

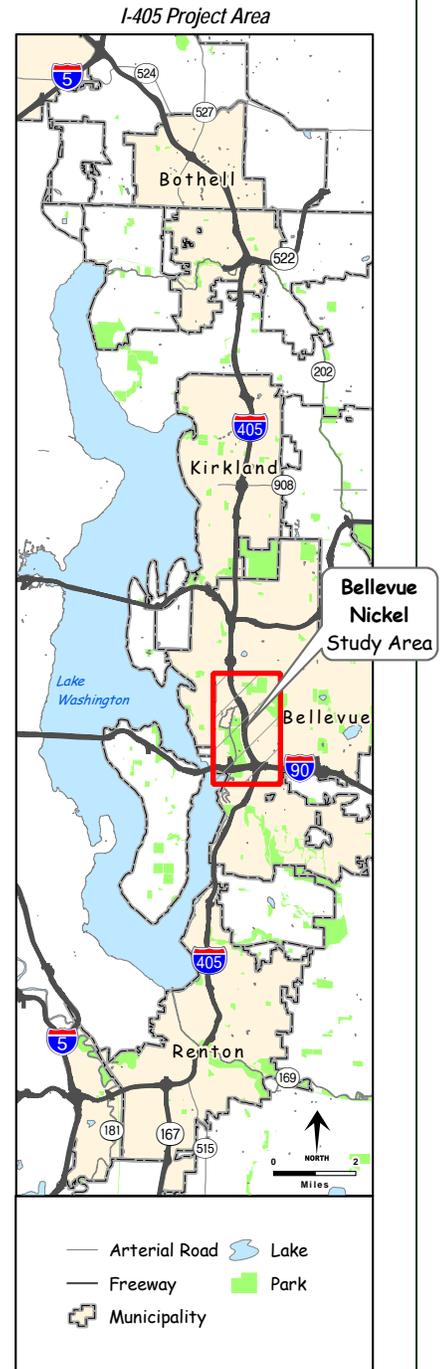
I-405 Bellevue Nickel Improvement Project I-90 to Southeast 8th Street



Corridor Program
Congestion Relief & Bus Rapid Transit Projects

PUBLIC SERVICES DISCIPLINE REPORT

January 2006



This document should be cited as:

Washington State Department of Transportation. 2005. I-405 Bellevue Nickel Improvement Project. Public Services and Utilities Discipline Report. December. Bellevue, WA. Prepared for the Washington State Department of Transportation, Urban Corridors Office, and the Federal Highway Administration, Olympia, WA.



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Appendices

Appendix A. Avoidance and Minimization Measures

Appendix B. Utility Providers Franchised to Install Utilities within the I-405 Right of Way

Glossary

best management practice (BMP)	BMPs are generally accepted techniques that, when used alone or in combination, prevent or reduce adverse effects of a project. Examples include erosion control measures and construction management to minimize traffic disruption. Please see Appendix A for a complete list of BMPs.
public services	Public services include fire and police protection, schools, parks and recreational facilities, places of worship, and cemeteries.
utilities	Utilities include electricity, natural gas, water, wastewater and stormwater collection, and telecommunications.
utility franchise/permit	The process by which WSDOT authorizes and tracks public and private utility companies to use a utility corridor within the WSDOT right of way.

Acronyms and Abbreviations

BMPs	best management practices
BNSF	Burlington Northern Santa Fe Railroad
CMP	corrugated metal pipe
EA	environmental assessment
EIS	environmental impact statement
FEIS	final environmental impact statement
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GIS	geographic information system
HOV	high-occupancy vehicle
I-405	Interstate 405
I-90	Interstate 90
kV	kilovolt
MP	milepost
NB	northbound
NEPA	National Environmental Policy Act
PSE	Puget Sound Energy
PVC	polyvinyl chloride
ROD	record of decision
ROW	right of way
SE	southeast
SB	southbound
SEPA	State Environmental Policy Act
WSDOT	Washington State Department of Transportation

Introduction

In 1998, the Washington State Department of Transportation (WSDOT) joined with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Central Puget Sound Regional Transit Authority (Sound Transit), King County, and local governments in an effort to reduce traffic congestion and improve mobility in the Interstate 405 (I-405) corridor. In fall 2002, the combined efforts of these entities culminated in the *I-405 Corridor Program Final Environmental Impact Statement (EIS)* and *FHWA Record of Decision (ROD)*.

