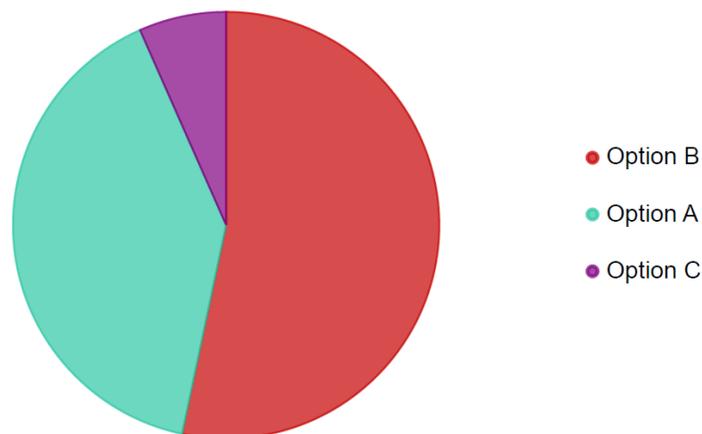
CITY COUNCIL: MICHELE BLYTHE, YVONNE GALLARDO - VAN ORNAM, HEATHER LOGAN, DEBORA NELSON, MARILYN OERTLE, JAN SCHUETTE, and DON VANNEY

Smokey Point Blvd Corridor Improvement Project Design Element Survey Summary

Two questions were posed to the public in this survey; the first question looked for feedback on the style of street amenities for the Smokey Point Blvd Corridor (*street light style, bench style, trash receptacle style, etc.*) and the second question was broad asking for additional comments regarding the project design. To comply with Federal Title VI requirements, all surveys include demographic questions but are optional. We had 272 people complete the survey, below is a summary of the responses.

1. What design style would you like to see?

This was a single choice question with pictures of the different styles of design elements for the project.



- Option A	109	40.07%
- Option B	145	53.31%
- Option C	18	6.62%

2. Do you have any additional comments or questions regarding this project?

This was an optional question. We received 55 responses from the public, of these responses 26 were in direct response to the design elements of this project. The main comment was more lights and sidewalks.

- More lights and sidewalks	7
- No wood benches	3
- Like the difference between areas	3
- Multi arm benches to detour sleeping	2
- Good quality and maintenance	2

- Water stations 1
- Avoid art to distract drivers 1
- Wheelchair access 1
- Extra trashcans 1
- Add trees 1
- Hanging flower baskets on lights 1
- Downward facing lights 1
- Least expensive 1
- Unity with downtown 1

The below questions were demographic questions, completion of these questions was optional.

7. What is your age?

261 people filled out this question, with the majority of survey responders between the ages of 35-49.

- 65+ 53 19.49%
- 50-64 65 26.9%
- 35-49 100 36.76%
- 30-34 24 8.82%
- 24-29 15 5.51%
- 18-24 4 1.47%

8. What gender do you identify with?

264 people responded to this question with the majority being female.

- Female 174 63.97%
- Male 58 21.32%
- Prefer not to answer 32 11.76%

9. What race/ethnicity do you identify with?

265 people answered this question with the majority selecting White/Caucasian.

- White/Caucasian 202 74.26%
- Prefer not to answer 52 19.12%
- Asian 2 .74%
- Hispanic/Latino 1 .37%
- American Indian or Alaska Native 4 1.47%
- Native Hawaiian or Pacific Islander 2 .74%
- African American/Black 2 .74%

10. What is your annual household income?

261 people answered this question with the highest percentage preferring not to answer and the second being in the more than \$100,000.00 range.

- Prefer not to answer	81	29.78%
- More than \$100, 000	80	29.41%
- \$75,000 to \$100,000	40	14.71%
- \$50,0000 to \$75,000	42	15.44%
- \$30,000 to \$50,000	13	47.78%
- \$15,000 to \$30,000	3	1.1%
- Less than \$15,000	2	.74%

Summary:

Based on the survey results, Option B is the most liked option for the design elements along the Smokey Point Corridor. This style of street amenities will be added to the project design.



SMOKEY POINT BOULEVARD
urban neighborhood project

Phase 2 Outreach
Bike Pathway Design Alternatives

Dear Stakeholder –

Design of the Smokey Point Boulevard Corridor project (174th St to 200th St) must account for current and future users of the corridor. This includes vehicles, freight, transit, pedestrians and bicycles. Below is a summary of key considerations, current and future, of the bicycle user needs that helped design a safe pathway through this corridor. As an involved leader in a local or regional bike user group, we value your opinion and how this bike path was selected and is laid out. Will you please review the attached Bike Pathway design document and provide feedback. If you have questions, please feel free to contact us at 360-403-5306.

Bike Route Alignment Design Alternatives Facts

Residential and business growth is increasing throughout Arlington, with much of it occurring in south Arlington and the Smokey Point area. To plan for this, the City of Arlington is designing improvements to Smokey Point Boulevard from 174th Place NE to 200th Street NE. These improvements will support future growth and help create a community corridor and neighborhood feel for small businesses and residents. Once design is complete, planned upgrades will be constructed incrementally.

Key facts:

- The existing conditions of Smokey Point Blvd between 174th and 200th, are not up to the standards of the future vision of this area. The City would like to make this section of roadway a neighborhood street with a sense of place.
- There is a lack of non-motorized (pedestrian and bicycle) facilities and this project is working to address those. The area has outgrown how the corridor is currently being used.
- The City is working to develop a design that integrates the plan for the future while accommodating growth without giving up character.
- The City is focusing on mobility for all modes of travel, improving safety, and increasing opportunity for access to existing and future facilities (trails, businesses, etc.).
- Key design features:
 - Part of the design will encourage freight traffic to use the adjacent Airport Blvd.
 - A single travel through-lane is being developed for vehicle movement through the corridor
 - Roundabouts will be installed at intersections to slow speeds and reduce collisions
 - Bike lanes will be included on the widened sidewalks of the roundabouts
 - Back-in parking stalls will included in throughout the corridor, these parking facilities will be separated from the travel lanes by a six-foot wide median. A parking drive isle will provide access to these parking stalls.
 - Bikes lanes will share the parking drive aisle through use of sharrows,
 - There are five 12-foot wide multiuse trails that will connect to the Corridor. These five 12-foot wide multiuse trails connect to the Arlington trail network.

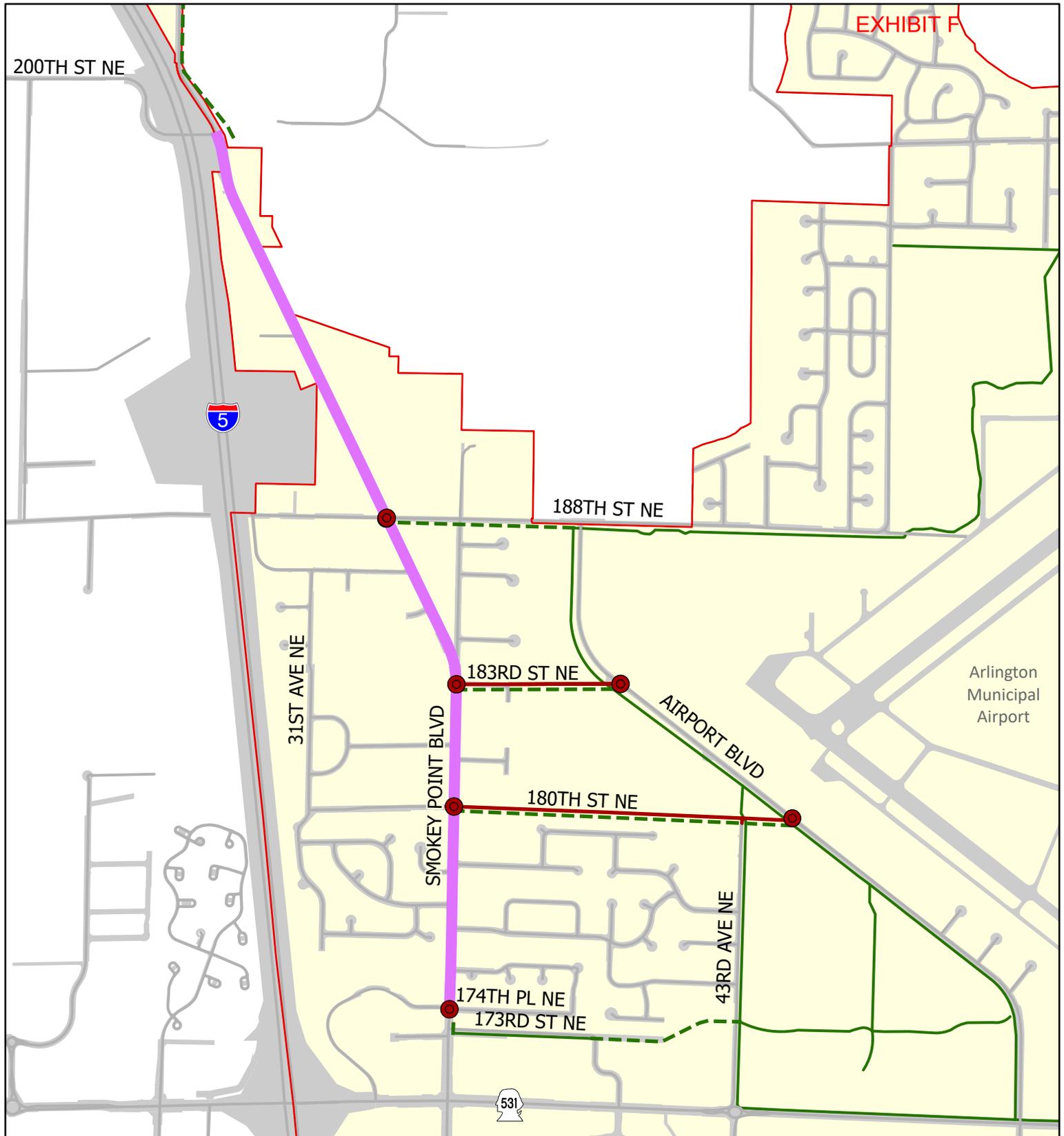
Attached to this Bike Pathway Stakeholder Outreach are the five alternatives that were developed to meet the current and future bicyclist needs of this corridor. Each alternative was weighed for six criteria that met current and future needs, a summary of the criteria evaluation for each alternative is in the below table.

Criteria	Alt #1	Alt #2	Alt #3	Alt #4	Alt #5
1. ROW Considerations/limit property take	YES	YES	YES	YES	YES
2. Separated from main travel lane	YES	YES	NO	YES	YES
3. Easy transition through roundabouts	NO	NO	YES	YES	NO
4. Easy access to business	NO	NO	NO	YES	NO
5. Easy access to Arlington trail network ¹	NO	NO	NO	YES	NO
6. Minimizes integration with pedestrians	YES	NO	YES	YES	YES

Note 1 – Please see attached graphic showing connections between Smoky Point Corridor and Arlington Trail network

The City and Design Team evaluated many options when considering how to accommodate all modes of travel along this stretch of Smokey Point Blvd, weighing pros and cons of each. Based on the above criteria, it is the Design Team’s recommendation to proceed with Bike Pathway Alignment #4.

Stakeholder Comments: _____



Legend

- Proposed Roundabouts
- Proposed Roads
- - - Proposed Trails
- Smokey Point Blvd Corridor
- Current Trails
- Current Roads
- Right of Way
- City Limits



City of Arlington
**Smokey Point Blvd Corridor
 Trail Integration**

Scale: 1 inch = 1,200 ft

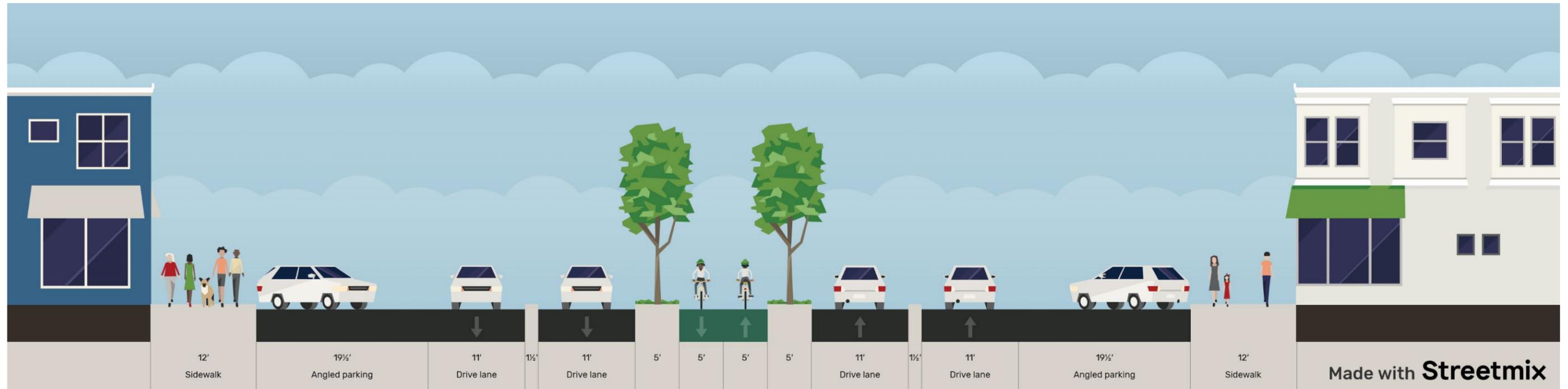
File: TransportationLayouts/
 SPBCorridorTrails8.5x11_22

Date: 12/9/2022

Cartographer: hmd

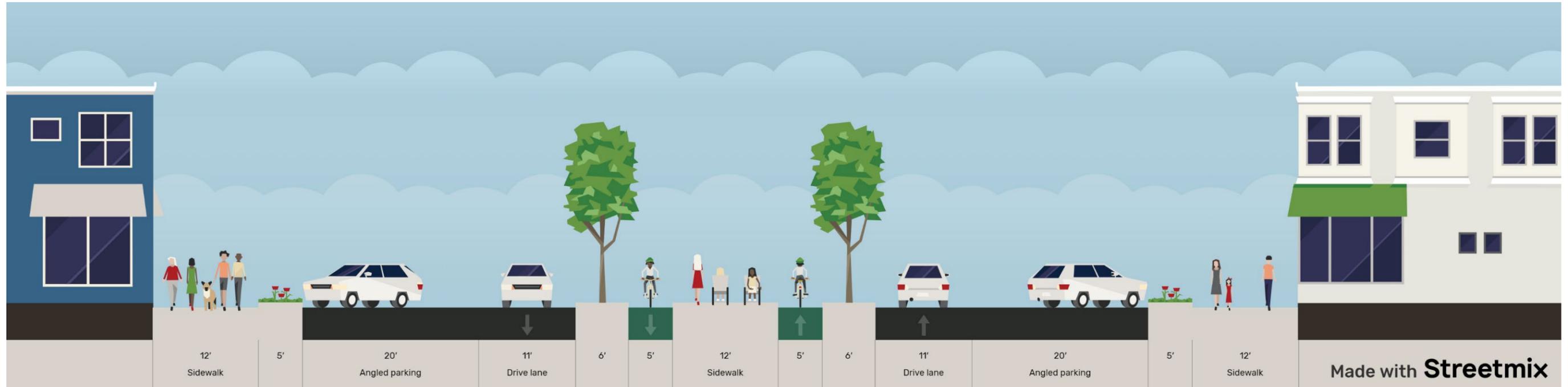
Maps and GIS data are distributed "AS-IS" without warranties of any kind, either express or implied, including but not limited to warranties of suitability for a particular purpose or use. Map data are compiled from a variety of sources which may contain errors and users who rely upon the information do so at their own risk. Users agree to indemnify, defend, and hold harmless the City of Arlington for any and all liability of any nature arising out of or resulting from the lack of accuracy or correctness of the data, or the use of the data presented in the maps.

Smokey Point Blvd: Alternative 1 (130')



Pros	Cons
<ul style="list-style-type: none"> Separated bike facility in center of roadway Increased opportunity for street trees and landscaping 	<ul style="list-style-type: none"> Minimal buffer between mainline travel lanes and parking aisle Difficult for bikes to get to/from separated facilities from trails Conflict with bikes transitioning at the Roundabouts Requires people biking to cross at the intersections to access local businesses and residences.

Smokey Point Blvd: Alternative 2 (130')



Pros	Cons
<ul style="list-style-type: none"> Separated zone for bikes and pedestrians in center of roadway 	<ul style="list-style-type: none"> Inadequate motorized vehicle capacity and more friction with parking cars
<ul style="list-style-type: none"> Increased opportunity for street trees and landscaping 	<ul style="list-style-type: none"> Difficult for bikes to get to/from separated facilities from trails
	<ul style="list-style-type: none"> Conflict with bike lane transitions at Roundabout
	<ul style="list-style-type: none"> Requires people in the center to cross at the intersections to access local businesses and residences

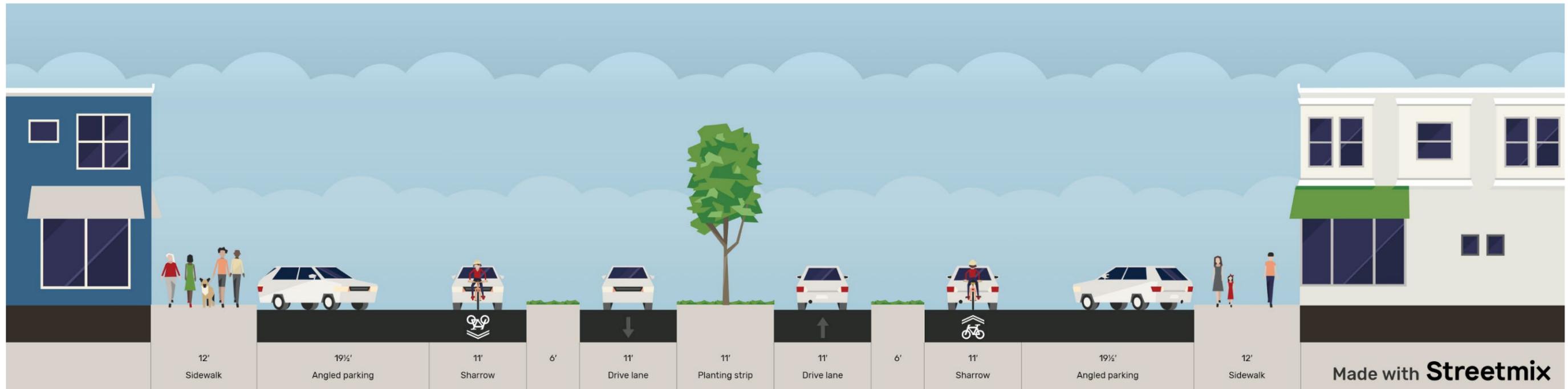
Smokey Point Blvd: Alternative 3 (130')



Pros	Cons
<ul style="list-style-type: none"> Provides a dedicated bike facility 	<ul style="list-style-type: none"> No separation between mainline travel lane and bike facility
	<ul style="list-style-type: none"> No opportunity for landscaping between travel lanes and access lanes.
	<ul style="list-style-type: none"> Limited opportunity to provide water quality structures
	<ul style="list-style-type: none"> Minimal buffer between bike lane and access aisle

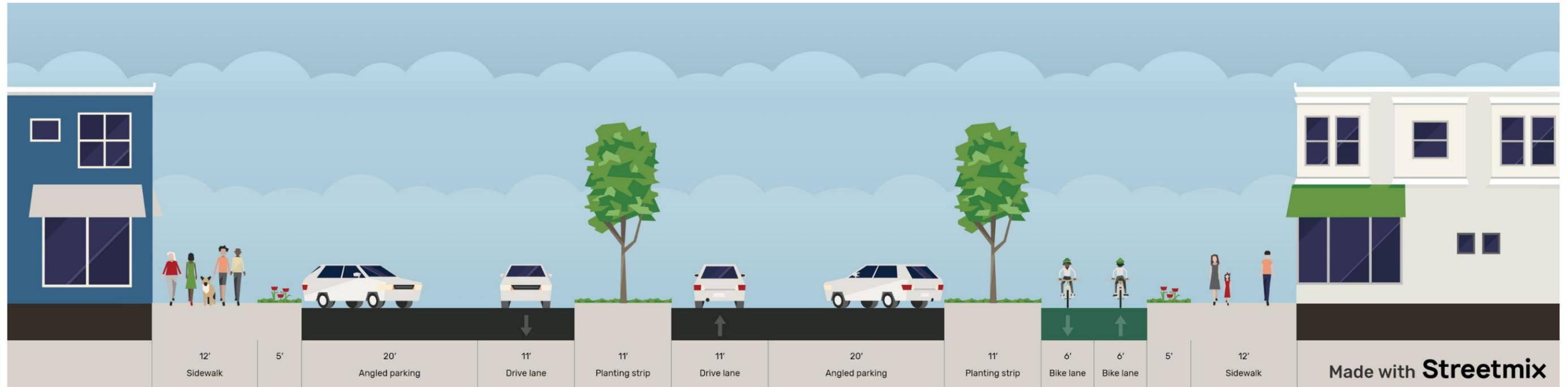
PREFFERED ALTERNATIVE

Smokey Point Blvd: Alternative 4 (130')

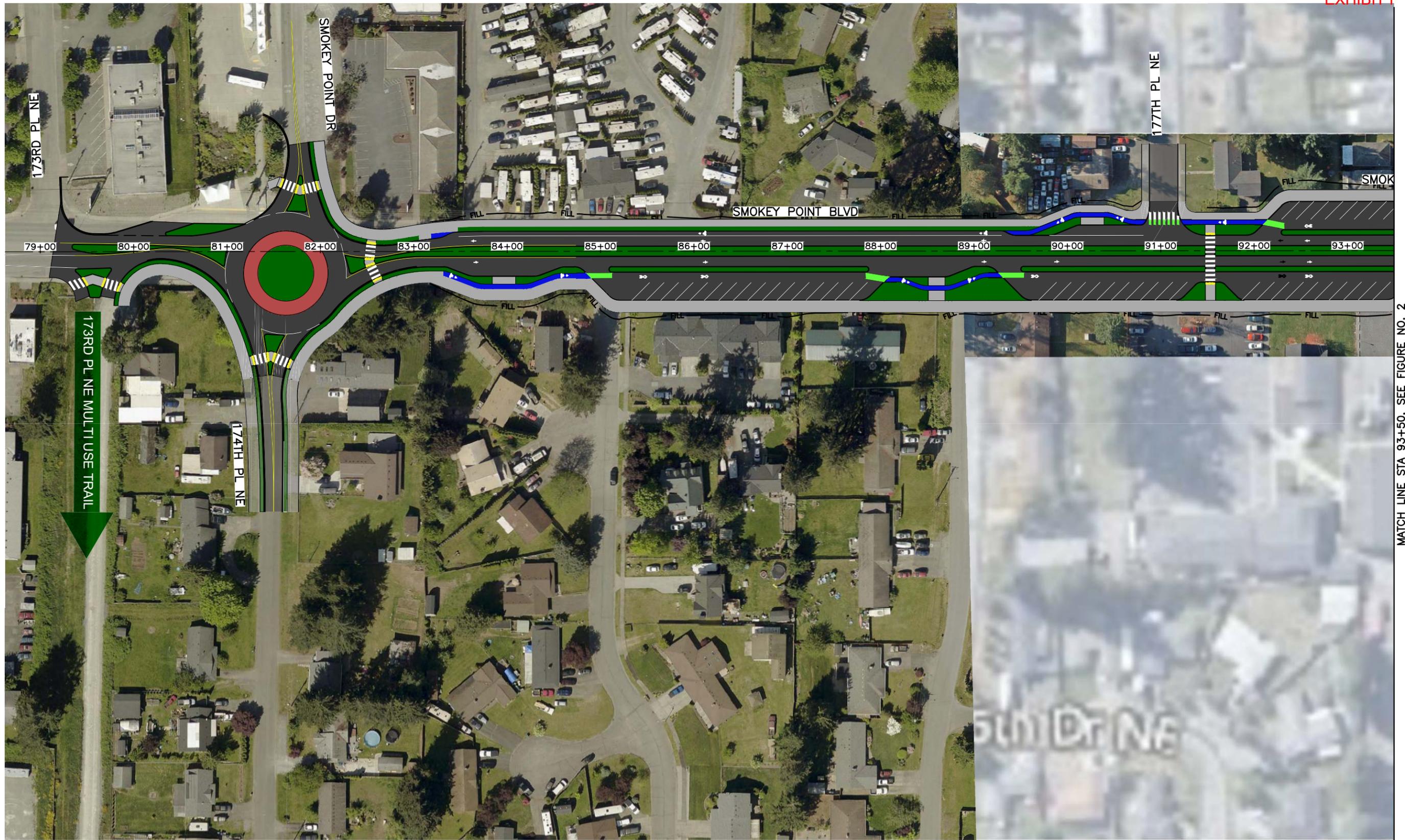


Pros	Cons
<ul style="list-style-type: none"> • Easy access from trails along corridor to bike facilities 	<ul style="list-style-type: none"> • Requires a shared space between motor vehicles and people biking.
<ul style="list-style-type: none"> • Separation between mainline travel (higher speed and higher motor vehicle volumes) and bike facilities 	<ul style="list-style-type: none"> • People parking cars can temporarily block people riding bikes.
<ul style="list-style-type: none"> • Access lanes are low speed and conflicts with parking vehicles will discourage drivers from traveling at high speeds or using the access lanes as a travel lane. 	<ul style="list-style-type: none"> • Bicycles mix with vehicles in access lanes
<ul style="list-style-type: none"> • Continuous access to local businesses and residences along the Smokey Point Boulevard by people biking. 	
<ul style="list-style-type: none"> • Landscaping can be installed between the through travel lanes and the access lanes enhancing the traveling experience. 	
<ul style="list-style-type: none"> • Provides space for stormwater quality and illumination providing more even lighting in outside median. 	

Smokey Pt Blvd: Alternative 5 (130')

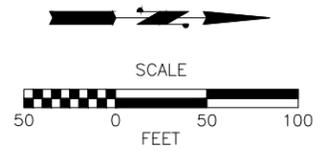


Pros	Cons
<ul style="list-style-type: none"> Separated zone for bicycles Increased opportunity for street trees and landscaping 	<ul style="list-style-type: none"> Inadequate motorized vehicle capacity and more friction with parking cars. Two-way separated bike lanes present unexpected movements at intersections as drivers don't expect people riding bikes from the right (wrong way) side.
<ul style="list-style-type: none"> Enhances connections to the trail network on the connecting streets 	<ul style="list-style-type: none"> Access to one side of the roadway will be difficult for people biking or restricted to crossing at roundabouts.
	<ul style="list-style-type: none"> Separates parking from the building frontage creating friction with bikes and peds



Nov 21, 2022 - 6:11pm enrique.borges X:\Wfington, City of\Projects\20200038 - Smokey Point Blvd Improvements\CADD\05 - Exhibits\SPB_Hatched_Exhibit.dwg Layout Name: 1

MATCH LINE STA 93+50, SEE FIGURE NO. 2



PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022

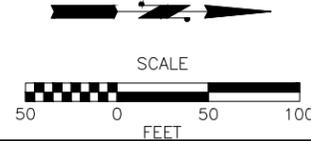
FIGURE
 1

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MATCH LINE STA 93+50, SEE FIGURE 1

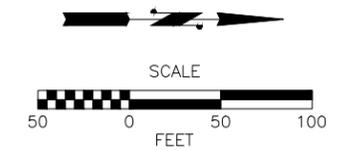


MATCH LINE STA 108+50, SEE FIGURE 3



PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022



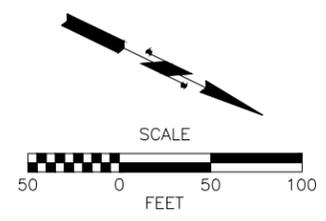
PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022

FIGURE
 3

Nov 21, 2022 - 6:12pm enrrique.borges X:\Wfington, City of\Projects\20200038 - Smokey Point Blvd Improvements\CADD\05 - Exhibits\SPB_Hatched_Exhibit.dwg Layout Name: 3

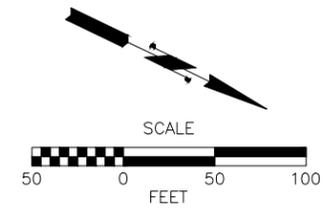
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PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022

FIGURE
 4

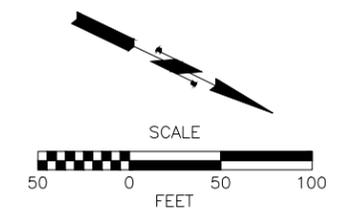


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PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022

FIGURE
 5



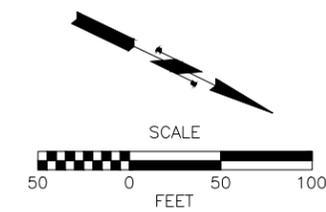
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PERTEET
 2707 COLBY AVENUE, SUITE 900
 EVERETT, WA 98201
 425.252.7700 | 800.615.9900

SMOKEY POINT BLVD EXHIBIT
Phase 2 - Public Outreach
Planning Level Documents - Not for Construction
 DATE: 11/21/2022

FIGURE
 6

Nov 21, 2022 - 6:15pm enrrique.borges X:\Wfington, City of\Projects\20200038 - Smokey Point Blvd Improvements\CADD\05 - Exhibits\SPB_Hatched_Exhibit.dwg Layout Name: 7



 <p>PERTEET 2707 COLBY AVENUE, SUITE 900 EVERETT, WA 98201 425.252.7700 800.615.9900</p>	<p>SMOKEY POINT BLVD EXHIBIT <i>Phase 2 - Public Outreach</i> <i>Planning Level Documents - Not for Construction</i></p> <p>DATE: 11/21/2022</p>	<p>FIGURE 7</p>
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211th Place Corridor Improvement Project Survey #1 Summary

The main survey questions were required questions, while the demographic questions were optional. We had 46 people complete the survey. Below is a summary of the responses.

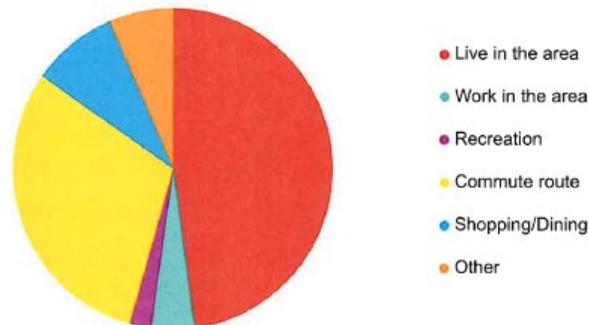
1. What has been your experience in the past while driving, cycling, and/or walking along 211th PI Corridor?

This was a write in question, of received responses the three main concerns were with the roundabout speeding, turning movements at intersections, and pedestrian access.

- Speeding 19 concerns
- Turning movements 16 concerns
- Pedestrian access 8 concerns
- Large Trucks 8 concerns
- Road condition 6 concerns
- Lighting 4 concerns
- Congestion 3 concerns
- Drainage 3 concerns

2. What is your primary reason for traveling along 211th Place NE?

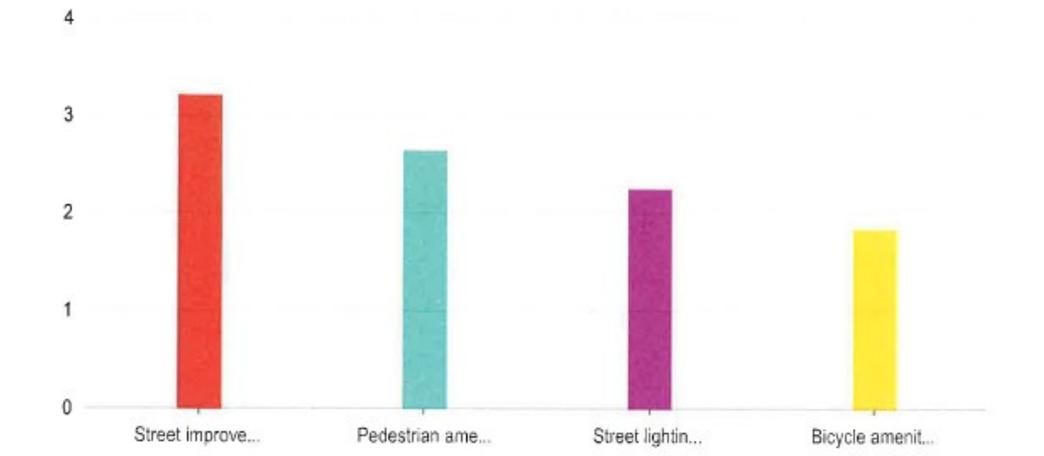
This was a single choice question, of received responses, the primary person completing the survey lives in the project area, the second were those that use the roadway as a commute route, and third for shopping/dining.



- Live in the area 22 47.83%
- Commuter route 14 30.43%
- Shopping/dining 4 8.7%
- Other 3 6.52%
- Work in the area 2 4.35%
- Recreation 1 2.17%

3. Tell us what improvements to the 211th Place corridor are the most important to you?

This was a ranked choice question. Of received responses, the top three choices were street improvements, pedestrian amenities, and street lighting.



- Street improvements 3.22
- Pedestrian amenities 2.65
- Street lighting 2.26
- Bicycle amenities 1.85

4. What do you hope the City prioritizes and considers when designing the 211th Place Corridor Street Improvements?

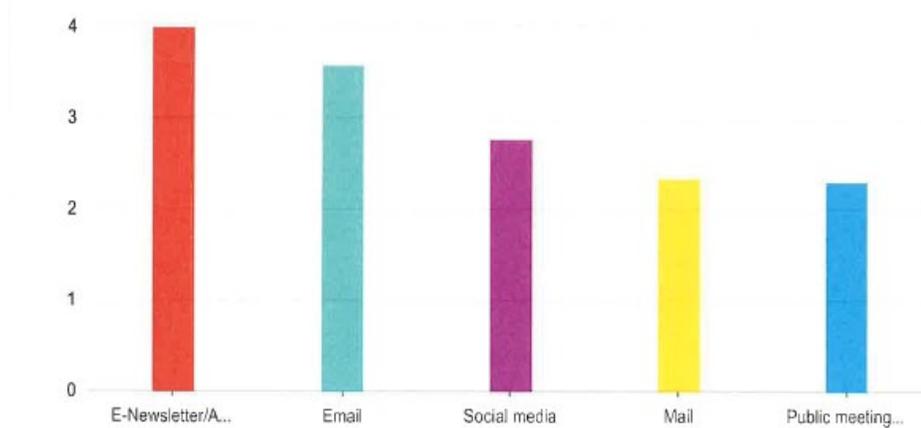
This was a multiple-choice question with the main three answers being Street Improvements, speed control, and sidewalks & Bicycle lanes.



