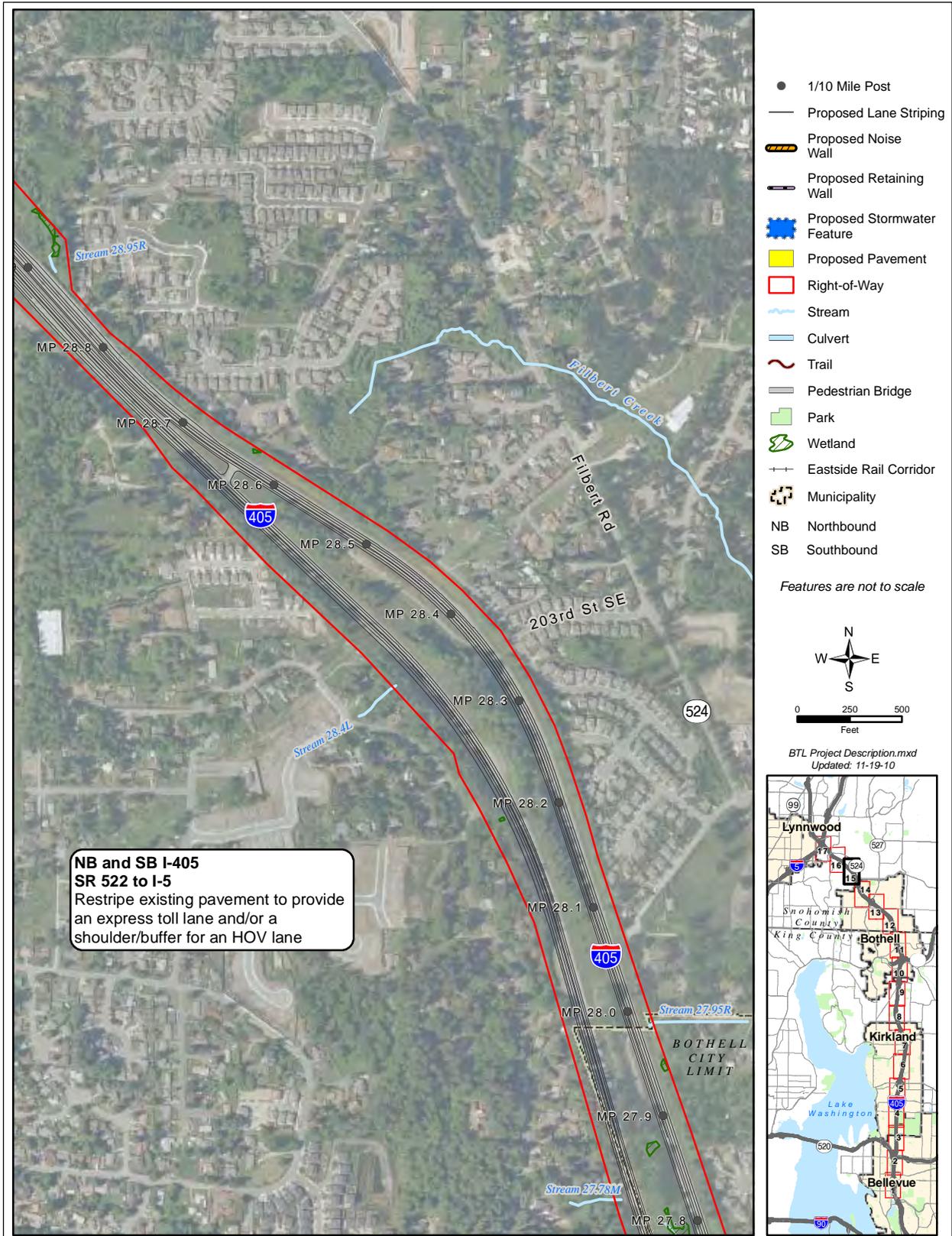


Exhibit 2: Project improvements – sheet 15 of 17



**NB and SB I-405  
SR 522 to I-5**  
Restripe existing pavement to provide an express toll lane and/or a shoulder/buffer for an HOV lane

Exhibit 2: Project improvements – sheet 16 of 17

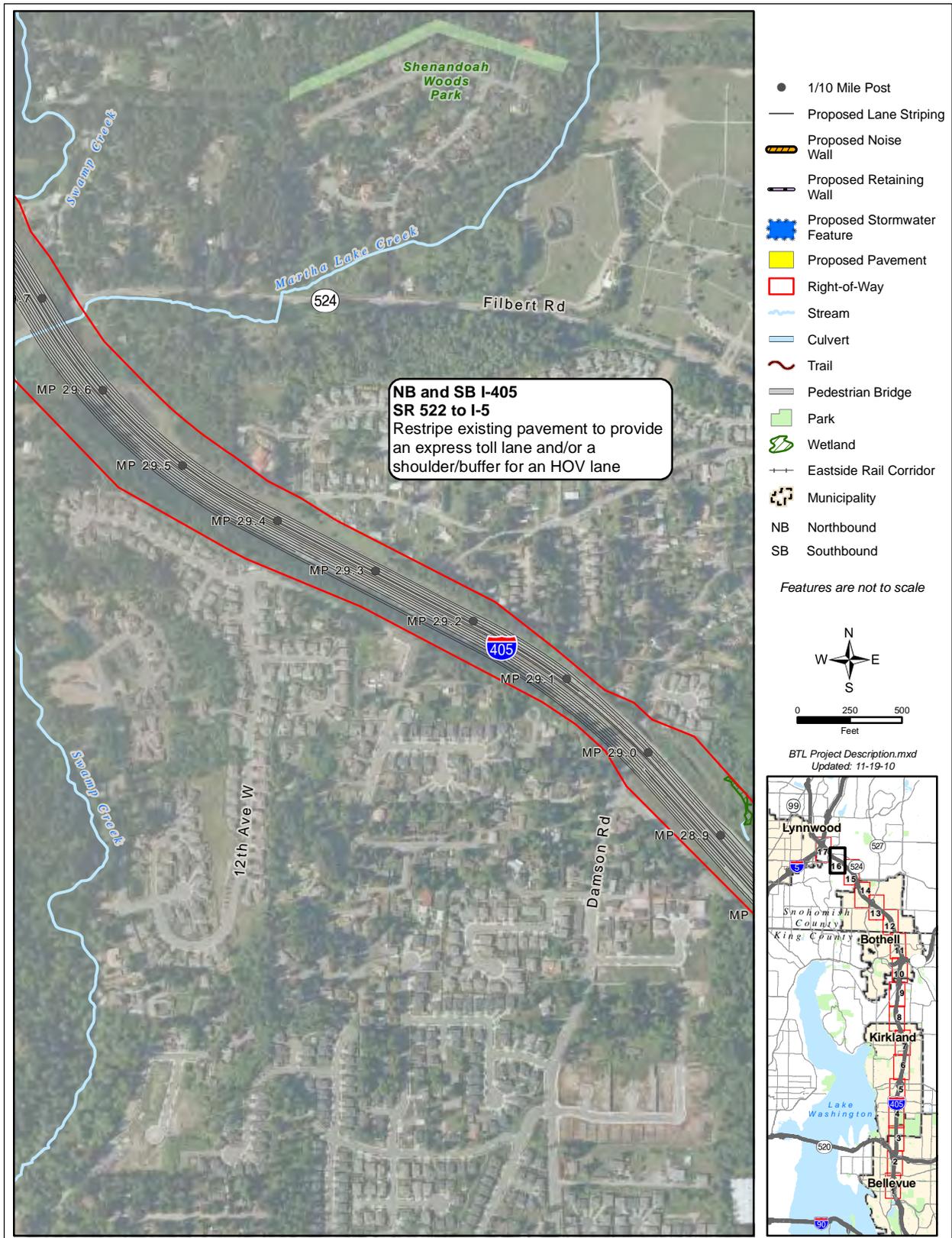
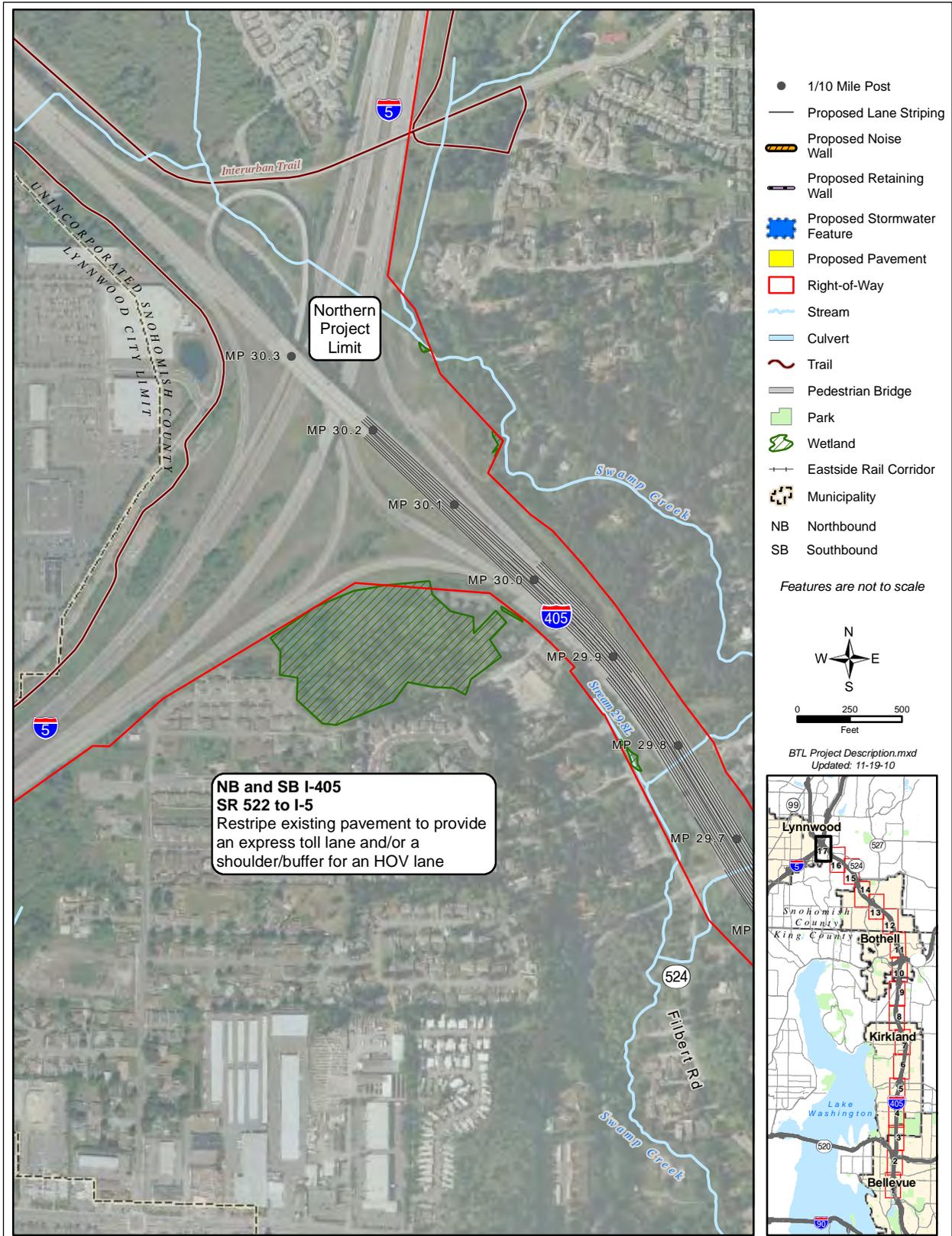
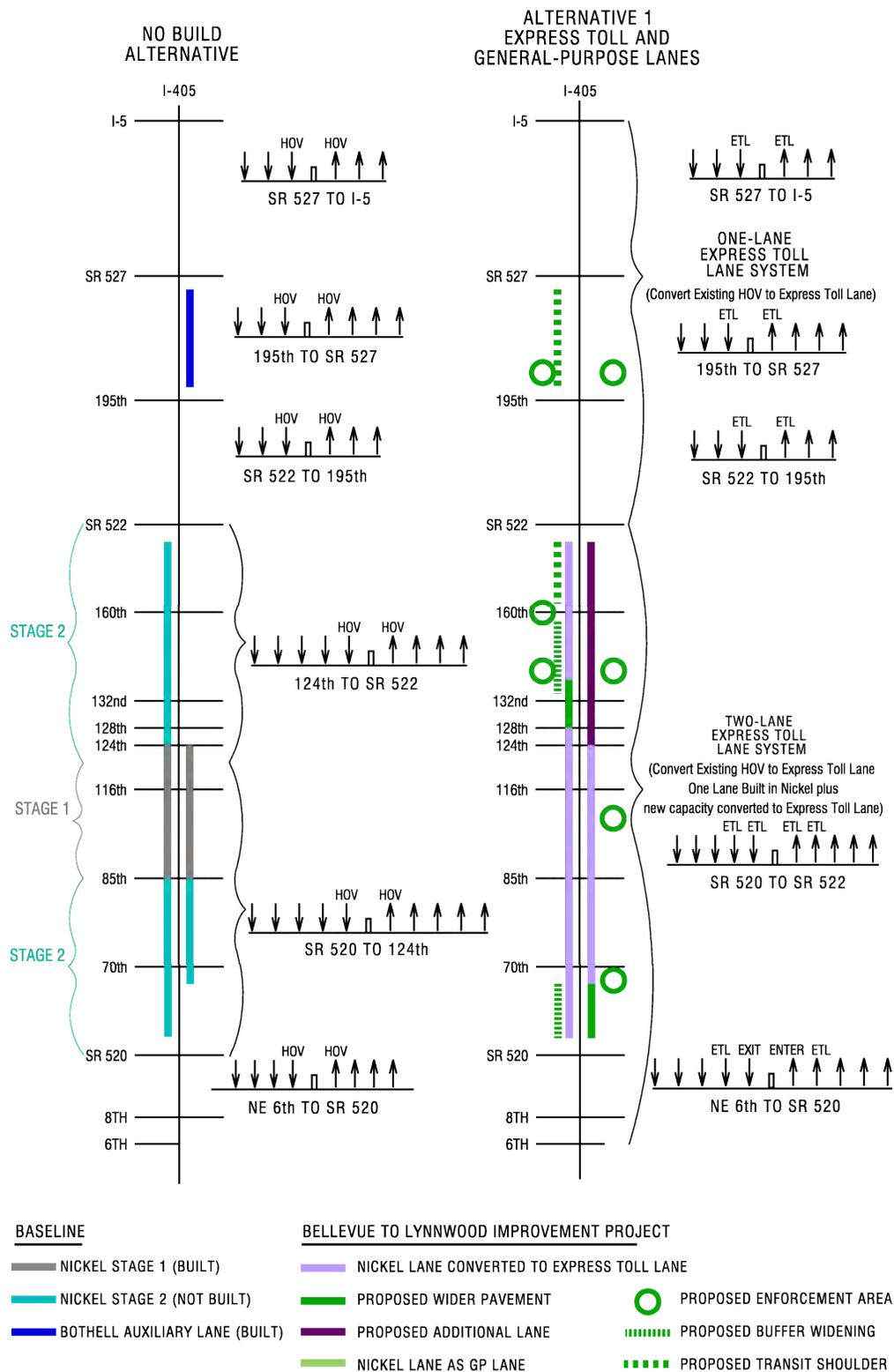