The ROD selected a project alternative that would widen I-405 by as many as two lanes in each direction throughout its 30-mile length. The ultimate configuration of the selected alternative includes buffers separating general-purpose lanes from parallel high-occupancy vehicle (HOV) lanes (potentially used by future high-capacity transit). The design also allows for expanded “managed lane” operations along I-405 that could include use of HOV lanes by other user groups, such as trucks.

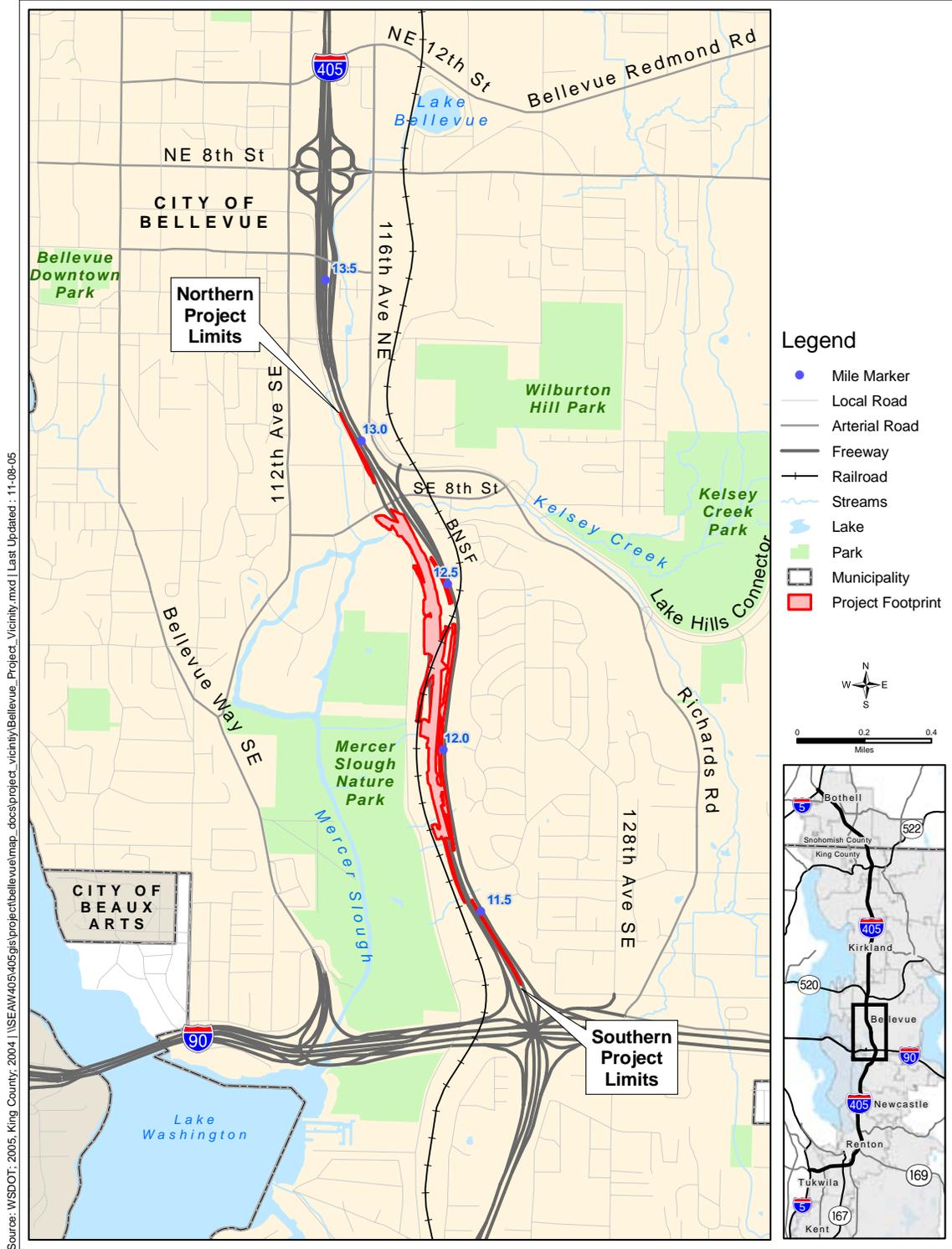
In 2003, the Washington State legislature approved a statewide transportation-funding plan called the “nickel package.” The nickel package provided funding for congestion relief projects in three critical traffic hotspots along the I-405 Corridor: Renton, Bellevue, and Kirkland. The Bellevue Nickel Improvement Project is one of several projects now moving forward as part of a phased implementation of the I-405 Corridor Program. Exhibit 1 shows the location of the Bellevue Nickel Improvement Project.