- Street Improvements 28
- Traffic speed control 25
- Sidewalks & bicycle lanes 24
- Street lighting 16

5. What is the best way to keep you informed and engaged throughout the project?

This was a ranked question, the main three ways of communication requested were through E-Newsletter, email, and social media.



- E-Newsletter 4.00
- Email 3.58
- Social Media 2.77
- Mail 2.35
- Public Meeting 2.30

6. Do you have additional comments or questions regarding this project?

This was an optional question. We received 24 responses from the public, of these responses the main concern was the roundabout going in at SR530, then concerns with current traffic enforcement, to make 211th Place a non-truck route. Most of the responses were positive.

- Thank you 4
- No roundabout 3
- Traffic enforcement 2
- Lighting with banners 2
- Make a non-truck route 2
- Art 2
- Hurry with roundabout 1
- Drainage concerns 1
- Road conditions are bad 1
- Traffic when under construction 1

The below questions were demographic questions and were not required to be filled out.

7. What is your age?

42 people filled out this question, with the majority of people over the age of 50.

- 50-64	14
- 65+	14
- 35-49	10
- 30-34	4
- 18-24	0
- 24-29	0

8. What gender do you identify with?

43 people answered this question with the majority being female.

- Female	21	45.65%
- Male	16	34.78%
- Prefer not to answer	6	13.04%

9. What race/ethnicity do you identify with?

43 people answered this question with the majority being White/Caucasian.

- White/Caucasian	32	69.57%
- Prefer not to answer	8	17.39%
- Asian	2	4.35%
- Hispanic/Latino	1	2.17%

10. What is your annual household income?

43 people answered this question with the highest percentage being in the more than \$100,000.00 range.

- More than \$100, 000	16
- Prefer not to answer	13
- \$75,000 to \$100,000	6
- \$50,0000 to \$75,000	6
- \$30,000 to %50,000	1
- \$15,000 to \$30,000	1

Summary:

From the survey the City sees that the three main issues we would like to address are:

- Street Improvements with traffic calming measures
- Pedestrian safety
- Enhanced lighting –better lighting opportunities to light the corridor.



211TH PLACE NE IMPROVEMENTS

OPEN HOUSE

July 20th, 5-7PM



On the corner of 211th Place NE and 67th Drive NE
(Entrance of Pioneer Meadows neighborhood)!

Please join us for an informational event in your neighborhood to learn more about this project! Come enjoy hot dogs, play some games, families welcome!



Questions?
(360) 403-3544
cityprojects@
arlingtonwa.gov



Arlington
WASHINGTON





211TH PLACE NE IMPROVEMENTS

OPEN HOUSE

July 20th, 5-7PM



On the corner of 211th Place NE and 67th Drive NE
(Entrance of Pioneer Meadows neighborhood)!

What's it About? In Summer of 2024 the City will be making upgrades to the infrastructure in your area by adding a pedestrian and bicycle path, repaving the roadway, and improving utilities along 211th Pl between 67th and SR 530.

Project Benefits

- Provide Shared Use Path and landscape planter on south side of 211th Pl. NE
- Provide pedestrian lighting along 211th Pl. NE
- Improve stormwater and water infrastructure improvements
- Rehabilitate roadway pavement
- Improve 67th Ave NE intersection for freight

Scan Me!



To Project Website



Arlington
WASHINGTON



Division Broadway Improvement Project Survey #1 Summary

The main survey questions were required questions, while the demographic questions were optional. We had 58 people complete the survey. Below is a summary of the responses.

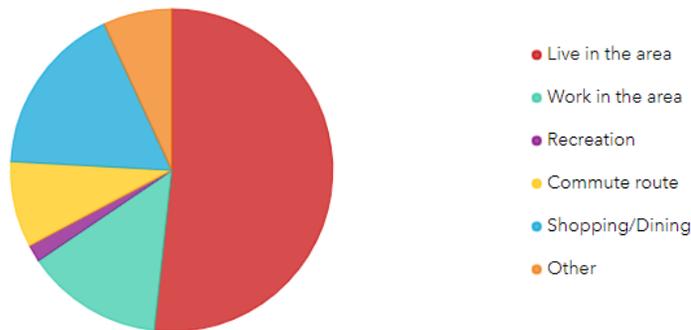
1. What has been your experience in the past while driving, cycling, and/or walking along Division and Broadway?

This was a write in question, of those responses the three main concerns were with the roundabout safety, pedestrian safety, and visibility around the roundabouts.

- Roundabout safety 23 concerns
- Pedestrian safety 23 concerns
- Visibility 15 concerns
- MacLeod & RAB 5 concerns
- Truck route 1 concern

2. What is your primary reason for travel along Division and Broadway St?

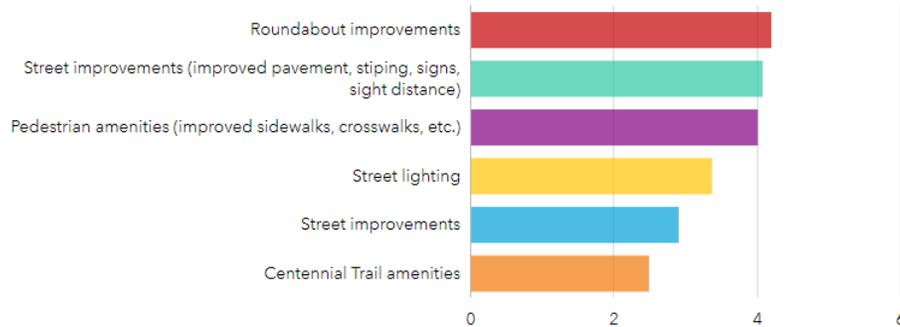
This was a single choice question, of those the primary person to complete the survey lives in the project area, the second were those that use the roadway for shopping/dining third those that work in the area.



- Live in the area 30 51%
- Shopping/dining 10 17.24%
- Work in the area 8 13.79%
- Commute route 5 8.62%
- Other 4 6.9%
- Recreation 1 1.72%

3. Tell us what improvements to Division and Broadway St are the most important to you?

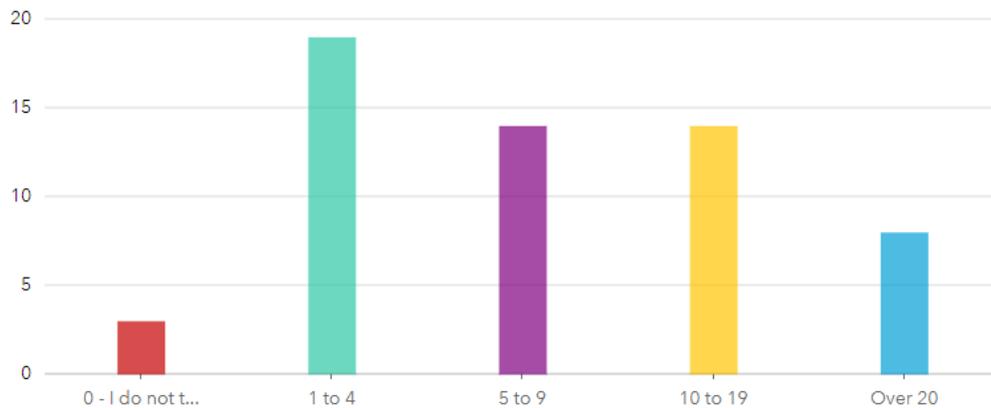
This was a ranked choice question. 58 responses were received, of those responses the top three choices were roundabout improvements, street improvements, and pedestrian amenities.



- Roundabout improvements 4.19
- Street improvements 4.07
- Pedestrian amenities 4.00
- Street lighting 3.36
- Centennial Trail amenities 2.48

4. How many times a week do you travel down Division and/or Broadway?

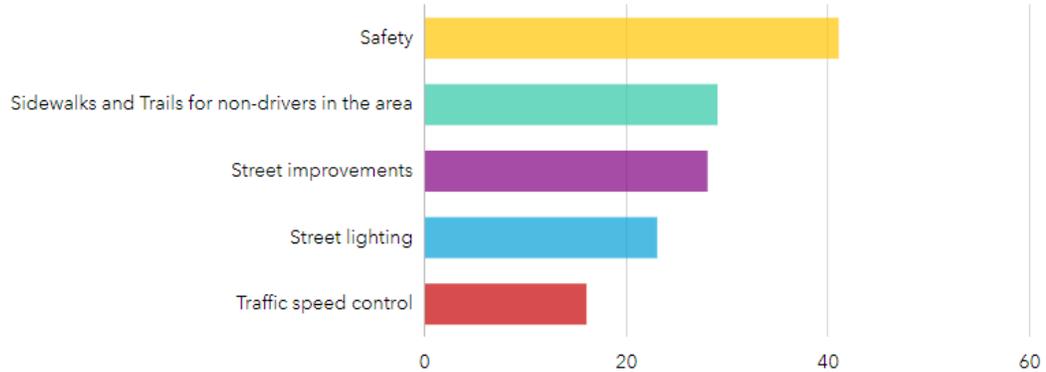
This was a single choice question with the majority of the answers being 1-4 times per week.



- 1-4 19
- 5-9 14
- 10-19 14
- Over 20 8
- 0 3

5. What do you hope the City prioritizes and considers when designing the Division & Broadway Street Improvements?

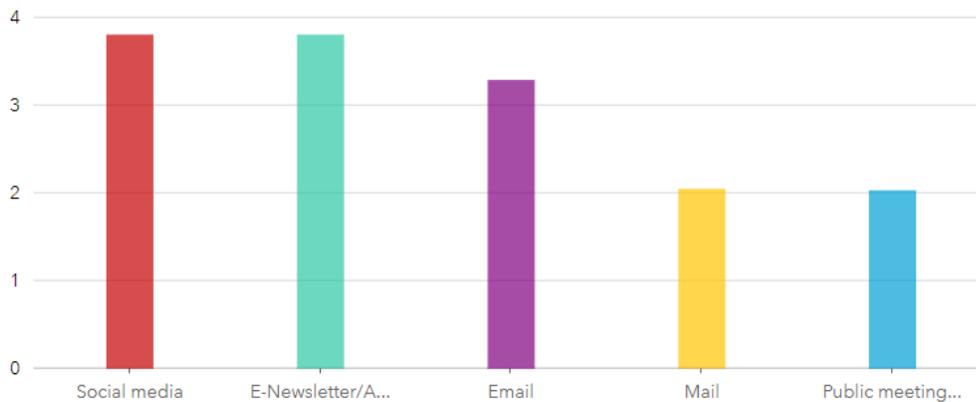
This was a multiple-choice question with the main three answers being safety, Sidewalks & Trails, and Street Improvements.



- Safety 41
- Sidewalks & Trails 29
- Street Improvements 28
- Street lighting 23
- Traffic speed control 16
- Other
 - o Crossings are very dark 1
 - o 112 E Gilman Ave 1

6. What is the best way to keep you informed and engaged throughout the project?

This was a ranked question, the main three ways of communication requested were through social media, E-Newsletter, and email.



- Social Media 3.81
- E-Newsletter 3.81
- Email 3.29
- Mail 2.05
- Public Meeting 2.03

7. Do you have additional comments or questions regarding this project?

This was an optional question, We received 20 responses from the public. Of these responses the main concern was the vegetation within the center medians blocking visibility, then concerns with the project schedule and how it will affect people's routes.

- | | |
|-----------------------------------|---|
| - Roundabout vegetation removal | 4 |
| - Project schedule concerns | 3 |
| - Thank you | 3 |
| - Remove RAB, add stop signs | 2 |
| - Better lighting | 2 |
| - Better access for mail | 1 |
| - Signage for non-truck route | 1 |
| - No | 1 |
| - Ranking choice would not let me | 1 |
| - Art | 2 |

The below questions were demographic questions and were not required to be filled out.

8. What is your age?

55 people filled out this question, with the majority of people be between the ages of 35 and 49.

- | | |
|---------|----|
| - 35-49 | 23 |
| - 65+ | 12 |
| - 50-64 | 11 |
| - 30-34 | 7 |
| - 18-24 | 1 |
| - 24-29 | 1 |

9. What gender do you identify with?

54 people answered this question with the majority being female.

- | | | |
|------------------------|----|-----|
| - Female | 39 | 67% |
| - Male | 11 | 19% |
| - Prefer not to answer | 4 | 7% |

10. What race/ethnicity do you identify with?

53 people answered this question with the majority being White/Caucasian.

- | | | |
|---------------------------------------|----|-----|
| - White/Caucasian | 42 | 72% |
| - Prefer not to answer | 8 | 14% |
| - Native Hawaiian or Pacific Islander | 2 | 3% |
| - Asian | 1 | 2% |

11. What is your annual household income?

53 people answered this question with the highest percentage being in the more than \$100,000.00 range.

- More than 100, 000 24
- Prefer not to answer 14
- 75,000 to 100,000 7
- 50,0000 to 75,000 6
- 30,000 to 50,000 2

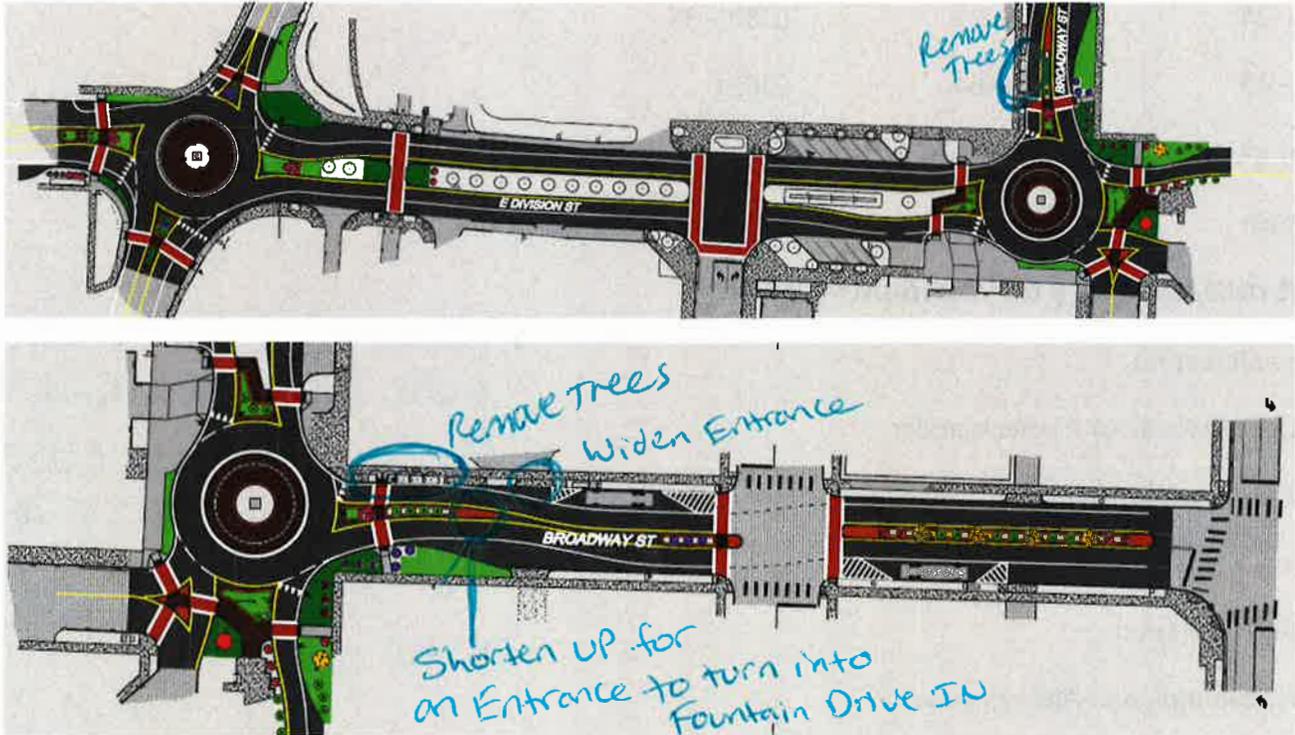
Summary:

From the survey the City sees that the four main issues we would like to address are:

- Sight distance due to vegetation and RAB design.
- Pedestrian safety
- Design of RAB - approaches, side entrances and medians.
- Enhanced lighting –better lighting opportunities to light the corridor.

Division / Broadway Corridor Improvements 90% Design Open House Survey

The City of Arlington is nearing completion of design for the Division / Broadway Corridor Improvements project. We have taken the community's 30% design comments from project survey #1, incorporated where possible, and have developed the following 90% design. We would like the community's feedback on our 90% design effort.



What are your thoughts on the proposed concept above?

I think this proposal will have a positive affect on the city and will improve both vehicle and personal safety. It will look very nice

Are there any minor changes you would like to see addressed as we go into final design.

Remove 5 trees on Broadway side of Fountain Drive IN
"Buckling and Eroding side walk"

Widen

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

- Only build half the road at a time so one lane of traffic can continue (longer Construction Duration)
- Contractor shall be limited to only nighttime work, allowing equipment to run during night hours.
- N/A Close only sections of Division and Broadway so the contractor can work quicker and expedite construction.
- Close all of the corridors so the contractor can work quicker and expedite construction.

Demographic Information

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What is your age?

- 18 – 24 24 – 29 30 – 34
 35 – 49 50 – 64 65+

What gender do you identify with?

- Female Male Prefer not to answer.

What race/ethnicity do you identify with?

- Hispanic/Latino
 Native Hawaiian or Pacific Islander
 African American/Black
 Asian
 White/Caucasian
 American Indian or Alaska Native
 Prefer not to answer.

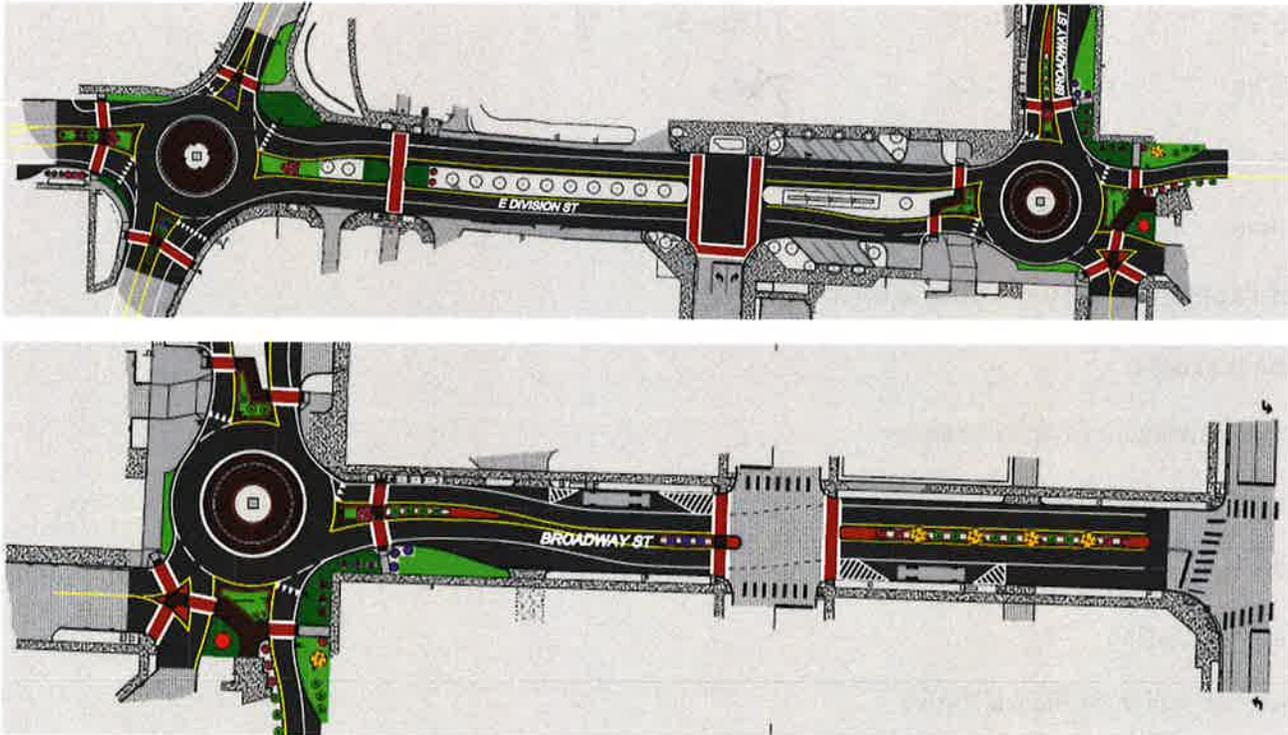
• Can or will there be signs to mark that the Fountain Drive IN and the Daily Grind are still open. ALSO, provide Detour Maps.

What is your annual household income?

- Less than \$15,000
 \$15,000 - \$30,000
 \$30,000 - \$50,000
 \$50,000 - \$75,000
 \$75,000 - \$100,000
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What are your thoughts on the proposed concept above?

I LIKE THE CONCEPTS BUT WILL HAVE TO
CHANGE MY ROUTE OUT TO 530!

Are there any minor changes you would like to see addressed as we go into final design.

WILL THERE BE ANY MORE CALMING IDEAS AT
MABLEWOOD AND DIVISION ROUNDABOUT?

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

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What race/ethnicity do you identify with?

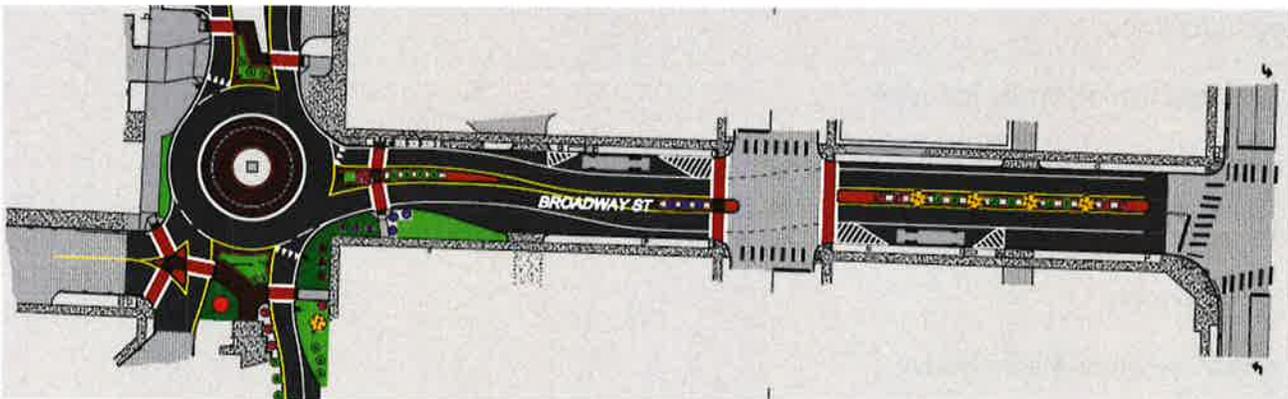
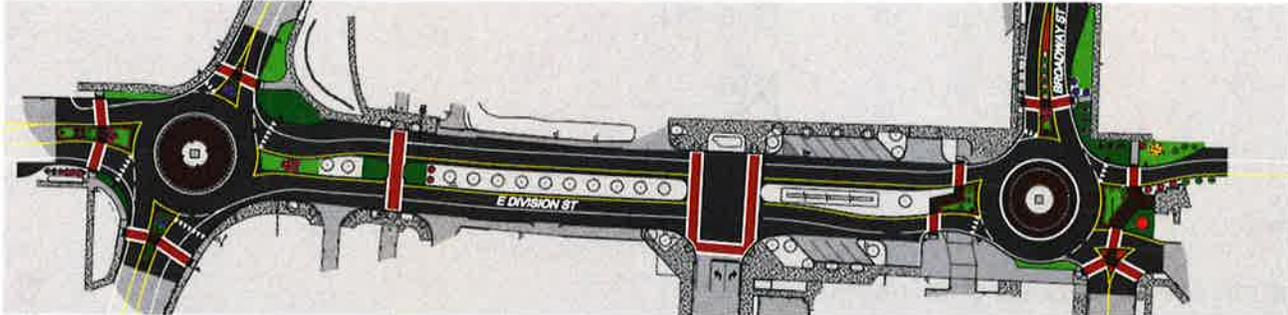
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What are your thoughts on the proposed concept above?

I Like the slow down curves - the larger roundabout circles.
Improved lighting + crosswalks / Plantings look nice.

Are there any minor changes you would like to see addressed as we go into final design.

Please make all crosswalks consistent red painted paths / Are the fire trucks & school buses accommodated at the corner of N. Macleod to turn R. onto Division.
Is there a different route that can be planned for school buses?

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

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Please create a Trucks Route sign on 530 for trucks leaving Arlington
keep them off Division

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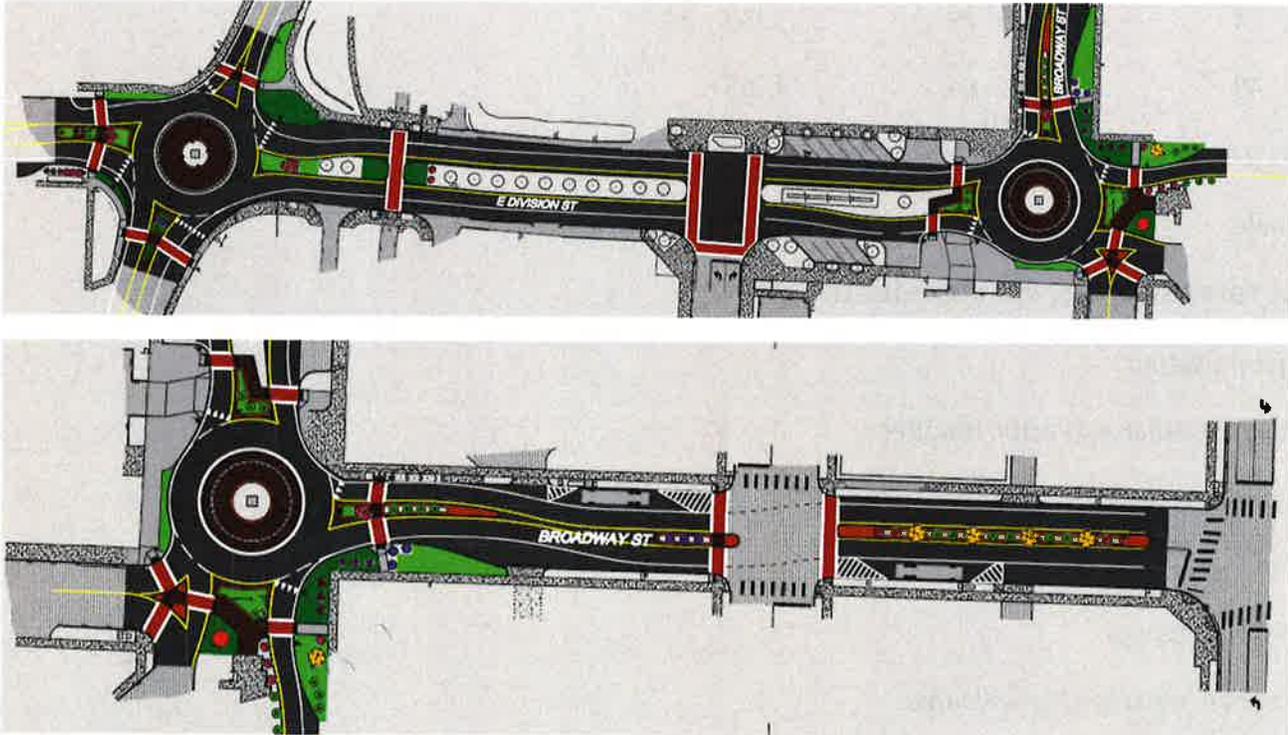
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What are your thoughts on the proposed concept above?

It is an improvement & seems like it could be safer

Are there any minor changes you would like to see addressed as we go into final design.

all crosswalk markings to be same - solid red

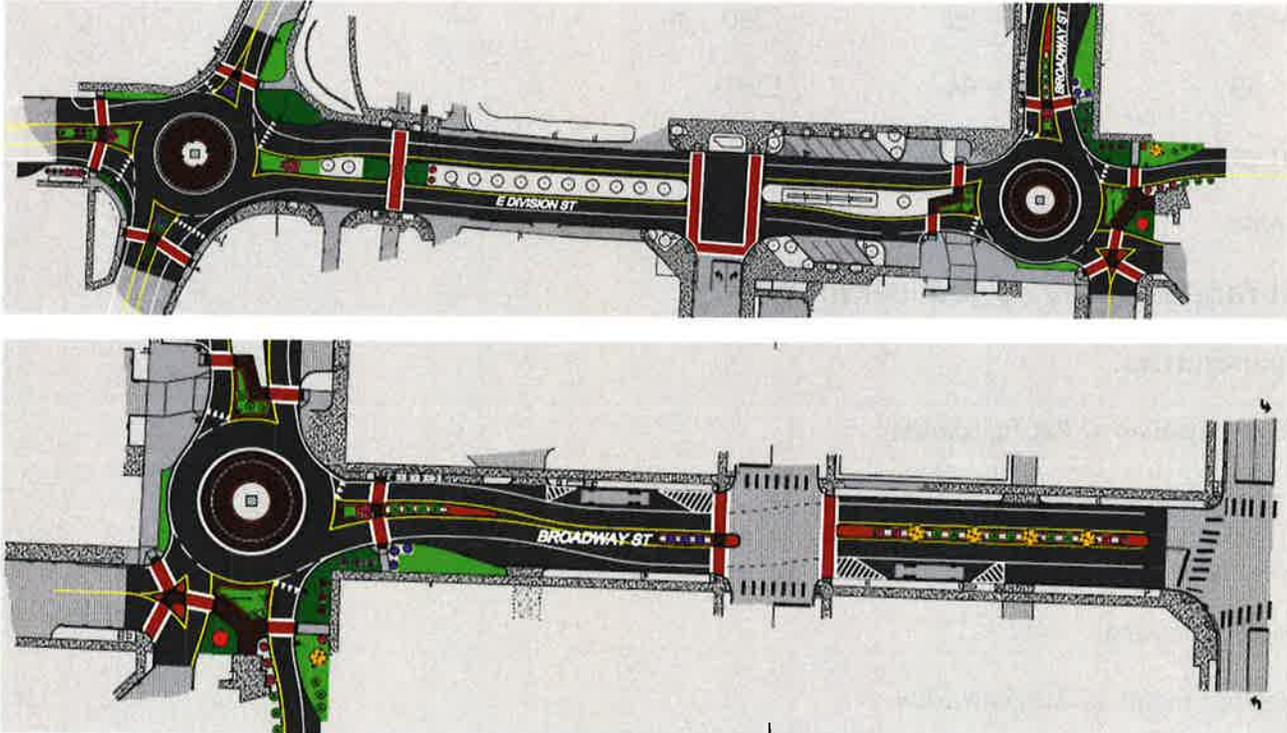
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No

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What are your thoughts on the proposed concept above?

I like the concept. Feel that with adding in the roundabout aprons and center median it will be safer.

Are there any minor changes you would like to see addressed as we go into final design.

remove center bulb out at Gilman & Broadway.

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

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- Female Male Prefer not to answer.

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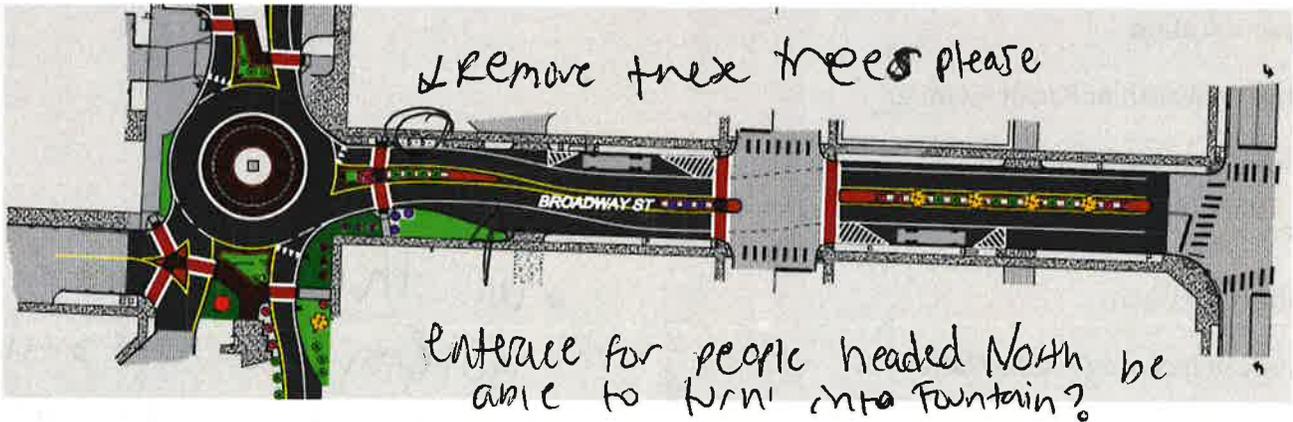
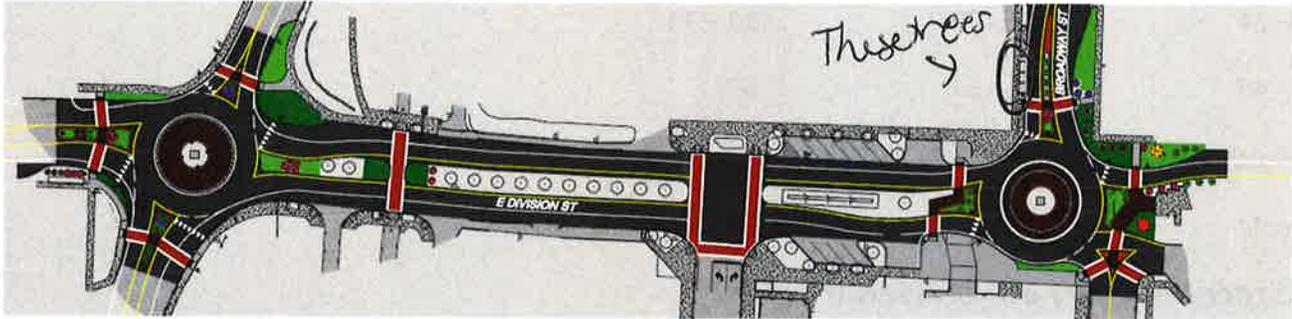
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What are your thoughts on the proposed concept above?