Exhibit 2: Project improvements – sheet 17 of 17





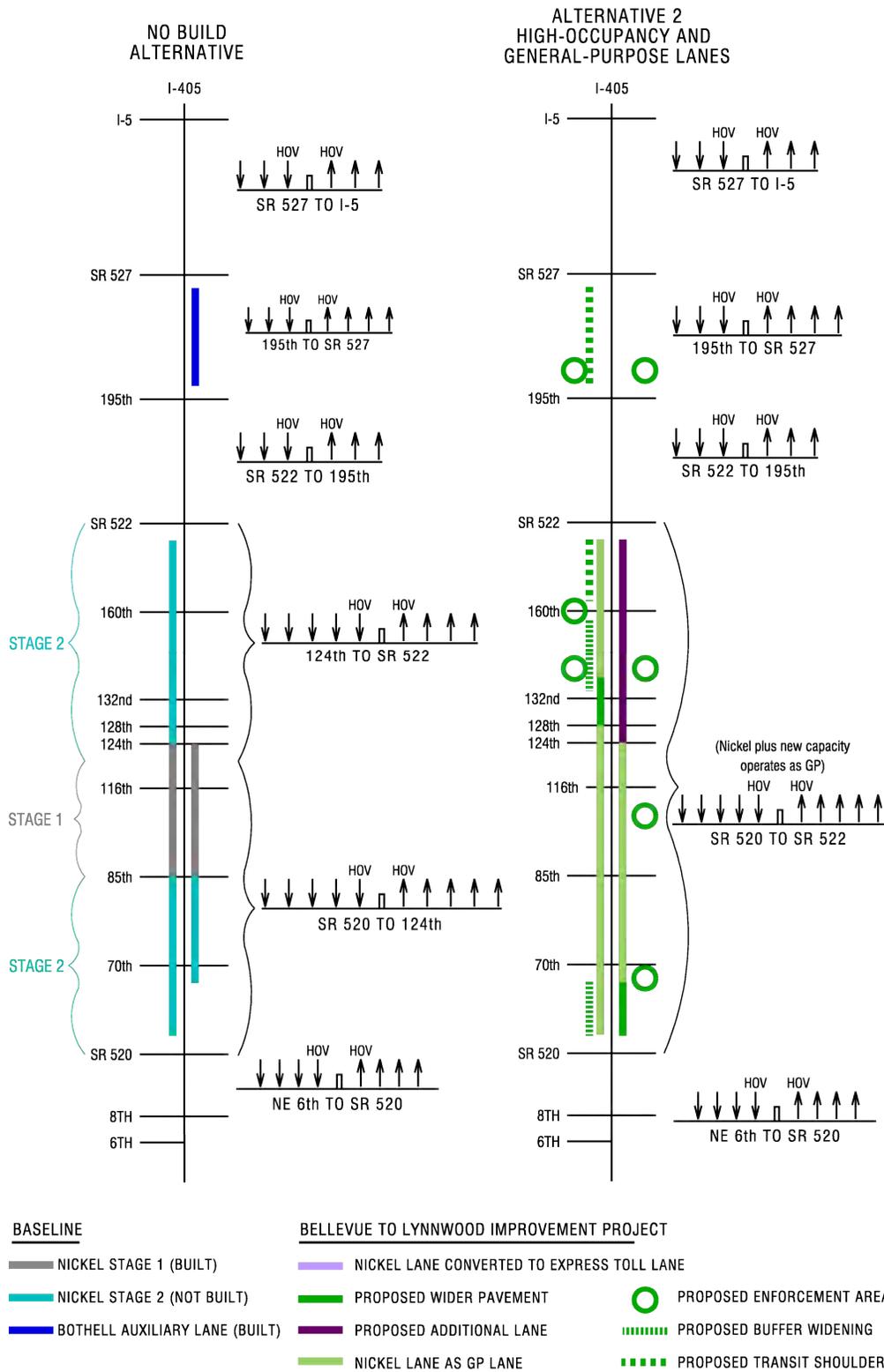
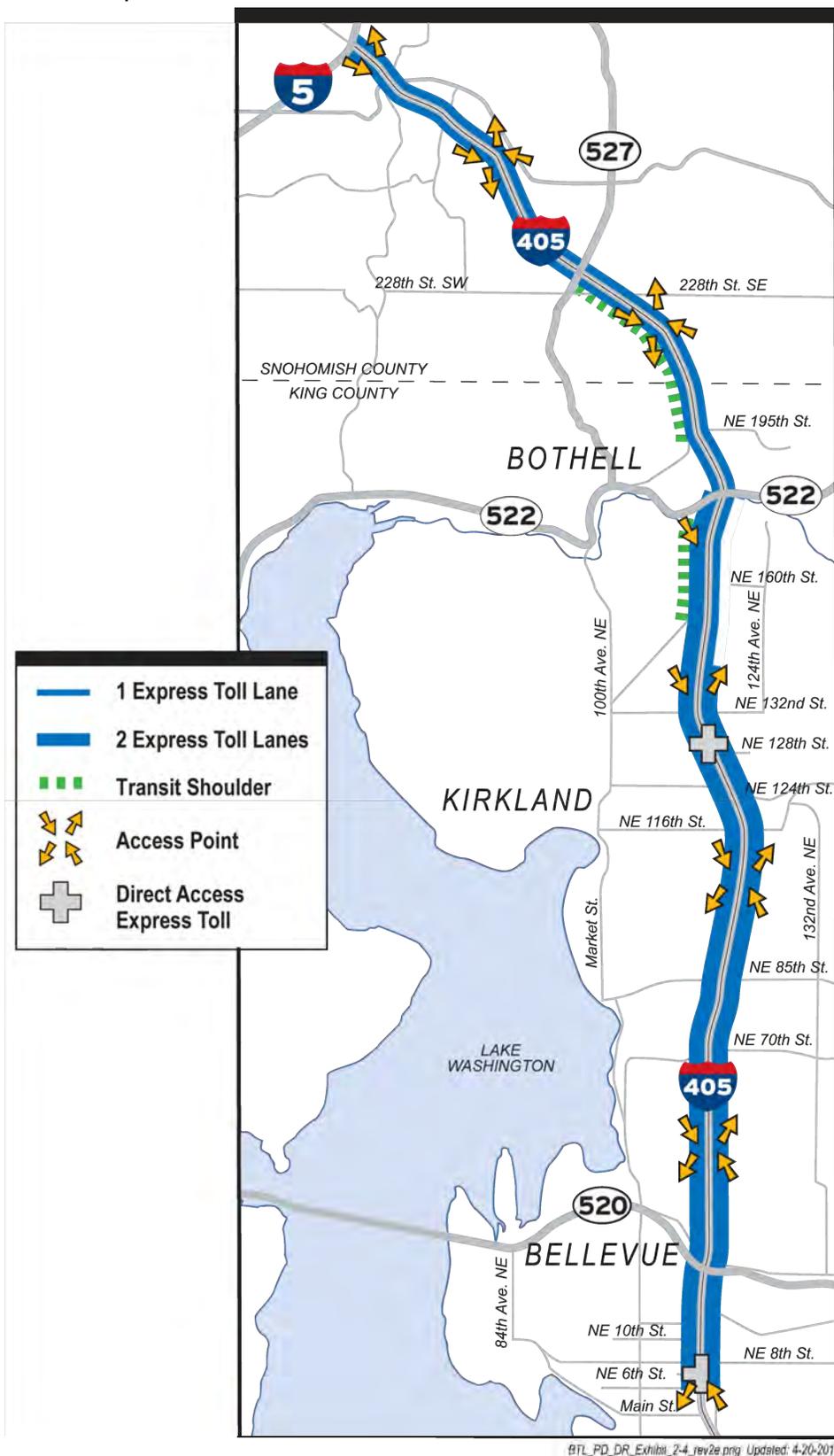