In 2003, the Washington State legislature approved a statewide transportation-funding plan called the “nickel package.” The nickel package provides funding for congestion relief projects in three critical traffic hotspots along the I-405 Corridor, including Bellevue.



Traffic moving along I-405

Exhibit 1. Project Vicinity Map



In keeping with the direction established in the Final EIS and ROD, we are preparing a National Environmental Policy Act (NEPA) Environmental Assessment (EA) that focuses on project-level effects of constructing and operating the Bellevue Nickel Improvement Project.

We will base the EA on the analysis in the *I-405 Corridor Program Final EIS*, and will describe any new or additional project changes, information, effects, or mitigation measures not identified and analyzed in the corridor-level Final EIS (FEIS). The project-level EA for the Bellevue Nickel Improvement Project will not reexamine the corridor-level alternatives, impacts, and mitigation measures presented in the corridor-level FEIS, or the decisions described in the ROD.

The Environmental Assessment will describe new project changes, information, effects, or mitigation measures, but the assessment will not revisit the alternatives, impacts, and mitigation measures evaluated in the corridor-level EIS or the decisions documented in the *Record of Decision*.

What alternatives do we analyze in this discipline report?

This discipline report is one of 19 environmental elements WSDOT will study to analyze the effects of the Bellevue Nickel Improvement Project. All of the discipline reports will analyze one build alternative and one “no build” or “no action” alternative. This approach is consistent with FHWA’s guidelines for preparing a NEPA EA.

What is the No Build Alternative?

NEPA requires us to include and evaluate the No Build Alternative in this discipline report. We use this approach to establish an existing and future baseline for comparing the effects associated with the Build Alternative. We assume the No Build Alternative will maintain the status quo: only routine activities such as road maintenance, repair, and safety improvements would occur within the corridor between now and 2030. The No Build Alternative does not include improvements that would increase roadway capacity or reduce congestion on I-405. We describe these improvements further in the Bellevue Nickel Improvement Project Traffic and Transportation Discipline Report.

We assume the No Build Alternative will maintain the status quo: only routine activities such as road maintenance, repair, and safety improvements would occur within the corridor between now and 2030.

What are the principal features of the Build Alternative?

The Bellevue Nickel Improvement Project will add one new general-purpose lane in each direction along a 2-mile section of I-405 between I-90 and SE 8th Street. We will generally use the

inside or “median” side of I-405 for construction. After we re-stripe the highway, the new lanes will occupy the outside of the existing roadway. The project also includes new stormwater management facilities and better drainage structures and systems.

Other project activities include developing off-site wetland mitigation as well as on-site stream mitigation areas to compensate for the loss of these resources within the project area. We expect project construction to begin in spring 2007 and the improved roadway to be open to traffic by fall 2009.

Improvements to Southbound I-405

We will add one lane in the southbound direction of I-405 from approximately SE 8th Street to I-90.

In the southbound (SB) direction, we plan to add one new travel lane from approximately Southeast (SE) 8th Street to I-90 (Exhibit 2, 3, and 4). In addition, the existing outside HOV lane at I-90 will be extended north so that it begins at the on-ramp from SE 8th Street. In order to add these lanes and maintain traffic flow during construction, we will shift approximately 3,000 feet of the SB roadway as much as 200 feet east into the existing median. The relocated SB roadway will connect to the existing SB travel lanes just north of the I-90 interchange, and south of the existing bridge over SE 8th Street.

We will build a new tunnel underneath the Burlington Northern Santa Fe (BNSF) railroad, just east of the existing Wilburton Tunnel, to accommodate the relocated and widened SB roadway. The existing tunnel does not have the capacity to accommodate additional lanes of SB traffic.

The existing SB travel lanes and the Wilburton Tunnel will remain open to traffic during construction of the new tunnel and the relocated/widened SB lanes. We will also build the new tunnel wide enough to accommodate additional lanes. The existing tunnel will remain after we complete the improvements.