I think this will improve the safety of both streets
and look nice

Are there any minor changes you would like to see addressed as we go into final design.

- Remove trees on Broadway side of the fountain
- Widen entrance @ Broadway by bus stop into fountain / roundabout
- TURN entrance for north headed traffic on Broadway into fountain?

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

- ② Only build half the road at a time so one lane of traffic can continue (longer Construction Duration)
- ① Contractor shall be limited to only nighttime work, allowing equipment to run during night hours.
- Close only sections of Division and Broadway so the contractor can work quicker and expedite construction. *no*
- Close all of the corridors so the contractor can work quicker and expedite construction. *no*

more on bank

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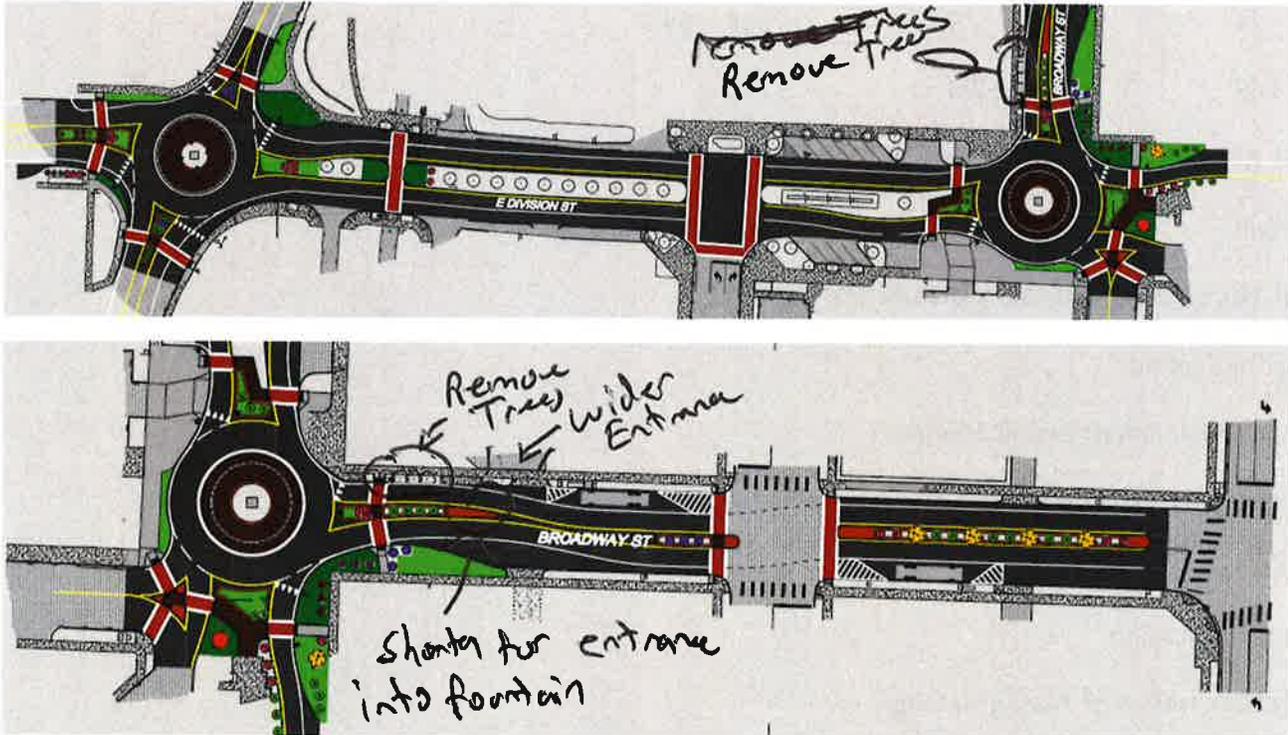
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• Will there be signs noting business still open? Your daily Grind and the fountain?

• Detour maps posted too?

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What are your thoughts on the proposed concept above?

The new locations of ADA Ramps are a positive addition

Are there any minor changes you would like to see addressed as we go into final design.

Remove 5 trees in front of fountain. Tree roots are lifting sidewalk. Wider entrance off Broadway. Shorten Gore area so cars & trucks can ^{can} ~~can~~ early enter into fountain

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

- 2 Only build half the road at a time so one lane of traffic can continue (longer Construction Duration)
- 1 Contractor shall be limited to only nighttime work, allowing equipment to run during night hours.
 - Close only sections of Division and Broadway so the contractor can work quicker and expedite construction.
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Fountain hours at 9AM-10PM

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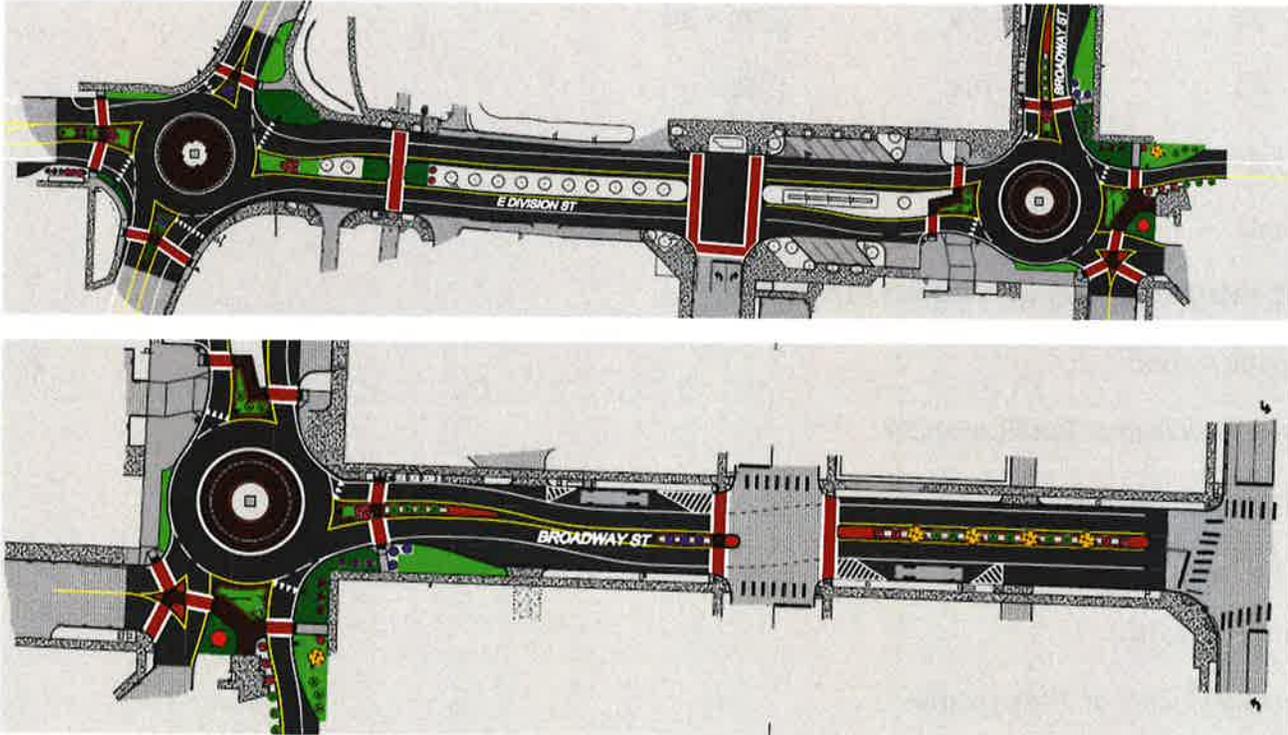
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What are your thoughts on the proposed concept above?

The overall concept is amazing! I love the amount of crosswalks and landscaping.

Are there any minor changes you would like to see addressed as we go into final design.

I would like to see a lighted flashing crosswalk at the Centennial trail location. on the ground in roadway

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

- Only build half the road at a time so one lane of traffic can continue (longer Construction Duration)
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What the city thinks will work best to keep costs the lowest & complete the project the quickest.

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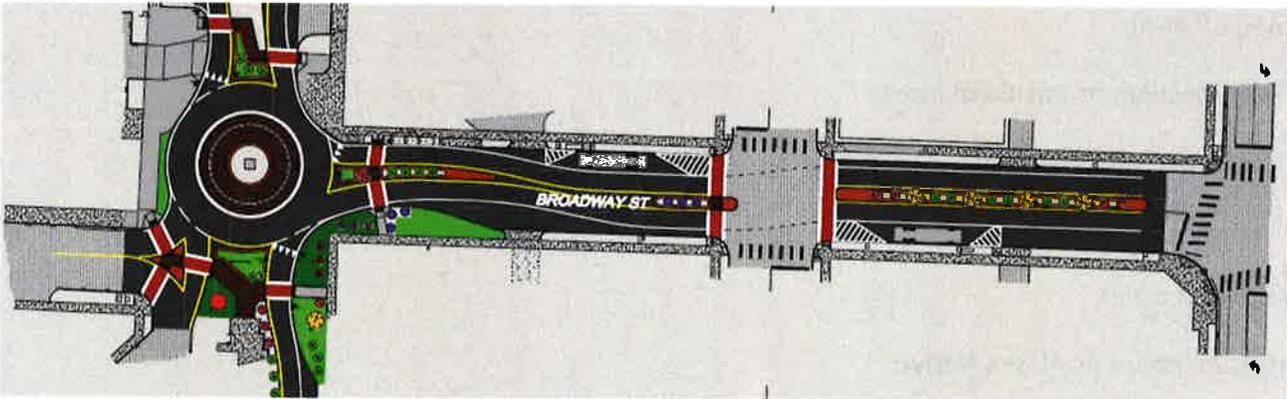
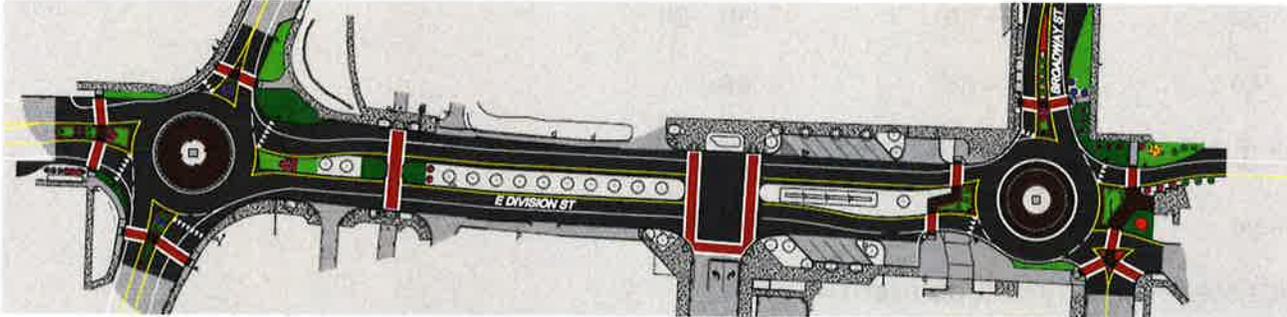
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What are your thoughts on the proposed concept above?

I love everything about it

Are there any minor changes you would like to see addressed as we go into final design.

none I can think of

Which of the options would be good for the city to evaluate for the project's construction phase (summer 2024)? (check all that apply)

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 More than \$100,000
 Prefer not to answer.

The screenshot shows the City of Arlington website with a COVID-19 information banner at the top. Below the banner is a navigation menu with links for Government, Departments, Doing Business, Living, Visiting, and How Do I... A search bar is located in the center of the page. At the bottom, there is a language selection dropdown menu and several utility buttons like 'Notify Me', 'Pay Online', 'Report a Concern', and 'Agendas & Minutes'.

COVID-19 INFORMATION
COVID-19 Information
Read On...

Create an Account - Increase your productivity, customize your experience, and engage in information you care about. [Sign In](#)

Government Departments Doing Business Living Visiting How Do I...

Arlington
WASHINGTON

Search...

Select Language

Afrikaans	Bulgarian	Esperanto	Italian	Latin	Mongolian	Russian	Spanish	Ukrainian
Albanian	Catalan	Estonian	Haitian Creole	Latvian	Myanmar (Burmese)	Samoan	Sundanese	Urdu
Amharic	Chichewa	Filipino	Hawaiian	Lithuanian	Nepali	Scots Gaelic	Swahili	Uyghur
Arabic	Chinese (Simplified)	Finnish	Hebrew	Kannada	Norwegian	Serbian	Swedish	Uzbek
Aremenian	Chinese (Traditional)	French	Hindi	Kazakh	Macedonian	Odia (Oriya)	Sesotho	Tajik
Azerbaijani	Corsican	German	Hmong	Khmer	Malagasy	Pashto	Shona	Tamil
Basque	Croatian	Gaelic	Hungarian	Kinyarwanda	Malay	Persian	Sindhi	Tatar
Belarusian	Czech	Georgian	Icelandic	Korean	Malayalam	Polish	Sinhala	Telugu
Bengali	Danish	German	Indonesian	Kyrgyz	Maltese	Portuguese	Slovak	Thai
Bosnian	Dutch	Gujarati	Irish	Lao	Marathi	Romanian	Slovenian	Turkish
							Somali	Turkmen
								Zulu

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 Government	Departments	Doing Business	Living	Visiting	How Do I...
<ul style="list-style-type: none"> 204th St NE / 74th Ave Intersection Improvement Project 74th Ave Trail Project Gleneagle Reservoir Roof Replacement Project Prairie Creek / BNSF Culvert Replacement Smokey Point Blvd Corridor Project Smokey Point Blvd Overlay Project South Cascade Industrial Center Utilities Project SR 530 - 59th & 211th Roundabouts SR-530/Smokey Point Blvd Roundabout SR 531 (172nd St NE)/40th Ave Intersection SR 531 Widening Project Stormwater Wetland Park Maintenance Projects Water Reclamation Facility Modifications 	<p>The City of Arlington will be constructing the first phase of a new two-lane road, 173rd St NE. While the planned 173rd St alignment will eventually extend between Smokey Point Blvd and Airport Blvd, this first phase will extend from Smokey Point Blvd to 40th Ave.</p> <p>This roadway will include a 12-foot wide multi-use path, street lighting, landscaping, low-impact drainage and a privacy and sound fence along the north side of the roadway.</p> <p>Project Benefits</p> <ul style="list-style-type: none"> • Improve access • Alleviate congestion on 172nd • Increase Pedestrian Safety • Boost vehicle safety <p>Project Cost and Funding</p> <ul style="list-style-type: none"> • Engineer's Estimate: \$2,351,700.00 • Funding source: Transportation Improvement Funds <p>Project Schedule</p> <ul style="list-style-type: none"> • Design 2020/2021 • Estimated bid time: spring 2021 • Construction: Fall 2021 <p>FAQ's</p> <ul style="list-style-type: none"> • Project FAQ Sheet <p>Coordination with Local Residents</p>	 <p>Project Documents</p> <ul style="list-style-type: none"> • Project Conceptual Plan • Fence Alternative Memo • Open House Presentation • Preliminary Bid Tab • Certified Bid Tab <p>To translate documents, download the document then click the link: https://translate.google.com/</p> <p>Project Updates</p>			

CITY OF ARLINGTON

169TH ST NE – CONNECTING SEGMENT

PRELIMINARY DRAINAGE REPORT

SCJ ALLIANCE

ORIGINAL REPORT DATE: JUNE 27, 2022

Table of Contents

Project Overview	2
Project Description	2
Project Location	2
Existing Conditions	3
Proposed Conditions	3
Minimum Requirements	4
MR1-Preparation of Stormwater Site Plans	4
MR2 – Construction Stormwater Pollution Prevention Plan (SWPPP).....	4
MR3 – Source Control of Pollution.....	4
MR4 – Preservation of Natural Drainage Systems and Outfalls.....	4
MR5 – On-Site Stormwater Management.....	4
MR6 – Runoff Treatment.....	4
MR7 – Flow Control.....	5
MR8 – Wetlands Protection	6
MR9 – Operation and Maintenance.....	6
Offsite Analysis	6
Onsite Permanent Stormwater Control Plan	7
Offsite Permanent Stormwater Control Plan	7
Conclusion	7

Appendices

Appendix A – Impervious Surface and Contributing Drainage Areas

Appendix B – WWHM and SSA Reports

Appendix C – Relevant Drainage Reports

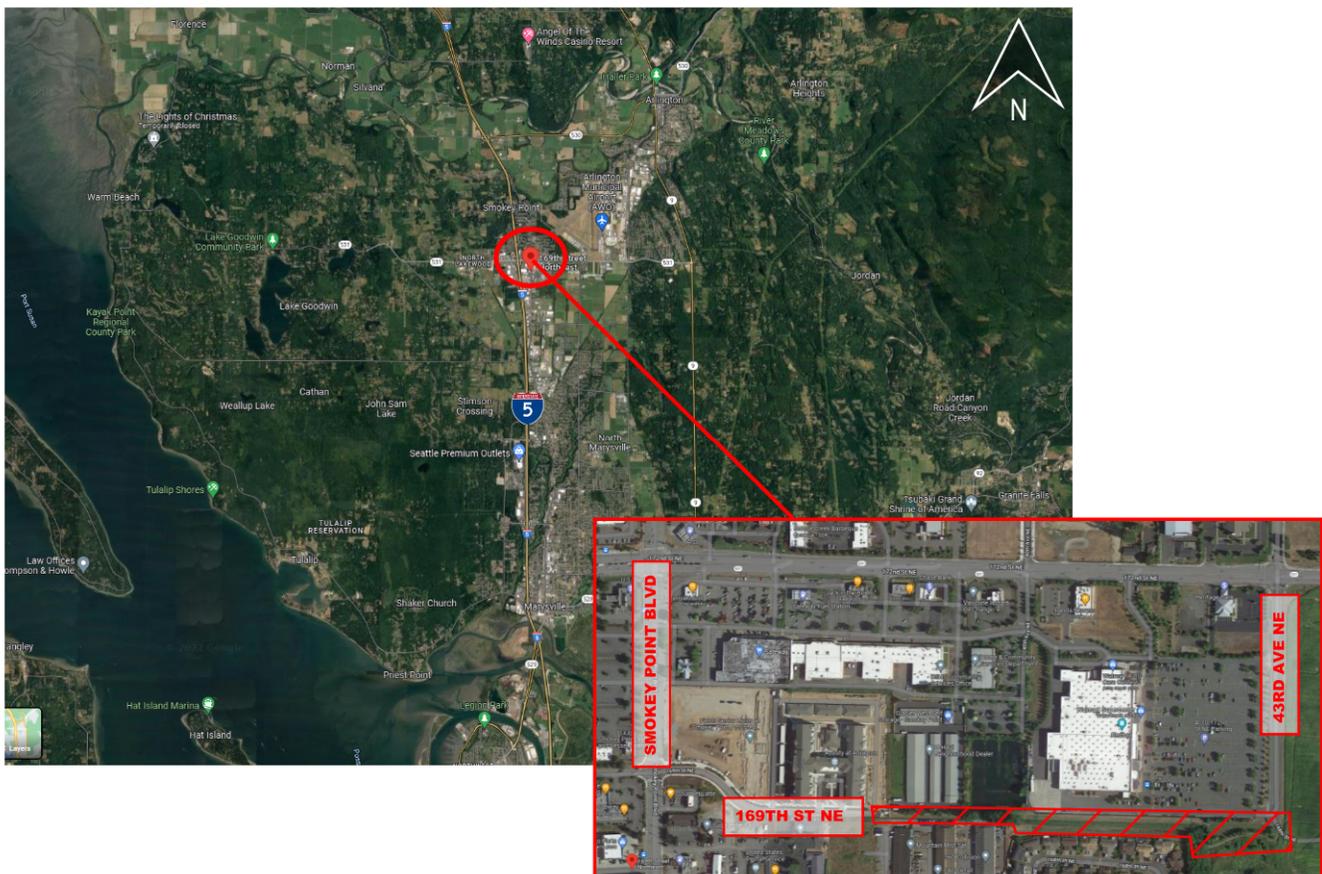
Project Overview

Project Description

This project will provide preliminary design engineering for the improvements of the 169th St NE connecting road and multimodal improvements from 40th Ave NE and 43rd Ave NE within Arlington's Cascade Industrial Center. This will serve as an alternative route for freight and vehicles from the main state highway, SR 531, east of 169th St NE. The proposed improvements on 169th St NE are to include a new two travel lane roadway, 12-foot-wide shared use path on one side of the road and a five foot wide sidewalk with five foot wide tree lined planter strip on the other side of the road. Drainage improvements include converting an existing urban ditch to a new underground culvert below the roadway.

Project Location

The proposed project is located along 169th St NE between the Smokey Point Boulevard and 169th St NE intersection and the 43rd Ave NE and 168th St NE intersection at Arlington's Cascade Industrial Center in Arlington, WA.



Existing Conditions

The proposed project site currently consists of an urban ditch along the proposed 169th St NE alignment. The entire site is pervious grass surface. A detention pond is located at the south end of 43rd Ave NE within the project site. Commercial developments to the north (Walmart and Glacier West Self Storage – Smokey Point), and two 2-lane roads that abruptly end on the east and west side of the existing ditch. A wetland also exists downstream of the urban ditch to the southeast of the project area. The proposed alignment, running east and west, meets 43rd Ave NE, running north and south, at a 3-leg intersection at the east terminus of the project. The existing urban ditch collects runoff from both the Walmart property and the Glacier West Self Storage property.

Surface runoff from the Walmart property flows through 2 separate treatment systems, both of which eventually release to the urban ditch currently on the project site. One system is comprised of a wet/detention pond that discharges to a Contech Stormwater Solutions, Inc. StormFilter vault prior to being discharged to the drainage ditch. In the second system, runoff drains to 3 separate rain gardens for treatment. Following treatment, runoff is discharged to an underground detention system consisting of Storm Tech chambers prior to being discharged to the drainage ditch.

All surface runoff from the Glacier West Self Storage property flows to the existing infiltration/detention pond on the storage unit property prior to discharging to the urban ditch.

Critical Areas

Man-made wetlands are located to the southeast of the site. The wetlands will not be impacted with the new roadway footprint, however, runoff flowing to the wetlands in existing conditions will be impacted. Water quality and flow control will be required for all surface runoff from the new impervious area added with the extension of 169th St NE. Offsite flows from the Walmart and Glacier West Self Storage properties receive water quality and flow control treatment prior to entering the proposed culvert and will not require any additional treatment prior to being released upstream of the wetlands.

Proposed Conditions

In the proposed configuration, 169th St NE will be extended on top of the existing urban ditch and the ditch will be replaced with a concrete culvert underneath the new roadway. The existing pond at the south end of 43rd Ave NE will be impacted with the new roadway footprint and will need to be relocated to the south of its existing location.

Offsite flows from the Walmart and Glacier West Self Storage properties will maintain their existing drainage pattern and flow to the head of a new culvert that will replace the existing ditch. Runoff from the new portion of 169th St NE will be captured through inlets and storm pipe located along the south curb line and will discharge to a flow splitter. From the flow splitter, the volume of runoff requiring water quality treatment will flow to a water quality vault prior to discharging to a detention vault for flow control. The remaining volume of water not flowing to the water quality vault will flow directly to the detention vault. From the detention vault, all runoff from the new roadway footprint will eventually discharge to a riprap lined channel upstream of the existing wetland.

Minimum Requirements

MR1-Preparation of Stormwater Site Plans

Stormwater site plans are required and will be prepared as part of this project.

MR2 – Construction Stormwater Pollution Prevention Plan (SWPPP)

A SWPPP is required for the construction of this project. This design effort is for conceptual purposes only and therefore, a SWPPP will not be completed at this time.

MR3 – Source Control of Pollution

There are no known illicit discharges to the storm sewer system on the site. Runoff entering the site from adjacent commercial properties receives treatment prior to entering the site. All runoff from the new pollutant generating surfaces within the project site will receive treatment prior to being discharge from the site.

MR4 – Preservation of Natural Drainage Systems and Outfalls

Natural drainage patterns will be maintained to the maximum extent practicable and discharges from the project site will occur as close to their natural location as possible. In existing conditions, offsite flows entering the site are conveyed to the existing urban ditch. In post-developed conditions, a culvert will replace the existing urban ditch and all offsite stormwater entering the project site will be routed to the head of the culvert to maintain existing drainage patterns. For both pre-developed and post-developed conditions, all runoff flowing through the site eventually discharges to the wetlands located southeast of the project site.

MR5 – On-Site Stormwater Management

This project will employ stormwater management BMPs in accordance with the thresholds, standards, and lists to infiltrate, disperse, and retain stormwater runoff on site that are stated in the Department of Ecology Stormwater Management Manual for Western Washington (SWMMWW, 2019) to the maximum extent feasible without causing flooding or erosion impacts. This is described in more detail in the Onsite Permanent Stormwater Control Plan section of this report.

MR6 – Runoff Treatment

A water quality treatment vault is the proposed method of treatment for this project. The proposed dimensions are 6 feet by 12 feet with 14 cartridges. The proposed treatment system is offline and downstream of a flow splitter. See Figure 1 below for the WWHM (2012) off-line design flow rates for this project.

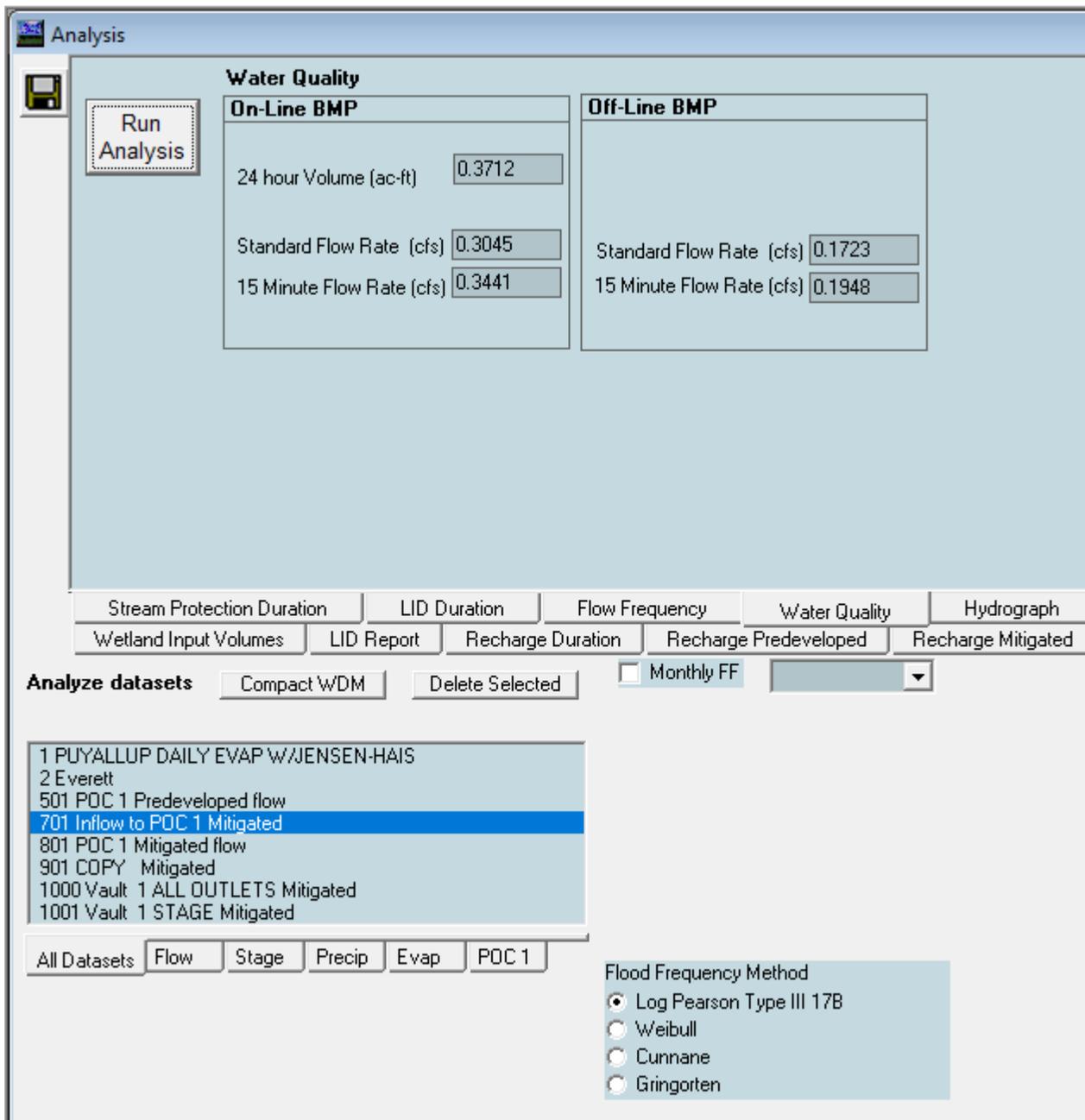


Figure 1 – Water Quality Design Flow Rates

MR7 – Flow Control

Flow control will be required for this project. The current proposal recommends routing onsite runoff to the relocated pond at the south end of 43rd Avenue NE and upsizing that pond to accept additional flows. This approach requires further discussion with the City and additional information regarding the existing wetlands, soils, and high water table.

MR8 – Wetlands Protection

Wetlands are located to the southeast of the project site. All runoff from the project site and the offsite areas flowing to the project site eventually discharges to this wetland. A critical areas analysis is being completed as part of this project to determine the level of wetland protection required for this project.

MR9 – Operation and Maintenance

An operation and maintenance manual is required for the construction of this project. This design effort is for conceptual purposes only and therefore, a SWPPP will not be completed at this time.

Offsite Analysis

Offsite flows for the properties listed below have been considered and included in the analysis of this project. Drainage reports for the properties were reviewed in preparation for this report and the discharges from each site as stated in the reports are also listed below.

Affinity At Arlington Senior Housing : 100% Infiltration on site. No flows onto site. The drainage report for this property is provided in Appendix C of this report.

Walmart : 1.458128 cfs flow rate discharging from wet pond to existing urban ditch for 100-year storm & 0.913004 cfs flow rate discharging from underground detention facility to existing urban ditch for 100-year storm. The drainage report for this property is provided in Appendix C of this report.

Amazon: 100% infiltration on site. No flows onto site. The drainage report for this property is provided in Appendix C of this report.

Glacier West Self Storage : No stormwater report on file. A “mock” model was developed in WWHM to determine a discharge flow rate from the infiltration pond on site. The model assumed an infiltration rate of 1 in/hr. The WWHM report is provided in Appendix B of this report and the assumed discharge flow rate from the pond to the existing urban ditch is 0.001349 CFS.

Offsite Conveyance Sizing

All offsite flows to the project site already receive treatment for flow control and water quality prior to discharging to the project site. Therefore, it is recommended that these flows are kept separate from onsite runoff and routed through the site through closed conveyance. A culvert was proposed for offsite flows and was sized using Storm Sewer Analysis (SSA) version 2020. Although the City of Arlington Engineering Standards only require designing conveyance for the 25-year storm, the 100-year storm was used for this project due to the sensitive nature of the site and its surroundings. The SSA analysis revealed that a 2 feet wide by 1 foot deep culvert would have the capacity to accept the offsite flows, however, the recommendation is to provide a 4 foot wide by 2 foot deep culvert in order to provide added capacity and the ability to maintain flow during potential flood events. This also will provide an adequate factor of safety given the lack of data on the pond discharging from the Glacier West Self Storage property.

Onsite Permanent Stormwater Control Plan

Catch basins are proposed along the south curb line of the new roadway to capture all surface runoff from the new extension of 169th St NE. The new roadway, sidewalk, planter strip, and shared-use path are all shown sloping toward the south gutter to capture all runoff requiring treatment in the proposed conveyance system. This conveyance system will transport runoff to the east end of the project and discharge it to a flow splitter. The standard flow rate for an off-line water quality BMP for this project is 0.1723 cfs. This is the flow rate that will discharge to a filter cartridge water quality treatment vault prior to entering the detention vault for flow control. The remaining runoff not requiring water quality treatment will discharge to a detention vault for flow control. Ultimately, all runoff will discharge from the detention vault to a rip-rap lined channel upstream of the existing wetland that is located southeast of the project site. The surface runoff from the new impervious surfaces on the site will not mix with any offsite flows prior to receiving water quality and flow control treatment.

Offsite Permanent Stormwater Control Plan

This project will replace the existing urban ditch running down the proposed alignment of the 169th ST NE extension with a concrete culvert. In existing conditions, offsite flows entering the site are conveyed to the existing urban ditch. In post-developed conditions, all offsite stormwater entering the project site will be routed to the head of the culvert to maintain existing drainage patterns and will remain separated from surface runoff within the new impervious surfaces footprint until leaving the project site at the same rip rap lined channel described above, upstream of the existing wetlands to the southeast of the project site.

Conclusion

This project proposed the extend 169th ST NE from just east of Smokey Point Boulevard , starting at the 169th St NE extension at Affinity of Arlington, east to the existing intersection at 43rd Ave NE and 168th St NE. The new roadway alignment sits on top of an existing urban ditch. A culvert is proposed to replace the existing urban ditch to maintain existing drainage patterns for offsite flows onto the project site. A new conveyance system is proposed within the roadway footprint to capture all runoff from the new impervious surfaces and transport it to treatment facilities prior to discharging upstream of the existing wetlands southeast of the project site. Flow control and water quality treatment are required for this project in addition to wetland protection. All offsite surface water flowing onto the project site receives treatment prior to entering the site and will be conveyed through a closed system (culvert) without mixing with onsite surface water prior to being discharged upstream of the existing wetlands. All onsite runoff will be captured and conveyed through a closed conveyance system to water quality and flow control facilities on site prior to being discharged at the same rip-rap lined channel upstream of the existing wetlands as the offsite flows.

CULTURAL RESOURCES REPORT COVER SHEET

DAHP Project Number: 2022-11-07479 (Please contact the lead agency for the project number. If associated to SEPA, please contact SEPA@dahp.wa.gov to obtain the project number before creating a new project.)