Exhibit 4: Express Toll Lanes access locations



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## STUDIES AND COORDINATION

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### *What is the study area and how was it determined?*

The I-405 Corridor Program Final Preliminary Section 4(f) Evaluation identified potentially affected public parks, recreation areas, wildlife and waterfowl refuges, and historic resources (collectively referred to as 4(f) resources) within the limits of the I-405 corridor extending from I-5 in Tukwila north to I-5 in Lynnwood. For the Bellevue to Lynnwood Improvement Project, the Section 4(f) evaluation was conducted at a more detailed project level that assessed 4(f) lands located within 0.25 miles either side of the proposed improvements between approximately NE 6th Street in Bellevue and I-5 in Lynnwood. The precedent for studying 0.25 miles on each side of the highway was established in the I-405 Corridor Program Final Preliminary Section 4(f) Evaluation and is a standard convention for this type of analysis.

### *How did we collect information on the Section 4(f) resources?*

Additional research beyond the preliminary evaluation findings was completed and included site investigations at each potential 4(f) resource, as well as coordination with: the cities of Bellevue, Kirkland and Bothell; King County; King County Conservation District; Snohomish County; the Interagency Committee for Outdoor Recreation (IAC); and the National Park Service. Coordination included confirmation of ownership, how and when the resource was acquired, historical and projected public usage, and the managing agency's plans for the resource.

The team evaluating cultural resources surveyed all historic resources in the project area that predate 1965. The year 1965 was selected to cover all cultural resources that would be 50 or more years old by the time any part of the project is built. Refer to the I-405, SR 520 to I-5 Improvement Project, Cultural, Historic, and Archaeological Technical Memorandum (Washington State Department of Transportation [WSDOT], 2008) for detailed information on cultural resources.

### *How did we evaluate effects on the Section 4(f) resources?*

We evaluate effects on Section 4(f) resources based on guidance contained within the Federal Highway Administration (FHWA) Section 4(f) Policy Paper issued March 1, 2005; Code of Federal Regulations (CFR) Chapter 23, Part 774 (Section 4(f)); and the WSDOT Environmental Procedures Manual (October 2010). These documents explain how Section 4(f) applies generally and to specific situations. They are based on court decisions, experience, and on policies developed by FHWA and U.S. Department of Transportation (DOT) over the years. The FHWA policy paper serves as a guide for how Section 4(f) applies to common project situations often encountered by a state's transportation department. The WSDOT manual clarifies the required coordination and documentation procedures.

***With which agencies and persons did we coordinate concerning avoidance alternatives, effects, and measures to minimize harm?***

Because WSDOT considered and successfully incorporated avoidance alternatives into both build alternatives, consultation concerning effects and measures to minimize harm was only necessary for the proposed temporary detour that will be implemented to separate construction activities from trail users on the Sammamish River Trail. WSDOT has coordinated with King County in the development of this project, and will continue to do so as the project is implemented. Documentation of this coordination is provided in Appendix A.

## **BASELINE CONDITIONS AND PROJECT EFFECTS**

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The baseline condition<sup>2</sup> for the I-405, Bellevue to Lynnwood Improvement Project (Bellevue to Lynnwood Improvement Project) assumes completion of the improvements that have already been environmentally cleared and permitted as a part of the I-405, SR 520 to SR 522 Kirkland Nickel Project and the I-405, NE 8th Street to SR 520 Improvement Project. The Kirkland Nickel Project is being constructed in two stages: Kirkland Nickel Stage 1 was completed in 2007 and Kirkland Nickel Stage 2 will be constructed at a later date, concurrent with the Bellevue to Lynnwood Improvement Project. The Kirkland Nickel Project adds the following elements on I-405: one northbound general-purpose lane from the NE 70th Street interchange to the NE 124th Street interchange; one southbound general-purpose lane from just south of the SR 522 interchange to just north of the SR 520 interchange; and reconfiguration of the interchange at NE 116th Street to improve traffic operations.

The I-405, NE 8th Street to SR 520 Improvement Project is currently under construction. It creates new multi-level braided ramps to separate vehicles entering and exiting northbound I-405 between NE 8th Street and SR 520. It is anticipated to be open to traffic in 2012.

### ***What Section 4(f) resources exist in the study area?***

There are 19 publicly-owned parks, one historic resource, and one waterfowl and wildlife refuge near the proposed Bellevue to Lynnwood Improvement Project right-of-way. These resources are located within the jurisdictions of Bellevue, Kirkland, Bothell, and King County. Exhibit 5 lists these resources from south to north, compares each resource with Section 4(f) criteria, and identifies those resources that are protected Section 4(f) properties. Exhibit 6 provides the corresponding information for historic properties, archaeological sites and wildlife or waterfowl refuges. All protected Section 4(f) resources within the study area are shown in Exhibit 7.

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<sup>2</sup> *Baseline conditions describe what will exist in the future after a project that has already been approved and funded is completed. The baseline condition is a snapshot of expected conditions. It provides an important point of comparison for understanding the effects of the proposed build alternative.*

*Exhibit 5: Park and recreation areas compared against Section 4(f) criteria*

Property	Publicly Owned	Open to the Public	Major Purpose is Recreation	Significant as a Park	Section 4(f) Protected Property
McCormick Park	Yes	Yes	Yes	Yes	Yes
Hidden Valley Sports Park	Yes	Yes	Yes	Yes	Yes
Watershed Park	Yes	Yes	Yes	Yes	Yes
Bridle Trails State Park	Yes	Yes	Yes	Yes	Yes
Paul J. Taylor Fields	Yes	Yes	Yes	Yes	Yes
Everest Park	Yes	Yes	Yes	Yes	Yes
Ohde Ave. Pea Patch <sup>3</sup>	Yes	Yes	No	No	No
Forbes Lake Park	Yes	Yes	Yes	Yes	Yes
Spinney Homestead Park	Yes	Yes	Yes	Yes	Yes
Forbes Creek Park	Yes	Yes	Yes	Yes	Yes
Edith Moulton Park	Yes	Yes	Yes	Yes	Yes
Kingsgate Park	Yes	Yes	Yes	Yes	Yes
Windsor Vista Park	Yes	Yes	Yes	Yes	Yes
Tolt Pipeline Trail	Yes	Yes	Yes	Yes	Yes
Sammamish River Trail	Yes	Yes	Yes	Yes	Yes <sup>4</sup>
Sammamish River Park	Yes	Yes	Yes	Yes	Yes
North Creek Sportsfield Park	Yes	Yes	Yes	Yes	Yes
North Creek Trail	Yes	Yes	Yes	Yes	Yes
Cedar Grove Park	Yes	Yes	Yes	Yes	Yes

<sup>3</sup> Ohde Avenue Pea Patch is designated as a park in the Kirkland Comprehensive Park, Open Space, and Recreation Plan, 2001. However, in order to satisfy the requirements of Section 4(f), its major purpose must be recreation and it must be a recreational resource that is considered significant. During coordination with the City of Kirkland, it was agreed that Ohde Avenue Pea Patch does not meet the Section 4(f) criteria.

<sup>4</sup> The Sammamish River Trail is considered a transportation facility where it crosses the WSDOT right-of-way. Per 23 CFR 774.12(f)(3), the trail is not protected under Section 4(f) on the right-of-way.

