### Project Fact Sheet

**Index-Galena Road – Milepost 6.4 to 6.9**

**Flood Repair Update**

Snohomish County Public Works will begin construction in April 2021 to rebuild and relocate a one-mile section of Index-Galena Road between mile 6 and 7. This segment of the road was considered a total loss when flooding damaged significant portions of the road bed and culverts in November 2006. Construction in this area has seasonal and environmental limitations so work is expected to occur over a three-year period. Target opening date is fall 2023.

### Project Plans

The project moves the Index-Galena Road alignment away from the floodplain and channel migration zone of the North Fork Skykomish River. This project will restore essential travel for property owners in the upper North Fork Skykomish River Valley, re-establish a vehicular route for emergency service providers and U.S. Forest Service staff, and reintroduce public recreational access to parts of the Mt. Baker Snoqualmie National Forest, including the Wild Sky Wilderness area.

### Quick Facts

- The new road will provide two, 10-foot wide lanes in both directions
- Both lanes will be built with one-foot shoulders
- The relocated road will extend for nearly one mile, past the start and end of the originally damaged sections
- The project will use restored areas and downslope terrain away from the roadway to treat future stormwater runoff
- A new bridge will be constructed near Milepost 6.9 (see rendering on last page)

### Cost

- $5 million – preliminary engineering
- $3 million – construction engineering
- $20 million – construction of the repairs

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**Construction Timeline**

<table>
<thead>
<tr>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction work begins (April 1 – October 31)</td>
<td>Construction resumes (April 1 – October 31)</td>
<td>Construction finishes (April 1 – October 31)</td>
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<tr>
<td>Work schedules follow mandatory environmental restrictions</td>
<td>Index-Galena Road targeted to be open to the public in fall 2023</td>
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</table>

Note: Construction schedules are subject to change based on many factors.

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**Future 180-foot Bridge Near Milepost 6.9**

The bridge will:

- Create a clearance of approximately 10 feet between the water and base of the bridge, and will be 28 feet wide between rails
- Be built to minimize impact on fish habitat but will also assist in providing wildlife passage
- Minimize stream and wetland impacts
- Feature a river recreation launch point nearby
- Have steel girders and a concrete deck
Habitat Improvement Aspects
- Plans entail removing the existing damaged roadway and restoring the area with native plant species and wildlife habitat features.
- To avoid and minimize adverse impacts to listed terrestrial bird species including the spotted owl and marbled murrelets, the project will use timing work restrictions.
- In compliance with U.S. Forest Service requirements, the project will control the spread of invasive plants species.
- A portion of the trees that need to be removed will be salvaged and reused for in-stream and upland habitat features.
- Salvaged forest soil will be used to cover exposed soils disturbed by the project during construction.

Funding Sources
- Federal Highway Administration Federal Emergency Relief (ER)
- Snohomish County Road Fund
- Washington State County Road Administration Board Rural Arterial Program (RAP)
- Federal Highway Administration Federal Lands Access Program (FLAP)

Agencies Involved
- Army Corps of Engineers
- Federal Highway Administration (FHWA)
- National Oceanic and Atmospheric Administration (NOAA)
- Snohomish County Public Works
- United States Department of Fish and Wildlife (USFWS)
- United States Forest Service (USFS)
- Washington State County Road Administration Board (CRAB)
- Washington State Department of Ecology (DOE)
- Washington State Department of Fish and Wildlife (WDFW)
- Washington State Department of Natural Resources (DNR)
- Washington State Department of Transportation (WSDOT)

Reducing Environmental Impacts

River Related Aspects
- To reduce stream and wetland impacts and minimize risk of future damage, the project will construct a new 180-foot bridge with a deep drilled-shaft foundation. This will allow wildlife to safely cross under the road. See rendering on last page.
- Relocating the roadway out of the floodplain area will improve streamside riparian habitat and reduce the risk of future roadway damage from river high flows and minimize in-water work in the river’s side channel.

Design Features
- Roadway width will be reduced by 26 percent, from the 30-foot width standard to a 22-foot width.
- The road’s posted speed will be 35 miles per hour.
- To minimize the project’s impact on the surrounding area, retaining walls and reinforced soil slopes will be used.
- To maintain the existing character of the forested environment, the project will incorporate aesthetic treatments into concrete surfaces and guardrails that are consistent with U.S. Forest Service visual quality standards.
- To match the existing character of the roadway within a forested environment, the project will use design standards from the 2001 American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Geometric Design of Very Low-Volume Roadways (ADT < 400).
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For more information visit snohomishcountywa.gov/624