Author: Nicholas E. Gouette and Susan C. Larsen

Title of Report: CULTURAL RESOURCES ASSESSMENT OF THE CITY OF THE ARLINGTON 211TH PL NE – 67TH AVE NE TO SR 530 (P-02.571) PROJECT, ARLINGTON, SNOHOMISH COUNTY, WASHINGTON

Date of Report: September 12, 2023

County(ies): Snohomish Section: 10 & 11 Township: 31 North Range: 5 East E/W

Quad: Arlington West, WA Acres: 8.5

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? Yes No

Archaeological Site(s)/Isolate(s) Found or Amended? Yes No

TCP(s) found? Yes No

Replace a draft? Yes No

Satisfy a DAHP Archaeological Excavation Permit requirement? Yes # No

Were Human Remains Found? Yes DAHP Case # No

DAHP Archaeological Site #:
45SN879

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

**CULTURAL RESOURCES ASSESSMENT OF THE CITY
OF THE ARLINGTON 211TH PL NE – 67TH AVE NE TO
SR 530 (P-02.571) PROJECT, ARLINGTON,
SNOHOMISH COUNTY, WASHINGTON**



NICHOLAS E. GOUETTE AND SUSAN C. LARSEN
LEGACY ANTHROPOLOGY, LLC
PO BOX 29173
BELLINGHAM, WASHINGTON 98228
SEPTEMBER 12, 2023

Report prepared for:

Dan Ireland
SCJ Alliance
8730 Tallon Lane NE
Lacey, Washington 98516

Lead Agency: City of Arlington Public Works

Management Summary

On March 31, 2023, Legacy Anthropology was contacted by Dan Ireland, PE Principal at SCJ Alliance, requesting an archaeological survey for the City of Arlington 211th Pl NE – 67th Ave NE to SR 530 (P-02.571) Project. The City of Arlington is planning the reconstruction and widening of the road, which is a designated freight route, to accommodate the 350,000 tons of freight trucked over the road every year. This project has funding from the Transportation Improvement Board, a state agency, which means that it must comply with Governor's Executive Order 21-02 regarding the management of cultural resources.

The Area of Potential Effects (APE) consists of the 2,200-foot-long segment of 211th Place NE, which extends between State Route (SR) 530 to 67th Avenue, within the city limits of the City of Arlington, in Snohomish County, Washington, in Sections 10 and 11, in Township 31 North and Range 5 East. Included in the APE is the 211th Place NE right-of-way on the north and south side of the road (Figure 1 and Figure 2). The APE is approximately 8.5 acres in area, including the paved road. At the western end of the Project, a new roundabout was recently installed at the intersection of 211th Place NE and SR 530. The edge of the new pavement was treated as the edge of the APE because no planned ground disturbance was planned at the new roundabout.

211th Place NE is a designated freight/truck route, connecting SR 530 to 67th Ave and the Old Town Arlington to the Cascade Industrial Center. This road facilitates the delivery of 350,000 tons of freight every year, but the road and pedestrian walkways are deteriorated. The City of Arlington plans to reconstruct the entire road segment, which will include stabilizing the road prism, improving storm water drainage, installation of guardrails and lighting, and the construction of a 12-foot-wide multi-use path on the south side of the road.

On August 10 and 11, 2023, Legacy Anthropology, LLC conducted an archaeological assessment, including pedestrian survey and subsurface testing, throughout the testable areas of the right-of-way on the north and south sides of the road, avoiding buried utilities and steep slopes. The survey was conducted by Susan C. Larsen, M.A., who meets the Secretary of the Interior's Standards for a Professional Archaeologist, Nicholas E. Gouette, B.A., and student Carl Pine, of Legacy Anthropology. One archaeological site was identified within the project boundary, a low-density precontact lithic scatter (45SN879), and one historic property was recorded that is outside of the project boundary (Property ID 731528).

Protected cultural resources were identified during this survey. Based on the positive result of the archaeological survey we recommend the following:

- **That the proposed Project is not anticipated to have adverse effects on the documented historic properties adjacent to the APE, including Property ID 731528.**
- **That the proposed Project will impact precontact archaeological site 45SN879.**
- **That a monitoring permit be issued by DAHP for ground disturbing work occurring within site 45SN879**
- **That all ground disturbing work within a 200-foot radius around 45SN879 be monitored by a Professional Archaeologist**
- **That a detailed Archaeological Monitoring Plan be generated and applied to the areas to be monitored**
- **That an Inadvertent Discovery Plan (IDP) be followed during ground disturbing activities outside of the 200-foot buffer of precontact archaeological site 45SN879 (see Appendix 1)**

Acknowledgements

We are grateful to Dan Ireland of SCJ Alliance and the City of Arlington for obtaining our services for this project.

Table of Contents

Management Summary.....	2
1.0 Introduction.....	6
1.1 Area of Potential Effects.....	6
1.2 Project Description.....	6
1.3 Regulatory Background.....	8
1.4 Tribal Consultation	8
2.0 Environmental Setting.....	9
2.1 Geomorphology and Regional Depositional History	9
2.2 Arlington Environmental History.....	10
2.2.1 Depositional and Geomorphic History.....	10
2.2.2 Local Geology and Soils	10
2.3 Current and Historical Vegetation.....	11
2.4 Stillaguamish River Watershed.....	11
2.5 Arlington Natural Resources.....	11
3.0 Cultural Setting.....	13
3.1 Coast Salish Life Prior to Colonization	13
3.1.1 People of the Arlington Area Prior to Colonization.....	14
3.2 European Contact and the Treaty of Point Elliot.....	15
3.3 Historic Arlington	16
3.3.1 Indigenous People in the Present-Day	17
3.3.2 History of the Area of Potential Effects	17
4.0 Archaeological Review	20
4.1 Recorded Archaeological Sites	20
4.2 Cultural Resource Surveys	21
4.3 Historic Properties	23
4.4 Recorded Cemeteries	24
4.5 Traditional Cultural Properties.....	24
5.0 Methods	25
5.1 Objectives and Expectations	25
5.2 Field Methods.....	25
5.2.1 Pedestrian Survey	25
5.2.2 Subsurface Testing.....	25
6.0 Archaeological Survey Results.....	29
6.1 Pedestrian Survey.....	29

6.2	Subsurface Survey	33
6.2.1	Precontact Archaeological Site 45SN879	36
7.0	Conclusions and Recommendations.....	39
8.0	References Cited	40
9.0	Appendices.....	47
9.1	Appendix 1: City of Arlington’s Inadvertent Discovery Plan (IDP).....	47
9.2	Appendix 2: Archaeological Site Form 45SN879	50
9.3	Appendix 3: Results of Subsurface Testing.....	68

Figures

Figure 1.	The APE in pink on a section of the 2020 Arlington West 7.5-minute quadrangle map (USGS 2020).	7
Figure 2.	The APE on a Snohomish County Assessor’s Parcel Map.	7
Figure 3.	Business district of downtown Arlington after the town merger (Museum of History and Industry ca. 1907).	17
Figure 4.	The APE on a section of the 1875 GLO Map.	18
Figure 5.	The APE on a section of the 1911 USGS Map.	19
Figure 6.	Aerial imagery north of the APE in 1933.	19
Figure 7.	Map of shovel testing within the eastern portion of APE.....	27
Figure 8.	Map of shovel testing within the western portion of APE.....	28
Figure 9.	Overview of the north side of 211 th Place NE between 67 th Avenue NE and 67 th Drive NE, note built-up road prism and flat surface of the river terrace, view to the west.	30
Figure 10.	Overview of the APE between 67 th Avenue NE and 67 th Drive NE, note the sidewalk and located buried utilities along the south side of the road, view to the west.	31
Figure 11.	Overview of the APE between 67 th Drive NE and 66 th Avenue NE, note as the road slopes to the northwest the bank on the south side of the road increases, view to the northwest.	31
Figure 12.	Overview of the APE west of 66 th Avenue NE, note the built-up road prism on both sides of the road, view to the northwest.	32
Figure 13.	Overview of the historic property at 6516 211 th Place NE taken from an alley from 66 th Avenue NE, view to the north.	32
Figure 14.	Example of the first sediment profile identified within the eastern APE, from ST 22, view to the south.	34
Figure 15.	Example of the second sediment profile identified within the western APE, from ST 31, view to the south.	35
Figure 16.	Example of the third sediment profile identified at the western edge of the APE, from ST 35, view to the east.	35
Figure 17.	Example of the fourth sediment profile identified throughout the APE, from ST 41 terminated at impassible boulder, view to the north.	36
Figure 18.	Primary flake from ST 4 with dorsal side on the left and ventral side on the right, note the bulb of percussion and radial fissures at the top of the photo on the ventral side.....	37
Figure 19.	Secondary flake from ST 17 with dorsal side on the left and ventral side on the right, note flake scars on the dorsal side and bulb of percussion on the ventral side.....	37
Figure 20.	Secondary flake from ST 20 with dorsal side on the left and ventral side on the right, note flake scars on the dorsal side and bulb of percussion on the ventral side.....	38

Tables

Table 1. Affected Tribe contacts for Project consultation. 8
Table 2. Environmental setting of the APE. 9
Table 3. Locations and descriptions of Indigenous villages and places near the Area of Potential Effects. 15
Table 4. Recorded archaeological sites within a one-mile radius of the APE. 20
Table 5. Cultural resource assessments within a one-mile radius of the APE. 21
Table 6. Properties recorded on Historic Property Inventory adjacent to the Area of Potential Effects. 24

1.0 Introduction

On March 31, 2023, Legacy Anthropology was contacted by Dan Ireland, PE Principal at SCJ Alliance, requesting an archaeological survey for the City of Arlington 211th Pl NE – 67th Ave NE to SR 530 (P-02.571) Project. The City of Arlington is planning the reconstruction and widening of the road, which is a designated freight route, to accommodate the 350,000 tons of freight trucked over the road every year. This project has funding from the Transportation Improvement Board, a state agency, which means that it must comply with Governor's Executive Order 21-02 regarding the management of cultural resources.

On August 10 and 11, 2023, Legacy Anthropology, LLC conducted an archaeological assessment, including pedestrian survey and subsurface testing, throughout the testable areas of the right-of-way on the north and south sides of the road, avoiding buried utilities and steep slopes. The survey was conducted by Susan C. Larsen, M.A., who meets the Secretary of the Interior's Standards for a Professional Archaeologist, Nicholas E. Gouette, B.A., and student Carl Pine, of Legacy Anthropology. One archaeological site was identified within the project boundary, a low-density precontact lithic scatter (45SN879), and one historic property was recorded that is outside of the project boundary (Property ID 731528). The Archaeological Site Form can be found in Appendix 2.

1.1 Area of Potential Effects

County	Snohomish
Property Owner	Snohomish County right-of-way
Address	N/A
Parcel Number	N/A
UTM	Zone 10, 563955.02 m E, 5337505.12 m N
Lat/Long	48° 11' 14.24" N, 122° 08' 20.05" W
Township and Range	T 31 N, R 05 E, Section 10 and 11
USGS Quadrangle	2020 Arlington West 7.5'
Acreage	8.5

The Area of Potential Effects (APE) consists of the 2,200-foot-long segment of 211th Place NE, which extends between State Route (SR) 530 to 67th Avenue, within the city limits of the City of Arlington, in Snohomish County, Washington, in Sections 10 and 11, in Township 31 North and Range 5 East. Included in the APE is the 211th Place NE right-of-way on the north and south side of the road (Figure 1 and Figure 2). The APE is approximately 8.5 acres in area, including the paved road. At the western end of the Project, a new roundabout was recently installed at the intersection of 211th Place NE and SR 530. The edge of the new pavement was treated as the edge of the APE because no planned ground disturbance was planned at the new roundabout.

1.2 Project Description

211th Place NE is a designated freight/truck route, connecting SR 530 to 67th Ave and the Old Town Arlington to the Cascade Industrial Center. This road facilitates the delivery of 350,000 tons of freight every year, but the road and pedestrian walkways are deteriorated. The City of Arlington plans to reconstruct the entire road segment, which will include stabilizing the road prism, improving storm water drainage, installation of guardrails and lighting, and the construction of a 12-foot-wide multi-use path on the south side of the road.

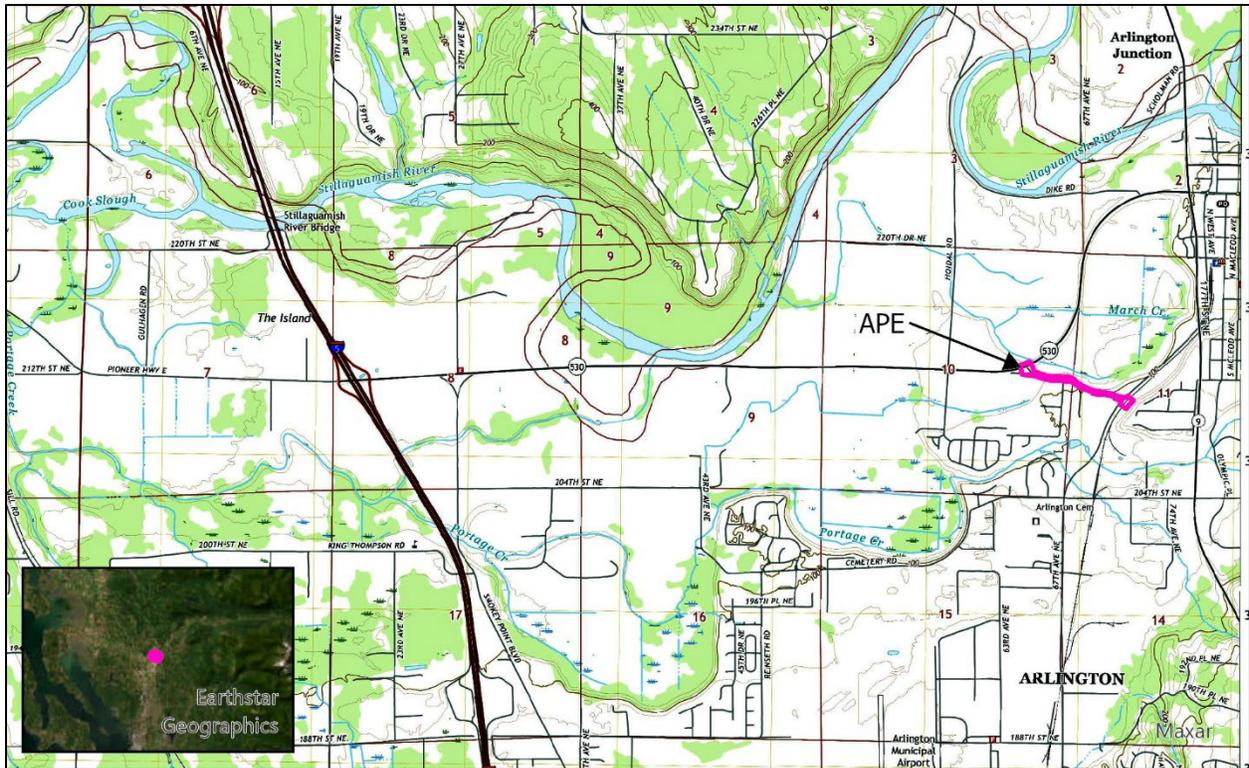


Figure 1. The APE in pink on a section of the 2020 Arlington West 7.5-minute quadrangle map (USGS 2020).

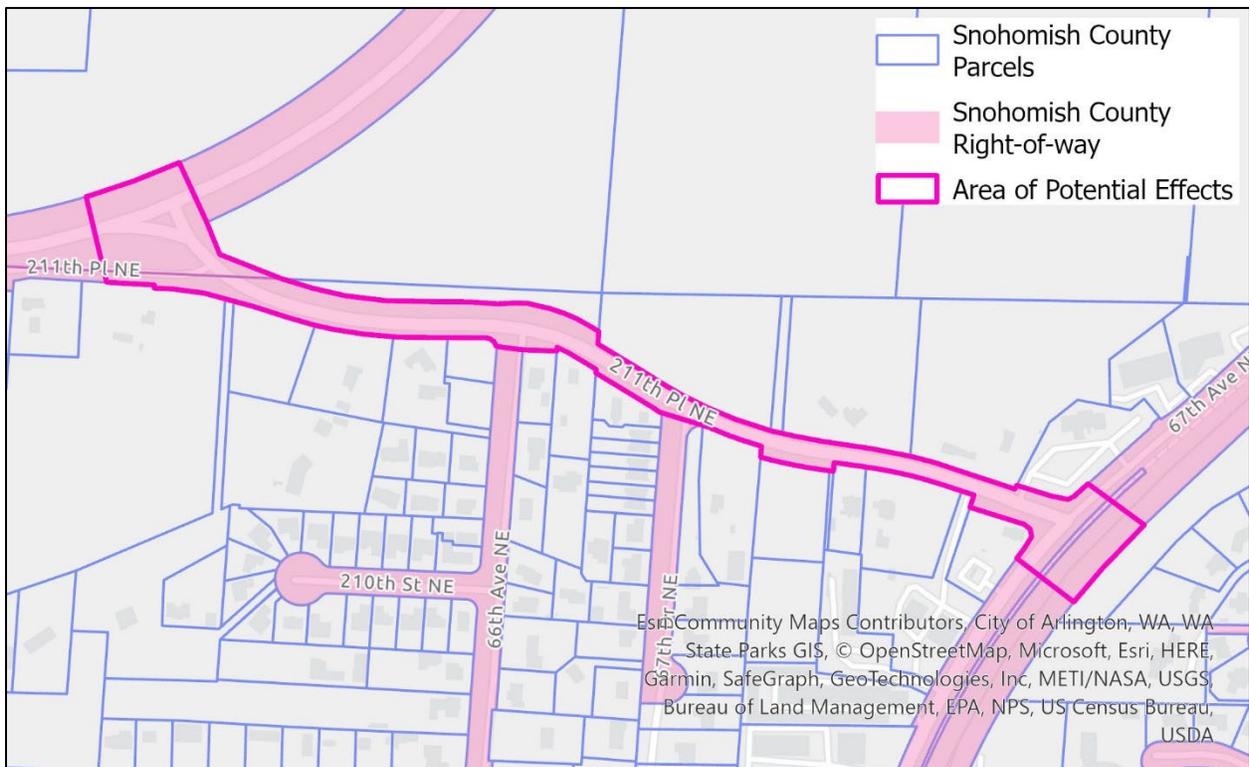


Figure 2. The APE on a Snohomish County Assessor's Parcel Map.

1.3 Regulatory Background

This project is being funded by the Transportation Improvement Board, a state agency, and needs to be in compliance with the Governor’s Executive Order 21-02 (formerly 05-05). The Executive Order 21-02 states that agencies shall consult with the Department of Archaeology and Historic Preservation (DAHP) and affected Tribes on the potential effects on cultural resources early in the project planning process for proposed state-funded construction or acquisition projects that will not undergo Section 106 review. The state agencies shall take all reasonable action to avoid, minimize, or mitigate adverse effects to archaeological and historic archaeological sites and cultural resources. This can include a study completed prior to the expenditure of any state funds for construction or purchase, and consultation with DAHP and affected Tribes to avoid or minimize harm to cultural resources.

Additionally, the City of Arlington Municipal Code Chapter 20.98.220- Substantial Authority section (d)(D) states that the city designates and adopts from the State Environmental Protection Act as the basis for the city’s exercise of authority to preserve important historic, cultural, and natural aspects of heritage.

1.4 Tribal Consultation

The Area of Potential Effects is located on the traditional land of the Muckleshoot Indian Tribe, Snoqualmie Tribe, Swinomish Indian Tribal Community, Stillaguamish Tribe of Indians, Suquamish Tribe, Sauk-Suiattle Tribe, and Tulalip Tribes. Tribal Historic Preservation Officers (THPO) and Cultural Resources staff were contacted regarding concerns about this project. Names of contacts are listed in Table 1.

Table 1. Affected Tribe contacts for Project consultation.

Contact	Affected Tribe
Laura Murphy, Archaeologist, Cultural Resources	Muckleshoot Indian Tribe
Steve Mullen-Moses, Director Adam Osbekoff, Cultural Resource Policy Manager	Snoqualmie Tribe
Josephine Jefferson, Tribal Historic Preservation	Swinomish Indian Tribal Community
Kerry Lyste, Tribal Historic Preservation Officer	Stillaguamish Tribe of Indians
Dennis Lewarch, Tribal Historic Preservation Officer	Suquamish Tribe
Kevin Joseph, Tribal Historic Preservation Officer	Sauk-Suiattle Tribe
Richard Young, Cultural Resources	Tulalip Tribes

On August 10, 2023, Kerry Lyste, THPO of the Stillaguamish Tribe of Indians conducted a site visit of the APE.

2.0 Environmental Setting

The environmental setting of an area has an influence on the location of cultural resources. Archaeological sites are often found in proximity to water resources and on habitable landscapes. Landscapes change over time due to depositional or erosional events that can alter habitability. The shape of the land can interfere with accessibility to resources, and over time a stable living surface can be buried by depositional events. Table 2 contains environmental information specific to the Area of Potential Effects (APE) that shows the relationship between the land and the archaeological sites nearby.

Table 2. Environmental setting of the APE.

Elevation	60-92 feet (ft)
Slope Percent	1.7 %
Aspect	west
Distance to Water	150 ft south of March Creek
Geology	Marysville sand member (Qvrm)
Soils	Everett very gravelly sandy loam, Alderwood-Everett gravelly sandy loam, and Lynwood loamy sand
Landforms	River terrace
Cultural Resources	45SN766 (0.52 mi southeast)

2.1 Geomorphology and Regional Depositional History

The APE is situated within the Puget Lowland region of Western Washington. This region was glaciated by a lobe of the Cordilleran Ice Sheet near the end of the Pleistocene Epoch. The glacial lobe created a depressional lowland between the Olympic and Cascade Mountains, extending south as far as the Chehalis River near Olympia to the south (Thorson 1980). Within the last two million years Earth has undergone at least 20 cooling and warming cycles, where temperatures fluctuated 10° C (50° F), causing the growth and recession of glaciers (Wicander and Monroe 2010:360).

The Quaternary Period is marked by the start of the Pleistocene Epoch, also known as the Ice Age, 1.8 million years ago. Four major cooling periods have been identified in North America within the Pleistocene: the Wisconsinan, Illinoian, Kansan, and Nebraskan Glaciations (Wicander and Monroe 2010:359). These periods represent major glacial advances, with episodes of warming between each one. The most recent cooling period, the Wisconsinan lasted from between 70-90 thousand years ago (ka) to 10 ka, reaching its maximum between 21 and 18 ka. The end of this cooling period marks the start of the Holocene Epoch (Easterbrook 1999:370; Grotzinger and Jordan 2010:590; Wicander and Monroe 2010:356).

During the glacial periods of the Quaternary, the Cordilleran Ice Sheet— one of two continental ice sheets covering North America— advanced and retreated along the west coast of Canada, moving from southeastern Alaska south to the states of Washington and Montana (Booth *et al.* 2004). Six major advances have been identified: Early Pleistocene glaciations (Orting, Stuck, and Salmon Springs) and Late Pleistocene glaciations (Double Bluff, Possession, and Fraser) (Booth *et al.* 2004:23; Easterbrook 1992, Troost 2016:121). The Fraser Glaciation is correlated with the Late Wisconsinan cooling period and is made up of multiple stades: the Evans Creek Stade (25–15 ka), the Vashon Stade (13.6–16 ka), the Everson Interstade, and the Sumas Stade (11.3–10 ka). The Vashon Stade represents the maximum advance of the Cordilleran Ice Sheet during the Fraser Glaciation, followed by the Everson Interstade, and a brief glacial advance during the Sumas Stade (Blunt *et al.* 1987; Booth *et al.* 2004:23; Easterbrook 1992; Thorson 1980).

With each glacial cycle, the Puget Lowland was shaped by the carving of glacial advance and the deposition of sediment with glacial melting. The weight of the Puget Lobe's glacial ice caused the Earth's crust to depress into the mantle, lowering its elevation. Since the retreat of the Puget Lobe, at the end of the Sumas Stade, the Puget Lowland has been slowly rebounding (Booth *et al.* 2004). As a glacier advances, it abrades from the bottoms and sides of valleys, picking up sediment. This sediment is carried on top of the glacier and within it. The sediments include clasts-sizes from boulders to very fine sediments eroded from rocks scraping the ground below the glacier (Grotzinger and Jordan 2010:237). As a glacier starts to melt, the entrained sediment load gets deposited in distinct ways. Glacial till is deposited directly due to the glacier melting in place. Till deposited into a body of water is water-laid till (Grotzinger and Jordan 2010: 239). Till deposits generally consist of a heterogeneous load of rock and sediment clasts of all sizes. Glacial outwash is sediment deposited by meltwater streams that form at the toe of the glacier as it melts (Grotzinger and Jordan 2010: 585). Large outwash plains blanket the southern Puget Lowland south of Tacoma and Olympia, and west of Shelton. Another large outwash plain exists in the northeast Puget Lowland.

2.2 Arlington Environmental History

The APE is located along the edge of a river terrace directly south of Stillaguamish River mainstem. The Stillaguamish River basin has been shaped by a combination of glacial and fluvial activities. The Stillaguamish River mainstem originates at the Arlington Junction, at the confluence of the North Fork and South Fork Stillaguamish River and flows westward to its terminus at Port Susan.

2.2.1 Depositional and Geomorphic History

The entire Stillaguamish River drains an area of 1,800 square kilometers (km) of area within the North Cascades and the Puget Lowland (Nowacki and Grossman 2020). The river is made up of a North Fork and a South Fork that converge at the Arlington Junction into the westward flowing Stillaguamish Mainstem. The Mainstem is 28 kilometers long from its confluence to Port Susan, where the Stillaguamish River discharges into the Puget Sound. The North and South Forks of the Stillaguamish have incised into Cascade Range bedrock, originally cut by the alpine glaciers of the Puget Lobe of the Cordilleran. Downstream of the mountains, within the Puget Lowlands, the Stillaguamish River has found a path through sequences of advance outwash, glacial till, and retreat outwash (Anderson *et al.* 2017; Benda *et al.* 1992; Booth *et al.* 2003). Incising by the Mainstem Stillaguamish River has created escarpments through glacial drift within the Puget Lowland, while also contributing its own geologic deposits. Within the APE, younger alluvium overlies the glacial drift (Booth *et al.* 2003).

2.2.2 Local Geology and Soils

Soils are classified based on the horizontal layers that develop over time through various soil-forming processes, labelled O, A, E, B, or C (Boggs 2012:14). Each of these layers contains a distinctive chemistry through weathering processes, and the transport of particles downward by water infiltration. The soil texture is determined by the clast sizes within it. Clasts are divided by size into classifications like gravel, sand, silt, clay. Sand and silt are large enough that they can be made up of whole minerals. Clay is a very fine particle size that is made up of either fine minerals, called phyllosilicates, or the eroded parts of minerals usually larger than clay that have been ground into a clay-sized particle through glacial activity (Boggs 2012:14; Schaetzl and Anderson 2005:9–11). A soil that is largely dominated by a particle size is named by that clast, like sand. A soil that is not dominated by either of the particle sizes is called a loam. A loam can also be called a clay loam or silt loam, for example, if the soil sample appears to have more of one particle size but is not largely dominated by it (Schaetzl and Anderson 2005:11–12).

The APE is situated within a deposit of the Marysville Sand Member (*Q_{vm}*) consisting of well-drained outwash sand that is stratified to massive and contains some fine gravels, silt, and clay. It was deposited by meltwater during the receding of the Vashon Glacier. The unit is underlain by glacial till (Minard 1985). The soils mapped within the APE consist of the Everett very gravelly sandy loam, Alderwood-Everett gravelly sandy loam, and Lynwood loamy sand. The Everett very gravelly sandy loam is mapped at the eastern edge of the APE. This somewhat excessively drained soil forms in a parent material of sandy and gravelly glacial outwash on kames, moraines, and eskers. Its profile is comprised of 0-1 inches (in) O-Horizon decomposed plant material, 1-3 in A-Horizon very gravelly sandy loam, 3-24 in B-Horizon very gravelly loamy sand, and 34-60 in C-Horizon very gravelly loamy sand and extremely cobbly coarse sand. The Alderwood-Everett gravelly sandy loam is mapped throughout the center of the APE. This somewhat excessively drained soil forms in a parent material of glacial outwash on terraces. Its profile is comprised of 0-6 in A-Horizon gravelly ashy sandy loam, 6-18 in B-Horizon very gravelly ashy sandy loam, and 18-60 in C-Horizon extremely gravelly sand. The Lynwood loamy sand is mapped in the western quarter of the APE. This somewhat excessively drained soil forms in a parent material of glacial outwash in outwash plains. Its profile is comprised of 0-1 in A-Horizon loamy sand, 1-29 in B-Horizon loamy sand, and 29-60 in C-Horizon sand (Soil Survey Staff 2020).

2.3 Current and Historical Vegetation

In the last 20,000 years, the Puget Lowland environment has shifted from cold glacial to warming in the Holocene. With the warming, new plant communities have formed. From 21 to 17 ka, during the advance and retreat of the Puget Lobe, the Puget Trough housed grass, sedge (family: Cyperaceae), a diverse array of plants from the genus *Artemisia*, tundra herbs, and tree species Engelmann spruce (*Picea engelmannii*), lodgepole pine (*Pinus contorta*), subalpine fir (*Abies lasiocarpa*), and Pacific yew (*Taxus brevifolia*). During this time temperatures within the Puget Trough were between 5–7 degrees Celsius (C) colder than today (Whitlock 1992). Between 16-15 ka, the southern Puget Trough was approximately 2–6 degrees C, which supported a plant community made up of Sitka spruce (*Picea sitchensis*), Engelmann spruce, and mountain hemlock (*Tsuga mertensiana*) (Whitlock 1992). As the glaciers continued to retreat the Puget Trough became home to evergreen coniferous trees from genus *Pseudotsuga*, red alder (*Alnus rubra*), and ferns from the genus *Pteridium*. Between 5–6 ka, the wet environment allowed for the spread of coniferous trees from the genus *Thuja*, Western hemlock (*Tsuga heterophylla*), Sitka spruce (*Picea sitchensis*), and Western white pine (*Pinus monticola*), which become more common later in the Holocene (Whitlock 1992).

2.4 Stillaguamish River Watershed

The APE is located within the Department of Ecology's Water Resource Inventory Area 5 (WRIA 5), Stillaguamish Watershed. The Stillaguamish Watershed lies between the Lower Skagit and Snohomish Watersheds to the north and south. The watershed encompasses the North and South Fork Stillaguamish rivers and their tributaries, and the Lower Mainstream Stillaguamish, where the North and South Forks converge to the west of Arlington and drain into the Puget Sound. The watershed is 700 square mi. in area, and extends from sea level, east to and elevation of 6,854 ft. above sea level. The watershed experiences recharge with 150 in. of annual rainfall at the higher elevations (Encyclopedia of Puget Sound 2023).

2.5 Arlington Natural Resources

Wetlands are an abundant natural resource near the Stillaguamish River. Historically, the area has contained approximately 29,133 acres of wetlands, but only has about 6,266 acres of remaining wetlands that are degrading. Loss of wetlands surrounding the Stillaguamish River

has occurred because of the expansion of agriculture, urban expansion, forestry, and invasive plants and animals (Scofield and Pope 2019).

Fish remain an important resource in the Stillaguamish River. The populations of fish, especially salmon, have been in decline, including the chinook, pink, coho, chum, and steelhead that historically spawn in the river. The Stillaguamish Tribe of Indians operates two fish hatcheries to increase supplies of salmon in the Stillaguamish River (Stillaguamish Tribe of Indians 2020a). Fish species typically identified in the area include chum salmon (*Oncorhynchus keta*), coho salmon (*Oncorhynchus kisutch*), Steelhead trout (*Oncorhynchus mykiss*), sea run cutthroat trout (*Oncorhynchus clarkia clarkii*), and resident trout (WDFW 2023).

3.0 Cultural Setting

Archaeology is a discipline that has long benefitted, socially and economically, on the cultural history of the Indigenous people of North America. Archaeologists have historically controlled the academic narrative about Indigenous cultures and identities (Atalay 2006). To Indigenous people, time is not always thought of on a linear scale, although archaeology is frequently recorded in a linear way without the input of Indigenous people (Colwell-Chanthaphonh, *et al.* 2010). As such, we acknowledge that the following accounts of Coast Salish history are mostly those of non-Indigenous archaeologists with little to no input by Indigenous people.

3.1 Coast Salish Life Prior to Colonization

Prior to the arrival of colonial settlers to the Northwest Coast, Coast Salish Indigenous people thrived in the years following the Vashon Stade in a resource-rich environment. According to the archaeological record, Coast Salish people lived in socially stratified societies with dense populations and hunter-gatherer, household-based economies. Archaeologists have studied the material cultural of Coast Salish people as a culture area defined by language grouping, extending from southern Alaska to the Oregon Coast.

Coast Salish people hunted, fished, and collected a wide variety of plant material for food and skilled crafts. Their technology included bone and antler working, woodwork, ground stone, and flaked lithics. The Coast Salish people were extremely skilled at woodworking, constructing timber houses, canoes, monumental art, containers, and basketry. Permanent winter villages were commonly used by the same groups of people every year, with large, kin-based households, and food stored from earlier hunting and gathering seasons (Ames and Maschner 1999:13–48; Matson and Coupland 1995:2–25). Based on archaeological data, the period between glaciation and the present has been broken into a linear timescale for purposes of academic study.

The Archaic Period, named by archaeologists, began during the Everson Interstade (13.6–11.3 thousand years BP), continued during the last, minor glaciation of the Puget Lowland—the Sumas Stade (11.3–10 thousand years BP)—, and advanced into the Holocene (10,000 years BP to present). Due to the age of this period, many places people lived are now underwater or covered in dense vegetation in the uplands. A large coastal plain existed south of the Puget Sound prior to 10,000 years BP, when the sea levels started to rise rapidly as the glaciers receded. The end of the Pleistocene was marked by a warmer climate and migrating plants and animals (Ames and Maschner 1999:67–123).

By 6,400 years BP the climate cooled slightly, as sea levels stabilized to near modern levels. During this period, archaeologists have found some of the earliest shell middens known to science. (Ames and Maschner 1999:88). Shell middens can range in size up to over thousands of square meters. The dense concentration of shell creates an alkaline environment that preserves bone and antler but not plant material (Ames and Maschner 1999:89–93). Early Pacific Coast Salish people created carving tools, spoons, and stones adorned with motifs of people, mammals, birds, backbones, and ribs (Ames and Maschner 1999:228–229).