*Exhibit 6: Historic properties and waterfowl and wildlife refuge compared against Section 4(f) criteria*

Historic Properties and Archaeological Sites			
Property	Listed on National Register of Historic Places (NRHP)	Status	Section 4(f) Protected Property
Hosmer/Fries Residence	No	Recommended	Yes

Wildlife or Waterfowl Refuge			
Property	Publicly Owned	Designated for protection of wildlife species and/or migratory birds	Section 4(f) Protected Property
Totem Lake Park	Yes	Yes	Yes

***How might Section 4(f) resources be subject to use by alternatives that WSDOT is considering?***

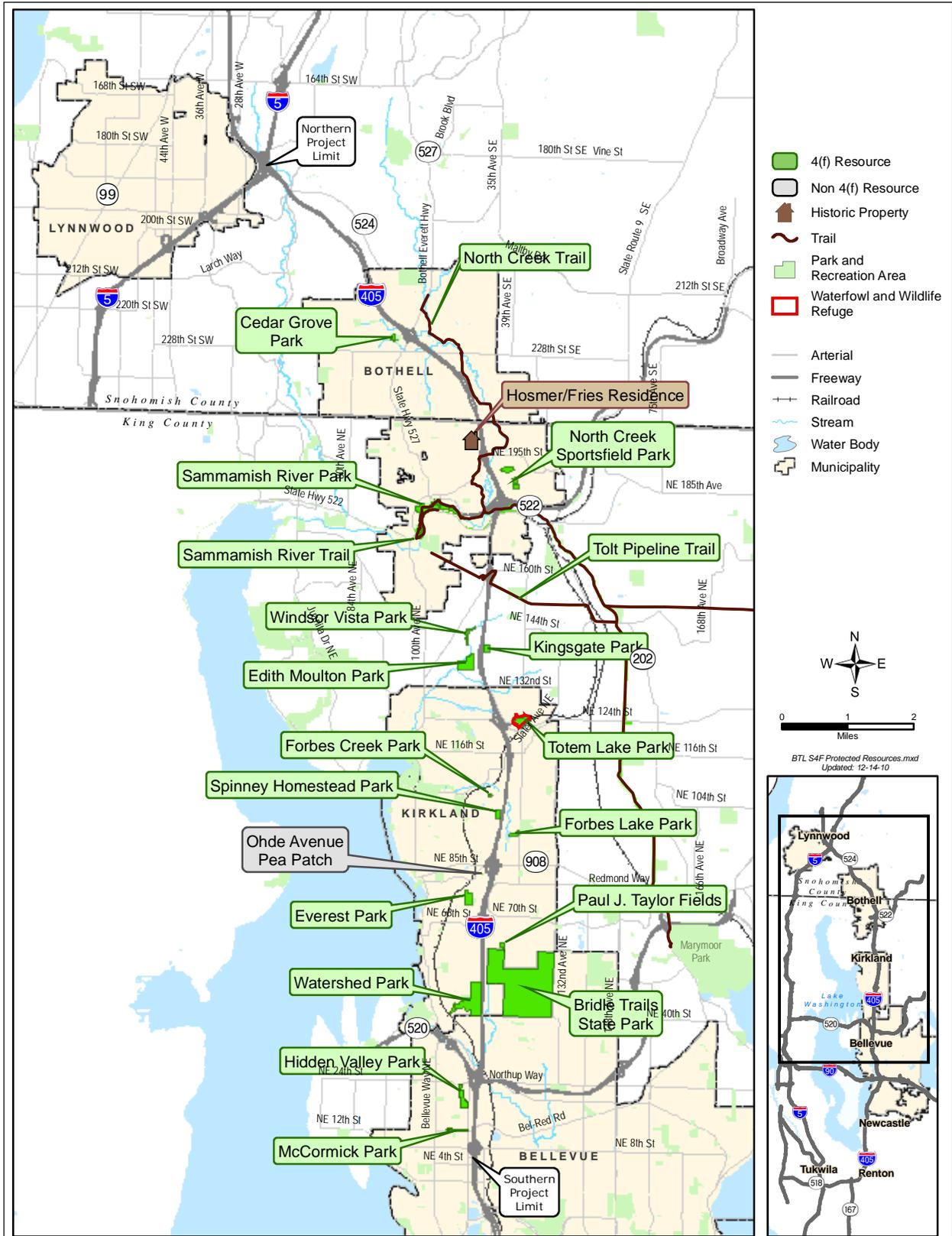
This section describes the Section 4(f)-protected properties and addresses the extent to which the build alternatives would affect these properties within the Bellevue to Lynnwood Improvement Project, beginning at the southern project limit and continuing north.

During the development of project alternatives, WSDOT tried to find reasonable options that avoid impacts to the community and the environment while improving driving conditions for motorists on I-405. The project purpose and need, as well as the project objectives are discussed in the Summary. The development of a viable project necessitated finding an optimum balance between meeting the project purpose and need while minimizing project impacts. In some cases, this is a process of finding the best middle-ground.

Both build alternatives add pavement; restripe existing pavement; and add stormwater features, retaining walls, and noise walls on I-405 between SR 520 and I-5. Build Alternative 1 will restripe existing pavement between NE 6th and SR 520. The proposed additional pavement (footprints) for build alternatives 1 and 2 are the same; the difference between the two alternatives is operational.

Neither of the build alternatives permanently incorporates land from protected 4(f) resources into the transportation facility. Nor will there be temporary occupancy or constructive use at any of the protected 4(f) resources.

Exhibit 7: Section 4(f) protected resources



The No Build Alternative for the Bellevue to Lynnwood Improvement Project assumes that no new improvements are made beyond those being constructed as a part of the already permitted Kirkland Nickel Project. The No Build Alternative does not include any improvements that would widen the roadway to increase capacity and it would not reduce congestion or improve safety on I-405. Only routine activities such as road maintenance, repair, and minor safety improvements would occur. This alternative would have no impact on the protected Section 4(f) resources. The following section describes baseline conditions and how we evaluated the potential for effects at each of the Section 4(f) resources in the study area.

### **McCormick Park**

#### *Baseline Conditions*

McCormick Park is parallel to NE 12th Street between 112th Avenue NE and Bellevue Way NE. This small, 2.8 acre neighborhood park is across from the Bellevue Library. It features a rock sculpture, flower gardens, a walking trail and sitting areas. The park's eastern end is separated from I-405 by 112th Ave NE and an office park. Project-related activities in this area on I-405 are limited to restriping existing pavement and sign installation.

#### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive uses at this 4(f) resource.

### **Hidden Valley Sports Park**

#### *Baseline Conditions*

The Hidden Valley Sports Park is a 17.3 acre, multi-sport complex with three softball fields, tennis courts and a basketball court. It also has picnic tables, a play area and restrooms. It is accessible from 112th Avenue NE and



*McCormick Park*



*Hidden Valley Sports Park*

NE 24th Street. The park is over 500 feet from the highway, separated from I-405 by local streets, offices and residences.

*Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive uses at this 4(f) resource.



**Watershed Park**

*Baseline Conditions*

Watershed Park is a 66-acre City of Kirkland park, the eastern boundary of which is adjacent to I-405. Park use is primarily hiking on well-developed trails through an upland forest environment. Several access points have been developed at street ends in the neighborhood surrounding the park.



*Watershed Park*

WSDOT proposes constructing stormwater facilities and 4 feet of pavement on the west side of the southbound lanes to increase the shoulder width and/or provide a buffer to separate the express toll or HOV lanes from the general-purpose lanes. All proposed construction will occur in the existing I-405 right-of-way.

*Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. Although this park is located adjacent to the I-405 right-of-way, analyses in the Noise, Air Quality, and Visual Quality technical memoranda indicate that there will be no constructive use. There will also be no construction effects at Watershed Park. The projected noise levels and vibration during operations attributable to the project will not substantially interfere with the use and enjoyment of this park. While the highway is visible from many locations within the park, the proximity of the proposed project will not substantially impair aesthetic features or attributes protected by Section 4(f). Neither of the Build Alternatives will restrict access to the park.

## Bridle Trails State Park

### *Baseline Conditions*

Bridle Trails State Park is located east of and is separated from I-405 by a row of private residences, dense vegetation, and a city arterial—116th Avenue NE. This park is a 482-acre day-use park and is well-known for its horse trails and equestrian shows. It features 28 miles of horse and hiking trails in a dense upland forest setting. Other park features include 30 picnic sites and a restroom building.

In the vicinity of Bridle Trails State Park, WSDOT proposes to add 7 feet of pavement to the width of I-405 to provide an express toll lane access in Build Alternative 1, or to increase the shoulder width and/or provide a buffer in Build Alternative 2. Stormwater features and 1,200 feet of retaining wall will also be constructed parallel and adjacent to the north end of Bridle Trails State Park. All of the proposed construction will occur within the existing I-405 right-of-way.

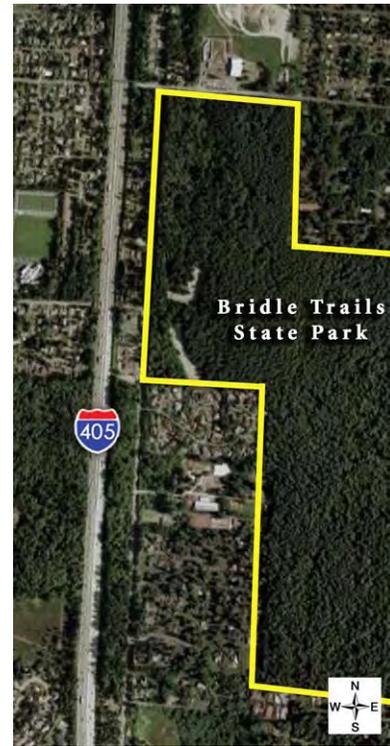
### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. Because this park is separated from the Bellevue to Lynnwood Improvement Project by private residences, dense vegetation, and a city arterial, the highway is not visible. There will be no proximity or constructive use effects.

## Paul J. Taylor Fields

### *Baseline Conditions*

This park was constructed on the closed King County Houghton Landfill site in the 1980s. This 40-acre King County park features four Little League baseball fields, a parking lot, and space for a proposed soccer field. The ball fields are used and maintained by the Kirkland National Little League Association. While the park is open and used by local neighbors year around, primary usage is seasonal and based on the Little League spring schedule.



*Bridle Trails State Park*



*Paul J. Taylor Fields*

In the vicinity of the fields, WSDOT proposes to construct 1,200 feet of retaining wall to create level space for additional pavement width in the northbound lanes. All of the proposed construction will occur within the existing I-405 right-of-way.