Exhibit 2. Proposed Bellevue Nickel Project Improvements (Sheet 1 of 3)

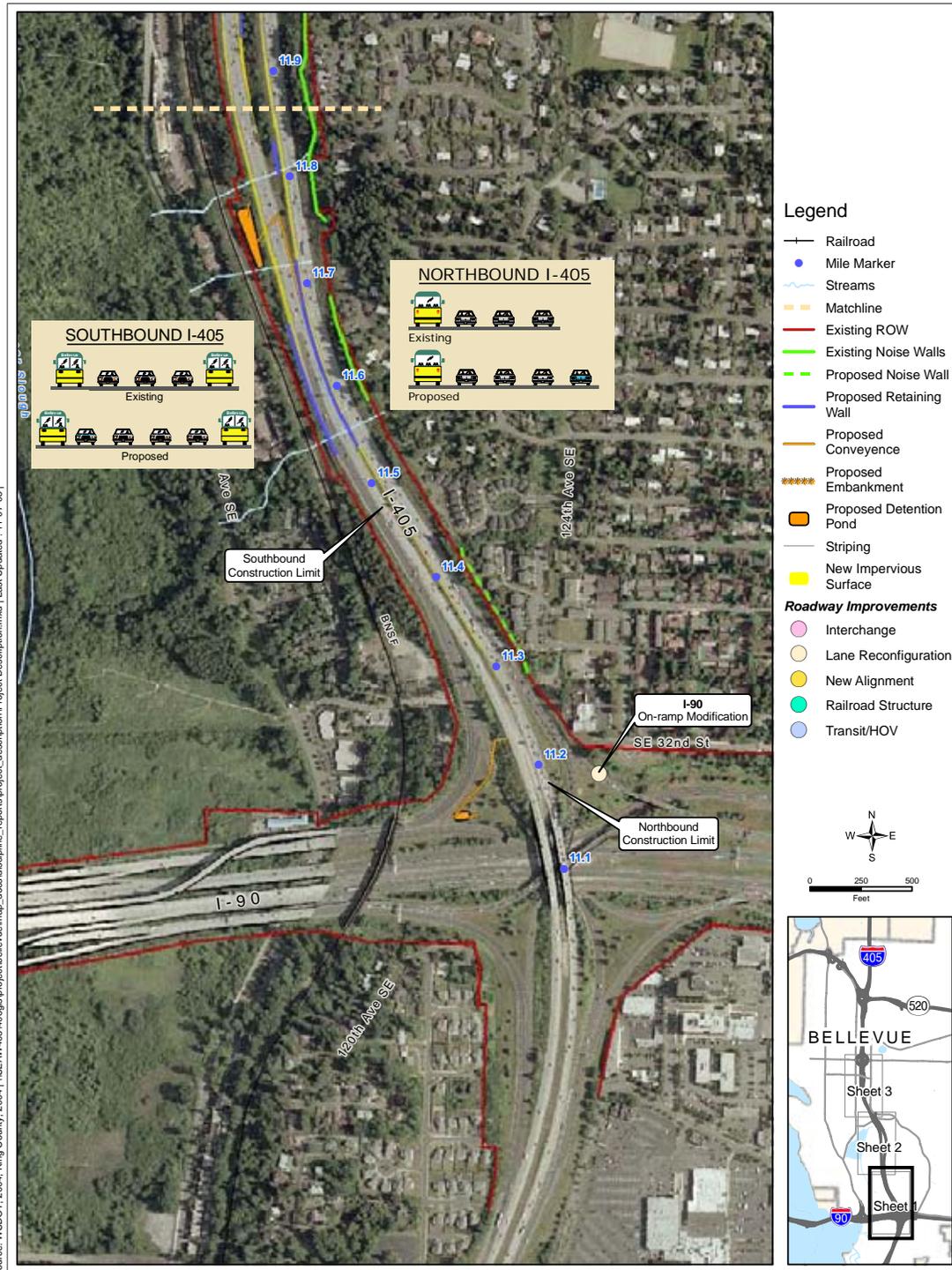


Exhibit 3. Proposed Bellevue Nickel Project Improvements (Sheet 2 of 3)