The Middle Pacific Period is marked by evidence of plank houses and villages. Plank houses are indicative in archaeology of a more permanent dwelling (Ames and Maschner 1999:93). Coast Salish people during this time fished for salmon, using bone and antler tools and composite toggling harpoons to hunt sea otters, seals, and whales (Ames and Maschner 1999:93). Some of the recorded archaeological sites within the Gulf of Georgia region show distinction from one another, so archaeologists have divided the Middle Pacific into two phases based on these characteristics: The Locarno Beach Phase and the Marpole Phase.

A warmer and drier period from 850 to 700 years BP was followed by the Little Ice Age, a wetter and colder interval after 650 BP (Ames and Maschner 1999:94). Coast Salish people created ground slate points and blades that were smaller and triangular at this time. Houses during this period were sometimes constructed with ditches and embankments (Ames and Maschner 1999:106–107). At about 500 BP, the archaeological record shows Coast Salish people used more bone tools than lithics, and single-row house villages are more commonly identified by archaeologists (Ames and Maschner 1999:160).

3.1.1 People of the Arlington Area Prior to Colonization

The Area of Potential Effects (APE) is within the traditional territory of the Southern Coast Salish people including, but not limited to, the *stuləgʷábš* (Stillaguamish), *saʔqʷəbixʷ-suyaʔʷbixʷ* (Sauk-Suiattle), and Tulalip Tribes, made up of the *sduhúbš* (Snohomish), *sdukʷálbixʷ* (Snoqualmie), *sqázət* (Skagit), Samish, in addition to the Stillaguamish and Suiattle (Sauk-Suiattle Indian Tribe 2022; Stillaguamish Tribe of Indians 2020b; Suttles 1990; Tulalip Tribes 2016).

The Southern Coast Salish were Lushootseed speakers who were seasonal hunter-gatherers. They lived in permanent winter villages (Suttles and Lane 1990). Permanent villages contained longhouses 100 to 200 feet in length, made from cedar planks, carved house posts, shed roofs, with cattail mats for insulation (Stillaguamish Tribe of Indians 2020b; Tulalip Tribes 2016). In the spring, summer, and fall, they moved up and down the rivers and their tributaries to utilize fish runs, game patterns, and crop yields. Seasonal camps were often assembled and disassembled in permanent locations that were known to large groups of families (Bruseth 1972:7; Stillaguamish Tribe of Indians 2020b). Temporary mat houses were set up in the seasonal locations. The houses were made from cattails over pole supports (Tulalip Tribes 2016).

Canoes were constructed for different uses: the Trolling Canoe was for a single person, the Large Canoe could hold between six and 15 people, and were primarily used for travelling, and the Shovel-Nose Canoe was a flat-bottomed canoe with a similar bow and stern used for travel and fishing in the rivers (Tulalip Tribes 2016).

Fish were a staple food, including salmon, steelhead, sturgeon, smelt, herring, trout, and cod (Tulalip Tribes 2016). Weirs, traps, trawl nets, dip nets, gaff hooks, harpoons, and leisters were all used in the river and its tributaries to procure fish. Deer, elk, waterfowl, shellfish, and small mammals were all hunted to supplement their diet, using bow and arrows, deadfalls, snares, spears, and nets. Other foods included sprouts, roots and bulbs, berries, and nuts (Bruseth 1972, Stillaguamish Tribe of Indians 2020b; Suttles and Lane 1990; Tulalip Tribes 2016).

A 1926 deposition by James Dorsey (Quil-Que-Kadam), a *stuləgʷábš* man who lived on the Stillaguamish River his entire life, detailed *stuləgʷábš* villages according to his own recollection and accounts told to him by elders. James Dorsey was born in 1850 and gave the deposition at age 76. He did not speak English, so his words were translated. James Dorsey's account of life on the Stillaguamish River is among the oldest recorded by Euro-descended settlers. He recalled villages, cemeteries, and fishing locations along the Stillaguamish River, as the *stuləgʷábš* people lived relatively undisturbed until the 1870s (Lane 1973). Some of the villages from James Dorsey's account are in Table 3.

Table 3. Locations and descriptions of Indigenous villages and places near the Area of Potential Effects.

Village Location	Translated Place Name	Description	Reference
Kent's Prairie	Ba Quab	Open, dry land	Bruseth 1972
Jim Creek	Klatsko	Closed in or folded up	Bruseth 1972
South Fork Stillaguamish	Chawitch	Name for South Fork Stillaguamish	Bruseth 1972
Near present-day Florence	Kal-cud	Located in T32N, R4E, S30, village of three houses, two of which on Lot 11 were occupied by five families each, and one occupied by several families situated on Lot 12	Lane 1973: Appendix 1
Across river to south from Kal-cud	Cub-ial	Located in T32N, R4E, S30, village several homes with 400 people living there, situated on Lots 2 and 3, included burial ground	Lane 1973: Appendix 1
Near 8200 and 8220 Thomle Road, Stanwood	Lo-Al-Ko	Located in T32N, R4E, S30, south side of Stillaguamish River branch, village of one large house with five families, located on Lots 5 and 6	Lane 1973: Appendix 1
Between Church Creek and Rydjord Rd.	Sel-ta-ch	Located in T32N, R4E, S29, north side of Stillaguamish River, village of three houses shared by 200 people, situated on Lot 1, included a burial ground	Lane 1973: Appendix 1
Warm Beach	Sp-la-tum	Located in T31N, R3E, S13, village of one large house, a small house, and several smaller cabins, situated on Lots 3 and 4	Lane 1973: Appendix 1
Between Florence and Silvana	Not given	Located in T31N, R4E, S4, village of 100 people, including one big house	Lane 1973: Appendix 1
Hat Slough	Not given	Four miles south of Stanwood, two large houses, occupied by about 100 people	Lane 1973: Appendix 1
Near Arlington	Tebushan	Village northwest of Arlington	Kerry Lyste, per. com., 2023
Arlington Junction	Skabalko	Village of two large houses, occupied by several hundred people, included a cemetery	Bruseth 1972; Lane 1973: Appendix 1
Confluence of Pilchuck Creek and Stillaguamish River	Tolidachub	Village located on the terraces above the confluence of the Stillaguamish River and Pilchuck Creek; was continuously occupied for over 8,000 years	Kerry Lyste, per. com., 2023
Near present-day Stanwood	Zis-aba	Village of three houses occupied by about 250 people, included a cemetery	Lane 1973: Appendix 1
Near Trafton	Hak ch losid	Located in T32N, R6E, S20, four large buildings, including a smoke house, included a burial ground	Bruseth 1972; Lane 1973: Appendix 1

3.2 European Contact and the Treaty of Point Elliot

Life for the Southern Coast Salish changed drastically after contact with European settlers. The introduction of European diseases, tools, material types, religion, and lifestyle all had great repercussions to the Indigenous people's way of life (Boyd 1990, Marino 1990). European diseases such as smallpox, malaria, measles, influenza, dysentery, whooping cough, typhus, and typhoid fever were introduced to Indigenous peoples and devastated them, killing a conservatively estimated 80% of the population on the Northwest Coast of North America (Boyd 1990, Boyd 1999).

In 1853, Congress organized the Washington Territory and appointed Isaac I. Stevens as the governor of the newly formed territory. On January 22, 1855, Governor Stevens met with representatives of the Duwamish, Suquamish, Snoqualmie, Snohomish, Stillaguamish, Swinomish, Skagit, Lummi, and other tribes and signed the Treaty of Point Elliot (Marino 1990). Over five million acres of land were ceded by the tribes, and in return the U.S.

government promised that they would maintain their right of self-governance, be able to fish at their accustomed places, and hunt and gather at any unclaimed land. The tribes were also promised education, healthcare, housing, and payment for their lands and homes. During the negotiations, the tribes were at a significant disadvantage, as Governor Stevens' interpreter, Benjamin F. Shaw, spoke only in the Chinook Jargon, which then had to be retranslated into Lushootseed by John Taylor, a Snohomish interpreter (Hibulb Cultural Center & Natural History Preserve 2021).

The unclaimed lands, which the Treaty of Point Elliot allowed as hunting and gathering locations for the Indigenous peoples, diminished as more white settlers traveled to the newly formed Washington Territory. This limited the food supply and way of life for the Indigenous tribes. Also, they were not paid as promised for their lands and homes. The schools and hospitals that were promised were not provided for decades after the treaty (Hibulb Cultural Center & Natural History Preserve 2021). This is in line with the U.S. government's pattern of false promises and the unmutual recension of agreements with the Indigenous people of North America. Between 1887 and 1934, over two-thirds of all reservation lands in the United States of America (more than 90 million acres) were taken by the U.S. government and sold to settlers (National Congress of American Indians 2021).

3.3 Historic Arlington

The APE is located within the city limits of the City of Arlington, approximately four miles southwest of the convergence of the North Fork and South Fork of the Stillaguamish River. The first European-descended settlers to arrive to present-day Arlington in 1851, were prospectors looking for ore in the river. A rough wagon road was constructed following the trail that brought settlers from Marysville, opening the area for more arrivals. The first store was situated near the river fork and was opened in 1887 by Nels K. Tyete and Nils C. Johnson. The White House Hotel opened the same year. In the spring of 1890, two towns were platted near each other, Arlington and Haller City. In 1903 the City of Arlington incorporated both towns after Haller City businessmen agreed that Arlington was in a more advantageous location than Haller City (Figure 3) (City of Arlington 2021).

Following World War I, the City of Arlington continued to thrive in the agricultural, dairy farming, and shingle milling industries. During the Great Depression, many people found themselves unemployed, and in 1933 the Civilian Conservation Corps opened a camp near Darrington to employ men for civil work. An airstrip was constructed in Arlington in 1934 and was leased to the US Navy as a reinforcement to the training facilities in Seattle. Two US Navy Squadrons were stationed at the airstrip during WWII, and after the war ended the airfield fell back into civilian management (Oakley 2007).

After World War II, the City of Arlington's economy relied on logging and agriculture. By the 1980s, Arlington experienced a population boom as people moved into the area for affordable housing while working in Everett and Marysville (Oakley 2007). In 1999, the community of Smokey Point, south of Arlington, was annexed into the city (City of Arlington 2021). Today, the City of Arlington continues to grow as a commercial and residential center.



Figure 3. Business district of downtown Arlington after the town merger (Museum of History and Industry ca. 1907).

3.3.1 Indigenous People in the Present-Day

In 1974 the Stillaguamish Tribe of Indians petitioned the federal government for federal recognition as a Tribe. As Esther Ross put it in 1975, the Tribe would dwindle without recognition until it no longer exists, saying, “The Stillaguamish Tribe is unable to wait any longer” (The Spokesman-Review 1975). On October 27, 1976, the Stillaguamish Tribe of Indians gained federal recognition. In 2014 the Tribe was finally granted 64 acres of land for a reservation in Arlington, near the Tribal headquarters (Stillaguamish Tribe of Indians 2020b).

Tulalip Tribes underwent organization under the Indian Reorganization Act of 1934, and had a Constitution and Bylaws approved in 1936. There is now a seven member Tulalip Board of Directors that acts as the governing body. The Tribe is currently made up of 4,900 members, and provides services such as early learning academy, high education assistance, health and dental care, and a senior retirement home (Tulalip Tribes 2016).

3.3.2 History of the Area of Potential Effects

The APE was first mapped by the U.S. General Land Office in 1875. At that time, the APE was situated just south of a wetland below the river terrace, approximately two miles south of the Stillaguamish River. Ba Quab (Kent’s Prairie) was mapped about a half mile to the southeast of the APE (Figure 4). The vegetation mapped within the APE consisted of hemlock, alder, and spruce (U.S. Surveyor General 1875). The first land patents that overlap with the APE were issued to, Oliver P. Cummings in 1889, Henrich Sinn in 1889, and Frederick Funk in 1891 (U.S. Bureau of Land Management 1889a, 1889b, 1891).

By 1910, the APE was within the footprint of a road that was mapped in the alignment present day SR 530, and rather than curving north towards Arlington as it does in the present-day, the

road followed the path of present-day 211th Place NE (Figure 5). A railroad was mapped parallel to the eastern edge of 67th Avenue NE (Anderson Map Company 1910; USGS 1911). The land on the north side of the road within APE was claimed by August Lammers and W. J. Brounty. The land on the south side of the road was claimed by August Lammers and John J. Meyers (Anderson Map Company 1910). In 1914, the section of road between Silvana and Arlington was named Permanent Highway 10 and was constructed with concrete pavement (DAHP 2014). In 1927, the land south of the road within the APE was subdivided and the north side of the road was claimed by A. Olson and G. Hamilton (Metsker Map Company 1927). Aerial imagery from 1933 missed the APE, but agricultural fields covered the area north of the APE (Figure 6) (Puget Sound River History Project 2023). In 1936, little had changed within the APE (Metsker Map Company 1936). By 1941, present-day 211th Place NE was still a part present-day SR 530, which was labeled as Primary State Highway 1E, a heavy-duty road. Houses were mapped along the southern side of the road, and at the northeastern corner (USGS 1941). In 1952, the south side of the road was further subdivided, and the north side of the road was claimed by Dora B. Warren and W. M. Kroeze (Kroll Map Company 1952). Aerial imagery from 1953 showed that the southern APE was lined with houses, and the ridgeline north of the APE was forested, with agricultural fields in the Stillaguamish River floodplain north of the ridgeline. (NETROnline 2023). Little had changed by 1960 (Metsker Map Company 1960; USGS 1956). In 1963, Primary State Highway 1E was renamed State Route 530 (Prah 1965).

By 1975, the present-day section of SR 530 that turns north towards Arlington was built, and the road making up the APE was no longer part of the highway. The land on the north side of the APE was claimed by Dan C. Grewe and John Verhey (Metsker Map Company 1975). In the 1980s and 1990s, the APE was mapped as 211th Place NE and the land northeast of the APE was subdivided (Metsker Map Company 198x, 1992). Aerial imagery between the 1990s and 2010s showed increased residential development along the south side of the APE (NETROnline 2023).

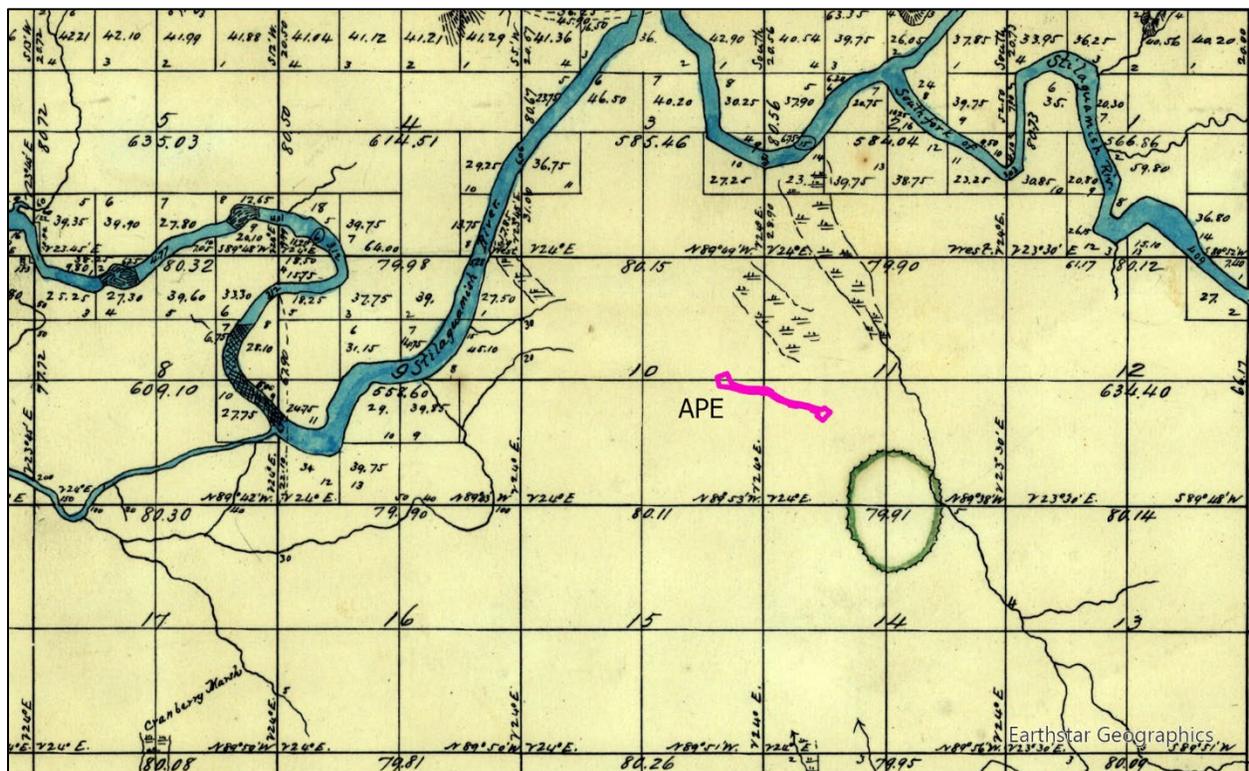


Figure 4. The APE on a section of the 1875 GLO Map.

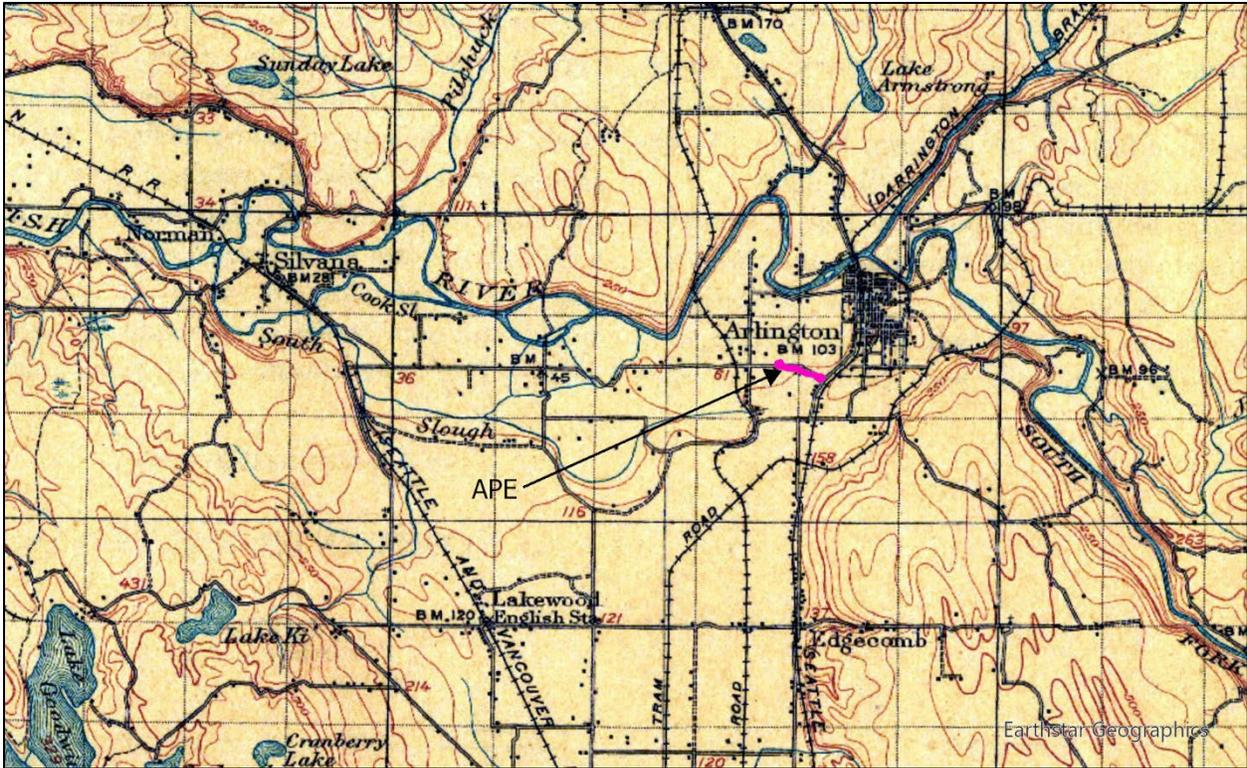


Figure 5. The APE on a section of the 1911 USGS Map.



Figure 6. Aerial imagery north of the APE in 1933.

4.0 Archaeological Review

A review of the Department of Archaeology and Historic Preservation's (DAHP) database of recorded archaeological sites and previous archaeological work within a one-mile radius of the Area of Potential Effects (APE) was conducted prior to field work. According to DAHP's Predictive Model, the APE is at a moderate to high risk for the presence of cultural resources.

4.1 Recorded Archaeological Sites

There were three recorded archaeological sites within a one-mile (mi) radius of the APE and seven within a 1.5-mile (mi) radius, which are detailed in Table 4 and below.

Table 4. Recorded archaeological sites within a one-mile radius of the APE.

Site Number	Site Type	Site Recorders	Distance from Project Area
45SN766	Precontact lithic material	Osiensky 2020	0.52 mi southeast
45SN444	Historic refuse scatter	Smith 2008	0.95 mi north
45SN486	Precontact lithic isolate	Carrilho 2009	1.0 mi southeast
45SN409	Historic refuse scatter	Carrilho 2006	1.05 mi north
45SN795	Historic pier remnants	N/A	1.2 mi north
45SN026	Precontact lithic material	Myrick and Kidd 1961; Obermayr 1991	1.44 mi south
45SN391	Historic agriculture	Ozbun 2004	1.5 mi east

45SN766: The Jensen Lithic Scatter (45SN766) was a precontact lithic material site, comprised of lithic flakes, tools, debitage, and Fire modified rock (FMR), 0.52 mi southeast of the APE. The lithic artifacts included one partial flake with use-wear, one broken projectile point of white, translucent cryptocrystalline silicate, one bifacially flaked artifact, debitage flakes, and FMR. The artifacts were associated with the Olcott Phase based on material, size, bifacial edge, cortex, and patina. The site spanned an area that was 40 meters (m) long and 1 m wide. The artifacts were found between 35 and 60 centimeters (cm) depth below surface (dbs) within B-Horizon soils (Osiensky 2020).

45SN444: Historic refuse scatter site 45SN444 was identified 0.95 mi north of the APE. The site was comprised of historic debris and a privy feature. Eighty artifacts were identified, including brick, glass fragments, square-headed nails, a 1909 coin, and a green, jadeite bowl fragment. Aerial images showed that at least one building was present at the site prior to 1933. It was demolished between 1956 and 1961 (Smith 2008).

45SN486: Precontact lithic isolate site 45SN486 was a basalt thumbnail scraper located 1.0 mi southeast of the APE. It was found in the upper 20 cm of a shovel test. No other artifacts were identified in the area (Carrilho 2009).

45SN409: Historic refuse scatter site 45SN409 was identified 1.05 mi north of the APE. The scatter spanned an area 100 ft long and 70 ft wide and was comprised of 133 artifacts and a privy feature. The artifacts were dated between 1890s and 1930s. The artifacts were comprised of architectural and domestic refuse (Carrilho 2006).

45SN795: Site 45SN795 is comprised of historic pier remnants of the old State Route 9 bridge. They are mapped on both sides of the river. The DAHP's database had no inventory for this resource.

45SN026: Precontact lithic material site 45SN026 was identified by Myrick and Smith (1961) 1.44 mi south of the APE. The site was located on a flat terrace, a few yards from a high ridge. Artifacts were identified scattered across several acres on the ground surface. The site's dimensions were 500 yards long and 100 yards wide. In 1961, the area was actively being used for agriculture. Identified artifacts included lithic choppers, scrapers, bifacially worked points, lithic fragments, and one serrated point. Obermayr (1991) revisited the site but did not identify any cultural material. Most of the site had been covered in fill, leveled, or was overgrown with grass.

45SN391: Historic agriculture site 45SN391 was comprised of a historic drainage ditch located 1.5 mi east of the APE. The ditch was 67 m long, 6 m wide, and 2 m deep. It was part of a large irrigation network that linked with the Stillaguamish River 400 m away. The ditch was dated between 1890 and 1910 when the property was owned by Moran & Company (Ozbun 2004).

4.2 Cultural Resource Surveys

There have been 13 cultural resources assessments within a one-mile radius of the APE. These surveys are detailed in Table 5 and below.

Table 5. Cultural resource assessments within a one-mile radius of the APE.

Reference	NADB	Report Title	Result
Chambers 2010a	1680166	<i>Archaeological Assessment for the 67th Avenue Phase III Improvement Project Arlington, Snohomish County, Washington</i>	negative
Ozbun 2005	1346406	<i>Cultural Resource Survey of Northwest Pipeline Corporation's Capacity Replacement Project, Western Washington Addendum Seven: Seattle, Lake Shore & Eastern Railway Spur at the Arlington 3 Pipeyard</i>	negative
Iversen 2014a	1685034	<i>Addendum to the Archaeological Assessment for the 67th Avenue Phase III Improvement Project, Arlington, Snohomish County, Washington</i>	negative
Wilson <i>et al.</i> 2013	1685105	<i>Prairie Creek Drainage Improvements Project- Phase 2 Construction Cultural Resources Assessment, Arlington, Snohomish County, Washington</i>	negative
Iversen 2014b	1685732	<i>Archaeological Monitoring for the Prairie Creek Drainage Improvements Project- Phase 2 Construction, City of Arlington, Snohomish County, Washington (Permit Reference Number NWS-2013-01023)</i>	negative
Bush and Wilmoth 2020	1694059	<i>Archaeological Investigation Report: Pilchuck Village Project (Parcels 00769800000600 and 00793300002801), Arlington, Snohomish County, Washington</i>	negative
Iversen and Osiensky 2020a	1694591	<i>Archaeological Assessment for the Lux Project, Arlington, Snohomish County, Washington</i>	positive for 45SN766
Larsen <i>et al.</i> 2016	1691924	<i>Archaeological Survey and Evaluation of the Proposed Park 77 Development, Arlington, Snohomish County, Washington</i>	negative
Kanaby and Kelly 2012	1682454	<i>Cultural Resources Survey for the U.S. Army Corps of Engineers' Stillaguamish River Flood Control Project Snohomish County, Washington</i>	negative
Iversen and Osiensky 2020b	1694469	<i>Cultural Resources Assessment for the Arlington Valley Road Land Sale Project, Arlington, Snohomish County, Washington</i>	negative

Reference	NADB	Report Title	Result
Baldwin <i>et al.</i> 2023	1697591	<i>A Cultural Resources Assessment of the Amber Grove Development (TPN 31051400101800), Arlington, Snohomish County, Washington</i>	negative
Smith <i>et al.</i> , 2008	1351524	<i>Cultural Resources Assessment for the Alington Constructed Stormwater Wetland, Arlington, Snohomish County, Washington</i>	positive for 45SN444
Piper and Smith 2009	1353374	<i>Phase 2 Cultural Resources Assessment for the Sedro Wooley- Horse Ranch Transition Line Upgrade, Skagit County and Snohomish County, Washington</i>	positive for 45SN486

Drayton Archaeological Research (Chambers 2010a) performed a cultural resources assessment along 67th Avenue, directly east of the APE. The cultural resources assessment included a pedestrian survey of the area and the inspection of soil piles throughout the project. No artifacts were identified during the inspection of the soil piles. During the pedestrian survey, eight historic properties were identified, including a segment of the historic SLS&S Railway. Historic Property Inventories (HPIs) were created for the properties that were previously unidentified. It was recommended that the project proceed without archaeological oversight.

Archaeological Investigations Northwest, Inc. (Ozbun 2005) performed a cultural resources assessment prior to pipeline improvements 150 ft east of the APE. The assessment included background research and a site visit. It was determined that the project would have no adverse effects on historic properties. No further archaeological oversight was recommended.

ASM Affiliates (Iversen 2014a) performed archaeological documentation of a buried railroad spur along 67th Avenue, 250 ft northeast of the APE. The buried spur was associated with the SLS&S Railway but was not considered a contributing element to the National Register of Historic Places. The identified section of buried railroad was 110 ft long and 5 ft wide. No further archaeological oversight was recommended.

Environmental Science Associates (Wilson *et al.* 2013) performed a cultural resources assessment along Prairie Creek 0.4 mi south of the APE. The cultural resources assessment included background research, pedestrian survey, and subsurface testing. Five shovel tests were dug, all of which disturbed by previous construction activities. No cultural resources were identified. It was recommended that the project proceed with an archaeological monitor onsite during all ground disturbing work.

ASM Affiliates (Iversen 2014b) performed archaeological monitoring tasks during the ground disturbing work 0.4 mi south of the APE. The work included the replacement of a culvert, Prairie Creek channel realignments, and sediment removal from the channel. No cultural resources were identified during this work.

Equinox Research and Consulting International, Inc (Bush and Wilmoth 2020) performed a cultural resources assessment on four acres 0.42 mi south of the APE. The area was inspected via a pedestrian survey and the digging of 20 shovel tests. Identified sediments included imported and local fill over glacial outwash. No cultural resources were identified, and no further archaeological oversight was recommended.

ASM Affiliates (Iversen and Osiensky 2020a) conducted a cultural resources assessment prior to the construction of an apartment complex 0.5 mi southeast of the APE. Thirty-nine shovel tests were dug within the 3.2-acre project area. Of these, eight were positive for precontact lithic material, including FMR, lithic flakes, and lithic tools. The site was designated the Jensen Lithic Scatter (45SN766). One artifact, a bifacially flaked cobble, was interpreted to be from the Olcott

Phase. All artifacts were identified in a disturbed context. It was recommended that a DAHP Archaeological Monitoring Permit be obtained and followed prior to ground disturbing work for the project.

Caldera Archaeology (Larsen *et al.* 2016) investigated seven adjoining parcels 0.61 mi southeast of the APE. The project included the construction of 17 multi-family apartment buildings on eight acres. Thirty shovel tests were dug throughout the project area, all of which were negative for cultural material. No further archaeological oversight was recommended.

The U.S. Army Corps of Engineers (Kanaby and Kelly 2012) performed a cultural resources assessment of 29 places along the Stillaguamish River and Cook Slough, including a section of the Stillaguamish River 0.7 mi north of the APE. The investigated areas within one mile of the APE were negative for cultural material. Historic archaeological site 45SN601 and 45SN602 were identified during this project.

ASM Affiliates (Iversen and Osiensky 2020b) conducted a cultural resources assessment of 12.54 acres 0.8 mi south of the APE. Thirty shovel tests were dug at an interval of 20-30 meters. All of the shovel tests were negative for cultural material. No further archaeological oversight was recommended for the project.

Drayton Archaeology (Baldwin *et al.* 2023) performed a cultural resources assessment of 14-acres of land 0.84 mi southeast of the APE, prior to residential development. Twenty-nine shovel tests were dug, all of which were negative for cultural material. No further archaeological oversight was recommended.

Northwest Archaeological Associates, Inc. (Smith *et al.* 2008) performed a cultural resources assessment of 26 acres located 0.84 mi north of the APE along the southern bank of the Stillaguamish River. Eighty-eight shovel tests were dug, and ten excavated trenches were monitored. Five historic properties were identified and documented. In addition, historic refuse scatter site 45SN444 was identified. It was recommended that the project avoid excavating within the boundaries of site 45SN444. If unavoidable, any excavations within the site boundary required a DAHP excavation permit.

Northwest Archaeological Associates, Inc. (Piper and Smith 2009) conducted a cultural resources assessment prior to power pole and access road upgrades along a 39-mile stretch, including a section 1.0 mi southeast of the APE. The project spanned 579.2 acres, and ten archaeological sites were identified throughout the project. Precontact lithic isolate site 45SN486 was identified 1.0 mi southeast of the APE. This site was comprised of a basalt thumbnail scraper that was identified at the edge of the uplands south of Arlington within the top 20 cm of sediment. It was recommended that fill should be imported to the area to avoid nearby ground disturbance.

4.3 Historic Properties

There are 498 inventoried Historic Properties within a one-mile radius of the APE. None of these properties are on the National Register of Historic Places. Eight of the historic properties that have been documented lie adjacent to the APE, to the north and to the south. These properties are detailed below in Table 6. There is one historic-aged property located at 6516 211th Place NE, which has not been previously recorded. The Historic Property Inventory Form that Legacy Anthropology, LLC produced for 6516 211th Place NE can be found in the WISAARD application.

Table 6. Properties recorded on Historic Property Inventory adjacent to the Area of Potential Effects.

DAHP Property ID	Reference	Name / Address	Register Status	Distance from APE	Year Built
114199 and 214099	Artifacts Consulting Inc. 2011a; Chambers 2010b	J.J. Meyer House / 6924 211 th Place Northeast	Determined not eligible	Adjacent to south	1908
215706	Artifacts Consulting Inc. 2011b	6822 211 th Place Northeast	Not evaluated	Adjacent to south	1936
221757	Artifacts Consulting Inc. 2011c	No address 212 th Street Northeast	Not evaluated	Adjacent to south	1915
228984	Artifacts Consulting, Inc. 2011d	6708 212 th Street Northeast	Not evaluated	Adjacent to south	1910
229030	Artifacts Consulting Inc. 2011e	6900 211 th Place Northeast	Not evaluated	Adjacent to south	1890
229053	Artifacts Consulting Inc. 2011f	No address 211 th Place Northeast (TPN 31051100301600)	Not evaluated	Adjacent to south	1937, no longer exists
229112	Artifacts Consulting, Inc. 2011g	6810 211 th Place Northeast	Not evaluated	Adjacent to south	1917, 1960
266189	Artifacts Consulting, Inc. 2011h	No address 211 th Place Northeast (TPN 31051100301500)	Not evaluated	Adjacent to north	1901, 1951, 1960

4.4 Recorded Cemeteries

There is one recorded cemetery within one mile of the APE. The Arlington Municipal Cemetery is located 0.5 mi south of the APE. It was established in 1904 as the Harwood Cemetery and contains many of the graves of the early Arlington and Haller City residents. Over time, neighboring parcels were added to the cemetery; it now encompasses over 30 acres. The cemetery was run by a non-profit cemetery association until 1999 when the City of Arlington took over its maintenance. In 2018, the cemetery contained 7,803 burials. The cemetery is in active use (Historic Cemetery Preservation Capital Grant Program 2018).

4.5 Traditional Cultural Properties

There are no recorded Traditional Cultural Properties within one mile of the APE.

5.0 Methods

Prior to fieldwork, a thorough review of the geological and cultural history was conducted, as well as a review of previous archaeological projects and recorded archaeological sites. The Snohomish County assessor parcel map portal, SCOPI, was used to identify parcel information. Additionally, historic maps, including GLO, Metsker, Anderson, Kroll, and USGS Quadrangle maps, as well as historic aerial imagery of the Area of Potential Effect (APE) were inspected. Field methods are outlined below.