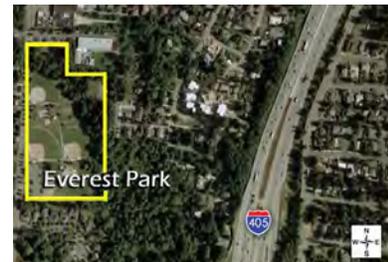
#### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. Because this park is separated from the Bellevue to Lynnwood Improvement Project by private residences, dense vegetation, and a city arterial, the highway is not visible. There will be no proximity or construction use effects.

#### **Everest Park**

##### *Baseline Conditions*

Everest Park is located almost 0.25 miles west of I-405. This 18-acre park has a children's playground, basketball court, tennis court, baseball and softball fields, concession stand, restroom and over a mile of walking trails. Large trees buffer the east edge of the park and users are only remotely aware that I-405 passes the park at some distance away; it is not visible to park users.



Project improvements will not add pavement in the section of I-405 nearest to Everest Park. WSDOT proposes to restripe the lanes within the existing width of pavement to accommodate project improvements.



*Everest Park*

##### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive use at this 4(f) resource.

## Forbes Lake Park

### *Baseline Conditions*

Forbes Lake Park is comprised of several discontinuous parcels totaling approximately 7 acres. There are a few walking trails and boardwalks currently in the park. The City of Kirkland has plans to improve the park with additional walking paths, boardwalks, foot bridges, viewing platforms, picnic tables and benches.

Project improvements will not add pavement in the section of I-405 near Forbes Lake Park. WSDOT proposes to restripe the lanes within the existing width of pavement to accommodate project improvements.

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive use at this 4(f) resource.



*Forbes Lake Park*

## Spinney Homestead Park

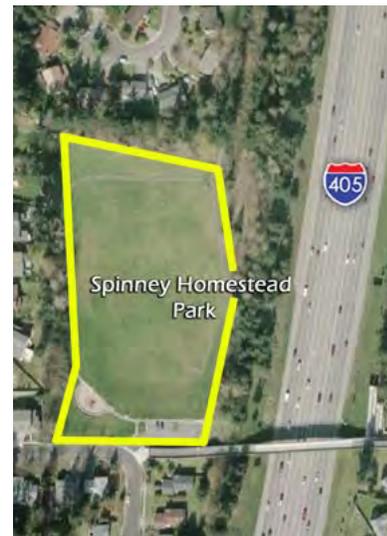
### *Baseline Conditions*

Spinney Homestead Park is a developed 6.5-acre City of Kirkland park. Recreation facilities include a children's playground, pathways, open lawn area, and on-site parking. The eastern boundary is shared with the I-405 right-of-way. Dense deciduous and evergreen vegetation naturally occurs on the right-of-way between the highway shoulder and the park. A large earth berm also separates I-405 from the park. The highway is not visible to park users.

Project improvements will not add pavement in the section of I-405 immediately adjacent to Spinney Homestead Park. WSDOT proposes to restripe the lanes within the existing pavement width to accommodate project improvements.

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive use at this 4(f) resource.



*Spinney Homestead Park*

## Forbes Creek Park

### *Baseline Conditions*

Forbes Creek Park is 0.25 miles west of I-405 and is separated from the highway by a dense residential area. This City of Kirkland park is 2.0 acres in size with a basketball court, tennis courts, and a children's playground. The highway is not visible from the park. Project improvements will not add pavement in the section of I-405 immediately adjacent to Forbes Creek Park. WSDOT proposes to restripe the lanes within the existing pavement width to accommodate project improvements.



*Forbes Creek Park*

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. There will be no temporary or constructive use at this 4(f) resource.

## Totem Lake Park

### *Baseline Conditions*

Totem Lake Park (also known as the Totem Lake Wetlands) is located to the east of I-405. It is owned by the King Conservation District and managed by the City of Kirkland. This park is designated as an urban wildlife and waterfowl refuge by the King Conservation District and is developed with wetland boardwalk trails and interpretive displays. The park land is separated from I-405 by office and other commercial buildings and roads. The highway is not visible to park users.

WSDOT proposes to construct stormwater facilities and a retaining wall in the existing I-405 right-of-way that is closest to Totem Lake Park.

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from this park. Because this park is separated from the Bellevue to Lynnwood Improvement Project by a highway interchange, a city arterial, and commercial properties, there will be no proximity or constructive use effects.



*Totem Lake Wetlands*

## **Edith Moulton Park**

### *Baseline Conditions*

Edith Moulton Park is a 26-acre King County park located on the west side of I-405. The park is largely undeveloped on its west, north, and east sides. This undeveloped area is characterized by dense, native deciduous and evergreen trees. A short portion of the east boundary is shared with the state right-of-way. The remaining east boundary abuts multi-family and single-family housing. The developed area of the park—consisting of open lawn, a picnic area, and a picnic shelter—is well buffered from I-405, both visually and from noise. Park users are likely not aware of the highway when visiting this park.



*Edith Moulton Park*

WSDOT proposes to construct a retaining wall and stormwater facilities in the median and stormwater facilities within the northbound right-of-way. In the vicinity of Edith Moulton Park, project improvements will add up to 24 feet of pavement width northbound and up to 8 feet southbound to provide for an additional northbound lane, increased shoulder width or buffer to separate express toll or HOV lanes from the general purpose lanes, and to supply an adequate paved width for an enforcement area. This construction will occur within the existing WSDOT right-of-way.

*Project Effects*

The proposed improvements in the vicinity of Edith Moulton Park will not require acquisition of Section 4(f) lands and will not impose any adverse temporary occupancy or constructive uses on this Section 4(f) resource.

**Kingsgate Park**

*Baseline Conditions*

Kingsgate Park is a steep and heavily wooded 7.2 acre passive park. There is a sign at the entrance and a trail for casual walking, but no other amenities. In the vicinity of Kingsgate Park, project improvements will add up to 24 feet of pavement width northbound and up to 8 feet southbound to provide for an additional northbound lane, increased shoulder width or buffer to separate express toll or HOV lanes from the general purpose lanes, and to supply an adequate paved width for an enforcement area. This construction will occur within the existing WSDOT right-of-way.



*Kingsgate Park*

*Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from Kingsgate Park. There will be no temporary or constructive use at this 4(f) resource.

**Windsor Vista Park**

*Baseline Conditions*

The Windsor Vista Park is a 3.8 acre greenbelt surrounded by a single-family residential neighborhood. It has two points of access, and trails for casual walking. There are no other amenities.



*Windsor Vista Park*

In the vicinity of Windsor Vista Park, project improvements will add up to 24 feet of pavement width northbound and up to 8 feet southbound to provide for an additional northbound lane, increased shoulder width or buffer to separate express toll or HOV lanes from the general purpose lanes, and to supply an adequate paved width for an enforcement area. This construction will occur within the existing WSDOT right-of-way.

### *Project Effects*

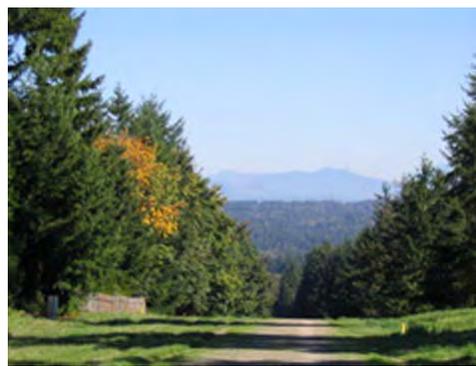
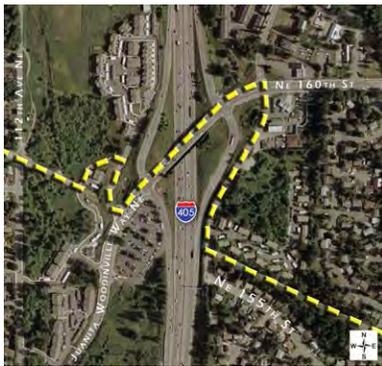
No Section 4(f) lands will be acquired, either temporarily or permanently, from Windsor Vista Park. There will be no temporary or constructive use at this 4(f) resource.

## **Tolt Pipeline Trail**

### *Baseline Conditions*

The Tolt Pipeline Trail is a 14.4-mile-long trail for foot, horse, and bicycle use. The Seattle Water Department built a pipeline in 1963 to bring water from the Tolt River Reservoir to Seattle. It acquired a strip of land 100 feet wide and in conjunction with King County Parks, established the route as a park. The trail typically is a gravel or dirt surface, except where it crosses major roads and I-405. In order to cross I-405, the trail leaves the Tolt Pipeline right-of-way on the east side of I-405 where it intersects 116th Avenue NE. The trail crosses I-405 via 116th Avenue NE and the NE 160th Street/Juanita-Woodinville Way NE overpass and re-joins the pipeline right-of-way on the west side of I-405. I-405 is visible at this crossing.

In this vicinity, WSDOT will add up to 7 feet of additional pavement width southbound to increase shoulder width or provide a buffer to separate the express toll and HOV lanes from the general purpose lanes. Northbound widening will begin near the NE 160th Street off-ramp for the braided ramps between the I-405 northbound on-ramp and the northbound I-405 off-ramp to SR 522. All construction will be completed within the existing WSDOT right-of-way.



### *Tolt Pipeline Trail*

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from the Tolt Pipeline Trail. There will be no temporary or constructive use at this 4(f) resource.

### **Hosmer/Fries Residence**

#### *Baseline Conditions*

The Hosmer/Fries Residence at 20115 112th Avenue NE, Bothell, is a 1 1/2-story Craftsman house that was built in 1910. The house has a side gable roof clad in composition shingles and rests on a poured concrete foundation. The house was originally recorded in 1977 for the King County Historic Sites Survey. The property was originally a part of John M. Keener's 40 acres. In 1910, Howard Hosmer constructed the house. In 1922, the Fries family purchased the house and, in 1977, George Fries was still living in the house. The Fries residence occupies its original location and the house is eligible under Criterion C based on the integrity of its design and original material as well as displaying classic Craftsman architectural features such as multiple ribbon windows, open porches leading from the main living areas, and horizontal massing (WSDOT 2008).