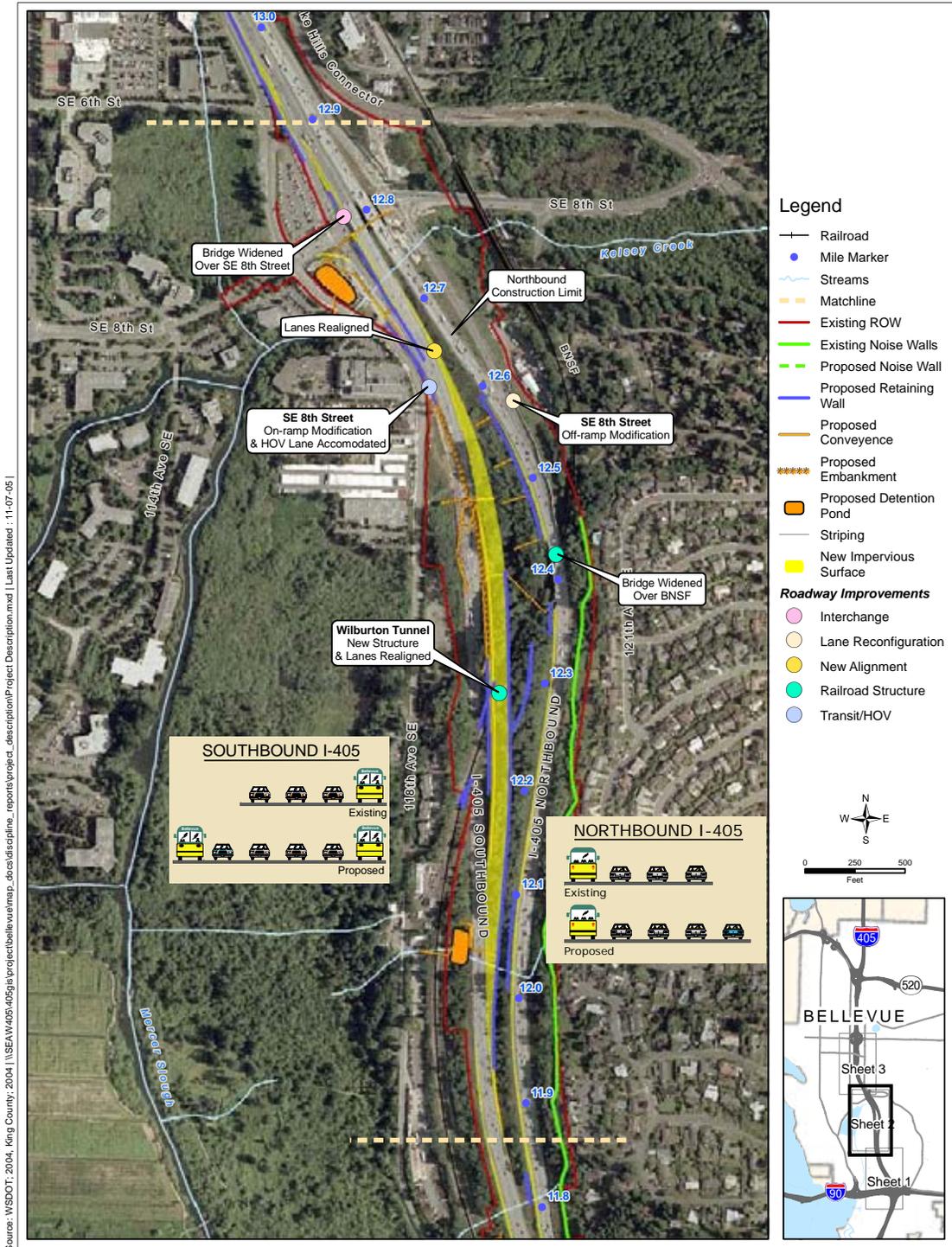