5.1 Objectives and Expectations

Based on the Project's geologic, cultural, and archaeological background, we consider the APE to be at a high risk for the presence of precontact and historic cultural resources. The objective of the survey, which included pedestrian and subsurface investigations, was to sample enough of the APE to identify the presence of an archaeological site.

The APE is situated along the ridgeline of a high river terrace above the Stillaguamish River floodplain, and 211th Place NE provides a link between these two landforms. Ba Quab (Kent's Prairie), the location of precontact archaeological site 45SN766, was mapped about a half mile to the southeast of the APE, and a wetland was mapped on the 1875 GLO map at the base of the ridgeline. The ethnographically noted village of Skabalko was approximately 1.2 miles north of the APE. This location on a flat, livable surface of a river terrace near wetland and prairie resources makes it very likely that precontact material evidence of the Indigenous people's use of the area since time immemorial is present within the APE. The segment of road now named 211th Place NE was first built between 1875 and 1910. The chance of encountering historic cultural resources is also high, due to this being an early access road to the City of Arlington.

5.2 Field Methods

On August 10 and 11, 2023, Legacy Anthropology, LLC conducted an archaeological assessment, including pedestrian survey and subsurface testing, throughout the testable areas of the right-of-way on the north and south sides of the road, avoiding buried utilities and steep slopes. The survey was conducted by Susan C. Larsen, M.A., who meets the Secretary of the Interior's Standards for a Professional Archaeologist, Nicholas E. Gouette, B.A., and student Carl Pine, of Legacy Anthropology. The weather conditions were sunny. The APE spanned the whole 2,200-foot-long segment of 211th Place NE between State Route (SR) 530 and 67th Avenue.

5.2.1 Pedestrian Survey

The pedestrian survey consisted of walking a transect along each side of the road, paying careful attention to exposed soils and all material on the ground surface that could indicate the presence of cultural resources. Sediments were carefully inspected for the presence of cultural material. Utility locate paint, indicating the presence of buried utilities was noted and mapped.

5.2.2 Subsurface Testing

The subsurface survey included the excavation of 41 shovel tests within the APE (Figure 7 and Figure 8). The shovel tests were placed systematically and judgmentally. The survey was originally designed to place shovel tests on both sides of the road at a staggered 30-meter (m) interval. However, due to the extensive amount of buried utilities and sidewalk on the south side of the road and the steep slope on the north side, the 30-m interval was not always feasible. At the western third of the APE, testing was not possible on the south side of the road, so the north side was tested at a 20-m interval. In total, 26 shovel tests were dug on the north side of the road and 15 were dug on the south side.

Each shovel test was excavated to at least 100 centimeters depth below surface or until reaching glacial material, with a width of about 50 centimeters. The use of a four-inch, hand-driven bucket auger was attempted to achieve greater depth, however the sediment was so dry that the material fell out of the auger before it was brought out of the hole. All sediments excavated from each shovel test were sieved through a quarter-inch mesh in a standing screen. Sediments and objects that did not pass through the screen were carefully examined. Descriptions and depths of sediments and soils exposed in each shovel test wall were documented and photographed (Appendix 3). Sediment and soil types were interpreted using the USDA's Soil Texture Triangle, the Munsell Color System, and the literature outlined in the Environmental Setting section. The profile of each shovel test was photographed. After documentation, each shovel test was backfilled completely with material removed from it.



Figure 7. Map of shovel testing within the eastern portion of APE.



Figure 8. Map of shovel testing within the western portion of APE

6.0 Archaeological Survey Results

Total Subsurface Tests	41
Positive Subsurface Tests	3
Negative Subsurface Tests	38

6.1 Pedestrian Survey

A pedestrian survey of the APE, comprised of the right-of-way along both sides of 211th Place NE between 67th Avenue and State Route (SR) 530, was performed. The road ran along the ridgeline of a river terrace and sloped down onto the Stillaguamish River floodplain at the road's western end. The road ran east to west but was slightly skewed towards southeast to northwest. Observed flora included: Western red cedar (*Thuja plicata*), big leaf maple (*Acer macrophyllum*), Eastern pine (*Pinus strobus*), Himalayan blackberry (*Rubus armeniacus*), and lawn grasses.

The very eastern edge of the APE, east of 67th Avenue NE, was comprised of an active railroad prism. From 67th Avenue NE to 67th Drive NE, the road was relatively flat and was aligned east to west. The road prism was built up approximately 1.5-2 feet (ft) from the original ground surface through this area (Figure 9). The level ground of the river terrace flanked both sides of the road, until reaching the gravel driveway at 6823 211th Place NE, where the north edge of the road sloped down steeply at the river terrace's edge. The steep northern edge in this area was covered in Himalayan blackberries and the flat portions were covered with lawn grasses and landscaping mulch. A paved sidewalk extended along the southern edge of the road (Figure 10). The right-of-way edge was irregular in shape. In some areas along the southern edge, the sidewalk took up the entire right-of-way, but some sections had spaces of grass between the sidewalk's edge and the right of way edge. Buried utilities were marked on both sides of the road, but most were on the south side. Little sediment was visible at the ground surface in this area except for dark grayish brown, imported angular gravels.

Between 67th Drive NE and 66th Avenue NE, the road began to slope downward southeast to northwest towards the Stillaguamish River floodplain. The northern edge of the road continued to run along the ridgeline of the river terrace, and the ground between the road's edge and the river terrace's edge was very narrow. The southern edge of the road had been graded below the natural level of the terrace. At 67th Drive NE on the south side of the road, there was an approximately 2 ft tall bank, and at 66th Avenue NE, the bank was approximately 6.5 ft tall on the south side (Figure 11). The banks observed were at an approximately 45-degree slope. These banks indicated that the road had been cut into the edge of the river terrace when the road was originally built. The sidewalk that ran along the southern edge of the road ran northwest from 67th Drive NE and stopped at 66th Avenue NE. Most of the buried utilities were marked on the south side of the road. Yellowish brown, pebble-rich sandy loam was visible at the ground surface along the banks on the south side of the road. This sediment was interpreted to be glacial outwash.

From 66th Avenue NE to the new pavement at the roundabout at 211th Place NE and SR 530, the road sloped down to the Stillaguamish River floodplain. Rather than following the ridgeline of the river terrace, which turned to the southwest, this section of the APE headed west. Rather than a cut, this section of road was mostly a fill that linked the top of the terrace to the floodplain below (Figure 12). The entire APE was comprised of a built-up road prism that sloped down at both sides. At the very northwestern corner of the APE, some of the flat floodplain was identified and the road turned slightly to the north towards SR 530. Buried utilities ran along the southern edge of the road, and at its western end, there was a graveled section of 211th Place

NE that spurred due west. The northern edge of the road was slightly steeper and asphalt chunks were visible. Sediments visible at the ground surface in this area included yellowish brown, pebble-rich sandy loam near 66th Avenue NE and dark grayish brown, imported angular gravels to the west.

The historic properties identified adjacent to the APE during the background research for this project were observed during the pedestrian survey. These properties included: 6924, 6822, 6900, and 6810 211th Place NE and 6708 212th Street Northeast. Historic Property Inventories existed for all these properties except 6516 211th Place NE. This property was not accessible from 211th Place NE, and only the back corner of the roof was visible from the road, as it was obscured by a fence overgrown with blackberries. The property was accessible from an alley from 66th Avenue NE (Figure 13). No historic resources were identified within the APE.

No cultural resources were identified during the pedestrian survey of the APE. One historic property was documented outside the APE, Property ID 731528.



Figure 9. Overview of the north side of 211th Place NE between 67th Avenue NE and 67th Drive NE, note built-up road prism and flat surface of the river terrace, view to the west.



Figure 10. Overview of the APE between 67th Avenue NE and 67th Drive NE, note the sidewalk and located buried utilities along the south side of the road, view to the west.



Figure 11. Overview of the APE between 67th Drive NE and 66th Avenue NE, note as the road slopes to the northwest the bank on the south side of the road increases, view to the northwest.



Figure 12. Overview of the APE west of 66th Avenue NE, note the built-up road prism on both sides of the road, view to the northwest.



Figure 13. Overview of the historic property at 6516 211th Place NE taken from an alley from 66th Avenue NE, view to the north.

6.2 Subsurface Survey

A total of 41 shovel tests were dug throughout the APE. Precontact lithic artifacts were identified in three of the shovel tests (STs 4, 17, and 20), and the other 38 shovel tests were negative for cultural material. Four distinct sediment profiles were identified within the APE. All of the shovel tests displayed evidence of previous disturbance. The average depth of termination for the shovel tests was 81 cm dbs.

The first sediment profile was identified at the eastern portion of the APE (Figure 14). At the south side of the road, this profile was identified between 67th Avenue NE and 67th Drive NE. At the north side of the road, it was identified between 67th Avenue NE and the gravel driveway to 6823 211th Place NE. This sediment profile was identified in 17 shovel tests (STs 1-5, 8, 17-23, and 37-40). It was comprised of three layers. The first layer was imported fill comprised of grayish brown to dark grayish brown, angular gravel-rich sandy loam with an abrupt basal transition. This first layer often contained modern refuse including glass fragments, ceramic fragments, concrete chunks, nails, and plastic. The second layer was a relic B-horizon soil comprised of brown to dark yellowish brown rounded to sub-rounded gravelly, sandy loam with charcoal flecks. The three lithic artifacts identified within the APE were identified in this layer. The basal transition of this layer was usually gradual and intact. However, the basal transition to the third layer was abrupt and disturbed in STs 2, 37, and 38. This layer also appeared disturbed and contained modern refuse in ST 18. The third layer was C-Horizon and R-Horizon soil from a parent material of glacial outwash comprised of dark yellowish brown to grayish brown, rounded gravel-to-cobble-rich sand to sandy loam. This third layer was absent in the profiles of STs 8, 17, 18, 20, 22, and 38 because the shovel tests were terminated before reaching it. For details of precontact lithic site 45SN879, which was identified in shovel tests that exhibited this first sediment profile, see section 6.2.1 below.

The second sediment profile was identified throughout the western portion of the APE (Figure 15). On the south side of the road, it was identified from 67th Drive NE to west of 66th Avenue NE. On the north side of the road, it was identified from the gravel driveway at 6823 211th Place NE to where the APE dips into the Stillaguamish River floodplain just east of SR 530. It was identified in 15 shovel tests (STs 11-16, 24-29, 31, and 33-34). This sediment profile was comprised of two layers. The first layer was imported fill consisting of dark grayish brown, angular gravel-rich sandy loam with an abrupt basal transition. It often contained modern refuse and was the same as the first layer identified in the first sediment profile. The second layer of this sediment profile was glacial outwash comprised of yellowish brown to grayish brown, rounded gravel-to-cobble-rich sand to sandy loam. This second layer appeared intact to the east and disturbed to the west. In shovel tests west of 66th Avenue NE (STs 27-29, 31 and 33-34), this second layer was disturbed and contributed to the road prism that was built-up towards SR 530.

The third sediment profile was identified at the western edge of the APE on the north side of 211th Place NE (Figure 16). It was identified in two shovel tests (STs 35 and 36). It was comprised of two to three layers. One of the shovel tests (ST 35) had a top layer of imported fill comprised of dark grayish brown, angular gravel-rich sandy loam with an abrupt basal transition. The next layer was a dark grayish brown sandy clay to sandy clay loam. This layer was disturbed and contained modern refuse in one of the shovel tests (ST 36). The third layer was a dark brown to brown, gravel-to-cobble-rich sandy loam that contained modern refuse in one of the shovel tests (ST 36).

The fourth sediment profile was identified throughout the APE (Figure 17). It was identified in seven shovel tests (6-7, 9-10, 30, 32, and 41). It contained one layer comprised of dark grayish brown gravel-to-cobble-rich sandy loam. This layer was comprised of disturbed local and

imported fill and often contained modern refuse including chunks of asphalt and glass fragments.

The first sediment profile, which was identified at the eastern portion of the APE, was consistent with a layer of imported and disturbed local fill on top of horizons of Alderwood-Everett gravely sandy loam, which was previously mapped at the center of the APE. In this first sediment profile, no A-horizon soil was identified, indicating that it was likely removed with any organic material when 211th Place NE was paved. Besides the disturbed upper portion of this profile, the rest appeared relatively intact with a gradual basal transition of the B-Horizon. It was in this intact B-horizon that the precontact lithic artifacts of archaeological site 45SN879 were identified. The second sediment profile was consistent with imported and disturbed local fill on top of intact and disturbed glacial outwash deposits of the Arlington Sand Member. Shovel tests with this profile appeared more disturbed in the western portion of the APE. The third sediment profile was consistent with disturbed imported and local fill. The layer of sandy clay to sandy clay loam in this third profile appeared to be disturbed, imported local alluvium. The fourth sediment profile was consistent with the imported and disturbed local fill that was identified in the top layer of all the other profiles.

For full shovel test notes, see Appendix 3 of this document.



Figure 14. Example of the first sediment profile identified within the eastern APE, from ST 22, view to the south.



Figure 15. Example of the second sediment profile identified within the western APE, from ST 31, view to the south.



Figure 16. Example of the third sediment profile identified at the western edge of the APE, from ST 35, view to the east.



Figure 17. Example of the fourth sediment profile identified throughout the APE, from ST 41 terminated at impassible boulder, view to the north.

6.2.1 Precontact Archaeological Site 45SN879

Precontact site 45SN879 was identified within the eastern half of the APE and was comprised of three lithic artifacts. The artifacts were identified in three shovel tests (ST 4, 17, and 20). Shovel tests 4 and 20 were located three meters (m) apart on the south side of the road, within the right-of-way at Parcel No. 1051100301600. Shovel test 17 was located on the north side of the road, within the right-of-way at 6905 211th Place NE. The site spanned an area 103 m long (east to west) and 25 m wide (north to south). The road prism of 211th Place NE bisects the site, and its construction likely disturbed it. Delineation of the site boundaries was limited by the paved road, buried utilities, and the narrow right-of-way.

The three lithic artifacts were all made from fine-grained igneous rocks. One of the flakes was a primary flake (Figure 18), and two were secondary flakes (Figure 19 and Figure 20). All three flakes were found within a layer of dark yellowish brown sandy loam at depths between 50 and 70 cm dbfs. The artifacts all displayed bulbs of percussion, working edges, and an old patina. The primary flake displayed radial fissures. The secondary flakes displayed flake scars on their dorsal sides. The layers above the artifacts displayed evidence of previous disturbance, but the context of the artifacts and below appeared relatively intact.

For more details on site 45SN879 see Appendix 2 below.



Figure 18. Primary flake from ST 4 with dorsal side on the left and ventral side on the right, note the bulb of percussion and radial fissures at the top of the photo on the ventral side.



Figure 19. Secondary flake from ST 17 with dorsal side on the left and ventral side on the right, note flake scars on the dorsal side and bulb of percussion on the ventral side.



Figure 20. Secondary flake from ST 20 with dorsal side on the left and ventral side on the right, note flake scars on the dorsal side and bulb of percussion on the ventral side.

7.0 Conclusions and Recommendations

On August 10 and 11, 2023, Legacy Anthropology, LLC conducted an archaeological assessment for the City of Arlington 211th Pl NE – 67th Ave NE to SR 530 (P-02.571) Project, including pedestrian survey and subsurface testing, throughout the testable areas of the right-of-way on the north and south sides of the road, avoiding buried utilities and steep slopes. The survey was conducted by Susan C. Larsen, M.A., who meets the Secretary of the Interior’s Standards for a Professional Archaeologist, Nicholas E. Gouette, B.A., and student Carl Pine, of Legacy Anthropology. Four sediment profiles were identified within the Area of Potential Effects (APE). The first sediment profile, which was identified at the eastern portion of the APE, was consistent with a layer of imported and disturbed local fill on top of horizons of Alderwood-Everett gravely sandy loam. The second sediment profile was consistent with imported and disturbed local fill on top of intact and disturbed glacial outwash deposits of the Arlington Sand Member. The third sediment profile was consistent with disturbed imported and local fill. The fourth sediment profile was consistent with the imported and disturbed local fill that was identified in the top layer of all the other profiles.

During background research and the pedestrian survey, nine historic properties were identified adjacent to the APE. None of these historic properties were eligible for listing on the National Register of Historic Places. During the subsurface testing, three flaked lithic artifacts, representing a low-density lithic scatter (45SN879), were identified within three separate shovel tests over a 100-meter area. The precontact lithic artifacts of site 45SN879 were comprised of one primary flake and two secondary flakes. These artifacts were found within an intact context, although sediments above the layer in which they were found were disturbed during previous road and residential development. Precontact archaeological site 45SN879 is bisected by 211th Place NE, and its construction likely disturbed the site. **Protected cultural resources were identified during this survey. Based on the positive result of the archaeological survey we recommend the following:**

- **That the proposed Project is not anticipated to have adverse effects on the documented historic properties adjacent to the APE, including Property ID 731528.**
- **That the proposed Project will impact precontact archaeological site 45SN879.**
- **That a monitoring permit be issued by DAHP for ground disturbing work occurring within site 45SN879**
- **That all ground disturbing work within a 200-foot radius around 45SN879 be monitored by a Professional Archaeologist**
- **That a detailed Archaeological Monitoring Plan be generated and applied to the areas to be monitored**
- **That an Inadvertent Discovery Plan (IDP) be followed during ground disturbing activities outside of the 200-foot buffer of precontact archaeological site 45SN879 (see Appendix 1)**

8.0 References Cited

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9.0 Appendices

9.1 Appendix 1: City of Arlington's Inadvertent Discovery Plan (IDP)

INTRODUCTION

This inadvertent discovery plan (IDP) describes policies and procedures to ensure that any cultural resources or human remains encountered during project construction are properly identified and appropriately treated. Protocol for treatment of most Native American or historical archaeological materials is the same; however, human remains require different treatment, as described below. Construction personnel are required to follow this IDP when carrying out construction activities for the City of Arlington 204th Street Roundabout Project. If cultural resources are identified during construction, then it will be the responsibility of the Project Manager at the City of Arlington (City) or its representative to make the necessary notifications. The last page of this plan provides contact information for the personnel referenced in the following sections.

CULTURAL RESOURCES IDENTIFICATION PROCEDURES

This section describes protocols to be followed for discovery of archaeological resources, including pre-contact Native American, ethnographic, or historical artifacts, features, or structures. The following protocol will be implemented if archaeological resources that appear to be older than 50 years of age are encountered:

If a potential cultural resource is discovered, construction work will temporarily pause in the immediate location of the find. The potential cultural resource will be left in place and the personnel who make the discovery will notify the City Project Manager. The Project Manager will notify the Department of Archaeology and Historic Preservation (DAHP) and the Tribes listed in the contacts section at the end of this IDP. The construction contractor will secure and protect the discovery during the work stoppage. The DAHP may request that the City hire a professional archaeologist to evaluate the discovery. Construction will not resume near the discovery until notice to proceed is received from the DAHP. If the DAHP approves, construction work may proceed elsewhere on-site during the localized work stoppage.

Examples of potentially significant cultural resources include:

- An area of charcoal or charcoal-stained soil in association with historic-period or pre-contact artifacts, especially if marine shells are present;
- Prepared surfaces that suggest temporary stability, such as a corduroy road, a flat-lying layer of brick, or a plastered surface;
- Arrowheads, stone tools, or concentrations of stone chips;
- Large concentrations or dumps of historic bottles, cans, or other historic material;
- Old privies;
- Buried fire pits or ovens;
- Buried foundations or intact walls;
- Clusters of animal bones, especially if associated with burned rocks or stone tools or chips; or
- Industrial tools and/or equipment that is clearly older than 50 years in age.

DISCOVERY OF HUMAN REMAINS

INADVERTENT DISCOVERY PLAN

Preserved human skeletal material and the material evidence of burials have been identified elsewhere in Snohomish County. Although there is a low probability for discovering human remains during construction, their presence is possible. If ground disturbing activities encounter human skeletal remains during the course of construction, then all activities that may cause further disturbance to those remains will cease. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the Snohomish County Medical Examiner and Arlington Police in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The Snohomish County Medical Examiner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the Snohomish County Medical Examiner determines the remains are non-forensic, then they will report the finding to the DAHP who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.

Suspected human remains will not be handled by anyone other than Tribal representatives, archaeologists, or law enforcement. With the exception of archaeological or law enforcement documentation, photographing the remains is prohibited.

CONFIDENTIALITY

Archaeological properties are of a sensitive nature, and sites where cultural resources are discovered can become targets of vandalism and illegal removal activities. All parties shall keep and maintain as confidential all information regarding any discovered cultural resources, particularly the location of known or suspected archaeological properties. This information is exempt from public disclosure consistent with state law (RCW 42.56.300). Project personnel and contractors should especially keep the discovery of any found or suspected human remains confidential, including refraining from contacting the media or sharing information regarding the discovery with the public. Any reports prepared as a result of a cultural resources discovery during construction are confidential.

CONTACTS

Project Manager

TBD

(206) xxx-xxxx

City of Arlington

211th Pl NE – 67th Ave NE to SR-530

(P-02.571)

INADVERTENT DISCOVERY PLAN

Local Government

Arlington Police Non-emergency (360) 403-3400
Snohomish County Medical Examiner..... (425) 438-6200

Department of Archaeology and Historic Preservation

Stephanie Jolivette, Local Government Archaeologist (360) 586-3088
Dr. Allyson Brooks, State Historic Preservation Officer (360) 586-3066
Dr. Rob Whitlam, State Archaeologist..... (360) 586-3080
Dr. Guy Tasa, State Physical Anthropologist.....(360) 586-3534

Stillaguamish Tribe of Indians

Shawn Yanity, Stillaguamish Tribe Chairperson (360) 652-7362 x228
Kerry Lyste, Stillaguamish Tribe Cultural Resources (360) 652-7362 x226

Tulalip Tribes

Teri Gobin, Tulalip Tribes Chairperson (360) 716-4000
Richard Young, Tulalip Tribes Cultural Resources (360) 716-2652

City of Arlington
211th PI NE – 67th Ave NE to SR-530
(P-02.571)

9.2 Appendix 2: Archaeological Site Form 45SN879



STATE OF WASHINGTON
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879
 County: Snohomish

Date: 8/16/2023 Human Remains? DAHP Case No.:
 Archaeological Sites are exempt from public disclosure per RCW 42.56.300

SITE DESIGNATION

Site Name: 211th Place NE Lithic Site
 Field/Temporary ID: LA-2023-02
 Site Type: Pre Contact Lithic Material

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this request for determination of eligibility meet the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the site meets does not meet the National Register Criteria.

I recommend that this property be considered significant at the following level(s) of significance:

Criteria

Statement of Significance

This site is potentially eligible for listing, as it may yield information that is significant to the understanding of the history of people who lived in this area. However, the site has been at least partially damaged by the construction of 211th PI NE.

Integrity

This site is currently bisected by 211th PI NE, which means that the lithic scatter was likely impacted by the construction of the road. The sediment deposits outside of the road prism appear to be relatively intact below about 30 cm depth. There is the potential to identify more artifacts within an intact depositional context, but the overall site has undergone disturbance by development.

SHPO Determination

Eligibility Survey/Inventory Determined On 8/31/2023

Determined By

SHPO Comments

SITE LOCATION

USGS Quad Map Name(s): ARLINGTON WEST
 T: 31 R: 05 E/W: E Section: 11
 UTM: Zone: 10 Easting: 564093 Northing: 5337441
 Latitude: 48° 11' 13" N Longitude: 122° 08' 16" W Elevation (ft/m): 33
 Drainage, Major: Stillaguamish River Drainage, Minor: Armstrong Creek- Stillaguamish River River Mile 17.25
 Aspect north Slope 4.3%

Location Description (General to Specific):

The site is located within Section 11 of Township 31 North and Range 5 East, in the NW 1/4 of the SW 1/4, within the limits of the City of Arlington, Snohomish County, Washington. The site is located within the Snohomish County right-of-way of 211th, to the north of Snohomish County Assessor's parcel 31051100301600 and the south side of 31051100300100.

Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 2 of 18

Directions (For Relocation Purposes):

From I-5 southbound take exit 208 toward WA-530 E. Continue on WA-530 for 2.5 miles. At the roundabout continue to straight to stay on WA-530. In 0.3 miles, at the next roundabout, take a right onto 211th PI NE. Continue for 0.3 miles. The site is located on the south and north sides of the road within the right-of-way.

SITE DESCRIPTION**Narrative Description** (Overall Site Observations):

The site consists of a low density lithic scatter, with three total flaked lithic artifacts identified at this time. The site was found during shovel testing for the planned improvements to 211th PI NE by the City of Arlington. One flaked lithic was identified within the right-of-way on the north side of 211th PI NE, and the other two were found 100 meters to the west in STs 20 and 4, which are three meters apart from each other. Attempted delineation of the site was limited by the paved nature of the road, buried utilities, and the narrow right-of-way.

Site Dimensions (Overall Site Dimensions):

Length: 103 m **Direction:** east-west **Width:** 25 m **Direction:** north-south

Method of Horizontal Measurement: metric tape measure

Depth: 50 cm **Method of Vertical Measurement:** metric tape measure

Vegetation (On Site):

Local: Western red cedar (*Thuja plicata*), big leaf maple (*Acer macrophyllum*), Eastern pine (*Pinus strobus*), Himalayan blackberry (*Rubus armeniacus*)

Regional: Western hemlock (*Tsuga heterophylla*), red alder (*Alnus rubra*), Sitka spruce (*Picea sitchensis*)

Landforms (On Site):

Local: river terrace **Regional:** glacial outwash plain

Water Resources (Type): March Creek, Portage Creek **Distance:** 369 feet south to March Creek **Permanence:** permanent

CULTURAL MATERIALS AND FEATURES**Narrative Description** (Specific Inventory Details):

This site consists of three flaked lithic artifacts, each identified in a different shovel test along 211th PI NE. One artifact was identified in ST 4, within the right-of-way on the south side of the road. The artifact was identified at approximately 50 cm deep, in a dark yellowish-brown sandy loam deposit. The lithic consisted of a flake made from a fine-grained volcanic parent rock, and measured approximately 2.9 cm in length, 2.7 cm in width, and 0.4 cm in thickness. Another artifact was identified in ST 20, which was placed 3 m to the east of ST 4. This was also a flaked lithic, with flake scars on one side. The artifact also appeared to be fine-grained volcanic in origin, and was 4.5 cm long, 4 cm wide, and 0.5 cm thick. An additional lithic artifact was identified within ST 17, on the north side of 211th PI NE, 100 meters to the east of ST 20. This artifact also consisted of a flaked lithic, fine-grained volcanic in origin, with flake scars on one side. It measured approximately 2.1 cm long, 1.7 cm wide, and 0.4 cm thick. The artifacts from STs 20 and 17 were identified in the same yellowish-brown sandy loam deposit as the one in ST 4.

Method of Collection:

Not collected, reburied back into shovel tests in labelled paper bags

Location of Artifacts (Temporary/Permanent):

on-site

SITE AGE

Component Type Precontact

Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 3 of 18

Dates	Precontact	
Dating Method	Inference from materials	
Phase		
Basis for Phase Designation		
SITE RECORDERS		
Observed By	Address	
Date Recorded:	8/16/2023	
SITE HISTORY		
Previous Archaeological Work:		
none		
LAND OWNERSHIP		
Owner	Address	Parcel
Snohomish County	3000 Rockefeller Avenue, Everett, WA 98201	ROW
RESEARCH REFERENCES		
Items/Documents Used in Research:		
none		

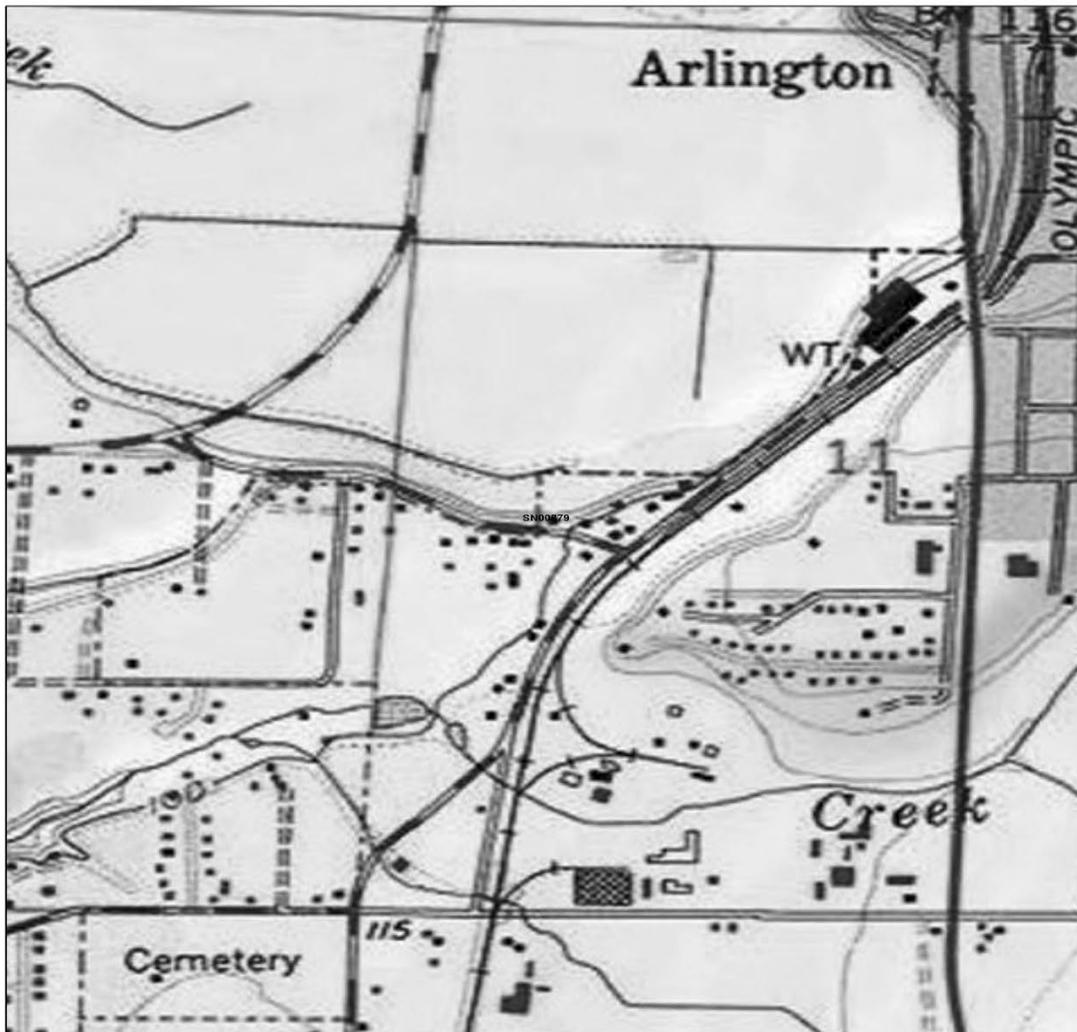
Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 4 of 18

USGS MAP



September 4, 2023

1:8,240
0 0.05 0.1 0.2 mi
0 0.1 0.2 0.4 km
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Monday, September 4, 2023

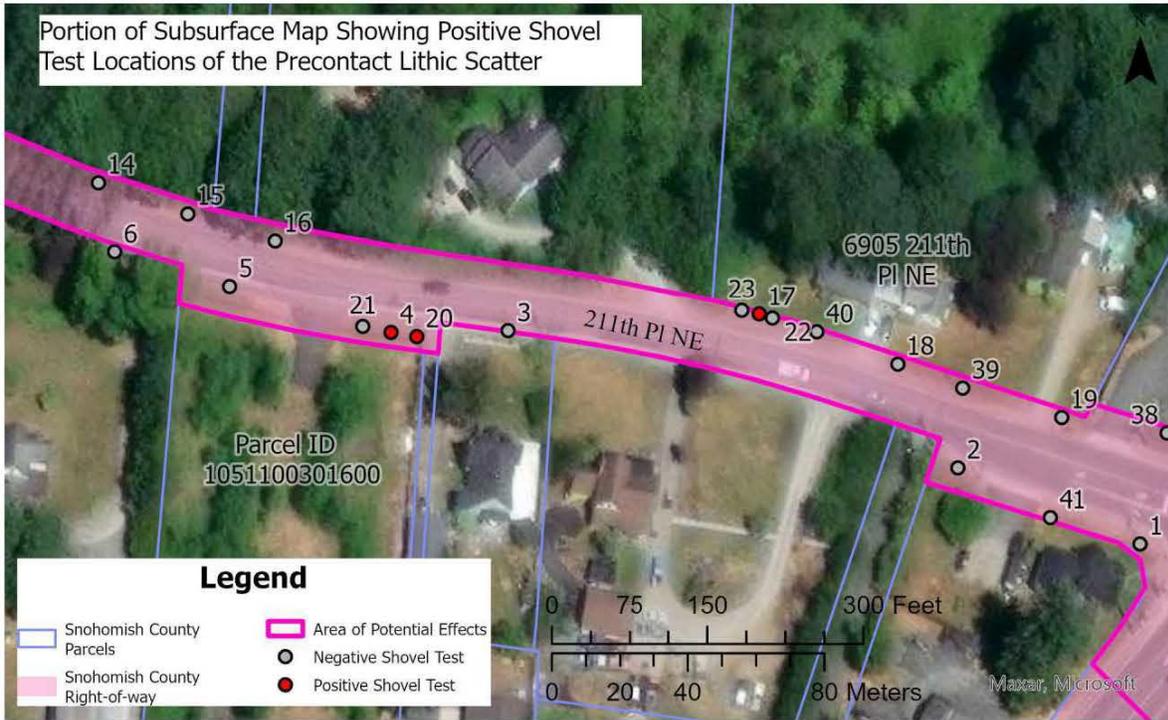
ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 5 of 18

SKETCH MAPS

Source Information



Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 6 of 18

Photographs, Tables and Additional Information



Photo ID 695802
Title 12 profile of ST 17.jpg
Year Taken
Is Circa?
Notes
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 7 of 18



Photo ID 695801
Title 11 overview of ST 17.jpg
Year Taken
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Notes
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 8 of 18



Photo ID 695800
Title 10 lithic from ST 17.jpg
Year Taken
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Notes
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ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 9 of 18