*Hosmer / Fries Residence*

### *Project Effects*

The proposed improvements in the vicinity of the Hosmer/Fries Residence will not require acquisition of Section 4(f) lands and will not impose any adverse temporary occupancy or constructive uses on this Section 4(f) resource.

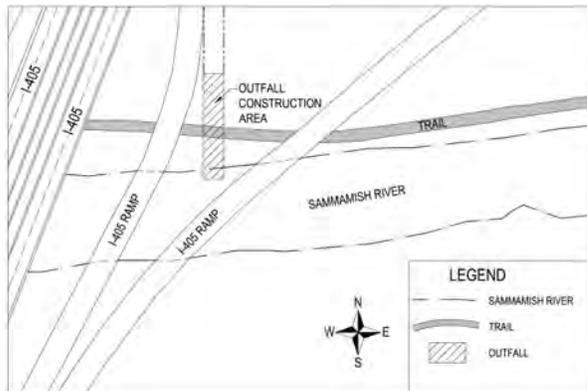
### **Sammamish River Park and Trail**

#### *Baseline Conditions*

The Burke-Gilman Sammamish River Trail is a bicycle path and recreational rail trail of the King County Regional Trail System. The Burke-Gilman trail begins in the Ballard neighborhood of Seattle and follows an old railroad right-of-way along the Ship Canal and north along Lake Washington for 17 miles. At Blyth Park in Bothell the trail becomes the Sammamish River Trail and continues for 10 miles to Marymoor Park in

Redmond. As the trail passes through Bothell, the wetlands and open space alongside I-405 and SR 522 are known as Sammamish River Park. The trail crosses through Sammamish River Park and features connections to Blyth Park, Park at Bothell Landing, and Brackett's Landing. Within the 6.5-acre park there are picnic tables, access to the river, and off-street parking. Where the Sammamish River Trail crosses the WSDOT right-of-way, the trail is considered a transportation facility.

Stormwater facilities will be constructed within the SR 522/I-405 interchange. On the north side of the Sammamish River and within the WSDOT right-of-way, WSDOT proposes to construct a water quality pond and outfall to the river. The outfall will pass beneath the Sammamish River Trail. WSDOT proposes to construct the segment of the outfall that directly impacts the trail during two night-time closures of the trail. The trail will be reopened for day-time use following each closure and the trail will remain open during the construction of the remaining outfall project and water quality pond. As needed, the construction site will be cordoned off with high visibility fencing and trail traffic will be controlled by a flagger. At the conclusion of the construction, the trail and all disturbed areas will be fully restored to their pre-construction condition.



*Sammamish River Trail and Outfall Construction Area*

Other improvements to the highway corridor in the vicinity of the Sammamish River Park and Trail include restriping lanes within the existing pavement on I-405 in order to accommodate project improvements. All proposed construction will occur in the existing I-405 right-of-way. Both the highway and proposed improvements will be visible to park and trail users. Visual effects resulting from the project will not be a constructive use because views from the park and trail will not change appreciably: I-405 has existed within the viewshed of both Sammamish River Park and Trail since these resources were constructed.



*Sammamish River Park and Trail*

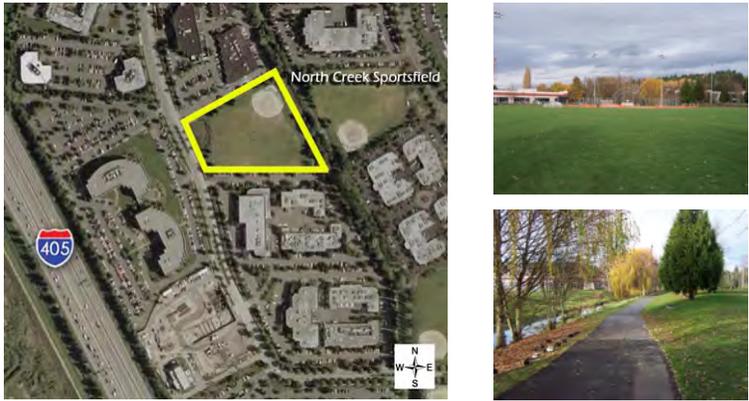
**Project Effects**

No Section 4(f) lands will be acquired, either temporarily or permanently, from the Sammamish River Trail or the Sammamish River Park. There will be no constructive uses at these 4(f) resources. A letter documenting coordination between WSDOT and King County regarding construction of the outfall as it relates to the Sammamish River Trail is in Appendix A.

**North Creek Sportsfields**

*Baseline Conditions*

North Creek Sportsfields consists of four lighted multi-purpose sports fields, picnic tables, a paved biking/walking trail, and restroom. The park was dedicated to the City of Bothell as part of the Quadrant Business Park development. This park is not one contiguous site; each field is separated and surrounded by office buildings and parking lots. The fields are interconnected by a trail system. Field No. 1 is also separated from Field Nos. 2, 3, and 4 by North Creek. Only Field No. 1 is located in the study area.



*North Creek Sportsfields*

WSDOT will restripe the lanes within the existing pavement in order to accommodate the project improvements along I-405 between SR 522 to NE 195th Street. No pavement

will be added in the vicinity of the sportsfields. The highway is not visible from the sportsfields.

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from the North Creek Sportsfields. There will be no temporary or constructive uses at this 4(f) resource.

## **North Creek Trail**

### *Baseline Conditions*

The North Creek Trail is a regional multi-purpose shared-use path that links the communities of Bothell, Mill Creek, and Everett. It connects to the Snohomish County Regional Interurban Trail at McCollum Park in Everett and to the Sammamish River Trail in King County. The trail crosses over I-405 at the NE 195th Street interchange. Some portions of the trail (missing links) have not been constructed. These segments are in various stages of completion ranging from preliminary design and environmental documentation to final design, permitting, and rights-of-way acquisition.

WSDOT proposes to provide a buffer to separate the express toll or HOV lanes from the general purpose lanes and construct 4 feet of pavement southbound to increase the inside shoulder width for enforcement areas. All work is proposed to be completed within the existing WSDOT right-of-way. The highway is visible from numerous locations along the trail.

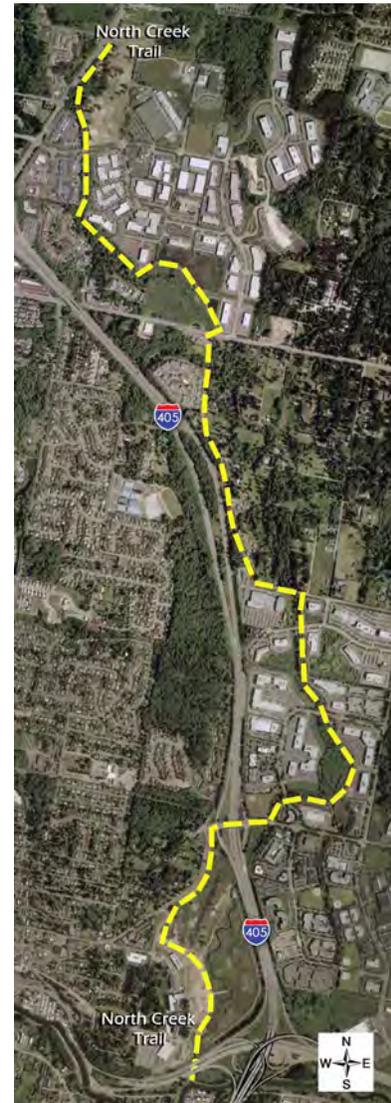
### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from the North Creek Trail. There will be no temporary or constructive uses at this 4(f) resource.

## **Cedar Grove Park**

### *Baseline Conditions*

Cedar Grove Park is one of the newest parks in the City of Bothell park system. This 14-acre park features a picnic shelter, picnic area, basketball court, open multi-use play field, wetland boardwalk, play structure, and off-street parking. The I-405 highway is visible from many places within the park.



*North Creek Trail*

In the vicinity of Cedar Grove Park, WSDOT proposes to provide a buffer to separate the express toll or HOV lanes from the general-purpose lanes. All proposed construction occurs within existing WSDOT right-of-way.

### *Project Effects*

No Section 4(f) lands will be acquired, either temporarily or permanently, from Cedar Grove Park. There will be no temporary or constructive uses at this 4(f) resource.



*Cedar Grove Park*

### *What effects will occur under the No Build Alternative?*

The No Build Alternative assumes that the improvements associated with the already permitted Kirkland Nickel Improvement Project and the I-405, NE 8th Street to SR 520 Improvement Project are constructed and that only routine activities such as road maintenance, repair, and safety improvements would take place between 2014 and 2030. This alternative does not include improvements that would increase roadway capacity, reduce congestion, or improve stormwater quality.

Under the No Build Alternative, the use of Section 4(f) resources would be avoided.

### *Was Section 6(f)(3) a factor in this evaluation?*

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) (16 USC Section 4601-4) contains provisions to protect federal investments in park and recreation resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other use pursuant to certain specific conditions:

*Section 6(f)(3) – No property acquired or developed with assistance under this section shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to*

*assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.*

This requirement applies to all parks and other sites that have been the subject of LWCF grants of any type, and includes acquisition of parkland and development or rehabilitation of park facilities.

A review of the LWCF grants database found no record of LWCF assistance for property acquisition or development within the study area.

## FEASIBLE AND PRUDENT ALTERNATIVES

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### *Are there feasible and prudent alternatives that would avoid use of the Section 4(f) resources?*

In developing this project, the Washington State Department of Transportation (WSDOT) considered and incorporated measures to avoid the use of Section 4(f) resources in both build alternatives. As a result, the expansion of I-405 between SR 520 and I-5 will not:

- Require acquisition of any Section 4(f) resource lands;
- Impose any adverse temporary occupancy on resource lands; or
- Create constructive use effects at any of the identified Section 4(f) resources.

All alternatives considered in this document, both build alternatives as well as the no build alternative, avoid impacts to Section 4(f) resources. As such, a Section 4(f) evaluation is not required to be included in the the National Environmental Policy Act (NEPA) documentation for this project.