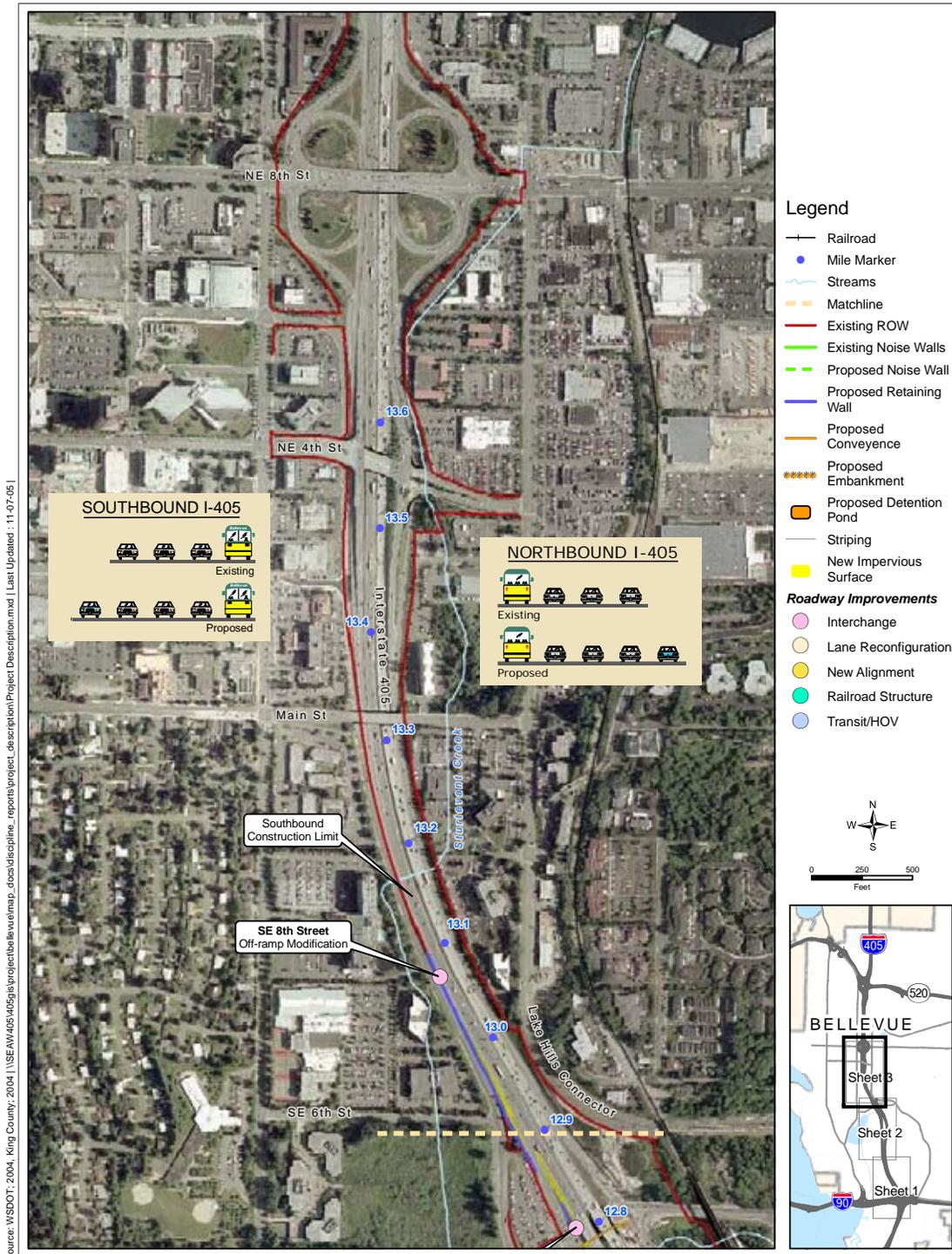