Photo ID 695799
Title 09 lithic from ST 17.jpg
Year Taken
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Notes
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Source
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 10 of 18



Photo ID 695798
Title 08 overview of STs 4 and 20 .jpg
Year Taken
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Notes
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 11 of 18



Photo ID 695797
Title 07 profile of ST 20.JPG
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 455N00879

Page 12 of 18



Photo ID 695796
 Title 06 lithic from ST 20.JPG
 Year Taken
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 Notes
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ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 13 of 18



Photo ID 695795
Title 05 lithic from ST 20.JPG
Year Taken
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 14 of 18



Photo ID 695794
Title 04 lithic from ST 20.JPG
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 15 of 18



Photo ID 695793
Title 03 profile of ST 4.JPG
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 455N00879

Page 16 of 18



Photo ID 695792
Title 02 lithic from ST 4.JPG
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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 455N00879

Page 17 of 18



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Monday, September 4, 2023

ARCHAEOLOGICAL SITE INVENTORY FORM

Smithsonian Number: 45SN00879

Page 18 of 18

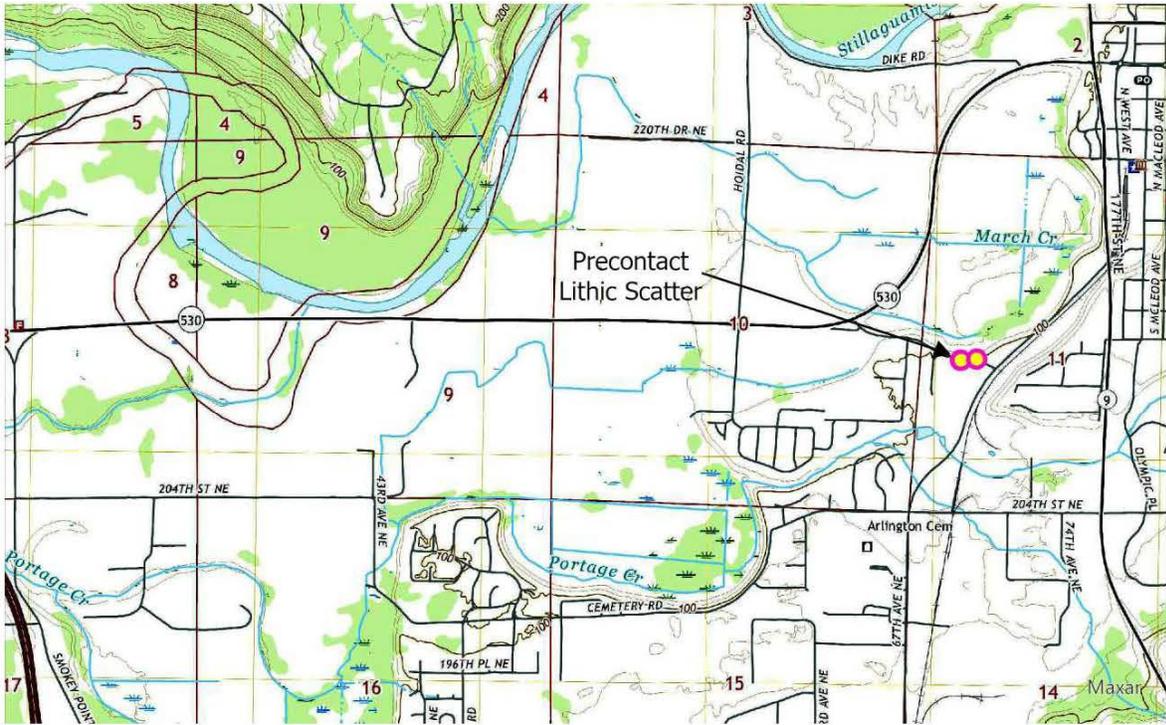


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Year Taken
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Notes
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Source
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Monday, September 4, 2023

9.3 Appendix 3: Results of Subsurface Testing

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description	
1	10-Aug-23	NG	0-26	10YR 5/2 grayish brown	sand	15-30%	loose	rootlets throughout	no	abrupt	target depth	no		no		
			26-71	10YR 4/3 brown	sandy loam	0-15%	moderate	modern refuse	no	abrupt						
			71-90	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	charcoal flecks	no	gradual						
			90-103	10YR 4/4 dark yellowish brown	sandy loam	0-15%	loose	none	yes							
2	10-Aug-23	Scl	0-39	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	rootlets throughout	no	abrupt	target depth	no		no		
			39-78	10YR 4/4 dark yellowish brown	sandy loam	0-15%	moderate	none	no	abrupt						
			78-90	10YR 4/1 dark gray	sand	0-15%	loose	none	yes							
3	10-Aug-23	Scl	0-39	10YR 4/2 dark grayish brown	sandy loam	0-15%	dense	rootlets throughout	no	abrupt	target depth	no		no		
			39-73	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	none	no	clear						
			73-91	10YR 4/2 dark grayish brown	sand	0-15%	loose	charcoal flecks	yes							

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
4	10-Aug-23	Scl	0-30	10YR 4/2 dark grayish brown	sandy loam	0-15%	dense	rootlets throughout	no	abrupt	target depth	no		yes	Primary lithics flake
			30-56	10YR 4/4 dark yellowish brown	sandy loam	0-15%	moderate	none	no						
			56-88	10YR 4/4 dark yellowish brown	sand	0-15%	loose	none	yes						
5	10-Aug-23	Scl	0-43	10YR 4/2 dark grayish brown	sandy clay	0-15%	dense	none	no	gradual	target depth	no		no	
			43-75	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	none	no	clear					
			75-88	10YR 4/1 dark gray	sand	15-30%	loose	none	yes						
6	10-Aug-23	Scl	0-10	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	none	yes		buried utility			no	
7	10-Aug-23	Scl	0-85	10YR 4/2 dark grayish brown	sandy loam	0-15%	moderate	rootlets throughout	yes		target depth	no		no	
8	10-Aug-23	Scl	0-38	10YR 4/2 dark grayish brown	sandy loam	0-15%	moderate	rootlets throughout	no	abrupt	impassable roots	no		no	
			38-64	10YR 3/4 dark yellowish brown	sand	0-15%	loose	tree roots	yes						
9	10-Aug-23	Scl	0-19	10YR 4/2 dark grayish brown	sandy loam	15-30%	loose	rootlets throughout	no	clear	impassable soils	no		no	

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
			19-59	10YR 4/2 dark grayish brown	sandy loam	15-30%	loose	none	yes						
10	10-Aug-23	Scl	0-55	10YR 4/2 dark grayish brown	sand	30-45%	loose	none	yes		impassable soils	no		no	
11	10-Aug-23	NG	0-39	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	modern refuse	no	abrupt	impassable rocks	no		no	
			39-68	10YR 5/2 grayish brown	sandy loam	15-30%	moderate	none	yes						
12	17-Aug-23	NG	0-51	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			51-84	10YR 5/2 grayish brown	sandy loam	15-30%	loose	none	yes						
13	10-Aug-23	NG	0-58	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			58-90	10YR 5/4 yellowish brown	sandy loam	15-30%	moderate	none	yes						
14	10-Aug-23	NG	0-39	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	impassable roots	no		no	
			39-59	10YR 5/2 grayish brown	sandy loam	15-30%		rootlets throughout, tree roots	yes						
15	10-Aug-	NG	0-38	10YR 4/2 dark	sandy loam	30-45%	dense	modern refuse	no	abrupt	target depth	no		no	

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
	23		38-76	grayish brown 10YR 5/2 grayish brown	sandy loam	15-30%	moderate	none	yes						
16	10-Aug-23	NG	0-57 57-90	10YR 4/2 dark grayish brown 10YR 5/2 grayish brown	sandy loam sandy loam	30-45% 15-30%	dense moderate	rootlets throughout, modern refuse none	no yes	abrupt	target depth	no		no	
17	10-Aug-23	NG	0-57 57-100	10YR 4/2 dark grayish brown 10YR 3/4 dark yellowish brown	sandy loam sandy loam	15-30% 15-30%	dense moderate	rootlets throughout, modern refuse charcoal flecks	no yes	abrupt	target depth	no		yes	Secondary flake at 70 cm dbs
18	10-Aug-23	NG	0-42 42-102	10YR 4/2 dark grayish brown 10YR 4/3 brown	sandy loam sandy loam	15-30% 15-30%	dense loose	modern refuse modern refuse	no yes	abrupt	target depth	no		no	
19	10-Aug-23	NG	0-38 38-70 70-94 94-106	10YR 4/2 dark grayish brown 10YR 4/3 brown 10YR 3/4 dark yellowish brown 10YR 4/4 dark yellowish brown	sandy loam sandy loam sandy loam sand	15-30% 0-15% 15-30% 15-30%	moderate moderate moderate loose	rootlets throughout, modern refuse none charcoal flecks none	no no no yes	abrupt abrupt gradual	target depth	no		no	

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description	
20	10-Aug-23	Scl	0-52	10YR 4/2 dark grayish brown	sandy loam	0-15%	dense	rootlets throughout	no	abrupt	target depth	no		yes	Lithic flake	
			52-91	10YR 3/4 dark yellowish brown	sand	0-15%	loose	none	yes							
21	10-Aug-23	Scl	0-36	10YR 4/2 dark grayish brown	sandy loam	0-15%	dense	none	no	clear	target depth	no		no		
			36-79	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	none	no	clear						
			79-93	10YR 4/4 dark yellowish brown	sand	0-15%	loose	none	yes							
22	10-Aug-23	NG	0-47	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no		
			47-104	10YR 3/4 dark yellowish brown	sandy loam	15-30%	moderate	modern refuse, charcoal flecks	yes							
23	10-Aug-23	NG	0-63	10YR 4/2 dark grayish brown	sandy loam	45-60%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no		
			63-95	10YR 3/4 dark yellowish brown	sandy loam	15-30%	moderate	charcoal flecks	no	gradual						
			95-100	10YR 4/4 dark yellowish	sandy loam	15-30%	moderate	none	yes							

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
				brown											
24	10-Aug-23	Scl	0-33	10YR 4/2 dark grayish brown	sand	15-30%	loose	rootlets throughout	no		impassable soils	no		no	
			33-65	10YR 4/2 dark grayish brown	sand	30-45%	loose	none	yes						
25	10-Aug-23	NG	0-44	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			44-79	10YR 5/2 grayish brown	sandy loam	15-30%	moderate	none	yes						
26	10-Aug-23	NG	0-28	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	none	no	abrupt	impassable rocks	no		no	
			28-40	10YR 5/2 grayish brown	sandy loam	15-30%	moderate	none	yes						
27	11-Aug-23	NG	0-36	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			36-69	10YR 4/3 brown	sandy loam	15-30%	moderate	none	yes						
28	10-Aug-23	Scl	0-42	10YR 4/2 dark grayish brown	sandy loam	15-30%	very dense	rootlets throughout	no	abrupt	impassable soils	no		no	
			42-55	10YR 4/2 dark grayish brown	sand	30-45%	loose	none	yes						

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
29	11-Aug-23	NG	0-47	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			47-81	10YR 5/4 yellowish brown	sandy loam	15-30%	moderate	none	yes						
30	11-Aug-23	NG	0-10 cm	10YR 4/2 dark grayish brown	sandy loam	30-45%	moderate	rootlets throughout, modern refuse	yes		impassable rocks	no		no	
31	11-Aug-23	NG	0-69	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	modern refuse	no	abrupt	target depth	no		no	
			69-102	10YR 3/4 dark yellowish brown	sandy loam	15-30%	loose	charcoal flecks	yes						
32	11-Aug-23	NG	0-28	10YR 4/2 dark grayish brown	sandy loam	30-45%	moderate	rootlets throughout, modern refuse	yes		impassable rocks	no		no	
33	11-Aug-23	NG	0-61	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	modern refuse	no	abrupt	target depth	no		no	
			61-80	10YR 5/4 yellowish brown	sandy loam	15-30%	moderate	none	no	gradual					
			80-96	10YR 4/2 dark grayish brown		15-30%	loose	none	yes						
34	11-Aug-23	NG	0-47	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	modern refuse	no	abrupt	target depth	no		no	

EXHIBIT N

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
			47-90	10YR 3/3 dark brown	sandy loam	15-30%	moderate	modern refuse	yes						
35	11-Aug-23	NG	0-52	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	modern refuse	no	abrupt	target depth	no		no	
			52-83	10YR 4/2 dark grayish brown	sandy clay	0-15%	dense	none	no	clear					
			83-98	10YR 3/3 dark brown	sandy loam	15-30%	moderate	none	yes						
36	11-Aug-23	NG	0-51	10YR 4/2 dark grayish brown	sandy clay loam	30-45%	dense	modern refuse	no	abrupt	target depth	no		no	
			51-89	10YR 4/3 brown	sandy loam	15-30%	moderate	modern refuse	yes						
37	11-Aug-23	NG	0-19	10YR 5/1 gray	sand	45-60%	loose	tree roots	no	abrupt	target depth	no		no	
			19-54	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	modern refuse	no	abrupt					
			54-90	10YR 3/4 dark yellowish brown	sandy loam	15-30%	loose	charcoal flecks	no	gradual					
			90-101	10YR 4/4 dark yellowish brown	sandy loam	0-15%	loose	charcoal flecks	yes						
38	11-Aug-23	NG	0-48	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	

ST No.	Date	Recorder	cm Depth Range	Munsell Color	Sediment Texture	Gravel Content	Compaction	Contents	Terminated?	Basal Transition	Terminated at:	Groundwater	Ground Water Depth	Positive for Cultural Resources?	Cultural Resources Description
			48-71	10YR 3/3 dark brown	sandy loam	0-15%	moderate	modern refuse, charcoal flecks	no	disturbed					
			71-96	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	charcoal flecks	yes						
39	11-Aug-23	NG	0-42	10YR 4/2 dark grayish brown	sandy loam	30-45%	dense	rootlets throughout, modern refuse	no	abrupt	target depth	no		no	
			42-88	10YR 3/4 dark yellowish brown	sandy loam	0-15%	moderate	charcoal flecks	no	gradual					
			88-101	10YR 4/4 dark yellowish brown	sandy loam	0-15%	loose	none	yes						
40	11-Aug-23	NG	0-46	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	modern refuse	no	abrupt	target depth	no		no	
			46-90	10YR 3/4 dark yellowish brown		0-15%	moderate	charcoal flecks	no	gradual					
			90-101	10YR 4/4 dark yellowish brown	sand	15-30%	loose	none	yes						
41	11-Aug-23	NG	0-56	10YR 4/2 dark grayish brown	sandy loam	15-30%	dense	none	yes		impassable rocks	no		no	

PROFILE OF GENERAL POPULATION AND HOUSING CHARACTERISTICS		United States[®] Census Bureau
Note: The table shown may have been modified by user selections. Some information may be missing.		
DATA NOTES		
TABLE ID:	DP1	
SURVEY/PROGRAM:	Decennial Census	
VINTAGE:	2020	
DATASET:	DECENNIALDP2020	
PRODUCT:	DEC Demographic Profile	
UNIVERSE:	None	
FTP URL:	None	
API URL:	https://api.census.gov/data/2020/dec/dp	
USER SELECTIONS		
TABLES	DP1	
GEOS	Census Tract 535.10; Snohomish County; Washington	
EXCLUDED COLUMNS		
	None	
APPLIED FILTERS		
	None	
APPLIED SORTS		
	None	
PIVOT & GROUPING		
PIVOT COLUMNS	None	
PIVOT MODE	Off	
ROW GROUPS	None	
VALUE COLUMNS	None	

WEB ADDRESS	https://data.census.gov/table?q=DP1:+GENERAL+DEMOGRAPHIC+CHARACTERISTICS&g=1400000US53061053510&tid=DECENNIALDP2020.DP1
TABLE NOTES	Note: For information on data collection, confidentiality protection, nonsampling error, subject definitions, and guidance on using the data, visit the 2020 Census Demographic and Housing Characteristics File Summary File (DHC) Technical Documentation webpage.
	To protect respondent confidentiality, data have undergone disclosure avoidance methods which add "statistical noise" - small, random additions or subtractions - to the data so that no one can reliably link the published data to a specific person or household. The Census Bureau encourages data users to aggregate small populations and geographies to improve accuracy and diminish implausible results.
	X Not applicable.
	[1] The alone or in combination categories are tallies of responses rather than respondents. That is, the alone or in combination categories are not mutually exclusive. Individuals who reported two races were counted in two separate and distinct alone or in combination race categories, while those who reported three races were counted in three categories, and so on. For example, a respondent who indicated "White and Black or African American" was counted in the White alone or in combination category as well as in the Black or African American alone or in combination category. Consequently, the sum of all alone or in combination categories equals the number of races reported (i.e., responses), which exceeds the total population.
	[2] "Child" includes biological, adopted, and stepchildren of the householder.
	[3] "Own children" includes biological, adopted, and stepchildren of the householder.
	[4] The homeowner vacancy rate is the proportion of the homeowner inventory that is vacant "for sale." It is computed by dividing the total number of vacant units "for sale only" by the sum of owner-occupied units, vacant units that are "for sale only," and vacant units that have been sold but not yet occupied; and then multiplying by 100.
	[5] The rental vacancy rate is the proportion of the rental inventory that is vacant "for rent." It is computed by dividing the total number of vacant units "for rent" by the sum of the renter-occupied units, vacant units that are "for rent," and vacant units that have been rented but not yet occupied; and then multiplying by 100.
	Source: U.S. Census Bureau, 2020 Census Demographic Profile
COLUMN NOTES	None

--

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
SEX AND AGE		
Total population	3,704	100.0%
Under 5 years	219	5.9%
5 to 9 years	232	6.3%
10 to 14 years	274	7.4%
15 to 19 years	277	7.5%
20 to 24 years	222	6.0%
25 to 29 years	276	7.5%
30 to 34 years	245	6.6%
35 to 39 years	271	7.3%
40 to 44 years	258	7.0%
45 to 49 years	198	5.3%
50 to 54 years	244	6.6%
55 to 59 years	196	5.3%
60 to 64 years	210	5.7%
65 to 69 years	154	4.2%
70 to 74 years	141	3.8%
75 to 79 years	106	2.9%
80 to 84 years	78	2.1%
85 years and over	103	2.8%
Selected Age Categories		
16 years and over	2,918	78.8%
18 years and over	2,791	75.4%
21 years and over	2,642	71.3%
62 years and over	710	19.2%
65 years and over	582	15.7%
Male population		
Under 5 years	117	6.6%
5 to 9 years	108	6.1%
10 to 14 years	147	8.3%

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
15 to 19 years	124	7.0%
20 to 24 years	114	6.4%
25 to 29 years	143	8.0%
30 to 34 years	124	7.0%
35 to 39 years	138	7.8%
40 to 44 years	132	7.4%
45 to 49 years	104	5.8%
50 to 54 years	114	6.4%
55 to 59 years	96	5.4%
60 to 64 years	96	5.4%
65 to 69 years	57	3.2%
70 to 74 years	64	3.6%
75 to 79 years	42	2.4%
80 to 84 years	25	1.4%
85 years and over	33	1.9%
Selected Age Categories		
16 years and over	1,379	77.6%
18 years and over	1,318	74.1%
21 years and over	1,242	69.9%
62 years and over	279	15.7%
65 years and over	221	12.4%
Female population	1,926	100.0%
Under 5 years	102	5.3%
5 to 9 years	124	6.4%
10 to 14 years	127	6.6%
15 to 19 years	153	7.9%
20 to 24 years	108	5.6%
25 to 29 years	133	6.9%
30 to 34 years	121	6.3%
35 to 39 years	133	6.9%

Census Tract 535.10; Snohomish County; Washington		
Label	Count	Percent
40 to 44 years	126	6.5%
45 to 49 years	94	4.9%
50 to 54 years	130	6.7%
55 to 59 years	100	5.2%
60 to 64 years	114	5.9%
65 to 69 years	97	5.0%
70 to 74 years	77	4.0%
75 to 79 years	64	3.3%
80 to 84 years	53	2.8%
85 years and over	70	3.6%
Selected Age Categories		
16 years and over	1,539	79.9%
18 years and over	1,473	76.5%
21 years and over	1,400	72.7%
62 years and over	431	22.4%
65 years and over	361	18.7%
MEDIAN AGE BY SEX		
Both sexes	36.9	(X)
Male	35.6	(X)
Female	38.1	(X)
RACE		
Total population	3,704	100.0%
One Race	3,330	89.9%
White	2,933	79.2%
Black or African American	41	1.1%
American Indian and Alaska Native	72	1.9%
Asian	59	1.6%
Native Hawaiian and Other Pacific Islander	6	0.2%

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
Some Other Race	219	5.9%
Two or More Races	374	10.1%
TOTAL RACES TALLIED [1]		
Total races tallied	4,115	111.1%
White alone or in combination with one or more other races	3,291	88.8%
Black or African American alone or in combination with one or more other races	92	2.5%
American Indian and Alaska Native alone or in combination with one or more other races	187	5.0%
Asian alone or in combination with one or more other races	141	3.8%
Native Hawaiian and Other Pacific Islander alone or in combination with one or more other races	25	0.7%
Some Other Race alone or in combination with one or more other races	379	10.2%
HISPANIC OR LATINO		
Total population	3,704	100.0%
Hispanic or Latino (of any race)	406	11.0%
Not Hispanic or Latino	3,298	89.0%
HISPANIC OR LATINO BY RACE		

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
Total population	3,704	100.0%
Hispanic or Latino	406	11.0%
White alone	77	2.1%
Black or African American alone	5	0.1%
American Indian and Alaska Native alone	13	0.4%
Asian alone	3	0.1%
Native Hawaiian and Other Pacific Islander alone	0	0.0%
Some Other Race alone	188	5.1%
Two or More Races	120	3.2%
Not Hispanic or Latino	3,298	89.0%
White alone	2,856	77.1%
Black or African American alone	36	1.0%
American Indian and Alaska Native alone	59	1.6%
Asian alone	56	1.5%
Native Hawaiian and Other Pacific Islander alone	6	0.2%
Some Other Race alone	31	0.8%
Two or More Races	254	6.9%
RELATIONSHIP		
Total population	3,704	100.0%
In households	3,667	99.0%
Householder	1,529	41.3%
Opposite-sex spouse	590	15.9%
Same-sex spouse	5	0.1%

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
Opposite-sex unmarried partner	124	3.3%
Same-sex unmarried partner	6	0.2%
Child [2]	1,050	28.3%
Under 18 years	788	21.3%
Grandchild	63	1.7%
Under 18 years	46	1.2%
Other relatives	163	4.4%
Nonrelatives	137	3.7%
In group quarters	37	1.0%
Institutionalized population:	26	0.7%
Male	22	0.6%
Female	4	0.1%
Noninstitutionalized population:	11	0.3%
Male	2	0.1%
Female	9	0.2%
HOUSEHOLDS BY TYPE		
Total households	1,539	100.0%
Married couple household	593	38.5%
With own children under 18 [3]	261	17.0%
Cohabiting couple household	131	8.5%
With own children under 18 [3]	55	3.6%
Male householder, no spouse or partner present:	315	20.5%
Living alone	224	14.6%

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
65 years and over	55	3.6%
With own children under 18 [3]	28	1.8%
Female householder, no spouse or partner present:	500	32.5%
Living alone	308	20.0%
65 years and over	176	11.4%
With own children under 18 [3]	76	4.9%
Households with individuals under 18 years	466	30.3%
Households with individuals 65 years and over	457	29.7%
HOUSING OCCUPANCY		
Total housing units	1,628	100.0%
Occupied housing units	1,539	94.5%
Vacant housing units	89	5.5%
For rent	38	2.3%
Rented, not occupied	4	0.2%
For sale only	4	0.2%
Sold, not occupied	4	0.2%
For seasonal, recreational, or occasional use	4	0.2%
All other vacants	35	2.1%
VACANCY RATES		
Homeowner vacancy rate (percent) [4]	0.5	(X)
Rental vacancy rate (percent) [5]	4.6	(X)
HOUSING TENURE		

	Census Tract 535.10; Snohomish County; Washington	
Label	Count	Percent
Occupied housing units	1,539	100.0%
Owner-occupied housing units	747	48.5%
Renter-occupied housing units	792	51.5%

City Meeting Calendar

Public Meetings

Upcoming Events

< JANUARY 2024 >

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	1	2	3

THU JAN. 18
Planning Commission Meeting
[Read On >](#)

MON JAN. 22
City Council Workshop
[Read On >](#)

[View All Events](#)



City of Arlington

Public Works

EXHIBIT Q

January 27, 2023

Arlington Resident/ Property Owner
Arlington, WA 98223

Re: Division/Broadway Corridor Improvement Project

Dear Arlington Resident,

The City of Arlington was recently awarded a grant to make improvements to the Division/Broadway corridor, and updates to the current traffic circles.

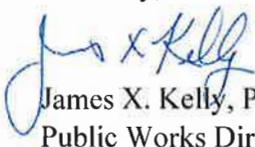
The City will be starting design of the Division/Broadway Corridor Improvement Project very soon. As neighbors of the corridor, you may notice workers in the area over the next few months, these contractors are collecting information to help with the project design process. As the City moves into the design phase, we would like your input on what you would like to see in this corridor project. An online survey has been established at: <https://arcg.is/1vHS4O>, we ask that you please complete the survey. The survey will be open until midnight on February 27, 2023.

Attached to this letter is a graphic showing the location for the road improvement work along with a flyer summarizing all the City's planned 2023 infrastructure improvement projects.

Additional information concerning this project and other city projects can be found on the City's website under "City Projects" as described on the enclosed flyer. If you have any questions or comments on the project, please feel free to contact us by any of the below methods:

- Calling the City's Project Hotline at (360) 403-3544
- Sending an email to cityprojects@arlingtonwa.gov
- Posting a comment on the Citizen Service Request portal on the City's website

Sincerely,


James X. Kelly, PE
Public Works Director

Enc (2)

Review / Selection Panel:																
James Kelly, Public Works Director, Ryan Morrison, City Engineer/ DPWD Robert Bean, Civil Engineer, Mehrdad Moini WSDOT Local Programs																
Rater Name	Ryan Morrison				James Kelly				Robert Bean				Mehrdad Moini			
Consultant Name	KPFF	Ried Middleton	LDC	4 th firm	KPFF	Ried Middleton	LDC	4 th firm	KPFF	Ried Middleton	LDC	4 th firm	KPFF	Ried Middleton	LDC	4 th firm
1) Team Composition and Key Personnel: Scoring will look at firms in project team, the qualifications and availability of staff assigned to this project. Consideration will be given to specialized project experience or technical competence relating to the Project Area, and familiarity with work in the north Snohomish County area. Demonstrate the ability to provide the proposed staff for the full duration of this project and that continuity will be maintained. 25% of a score 1-10	2	2	2.5		2	2	2.25		2.5	2.5	2.5		2.4	2.2	2	
2) Project Approach and Schedule: Consultant shall demonstrate a full understanding of the City's concerns, goals and objectives with this very important project; and how the Consultant's team will meet these goals in a "Consultant defined" timeline. 25% of a score 1-10	1.5	1.5	2.5		2	2.5	2.5		2.38	2.25	2.5		2	2	1.8	
3) • Experience with Similar Projects Utilizing Federal Funding: Scoring will evaluate Consultant's team experience with projects of similar complexity and function. Also included in the evaluation will be past experience with similar federally funded projects and coordination with WSDOT local programs. 20% of a score 1-10	2	2	1.6		1.4	1.6	1.8		0.8	1.6	1.8		1.8	1.6	1.5	
4) Process and Quality Control Methods: Demonstrated ability of the Consultant and team, especially the Project Manager, to perform high quality work, to control costs and to meet schedules. Evaluation will include quality control measures and Project Manager Communication protocols. 15% of a score 1-10	1.2	1.05	1.05		1.2	0.9	1.05		1.05	1.2	1.2		1.35	1.35	1.05	
5) Familiarity of Relevant Codes and Standards: Demonstrated understanding of relevant codes (Arlington, FHWA, AASHTO, and WSDOT) and ability to coordinate projects with jurisdictional agencies and multidisciplinary projects. 10% of a score 1-10	0.8	0.7	0.9		0.6	0.8	1		0.7	0.9	1		0.9	0.8	1	
TOTALS:	7.5	7.25	8.55		7.2	7.8	8.6		7.43	8.45	9		8.45	7.95	7.35	
AGGREGATE SCORE:	23.3				23.6				24.88				23.75			
AVERAGE SCORE:	11.7				11.8				12.4				11.9			

Scoring Method = weighted percent of a score 1-10

KPFF Total Score = 7.64
Ried Middleton Total Score = 7.86

LDC Total Score = 8.38

4th firm Total Score = 0.00
5th firm Total Score = 0.00



City of Arlington - Public Works
Division / Broadway Restoration - Interview Questions

Date: _____ Firm: _____

Reviewer: _____

QUESTIONS: SCORE (1-10)

TEAM COMPOSTION AND KET PERSONNEL

1. Please introduce yourselves and your proposed team (TEAM) for this project, include staff and outside partner firms. Describe the benefits your TEAM composition brings to this project. _____

2. Describe the level of experience your TEAM members have had working on similar trail projects. Provide an example of a recent project including any innovative design approaches, challenges that were faced, and how those challenges were overcome. _____

3. Will your team have dedicated personnel assigned to this project through advertisement? _____

PROJECT APROACH AND SCHEDULE

4. Describe your proposed approach to this design project? _____

5. What challenges to deliver the project on time does the team anticipate, and how you plan to Address them to achieve a successful completion. _____

EXPERIENCE W/ SIMALR FEDERALLY FUNDED PROJECTS

6. Explain the number of project and experience with federal aid projects. _____

7. Please express your experience with compiling the Local Programs PS&E checklist. _____

PROCESS AND QUALITY CONTROL MEASURES

8. What is the difference between quality assurance and quality control? _____

FAMILIARITY of RELEVANT CODES AND STANDARD

9. Outside of the manuals referenced in the RFQ What manuals or source material would you use to aid in the roundabout restoration? _____

Other Questions

10. Please provide any specific information about your Team that you feel makes them the ideal Team for this project. _____

11. Reviewer Score - Overall Consultant presentation and responses to above questions. _____

ADVERTISEMENT FOR BID
City of Arlington
PROJECT TITLE (P0X.XXX)

Notice is hereby given that sealed proposals will be received by the City of Arlington Public Works Department, 154 W. Cox, Arlington, Washington 98223, until **2:00 PM, local time** on **(DATE)**, for furnishing the necessary labor, materials, equipment, tools, and guarantees thereof to perform the project.

(Optional) A non-mandatory pre-bid meeting has been scheduled for **(TIME AND DATE)** to be held at the Public Works Department, address above.

Work shall include **(PROJECT DESCRIPTION)**

All bidding and construction is to be performed in compliance with the Contract Documents for this project and any Addenda issued thereto, which are on file with the City of Arlington Public Works Department.

Proposals received after the date and time stated above will not be considered. Immediately following the deadline for submission, the proposals will be publicly opened and read aloud in the Stillaguamish Conference Room at the Public Works Administration Building located at 154 W. Cox Ave, Arlington, WA 98223. Proposals must be submitted on the forms provided with the contract documents. All proposals must be accompanied by a bid deposit in the form of a certified or cashier's check, or bid bond, for not less than five percent (5%) of the total amount bid, including additives and alternates, if any. Refer to Instructions to Bidders for more information. Should the successful Bidder fail to enter into such contract and furnish satisfactory payment and performance bonds within the time stated in the specifications, the bid deposit shall be forfeited to the City of Arlington.

Plans and specifications are available for viewing at the City of Arlington Public Works Department, 154 W. Cox Ave, Arlington, Washington 98223.

Free-of-charge access to project bid documents (plans, specifications, addenda, and Bidders List) is provided to Prime Bidders, Subcontractors, and Vendors by going to www.bxwa.com and clicking on "Posted Projects", "Public Works", and "City of Arlington". This online plan room provides Bidders with fully usable online documents with the ability to: download, view, print, order full/partial plan sets from numerous reprographic sources, and a free online digitizer/take-off tool. It is recommended that Bidders "Register" in order to receive automatic e-mail notification of future addenda and to place themselves on the "Self-Registered Bidders List". Bidders that do not register will not be automatically notified of addenda and will need to periodically check the on-line plan room for addenda issued on this project. Contact Builders Exchange of Washington at (425) 258-1303 should you require assistance with access or registration. The content available through bxwa.com is our property or the property of our licensors and is protected by copyright and other intellectual property laws. Access to project documents is intended for use by bidders (general contractors/prime bidders, subcontractors, and suppliers), agency personnel and agency's consultants, as well as for personal, noncommercial, use by the public. You may display or print the content available for these uses only. "Harvesting" (downloading, copying, and transmitting) of any project information and/or project documents for purposes of reselling and/or redistributing information by any other party is not allowed by BXWA.

The City of Arlington expressly reserves the right to reject any and all bids, to waive minor irregularities or informalities, and to further make award of the project to the lowest responsible Bidder as it best serves the interest of the City of Arlington. No proposal may be withdrawn after the time stated above, or before Award of Contract, unless said award is delayed for a period exceeding sixty (60) calendar days after opening of the proposals, or Bidder withdraws proposal due to error in accordance with Section 1-03.1 of the WSDOT Standard Specifications.

The City of Arlington, in accordance with Title VI of the Civil Rights Act of 1964, (78 Stat. 252, 42 U.S.C. 2000d to 2000d-4) and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises as defined at 49 CFR Part 26 will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

Published: Everett Herald
 1st Pub:
 2nd Pub:

Seattle Daily Journal of Commerce
 1st Pub:
 2nd Pub:

PERSONAL/PROFESSIONAL SERVICES AGREEMENT

Project Name _____ **Project No** _____

THIS AGREEMENT, is made and entered into in duplicate this ____ day of _____, 202_, by and between the CITY OF ARLINGTON, a Washington municipal corporation, hereinafter referred to as the "CITY" and _____, hereinafter referred to as the "SERVICE PROVIDER".

NOW, THEREFORE, in consideration of the terms, conditions, covenants, and performance contained herein, the parties hereto agree as follows:

1. SCOPE OF SERVICES

The SERVICE PROVIDER shall perform such services and accomplish such tasks, including the furnishing of all materials and equipment necessary for full performance thereof, as are identified and designated as SERVICE PROVIDER responsibilities throughout this Agreement and as detailed in Exhibit "A" attached hereto and incorporated herein (the "Project").