## UNAVOIDABLE ADVERSE EFFECTS

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### *Does the project result in unavoidable adverse effects to Section 4(f) resources?*

The I-405, Bellevue to Lynnwood Improvement Project (Bellevue to Lynnwood Improvement Project) will not require acquisition of any Section 4(f) resource lands, will not impose any adverse temporary occupancy on resource lands, and will create no constructive use effects at any of the identified Section 4(f) resources. Therefore, the Washington State Department of Transportation (WSDOT) does not foresee any unavoidable adverse effects to Section 4(f) resources as a result of the project.

## **MEASURES TO AVOID OR MINIMIZE EFFECTS**

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### ***What measures will be taken to minimize harm to the Section 4(f) resources?***

The Washington State Department of Transportation (WSDOT) did not identify minimization efforts for the build alternatives because no Section 4(f) resources will be affected. While the Sammamish River Trail is considered a transportation facility where it crosses the I-405 right-of-way and is not protected under Section 4(f), WSDOT proposes to maintain an operational trail during construction by constructing that portion of the outfall that directly impacts the trail during two night-time closures of the trail. The trail will be reopened for day-time use following each closure, and the trail will remain open during the construction of the remaining outfall project and water quality pond. As needed, the construction site will be cordoned off with high-visibility fencing and trail traffic will be controlled by a flagger. At the conclusion of the construction, the trail and all disturbed areas will be fully restored to their pre-construction condition.

### ***What measures will be taken to mitigate for unavoidable use of Section 4(f) resources?***

Because measures to avoid use of Section 4(f) resources were incorporated into the design planning process, the Bellevue to Lynnwood Improvement Project will not require acquisition of any Section 4(f) resource lands, will not impose any adverse temporary occupancy on resource lands, and will create no constructive use effects at any of the identified Section 4(f) resources. Therefore, no mitigation is required.

## ACRONYMS AND ABBREVIATIONS

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<b>Acronym</b>	<b>Meaning</b>
CFR	Code of Federal Regulations
dBA	decibels in the A-weighted scale
DOT	U.S. Department of Transportation
DEIS	draft environmental impact statement
EA	environmental assessment
FEIS	final environmental impact statement
FHWA	Federal Highway Administration
HOV	high-occupancy vehicle
IAC	Interagency Committee for Outdoor Recreation
LWCF	Land and Water Conservation Fund
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
SOV	single-occupant vehicle
SR	state route
WHR	Washington Heritage Register
WRHP	Washington Register of Historic Places
WSDOT	Washington State Department of Transportation

# GLOSSARY

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<b>Term</b>	<b>Meaning</b>
acquisition	The purchasing of property, residences, or businesses for right-of-way necessary to construct or support a project.
adverse effect (historic and cultural resources)	Within the context of an historic and cultural resources analysis, an effect to an historic property that alters the characteristics which qualify it for the National Register of Historic Places in such a way that the property's eligibility for the National Register would be diminished.
arterial	A major street that primarily serves through-traffic, but also provides access to abutting properties. Arterials are often divided into principal and minor classifications depending on the number of lanes, connections made, volume of traffic, nature of traffic, speeds, interruptions (access functions), and length.
buffer (land use)	A transitional area that separates land uses that are not naturally compatible. Often the buffer is green space, and is termed a landscape buffer. Other times, a buffer can be a structure or a type of development.
capacity	The maximum sustained traffic flow of a transportation facility under prevailing traffic and roadway conditions in a specified direction.
Code of Federal Regulations (CFR)	The arrangement of the general and permanent rules published by the executive departments and agencies of the Federal government. It is divided into 50 titles that represent broad areas subject to federal regulation. Each volume of the CFR is updated once each calendar year.
congestion	The condition when unstable traffic flows constrain travel speeds to less than the posted limit. Recurring congestion is caused by constant excess traffic volume compared with the highway's capacity. Nonrecurring congestion is caused by unusual or unpredictable events such as traffic accidents.
constructive use	A type of indirect use in which a transportation project's proximity effects (as opposed to direct effects) are so severe that the activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. Examples include excessive noise levels, diminished aesthetic features, or other indirect intrusions on the resource's environment or utility.
corridor	Within the context of a visual analysis, the road or highway and the adjacent area that is visible from and extending along the highway. The distance the corridor extends out from the highway may vary depending on different factors, such as land use and topography, or the corridor may be defined as a set width, such as 0.25 or 0.50 miles.

<b>Term</b>	<b>Meaning</b>
cultural resource	Any district, site, building, structure, object, person or people, document, or traditional place that may be important in American history or prehistory.
decibel (dB)	A logarithmic based unit of measure of sound pressure.
direct use	The physical and permanent procurement of a protected resource for use by a transportation project.
duration	The length of time of an event.
easement	An agreement with a property owner that provides a limited right to make use of a property.
effect	Something brought about by a cause or agent; a result. This may include ecological, aesthetic, historic, cultural, economic, social, health, or other effects, whether direct, indirect, or cumulative. Effects may include those resulting from actions that may have both beneficial and detrimental effects.
eligible	Refers to cultural resources that meet the National Park Service criteria for listing on the National Register of Historic Places.
enforcement area	A paved 14-foot lane and shoulder extending approximately 1300 feet along the median side of the highway and reserved as a refuge for monitoring and enforcement of the HOV or express toll lane restrictions by the State Patrol.
environmental impact statement (EIS)	A document prepared under the National Environmental Policy Act and/or the State Environmental Policy Act that identifies and analyzes, in detail, environmental effects of a proposed action. As a tool for decision-making, the EIS describes positive and negative effects and examines reasonable alternatives for an undertaking.
express toll lane	A limited-access highway lane that is actively managed through a variable toll system to regulate its use and thereby maintain express travel speeds and reliability. Toll prices rise or fall in real time as the lane approaches capacity or becomes less used. This ensures that traffic in the express toll lane remains flowing at express travel speeds of 45 to 60 miles per hour. Transit and carpools do not pay a toll. See also: "managed lane."
extraordinary magnitude	Within the context of a Section 4(f) analysis, a reference to exceedingly high costs or other substantial objectionable factors associated with a project alternative that characterizes the impacts as beyond consideration as feasible and prudent.

<b>Term</b>	<b>Meaning</b>
feasible and prudent	Within the context of a Section 4(f) analysis, this phrase refers to the viability of an alternative that avoids the use of a Section 4(f) resource. The term "feasible" refers to the constructability of a project -whether or not it can be built using current construction methods, technologies, and practices. The term "prudent" refers to how reasonable the alternative is—in essence, whether or not it makes sense.
Federal Highway Administration (FHWA)	One of several agencies in the U.S. Department of Transportation, the FHWA provides federal financial assistance to the states through the Federal Aid Highway Program, the purpose of which is to construct and improve the National Highway System, urban and rural roads, and bridges.
general-purpose lane	A highway or arterial lane available for use by all traffic.
high-occupancy vehicle (HOV)	High-occupancy vehicle is a special designation for a bus, carpool, or vanpool provided as an encouragement to increase ride-sharing. Specially designated HOV lanes and parking are among the incentives for persons to pool trips, use fewer vehicles, and make the transportation system more efficient. HOV lanes are generally inside (left-side) lanes, and are identified by signs and a diamond on the pavement. Currently, two or more (2+) occupants are required to use the I-405 HOV lanes. Motorcycles are allowed to use highway HOV lanes as well.
historic property	A cultural resource that is on or eligible for listing on the National Register of Historic Places.
Interagency Committee for Outdoor Recreation (IAC)	The Office of the Interagency Committee is a state agency that serves two boards: the Interagency Committee for Outdoor Recreation (IAC) and the Salmon Recovery Funding Board. The agency is charged with implementing policies and programs established by the boards, the legislature, and the Governor. The IAC administers state and federal grant programs for recreation and habitat conservation.
jurisdiction	A municipal government agency, such as a city or county, and as appropriate, federal, and state agencies and federally recognized tribes. The term also can mean, "to have authority over."
Land and Water Conservation Fund Act (LWCFA)	Federal legislation adopted in 1965 that established the Land and Water Conservation Fund, a matching-fund assistance program that provides grants which pay half the acquisition and development cost of outdoor recreation sites and facilities. Section 6(f) of the act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the Department of the Interior (DOI), National Park Service. The DOI must ensure that replacement lands of equal value, location, and usefulness are provided as a condition of such conversions.

<b>Term</b>	<b>Meaning</b>
minimization	Taking measures to reduce potential effects to the smallest practical amount, extent, size, or degree. Minimization could include alignment shifts, a commitment to seasonal construction windows, replacement of land or facilities, restoration or landscaping, or payment of fair market value for affected lands.
mitigation (Section 4(f))	Within the context of a Section 4(f) analysis, an effort to replace land or facilities either with resources that are comparable in value and function, or with monetary compensation that can be used to enhance the remaining land or facilities. The cost of mitigation should be a reasonable public expenditure in light of the severity of the impact on the Section 4(f) resource.
National Environmental Policy Act (NEPA)	Federal legislation adopted in 1969 that established a national environmental policy intentionally focused on federal activities and the desire for a sustainable environment balanced with other essential needs of present and future generations. NEPA also established federal agency responsibility and created the basic framework for integrating environmental considerations into federal decision-making. The fundamentals of the NEPA decision-making process include: an interdisciplinary approach in planning and decision-making for actions that affect the human environment, interagency coordination, consideration of alternatives, examination of potential environmental consequences and mitigation, documentation of the analysis, and making the information available to the public for comment prior to implementation.
National Historic Preservation Act (NHPA)	Federal legislation adopted in 1966 that requires federal agencies to consider the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation with an opportunity to comment on such undertakings.
National Park Service (NPS)	An agency within the U.S. Department of the Interior, the NPS is charged with preserving the natural and cultural resources and values of the national park system for the enjoyment, education, and inspiration of current and future generations. The NPS is keeper of the National Register of Historic Places. Under Section 6(f) of the Land and Water Conservation Fund Act, the NPS also reviews land conversions for transportation projects.