Exhibit 4. Proposed Bellevue Nickel Project Improvements (Sheet 3 of 3)



We will also include the following improvements in the Build Alternative:

- Modify the existing off-ramp at SE 8th Street to make room for an additional southbound lane on I-405. The off-ramp will then become a single-lane, optional off-ramp (i.e., the off-ramp will no longer be an “exit only” off-ramp).
- Build a retaining wall between the SB travel lanes and the off-ramp at SE 8th Street.
- Widen the existing bridge over SE 8th Street to the west to accommodate the new SB lane.
- Modify the existing on-ramp at SE 8th Street to tie into the relocated SB general-purpose travel lanes.
- Reconfigure the on-ramp at SE 8th Street to accommodate the extended outside HOV lane.
- Temporarily shift the existing BNSF railroad track from its current alignment to allow for continuous railroad operation during construction of the new tunnel.
- Construct retaining walls along the eastern edge of the relocated SB travel lanes.

Improvements to Northbound I-405

In the northbound (NB) direction, we plan to add one new travel lane from approximately I-90 to SE 8th Street (Exhibits 2, 3, and 4). We will add one new lane to the NB ramp from I-90. We will shift the NB lanes to allow all of the proposed widening to occur on the inside, or median side of the existing roadway.

Additional improvements include:

- Re-stripe the westbound/eastbound I-90 on-ramp to NB I-405 resulting in one lane becoming two lanes in the NB direction.
- Widen, shift, and re-stripe NB I-405 travel lanes north of I-90 to allow the westbound I-90 to NB I-405 on-ramp and the eastbound I-90 to NB I-405 on-ramp to enter I-405 without having to merge into a single lane.
- Construct several retaining walls needed for road widening in locations that allow for existing and future widening of I-405.

We will add one lane in the northbound direction of I-405 from approximately I-90 to SE 8th Street. All widening of the northbound mainline will occur on the inside (median side) of the existing roadway.

- Construct noise barrier approximately 725 feet long and 16 feet high (see Exhibit 2).
- Widen the existing bridge over the BNSF Railroad to the west to accommodate the new NB lane.
- Modify the NB off-ramp to SE 8th Street to make it a single-lane “exit-only” off-ramp.
- Transition the NB travel lanes back into the existing lane configuration before crossing over SE 8th Street.

Improvements to the Stormwater Management System

Managing stormwater for the I-405 Bellevue Nickel Improvement Project involves the collection and treatment of rainfall runoff from the new project pavement consistent with the guidelines in the WSDOT Highway Runoff Manual.

Currently, we treat less than 5 percent of the existing runoff from paved surfaces in the project area before discharging it. We will improve this condition by treating 17 percent more area than the new paved surface area we create. By treating a greater area, we improve flow control and remove pollutants from a portion of the existing roadway as well as from newly constructed areas.

Reconfiguration and new construction associated with the SB lanes will mean that we need to replace much of the existing drainage system. We will continue to use open roadside ditches along the shoulders of the roadway shoulders where possible. We will use standard WSDOT catch basins and manhole structures to move the roadway runoff to a system of stormwater drain pipes. These features will transport runoff to treatment and flow-control facilities within the existing ROW.

We will construct three new stormwater ponds (detention ponds combined with stormwater treatment wetlands) as part of the project and enlarge the existing pond at SE 8th Street. Two of the new ponds will be located south of the Wilburton Tunnel between the SB lanes and the BNSF railroad ROW. We will construct the third new pond in the northwest quadrant of the I-90/I-405 interchange. The project will discharge treated stormwater following existing flow patterns to Mercer Slough or to the wetlands that surround it.

Avoidance and Minimization Measures

WSDOT will use Best Management Practices (BMPs), WSDOT Standard Specifications, and design elements to avoid or minimize potential effects to the environment for the Bellevue

Best Management Practices (BMPs)

BMPs are generally accepted techniques that, when used alone or in combination, prevent or reduce adverse effects of a project. Examples include erosion control measures and construction management to minimize traffic disruption. Please see Appendix A for a complete list of BMPs.

WSDOT Standard Specifications

Guidelines and procedures established by WSDOT for roadway design and construction in a variety of design, engineering, and environmental manuals.

Nickel Improvement Project. Collectively, these measures to avoid or minimize potential effects to the environment are known as “avoidance measures.” We describe these measures in more detail in an Appendix A. If the project has additional effects not addressed in the avoidance measures, we will address these measures through mitigation.

Wetland and Stream Mitigation Sites

We will compensate for adverse effects to wetlands and their buffers by creating just over an acre of wetland within the boundaries of Kelsey Creek Park (Exhibit 5). The site is located north of the intersection of Richards Road and the Lake Hills Connector.

Our general concept will be to create an area that will transition from forested land beside the Lake Hills Connector to wetlands within Kelsey Creek Park. We will reshape the surface area to create favorable conditions for the necessary wetland aquatic characteristics, and we will replant and enhance habitat in the area by constructing habitats and replanting adjacent roadside areas with forest-type vegetation.

Similarly, we will compensate for unavoidable effects to “Median Stream,” the unnamed stream within the I-405 median. We have developed a conceptual stream mitigation plan that includes on-site habitat restoration and creation. The conceptual stream mitigation plan includes the following specific elements (see Exhibit 6):

- Connect the new Median Stream culvert under I-90 to the existing channel and wetland located west of SB I-405.
- Create approximately 500 linear feet of stream channel along the western slope of SB I-405.
- Buffer the created stream channel with approximately 16,000 square feet of native streamside vegetation.
- Enhance approximately 300 linear feet of riparian habitat west of SB I-405 by removing selected non-native invasive plant species and replacing with native streamside vegetation.