2. TERM

The Project shall begin on _____, 202_, and shall be completed no later than _____, 202_ unless sooner terminated according to the provisions herein. Agreement may be extended upon written agreement by both parties.

3. CONTACT WITH CITY EMPLOYEES

During the term of this Agreement, the SERVICE PROVIDER shall interact only with the following authorized CITY employees or agents, and with no other CITY employees absent written authorization to do so:

4. COMPENSATION AND METHOD OF PAYMENT

- 4.1 Payments for services provided hereunder shall be made following the performance of such services, unless otherwise permitted by law and approved in writing by the CITY.
- 4.2 No payment shall be made for any service rendered by the SERVICE PROVIDER except for services identified and set forth in this Agreement.
- 4.3 The CITY shall pay the SERVICE PROVIDER for work performed under this Agreement as follows:

4.3.1 SERVICE PROVIDER shall submit monthly invoices detailing work performed and expenses for which reimbursement is sought.

4.3.2 CITY shall approve all invoices before payment is issued. Payment shall occur within thirty (30) days of receipt and approval of an invoice.

4.4 CITY shall pay SERVICE PROVIDER for such services: (check one)

Hourly: \$ _____ per hour, plus actual expenses, but not to exceed a total of \$ _____ without an amendment to the contract. Hourly billing shall be no smaller than fifteen (15) minutes;

Fixed Sum: A total amount of \$ _____.

Other: _____
for all work performed and expenses incurred under this Agreement.

4.5 CITY reserves the right to withhold payment under this Agreement which is determined, in the reasonable judgment of the City Administrator or his/her designee to be noncompliant with this Agreement, the Scope of Services attached hereto, City standards, or city, state or federal law.

5. **REPRESENTATIONS**

CITY has relied upon the qualifications of SERVICE PROVIDER in entering into this Agreement. By execution of this Agreement, SERVICE PROVIDER represents it possesses the ability, skill, and resources necessary to perform the work and is familiar with all applicable current laws, rules and regulations which reasonably relate to this Agreement.

6. **STANDARD OF CARE**

SERVICE PROVIDER shall exercise the degree of skill and diligence normally employed by SERVICE PROVIDERS engaged in the same profession and performing the same or similar services at the time such services are performed. SERVICE PROVIDER will be responsible for the technical accuracy of its services and documents resulting therefrom, and CITY shall not be responsible for discovering deficiencies therein. SERVICE PROVIDER agrees to correct any deficiencies discovered without additional compensation, except to the extent such deficiencies are directly attributable to deficiencies or omissions in City-furnished information.

7. **REPORTS AND INSPECTIONS**

7.1 The SERVICE PROVIDER at such times and in such forms as the CITY may require, shall furnish to the CITY such statements, records, reports, data, and information as the CITY may request pertaining to matters covered by this Agreement.

- 7.2 The SERVICE PROVIDER shall at any time during normal business hours and as often as the CITY or State Auditor may deem necessary, make available for examination all of its records and data with respect to all matters covered, directly or indirectly, by this Agreement and shall permit the CITY or its designated authorized representative to audit and inspect other data relating to all matters covered by this Agreement. The CITY shall receive a copy of all audit reports made by the agency or firm as to the SERVICE PROVIDER's activities. The CITY may, at its discretion, conduct an audit at its expense, using its own or outside auditors, of the SERVICE PROVIDER's activities which relate, directly or indirectly, to this Agreement.

8. INDEPENDENT CONTRACTOR RELATIONSHIP

The parties intend that an independent contractor relationship will be created by this Agreement. The CITY is interested primarily in the results to be achieved; subject to paragraphs herein, the implementation of services will lie solely with the discretion of the SERVICE PROVIDER. SERVICE PROVIDER shall not be deemed to be an employee, agent, servant or representative of the CITY for any purpose, and the SERVICE PROVIDER is not entitled to any of the benefits the CITY provides for its employees. The SERVICE PROVIDER will be solely and entirely responsible for his/her acts during the performance of this Agreement.

9. HOLD HARMLESS/INDEMNIFICATION

- 9.1 SERVICE PROVIDER shall, at its sole expense, defend, indemnify and hold the CITY, its officers, officials, employees and volunteers harmless from any and all claims, actions, suits, liability, loss, or costs including attorney fees, caused by the wrongful or negligent acts, errors or omissions of the SERVICE PROVIDER or the SERVICE PROVIDER's agents, employees or subcontractors in performance of this Agreement, except for injuries and damages caused by the sole negligence of the CITY or the CITY's agents or employees.
- 9.2 SERVICE PROVIDER's duty to indemnify and hold the CITY harmless against liability for damages arising out of or caused by the concurrent negligence of CITY or CITY's employees or agents and SERVICE PROVIDER or SERVICE PROVIDER's employees or agents shall apply only to the extent of the negligence or wrongdoing of SERVICE PROVIDER and SERVICE PROVIDER's employees or agents.
- 9.3 Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the SERVICE PROVIDER and the CITY, its officers, officials, employees, and volunteers, the SERVICE PROVIDER's liability, including the duty and cost to defend, hereunder shall be only to the extent of the SERVICE PROVIDER's negligence. It is further specifically and expressly understood that the

indemnification provided herein constitutes the SERVICE PROVIDER's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. SERVICE PROVIDER certifies, by signing this Agreement, that this indemnification provision was mutually negotiated. The provisions of this section shall survive the expiration or termination of this Agreement.

- 9.4 No liability shall attach to the CITY by reason of entering into this Agreement except as expressly provided herein.

10. **INSURANCE**

The SERVICE PROVIDER shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the SERVICE PROVIDER, its agents, representatives, or employees.

- 10.1 **Insurance Term.** The SERVICE PROVIDER shall procure and maintain insurance, as required in this Section, without interruption from commencement of the SERVICE PROVIDER's work through the term of this Agreement and for thirty (30) days after the completion date, unless otherwise indicated herein.

- 10.2 **No Limitation.** The SERVICE PROVIDER's maintenance of insurance as required by the Agreement shall not be construed to limit the liability of the SERVICE PROVIDER to the coverage provided by such insurance, or otherwise limit the CITY's recourse to any remedy available at law or in equity.

- 10.3 **Minimum Scope of Insurance.** SERVICE PROVIDER shall obtain insurance of the types described below:

10.3.1 Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be written on Insurance Services Office (ISO) form CA 00 01 or a substitute form providing equivalent liability coverage. If necessary, the policy shall be endorsed to provide contractual liability coverage.

10.3.2 Commercial General Liability insurance shall be written on ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors and personal injury and advertising injury. The City shall be named as an insured under the SERVICE PROVIDER's Commercial General Liability insurance policy with respect to the work performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.

10.3.3 Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

- 10.3.4 Professional Liability insurance appropriate to the PROFESSIONAL's profession, if applicable.
- 10.4 Minimum Amounts of Insurance. SERVICE PROVIDER shall maintain the following insurance limits:
- 10.4.1 Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- 10.4.2 Commercial General Liability insurance shall be written with limits no less than \$2,000,000 each occurrence, \$2,000,000 general aggregate and \$2,000,000 products-completed operations aggregate limit.
- 10.4.3 If applicable, Professional Liability insurance shall be written with limits no less than \$2,000,000 per claim and \$2,000,000 policy aggregate limit.
- 10.5 Other Insurance Provisions. The SERVICE PROVIDER's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the CITY. Any Insurance, self-insurance, or self-insured pool coverage maintained by the CITY shall be excess of the SERVICE PROVIDER's insurance and shall not contribute with it.
- 10.6 Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best rating of not less than A: VII.
- 10.7 Verification of Coverage. SERVICE PROVIDER shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the SERVICE PROVIDER before commencement of the work.
- 10.8 Subcontractors' Insurance. The SERVICE PROVIDER shall cause each and every subcontractor to provide insurance coverage that complies with all applicable requirements of the SERVICE PROVIDER-provided insurance as set forth herein, except the SERVICE PROVIDER shall have sole responsibility for determining the limits of coverage required to be obtained by subcontractors. The SERVICE PROVIDER shall ensure that the CITY is an additional insured on each and every subcontractor's Commercial General liability insurance policy using an endorsement as least as broad as ISO CG 20 10 10 01 for ongoing operations and CG 20 37 10 01 for completed operations.
- 10.9 Notice of Cancellation. SERVICE PROVIDER shall provide the CITY with written notice of any policy cancellation within two business days of their receipt of such notice.

- 10.10 Failure to Maintain Insurance. Failure on the part of the SERVICE PROVIDER to maintain the insurance as required shall constitute a material breach of contract, upon which the CITY may, after giving five business days' notice to the SERVICE PROVIDER to correct the breach, immediately terminate this Agreement or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the CITY on demand, or at the sole discretion of the CITY, offset against funds due the SERVICE PROVIDER from the CITY.
- 10.11 City Full Availability of Professional Limits. If the SERVICE PROVIDER maintains higher insurance limits than the minimums shown above, the CITY shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the SERVICE PROVIDER, irrespective of whether such limits maintained by the SERVICE PROVIDER are greater than those required by this Agreement or whether any certificate of insurance furnished to the CITY evidences limits of liability lower than those maintained by the SERVICE PROVIDER.

11. OWNERSHIP OF ASSETS

Title to all property furnished by the CITY shall remain in the name of the CITY and the CITY shall become the owner of the work product and other documents, if any, prepared by the SERVICE PROVIDER pursuant to this Agreement.

12. COMPLIANCE WITH LAWS

- 12.1 The SERVICE PROVIDER, in the performance of this Agreement, shall comply with all applicable federal, state or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, prevailing wage if applicable to comply with every provision of Chapter 39.12 of the Revised Code of Washington and any other standards or criteria as described in this Agreement to assure quality of services.
- 12.2 The SERVICE PROVIDER specifically agrees to pay any applicable business and occupation (B & O) taxes which may be due on account of this Agreement.
- 12.3 The SERVICE PROVIDER shall, prior to performing services under this agreement, obtain a city business license as required by AMC 5.28.050.
- 12.4 If the SERVICE PROVIDER maintains a professional license through the State of Washington, SERVICE PROVIDER shall maintain said license as require by the State of Washington. Should SERVICE PROVIDERs professional license be revoked or suspended, SERVICE PROVIDER shall immediately cease services and shall notify the CITY in writing of the same.

- 12.5 If applicable, the SERVICE PROVIDER agrees that before it undertakes performance of the Contract, it will file with the City a Performance and Payment Bond in the full amount of the Contract price, executed by itself as a principal and one or more surety companies authorized to do business in the State of Washington as surety, in a form acceptable to the City.

13. NONDISCRIMINATION

- 13.1 The CITY is an equal opportunity employer.
- 13.2 Nondiscrimination in Employment. In the performance of this Agreement, the SERVICE PROVIDER will not discriminate against any employee or applicant for employment on the grounds of race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap; provided that the prohibition against discrimination in employment because of handicap shall not apply if the particular disability prevents the proper performance of the particular worker involved. The SERVICE PROVIDER shall ensure that applicants are employed, and that employees are treated during employment without discrimination because of their race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap. Such action shall include, but not be limited to: employment, upgrading, demotion or transfers, recruitment or recruitment advertising, layoff or termination, rates of pay or other forms of compensation, and programs for training including apprenticeships. The SERVICE PROVIDER shall take such action with respect to this Agreement as may be required to ensure full compliance with local, state and federal laws prohibiting discrimination in employment.
- 13.3 Nondiscrimination in Services. The SERVICE PROVIDER will not discriminate against any recipient of any services or benefits provided for in this Agreement on the grounds of race, creed, color, national origin, sex, marital status, age or the presence of any sensory, mental or physical handicap.
- 13.4 If any assignment and/or subcontracting has been authorized by the CITY, said assignment or subcontract shall include appropriate safeguards against discrimination. The SERVICE PROVIDER shall take such action as may be required to ensure full compliance with the provisions in the immediately preceding paragraphs herein.

14. ASSIGNMENT/SUBCONTRACTING

- 14.1 The SERVICE PROVIDER shall not assign its performance under this Agreement or any portion of this Agreement without the written consent of the CITY, and it is further agreed that said consent must be sought in writing by the SERVICE PROVIDER not less than thirty (30) days prior to the date of any proposed

assignment. The CITY reserves the right to reject without cause any such assignment.

- 14.2 Any work or services assigned hereunder shall be subject to each provision of this Agreement and proper bidding procedures where applicable as set forth in local, state and/or federal statutes, ordinances and guidelines.

15. CHANGES OR AMENDMENTS

Either party may request changes to the scope of services and performance to be provided hereunder, however, no change or addition to this Agreement shall be valid or binding upon either party unless such change or addition be in writing and signed by both parties. Such amendments shall be attached to and made part of this Agreement.

16. OWNERSHIP, MAINTENANCE AND INSPECTION OF RECORDS

- 16.1 All drawings, plans, specifications, and other related documents prepared by SERVICE PROVIDER under this Agreement are and shall be the property of CITY and may be subject to disclosure pursuant to RCW Chapter 42.56 or other applicable public records laws. The written, graphic, mapped, photographic, or visual documents prepared by SERVICE PROVIDER under this Agreement shall, unless otherwise provided, be deemed the property of the CITY. CITY shall be permitted to retain these documents, including reproducible camera-ready originals of reports, reproduction quality mylars of maps, and copies in the form of computer files, for the CITY's use. CITY shall have unrestricted authority to publish, disclose, distribute and otherwise use, in whole or part, and reports, data, drawings, images or other material prepared under this Agreement, provided that SERVICE PROVIDER shall have no liability for the use of SERVICE PROVIDER's work product outside of the scope of its intended purpose, and the CITY agrees to indemnify and hold the SERVICE PROVIDER harmless from such use.
- 16.2 The SERVICE PROVIDER shall maintain books, records and documents, which sufficiently and properly reflect all direct and indirect costs related to the performance of this Agreement and shall maintain such accounting procedures and practices as may be necessary to assure proper accounting of all funds paid pursuant to this Agreement. These records shall be subject at all reasonable times to inspection, review, or audit, by the CITY, its authorized representative, the State Auditor, or other governmental officials authorized by law to monitor this Agreement.
- 16.3 The SERVICE PROVIDER shall retain all books, records, documents and other material relevant to this Agreement, for six (6) years after its expiration. The SERVICE PROVIDER agrees that the CITY or its designee shall have full access and right to examine any of said materials at all reasonable times during said period. SERVICE PROVIDER agrees to cooperate with the CITY to produce in a timely

manner any records in the possession of SERVICE PROVIDER relating to the performance of this Agreement which are or may be the subject of a valid request under the Public Records Act, RCW Chapter 42.56.

17. OTHER PROVISIONS

If changes in state law necessitate that services hereunder be expanded, the parties shall negotiate an appropriate amendment. If, after thirty (30) days of negotiation, an agreement cannot be reached, this Agreement may be terminated by the City no sooner than sixty (60) days thereafter.

18. TERMINATION

18.1 Termination for Convenience. The CITY may terminate this Agreement, in whole or in part, at any time, by at least five (5) days written notice to the SERVICE PROVIDER.

18.2 Termination for Cause. If the SERVICE PROVIDER fails to perform in the manner called for in this Agreement, or if the SERVICE PROVIDER fails to comply with any other provisions of the Agreement and fails to correct such noncompliance within five (5) days written notice thereof, the CITY may terminate this Agreement for cause. Termination shall be effected by serving a notice of termination on the SERVICE PROVIDER setting forth the manner in which the SERVICE PROVIDER is in default. The SERVICE PROVIDER will only be paid for services performed in accordance with the manner of performance set forth in this Agreement.

19. NOTICE

Notices, other than applications for payment, shall be given in writing to the persons named below:

TO THE CITY:

TO THE SERVICE PROVIDER:

20. ATTORNEYS FEES AND COSTS

If any legal proceeding is brought for the enforcement of this Agreement, or because of a dispute, breach, default, or misrepresentation in connection with any of the provisions of this Agreement, the prevailing party shall be entitled to recover from the other party, in addition to any other relief to which such party may be entitled, reasonable attorney's fees and other costs incurred in that action or proceeding.

21. WAIVER

No officer, employee, agent or other individual acting on behalf of either party has the power, right or authority to waive any of the conditions or provisions of this Agreement. No waiver in one instance shall be held to be a waiver of any other subsequent breach or nonperformance. Failure of either party to enforce at any time any of the provisions of this Agreement or to require at any time performance by the other party of any provision hereof shall in no way be construed to be a waiver of such provisions nor shall it affect the validity of this Agreement or any part thereof.

22. JURISDICTION AND VENUE

This Agreement has been and shall be construed as having been made and delivered within the State of Washington, and it is agreed by each party hereto that this Agreement shall be governed by laws of the State of Washington, both as to interpretation and performance.

Any action of law, suit in equity, or judicial proceeding for the enforcement of this Agreement or any provisions thereof, shall be instituted and maintained only in any of the courts of competent jurisdiction in Snohomish County, Washington.

23. SEVERABILITY

- 23.1 If, for any reason, any part, term or provision of this Agreement is held by a court of the United States to be illegal, void or unenforceable, the validity of the remaining provisions shall not be affected, and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be invalid.
- 23.2 If it should appear that any provision hereof is in conflict with any statutory provision of the State of Washington, said provision which may conflict therewith shall be deemed inoperative and null and void insofar as it may be in conflict therewith, and shall be deemed modified to conform to such statutory provisions.

24. ENTIRE AGREEMENT

The parties agree that this Agreement is the complete expression of the terms hereto and any oral representations or understandings not incorporated herein are excluded. Further, any modification of this Agreement shall be in writing and signed by both parties. Failure to comply with any of the provisions stated herein shall constitute material breach of contract and cause for termination. Both parties recognize time is of the essence in the performance of the provisions of this Agreement. It is also agreed by the parties that the forgiveness of the nonperformance of any provision of this Agreement does not constitute a waiver of the provisions of this Agreement.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed the day and year first hereinabove written.

CITY OF ARLINGTON:

SERVICE PROVIDER:

City Authorized Representative

(Print)

(Print)

Title

EXHIBIT A

Scope of Work

NON-COLLUSION DECLARATION

The undersigned bidder or agent, being duly sworn on oath, says that he/she has not, nor has any other member, representative, or agent of the firm, company, corporation or partnership represented by him/her, entered into any combination, collusion or agreement with any person relative to the price to be bid by anyone at such letting nor to prevent any person from bidding nor to include anyone to refrain from bidding, and that this bid is made without reference to any other bid and without any agreement, understanding or combination with any other person in reference to such bidding.

He/She further says that no person or persons, firms, or corporation has, have or will receive directly or indirectly, any rebate, free gift, commission or thing of value on account of such sale.

I HEREBY DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF WASHINGTON THAT THE FOREGOING IS TRUE AND CORRECT.

Dated this ____ day of _____, 202__ at _____, WA

(Name of Organization)

(Name and Title of Person Signing)

(Signature)

Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type. See Specific Instructions on page 3.	<p>1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank.</p> <hr/> <p>2 Business name/disregarded entity name, if different from above</p> <hr/> <p>3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.</p> <p> <input type="checkbox"/> Individual/sole proprietor or single-member LLC <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____ Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner. <input type="checkbox"/> Other (see instructions) ▶ _____ </p> <p>4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3):</p> <p>Exempt payee code (if any) _____</p> <p>Exemption from FATCA reporting code (if any) _____</p> <p style="text-align: right;"><small>(Applies to accounts maintained outside the U.S.)</small></p> <p>5 Address (number, street, and apt. or suite no.) See instructions.</p> <p>6 City, state, and ZIP code</p> <p>7 List account number(s) here (optional)</p>
	Requester's name and address (optional)

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number								
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Employer identification number								
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Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶	Date ▶
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
- Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
- Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
- Form 1099-S (proceeds from real estate transactions)
- Form 1099-K (merchant card and third party network transactions)
- Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
- Form 1099-C (canceled debt)
- Form 1099-A (acquisition or abandonment of secured property)

Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.



CONSTRUCTION CONTRACT

THIS CONTRACT, dated this _____ day of _____, 20____, is by and between the City of Arlington, a municipal corporation of the State of Washington, hereinafter referred to as the CITY, and _____ referred to as the CONTRACTOR.

WHEREAS, the City desires _____, and
WHEREAS, the Contractor is qualified, willing and able to perform the necessary work.

NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, to be kept, performed and fulfilled by the respective parties thereto, and other valuable considerations, it is mutually agreed as follows:

1.0
SERVICE BY CONTRACTOR

Contractor agrees to perform the services described in the following project specification _____
_____. These documents are on file with the Project Manager, a copy is held by the contractor, and by this reference incorporated herein.

2.0
TIME OF COMPLETION

All work under this Agreement is to be done within _____ of notice to proceed.

3.0
RESPONSIBILITY OF CONTRACTOR

3.1 **Safety** Contractor shall take all necessary precautions for the safety of employees on the work and shall comply with all applicable provisions of Federal, State and municipal safety laws and building codes. Contractor shall erect and properly maintain, at all times, as required by the conditions and progress of the work, all necessary safeguards for protection of workmen and the public; shall post danger signs warning against known or unusual hazards.

3.2 **Warranty** The Contractor shall be responsible for correcting all defects in workmanship and material within one year after acceptance of this work. When corrections of defects are made, Contractor shall be responsible for correcting all defects in workmanship and/or materials in the corrected work for one year after acceptance of the corrections by the City. The Contractor shall start work to remedy such defects within seven (7) days of mailing notice of discovery thereof by the City and shall complete such work within a reasonable time. In emergencies where damage may result from delay or where loss of services may result, such corrections may be made by the City, in which case the cost shall be borne by the Contractor. In the event the Contractor does not accomplish corrections at

the time specified, the work will be otherwise accomplished and the cost of same shall be paid by Contractor.

The Contractor shall be liable for any costs, losses, expenses or damages including consequential damages suffered by the City resulting from defects in the Contractor's work including, but not limited to, cost of materials and labor extended by the City in making emergency repairs and cost of engineer, inspection and supervision by the City. The Contractor shall hold the City harmless from any and all claims which may be made against the City as a result of any defect work and the Contractor shall defend any such claim at his own expense. Where materials or procedures are not specified in the contract, the City relies on the professional judgment of the Contractor to make appropriate selections.

3.3. Prevailing Wages Contractor shall comply with every provision of Chapter 39.12 of the Revised Code of Washington.

3.4. Non-discrimination Contractor will not discriminate against any employee or applicant for employment because of race, creed, color, sex, age, national origin, marital status, physical or other motor handicap, unless based upon a bonfide occupational qualification.

3.5 Employment Any and all employees of the Contractor while engaged in the performance of any work or services required by the Contractor under this agreement, shall be considered employees of the Contractor only and not of the City and any and all claims that may or might arise under the Worker's Compensation Act on behalf of said employees, while so engaged and any and all claims made by a third party as consequence of any negligent act or omission on the part of the Contractor's employees, while so engaged on any of the work or services provided or rendered herein, shall be the sole obligation and responsibility of the Contractor.

4.0

SUBCONTRACTOR RESPONSIBILITY

4.1 The Contractor shall include the language of this section in each of its first tier subcontracts, and shall require each of its subcontractors to include the same language of this section in each of their subcontracts, adjusting only as necessary the terms used for the contracting parties. The requirements of this section apply to all subcontractors regardless of tier.

At the time of subcontract execution, the Contractor shall verify that each of its first tier subcontractors meets the following bidder responsibility criteria:

1. Have a current certificate of registration as a contractor in compliance with chapter 18.27 RCW, which must have been in effect at the time of subcontract bid submittal;
2. Have a current Washington Unified Business Identifier (UBI) number;
3. If applicable, have:
 - a. Industrial Insurance (worker's compensation) coverage for the subcontractor's employees working in Washington, as required in Title 51 RCW;
 - b. A Washington Employment Security Department number, as required in Title 50 RCW;
 - c. A Washington Department of Revenue state excise tax registration number, as required in Title 82 RCW;

- d. An electrical contractor license, if required by Chapter 19.28 RCW;
 - e. An elevator contractor license, if required by Chapter 70.87 RCW.
4. Not be disqualified from bidding on any public works contract under RCW 39.06.010 or 39.12.065(3).

5.0
COMPENSATION

5.1 The City shall pay the Contractor for the services identified in this contract the total amount of \$ _____ plus tax. Contractor shall submit monthly, for the City's acceptance, a written Contract Project Estimate setting forth the quantities of work satisfactorily performed to date, and an invoice covering the contract price applicable to the work, unless otherwise directed. The City will, within 30 days after receipt of acceptable Contractor's estimate and invoice, pay the Contractor the accepted progress invoice less actual accumulated amount previously paid.

5.2 The City shall have the right to withhold payment to Contractor for any work not completed in a satisfactory manner until such time as Contractor modifies such work so that the same is satisfactory.

6.0
CITY'S RIGHT TO TERMINATE CONTRACT

6.1 The City may terminate the contract upon the occurrence of any one or more of the events hereafter specified:

- a. If the Contractor should be adjudged bankrupt.
- b. If the Contractor should make a general assignment of benefit of his creditors.
- c. If a receiver should be appointed on the account of insolvency of the Contractor.
- d. If Contractor should persistently or repeatedly refuse or fail to supply a sufficient number of properly skilled workmen or proper materials for completion of the work.
- e. If the Contractor shall fail to complete the work within the time specified in the contract.
- f. If the Contractor shall fail to make a prompt payment to subcontractors or for material or labor.
- g. If Contractor should persistently disregard laws, ordinances or regulations of Federal, State or municipal agencies or subdivisions thereof.
- h. If Contractor should persistently disregard instructions of Management, or otherwise be guilty of a substantial violation of the contract.

6.2 This contract Agreement, and any amendments or extensions to said Agreement may be terminated for any reason not previously identified by either party by giving ten (10) days written notice to the other party. In the event that the contract is terminated by the City, Contractor shall not be entitled to receive any further balance of the amount to be paid under this contract until the work shall have been fully finished. At such time, if the unpaid balance of the amount to be paid under this contract exceeds the expense incurred by the City in finishing the work, all of the damages sustained or which may be sustained by reason of such refusal, neglect, failure of discontinuance of employment, such excess shall be paid by the City to Contractor. If such expense and damages shall exceed the unpaid balance, Contractor and his surety and each thereof shall be jointly and severally liable therefore to City and shall pay the difference to the City. Such expense

and damage shall include all legal costs incurred by the City in employment of attorneys to protect the rights and interests of the City under the contract; provided such legal costs shall be reasonable.

7.0
OWNERSHIP OF DOCUMENTS

7.1 On payment to the Contractor by the City of all compensation due under this Agreement all finished or unfinished documents and material prepared by the Contractor with funds provided by this Agreement shall become the property of the City and shall be forwarded to the City at its request.

7.2 Any records, reports, information, data or other documents or materials given to or prepared or assembled by the Contractor under this Agreement will be kept as confidential and shall not be made available to any individual or organization by the Contractor without prior written approval of the City or by court order.

8.0
CLAIMS

8.1 Any claim against the City for damages, expenses, costs or extras arising out of the performance of the contract must be made in writing to the City within thirty (30) days after the discovery of such damage, and in no event later than the time of approval by owner of final payment. Contractor, upon making applications for final payment, shall be deemed to have waived this right to claim for any other damages for which claim has not been made, unless such claim for final payment includes notice of additional claim and fully describes the alleged damage.

9.0
ASSIGNMENT

9.1 This Agreement may not be assigned or otherwise transferred by the parties hereto without the written consent of the other party.

10.0
MODIFICATION

10.1 No change, alteration, modification or addition to the Agreement will be effective unless it is in writing and properly signed by all parties thereto.

11.0
HOLD HARMLESS

11.1 Contractor shall hold the City and its officers, agents and employees harmless, from all suits, claims or liabilities of any nature, including attorney's fees, costs and expenses for or on account of injuries or damages sustained by any persons or property resulting in whole or in part from negligent activities or omissions of the Contractor, its agents or other remuneration for services; and if a suit in respect to the above be filed, the Contractor shall appear and defend the same at its own cost and expense, and if judgment is rendered or

settlement made requiring payment of damages by the City, which damages are based in whole or in part on the negligent activities or omissions of the Contractor, its agents or employees, the Contractor shall pay same.

12.0
INSURANCE

The Contractor's required insurance shall be of the types and coverage as stated below:

12.1 Insurance required. Contractor shall maintain at all times the following insurance during the term of this agreement:

- a. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be at least as broad as Insurance Services Office (ISO) form CA 00 01.
- b. Commercial General Liability insurance shall be as least at broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, independent contractors, products-completed operations, stop gap liability, personal injury and advertising injury, and liability assumed under an insured contract. The Commercial General Liability insurance shall be endorsed to provide a per project general aggregate limit using ISO form CG 25 03 05 09 or an equivalent endorsement. There shall be no exclusion for liability arising from explosion, collapse or underground property damage. The Public Entity shall be named as an additional insured under the Contractor's Commercial General Liability insurance policy with respect to the work performed for the Public Entity using ISO Additional Insured endorsement CG 20 10 10 01 and Additional Insured-Completed Operations endorsement CG 20 37 10 01 or substitute endorsements providing at least as broad coverage.
- c. Workers' Compensation coverage as required by the Industrial Insurance laws of the State of Washington.

12.1 Minimum Limits of Insurance Contractor shall maintain limits no less than:
The Contractor shall maintain the following insurance limits:

- a. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
- b. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate and \$2,000,000 products-completed operations aggregate limit.
- c. **Builders Risk Insurance shall be written in the amount of the completed value of the project with no coinsurance provisions. (If Applicable)**
- d. **Contractor is required to procure and maintain Pollution Legal Liability Insurance covering losses caused by pollution conditions that arise from the operations of**

the Contractor. The Pollution Legal Liability Insurance shall be written in an amount of at least \$1,000,000. Coverage may be written on a claims-made basis. (If Applicable)

12.2 The Policies are to contain, and be endorsed to contain the following provisions:

- a. **General Liability, Builders Risk Insurance (If Applicable), and Pollution Legal Liability (If Applicable)**
 1. The City, its officials, employees and volunteers are to be covered as additional insured as respect to liability arising out of activities performed by or on behalf of the Contractor.
 2. Contractor's insurance coverage shall be primary insurance as respects the City, its officials, employees and volunteers. Any insurance or self-insurance maintained by the City, its officials, employees and volunteers shall be excess of the Contractor's insurance and shall not contribute with it.
 3. Any failure to comply with the reporting provisions of all policies shall not affect the coverage provided to the City, its officials, employees or volunteers.
- b. **All Coverage** Each insurance policy required by this clause shall state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

12.3 Acceptability of Insurers Insurance is to be placed with insurers with a Best's rating of no less than A:XIII, or with an insurer acceptable to the City.

12.4 Verification of Coverage Contractor shall furnish the City with certificates of insurance effecting coverage required by this clause. The certification for each insurance policy is to be signed by a person authorized by that insurer to bind coverage on its behalf. The certificates are to be received and approved by the City before work commences. The City reserves the right to require complete, certified copies of all required insurance policies, at any time.

12.5 Subcontractors The Contractor shall have sole responsibility for determining the insurance coverage and limits required, if any, to be obtained by subcontractors, which determination shall be made in accordance with reasonable and prudent business practices.

12.6 Asbestos Or Hazardous Materials Abatement Work If asbestos abatement or hazardous materials work is performed, Contractor shall review coverage with the City's Risk Manager and provide scope and limits of coverage that are appropriate for the scope of work. No asbestos abatement work will be performed until coverage is approved by Risk Manager.

12.7 Notice of Cancellation The Contractor shall provide the City and all Additional Insureds for this work with written notice of any policy cancellation, within two business days of their receipt of such notice.

12.8 Failure to Maintain Insurance. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so

expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Contractor from the City.

13.0
INDEPENDENT CONTRACTOR

13.1 Contractor is and shall be at all times during the term of this Agreement an independent contractor.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first above written.

CITY OF ARLINGTON, WASHINGTON:

CONTRACTOR:

By _____
Barbara Tolbert, Mayor

By _____

Attest

Wendy Van Der Meersche, City Clerk

Approved as to Form

City Attorney

Instructions for DOT form 421-012

Program Certification: Check all the boxes that apply and that can be verified through OMWBE and/or WEBS

Prime Contractor: Enter the business name of the Prime Contractor for this project.

Statewide Vendor Number: Enter the Prime Contractor's Statewide Vendor Number.

State Contract Number: Enter the Contract number assigned to the project.

Project Title: Enter the name of the project

Request Number: Enter the sequential number of the request.

Lower Tier Subcontractor or Subcontractor boxes*: Click the box to indicate if the request is for a subcontractor or a lower tier subcontractor.

Lower Tier Subcontractor/Subcontractor name: Enter the business name of the subcontractor or lower tier subcontractor.

Unified Business Identifier (UBI): Enter the UBI number for the subcontractor or lower tier subcontractor.

Federal Employer I.D. Number: Enter the Federal Employer ID Number for the subcontractor or lower tier subcontractor.

Address: Enter the address for the subcontractor or lower tier subcontractor, including city, state and zip code.

Telephone Number: Enter the telephone number for the subcontractor or lower tier subcontractor.

Estimated Starting Date: Enter the anticipated date when the subcontractor or lower tier subcontractor will be on-site to perform work.

If Lower Tier Subcontractor, Name of Hiring Subcontractor: If the lower tier subcontractor box was marked above, enter the business name of the subcontractor that hired your company.

Fed ID of Hiring Subcontractor: If the lower tier subcontractor box was marked above, enter the Federal Employer ID Number for the subcontractor that hired the lower tier.

Request to Sublet # of Hiring Subcontractor: If the lower tier subcontractor box was marked above, enter the Request to Sublet number for the subcontractor that hired the lower tier.

Item No: Enter the bid item number(s) that will be sublet. This number is shown in the first column of original contract proposal and in the first column of the summary of quantities found in the original contract plans.

Partial or Complete: Choose partial from the drop down list if your company will only be performing a portion of the work associated with the bid item. Choose complete if the company will be performing all of the work associated with the bid item.

Item Description: Enter the bid item name corresponding with the Bid Item No previously entered on the form. This information is located in the second column of the original contract proposal and in the seventh column (titled ITEM) of the summary of quantities found in the original contract plans.

Work Description (if partial): Provide a brief description of the type of work being performed on the project.

Amount: Enter the dollar amount equivalent to the work the subcontractor is expected to perform.

Prime Contractor Signature and Date: The Prime Contractor signs the document using an electronic signature (can be typed or a copy of their signature applied to the document) and enters the date.