<b>Term</b>	<b>Meaning</b>
National Register of Historic Places (NRHP)	Authorized under the National Historic Preservation Act of 1966, this is the Nation's official list of properties and other cultural resources that are recognized as deserving preservation. The National Register is administered by the National Park Service as part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archaeological resources. Properties listed in the register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture.
noise abatement criteria	The FHWA noise abatement criteria specify exterior and interior noise levels for various land activity categories such as residential and commercial. WSDOT considers a noise impact to occur if predicted equivalent hourly noise levels (Leq (h)) approach within 1 dBA of the noise abatement criteria.
noise level	The sound pressure level, measured using a meter with an "A" frequency weighting and reported as dBA.
proximity impacts	See "constructive use."
prudent	See "feasible and prudent."
publicly owned	Property that is owned and/or operated by a public entity. If a governmental body has a proprietary interest in the land (such as fee ownership, drainage easements or wetland easements), it can be considered publicly owned. Land subject to a public easement in perpetuity can also be considered to be publicly owned land for the purpose for which the easement exists.
retaining wall	A structure used to hold earth in place where the natural grade cannot be maintained.
right-of-way	Land purchased prior to the construction of transportation improvements along with land for sound walls, retaining walls, stormwater facilities, and other project features. This also includes permanent or temporary easements for construction and maintenance. Vacant land may also be set aside for future highway expansion under certain circumstances.
Section 4(f) of the U.S. Department of Transportation Act	Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 USC 303) declares as a national policy that a special effort be made to preserve the natural beauty of the countryside, including public park and recreation lands, wildlife and waterfowl refuges, and historic sites.
Section 6(f) of The Land Water Conservation Fund Act (LWCFA)	Section 6(f) of The Land Water Conservation Fund Act directs the Department of the Interior, National Park Service to assure that replacement lands of equal value, location, and usefulness are provided as conditions to approve conversions of lands that were acquired with LWCFA funding.

<b>Term</b>	<b>Meaning</b>
significance	Within the context of a Section 4(f) analysis, an expression of whether a resource is considered important within the recreational, park, and refuge objectives of the community. Barring a determination from the official with jurisdiction to the contrary, the Section 4(f) resource is typically presumed to be significant.
single-occupant vehicle (SOV)	A vehicle having one occupant (i.e., the driver).
study area	The area specifically evaluated for environmental effects.
substantially impaired	The condition where the protected activities, features, or attributes of a natural resource are largely diminished.
temporary occupancy	Within the context of a Section 4(f) analysis, an entry on the land that is so minimal that it does not constitute a use within the meaning of Section 4(f). This is the case when the duration is temporary, the scope of work is minor, there are no anticipated permanent adverse physical impacts, and the land will be fully restored. For this provision to apply, there must be documented agreement of the appropriate federal, state, or local officials having jurisdiction over the resource regarding the above conditions.
U.S. Department of Transportation (DOT)	As the federal steward of the nation's transportation system, the DOT comprises agencies that provide transportation services to the American public, including the Federal Highway Administration, the Federal Transit Administration, the Federal Aviation Administration, and the U.S. Coast Guard.
use	Within the context of a Section 4(f) analysis, use generally occurs when (1) land from a Section 4(f) site is acquired for a transportation project, (2) there is an occupancy of land that is adverse in terms of the statute's preservationist purposes, or (3) the proximity effect of the transportation project on the Section 4(f) site, without acquisition of land, is so great that the functions of the Section 4(f) site are substantially impaired.
vehicle	Any car, truck, van, motorcycle, or bus designed to carry passengers or goods. Bicycles and other pedestrian-oriented vehicles are not included in this definition.
visual quality	A subjective measure of the character of the visual resource. The many factors that contribute to a landscape's visual quality are grouped under intactness, unity, and vividness.

## REFERENCES

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### *GIS data sources*

#### Exhibit 2

WSDOT (Washington State Department of Transportation). 2006 – 2007. I-405 Staff; Project Limits.

#### Exhibit 7

WSDOT (Washington State Department of Transportation). 2006 – 2007. I-405 Staff; Project Limits, Study Area (for Osborn Pacific).

### *Base Data*

All GIS exhibits contain one or more of the following as base layers:

GDT (Geographic Data Technology, Inc.), April 2005. GDT – Dynamap Transportation.

King County Standard GIS Data Disk, extract June 2006:

2005. Trails in King County. Data updated by I-405 staff to match fieldwork, 2002 LiDAR and orthorectified aerial photography.

USGS (United States Geological Survey). June 2002. Color Aerial Photography.

<http://edc.usgs.gov/products/aerial/hiresortho.html>

WSDOT (Washington State Department of Transportation). March 2001. Aerial photography program.

WSDOT (Washington State Department of Transportation), Spatial Data Catalog, 2006, City Limits.

WSDOT (Washington State Department of Transportation), Spatial Data Catalog, 1997, Railroads.

WSDOT (Washington State Department of Transportation), Spatial Data Catalog, 2006, Water.

WSDOT (Washington State Department of Transportation). 2006 – 2007. I-405 Staff; Parks. Merged data from King and Snohomish counties standard data and cities of Bellevue, Kirkland, and Bothell standard data, 2006.

WSDOT (Washington State Department of Transportation). 2006 – 2007. I-405 Staff; Streams.

WSDOT (Washington State Department of Transportation). 2006 – 2007. I-405 Staff; Tenth Mile Posts.

### *Text references and verbal communications*

Bellevue, City of

Website: <http://www.ci.bellevue.wa.us>

Bothell, City of

Website : <http://www.ci.bothell.wa.us>

Federal Highway Administration (FHWA).

Website: <http://www.fhwa.dot.gov/environment/4fpol2.htm>

Interagency for Outdoor Recreation

Website: <http://www.iac.wa.gov/maps/default.asp>

Kirkland, City of

Website: <http://www.ci.kirkland.wa.us>

Monte Villa Farmhouse

Website: <http://www.montevilla.com>

National Park Service

Website: <http://www.nps.gov/ncrc/programs/lwcf/protect.html/>

Website: <http://www.nps.gov/lwcf/>

Osborn Pacific Group Inc.

2005. I-405, Kirkland Nickel Project, Section 4(f) Evaluation. Prepared for Washington State Department of Transportation (WSDOT), Urban Corridors Office (UCO), Seattle, Washington. On file at the WSDOT UCO, Seattle, Washington.

Parsons Brinkerhoff Quade & Douglas

2007. I-405, SR 520 to I-5 Improvement Project, Noise Discipline Report. Prepared for WSDOT, UCO, Seattle, Washington. On file at the WSDOT UCO, Seattle, Washington.

Sammamish River Trail

Website: <http://www.metrokc.gov/parks/trails/sammamishriver.html>

Tolt Pipeline Trail

Website: <http://www.dirtworld.com/trails>

Website: <http://www5.metrokc.gov/reports/>

Website: <http://www.nwsourc.com/outdoors>

United States Code

Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303).

U.S. Department of Transportation, FHWA.

2005. FHWA Section 4(f) Policy Paper.

WSDOT (Washington State Department of Transportation)

2002. I-405 Corridor Program NEPA/SEPA Final Environmental Impact Statement.

2002. I-405 Corridor Program Final Preliminary 4(f) Evaluation. Prepared by Michael Booth. June 2002.

2008. I-405, SR 520 to I-5 Improvement Project Cultural, Historic, and Archaeological Technical Memorandum. September 2008.

2010. Environmental Procedures Manual. Website: <http://www.wsdot.wa.gov/Publications/Manuals/M31-11.htm>.

Washington Wildlife and Recreation Grant Program

Website: [http://leap.leg.wa.gov/leap/Budget/leapdocs/c0305wwrp\\_0605.pdf](http://leap.leg.wa.gov/leap/Budget/leapdocs/c0305wwrp_0605.pdf).

## **APPENDIX A CORRESPONDENCE**

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October 15, 2007 letter summarizing coordination between WSDOT and King County concerning construction and the Sammamish River Trail. This letter uses the project's previous name and project limits, SR 520 to I-5, and construction period.



## Corridor Program

Congestion Relief & Bus Rapid Transit Projects

600 – 108<sup>th</sup> Avenue NE, Suite 405  
Bellevue, WA 98004  
Main 425-456-8500  
Fax 425-456-8600

October 15, 2007

Robert Nunnenkamp  
King County Property Agent  
King Street Center  
201 S Jackson St., Suite 700  
Seattle, WA 98104-3855

Subject: Temporary Construction Impact to the Sammamish River Trail at I-405

Dear Mr. Nunnenkamp,

This letter is to notify King County of upcoming work at the Sammamish River Trail at the I-405/SR 522 Interchange between 2009 to 2012. The I-405 Project Team is in the process of finishing the permitting and preliminary design for the I-405, SR 520 to I-5 Widening Project (milepost 15.90 to 30.20). In the preliminary stormwater design prepared by the I-405 Team, two new outfalls will be added to the Sammamish River to accommodate stormwater discharge from the I-405 new and expanded highway facilities. The preliminary design will be provided to the Design Builder but it may be modified within the permit requirements.

For the two new outfalls to the Sammamish River, one outfall will discharge to the river from the south bank, and one outfall will discharge to the river from the north bank. The new outfall from the north will cross beneath the Sammamish River Trail within the Washington State Department of Transportation (WSDOT) I-405 Right of Way and Limited Access. During construction of this new outfall, the Design Builder will be allowed to temporarily impact the Sammamish River Trail. In order to provide flexibility to the Design Builder, we will allow them to either construct a temporary trail bypass or use nightly trail closures to construct the drainage crossing. In either case, the trail must remain open during daylight hours (6am to 9pm) and advance notification will be provided to trail users in the form of notices posted near the trail to advise users of upcoming impacts.

Where the trail is impacted by the construction, the Design Builder will be required to restore the trail to its pre-construction alignment and they will be required to repave it to match the existing asphalt surfacing. During construction, the Design Builder will be required to provide a safe and functional trail that accommodates the uses specified in the current WSDOT agreement with King County (GC-4832).





## Corridor Program

Congestion Relief & Bus Rapid Transit Projects

600 – 108<sup>th</sup> Avenue NE, Suite 405  
Bellevue, WA 98004  
Main 425-456-8500  
Fax 425-456-8600

As stated above, the Project will be delivered as a Design Build contract, with construction currently scheduled to occur between late 2009 and Winter 2012. It is anticipated that the outfall construction will occur during one construction season and the related fish window.

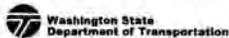
If you have any further questions please contact me at 425-456-8647.

Regards,

A handwritten signature in black ink, appearing to read "W. H. Jordan", written over a horizontal line.

William H. Jordan  
I-405 Environmental Manager

dah:WJ  
File: 35096



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