We provide more detailed information about mitigation efforts planned in conjunction with the Bellevue Nickel Improvement in the Surface Water, Floodplains, and Water Quality, and Wetlands Discipline Reports.

Exhibit 5. Proposed Wetland Mitigation Area

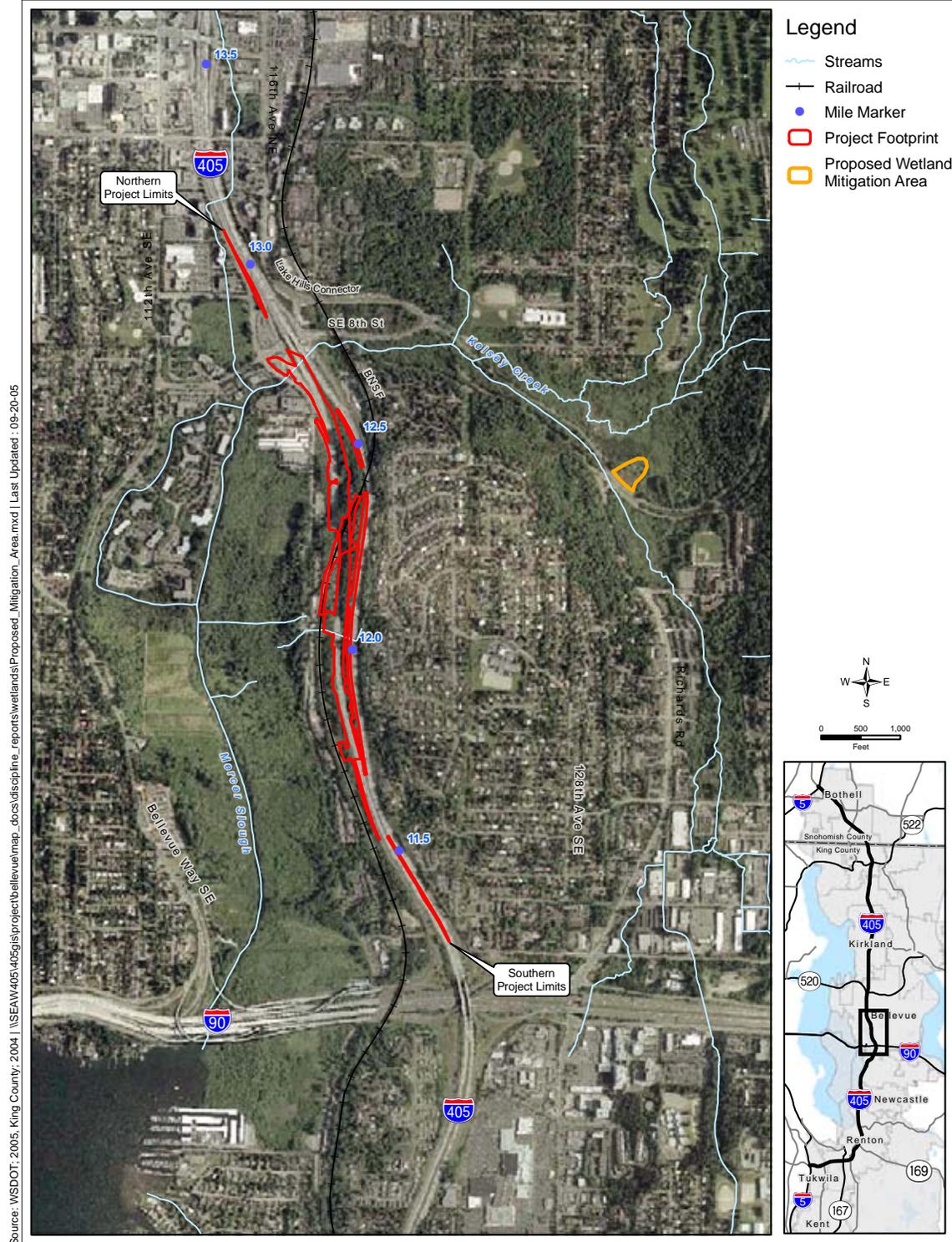
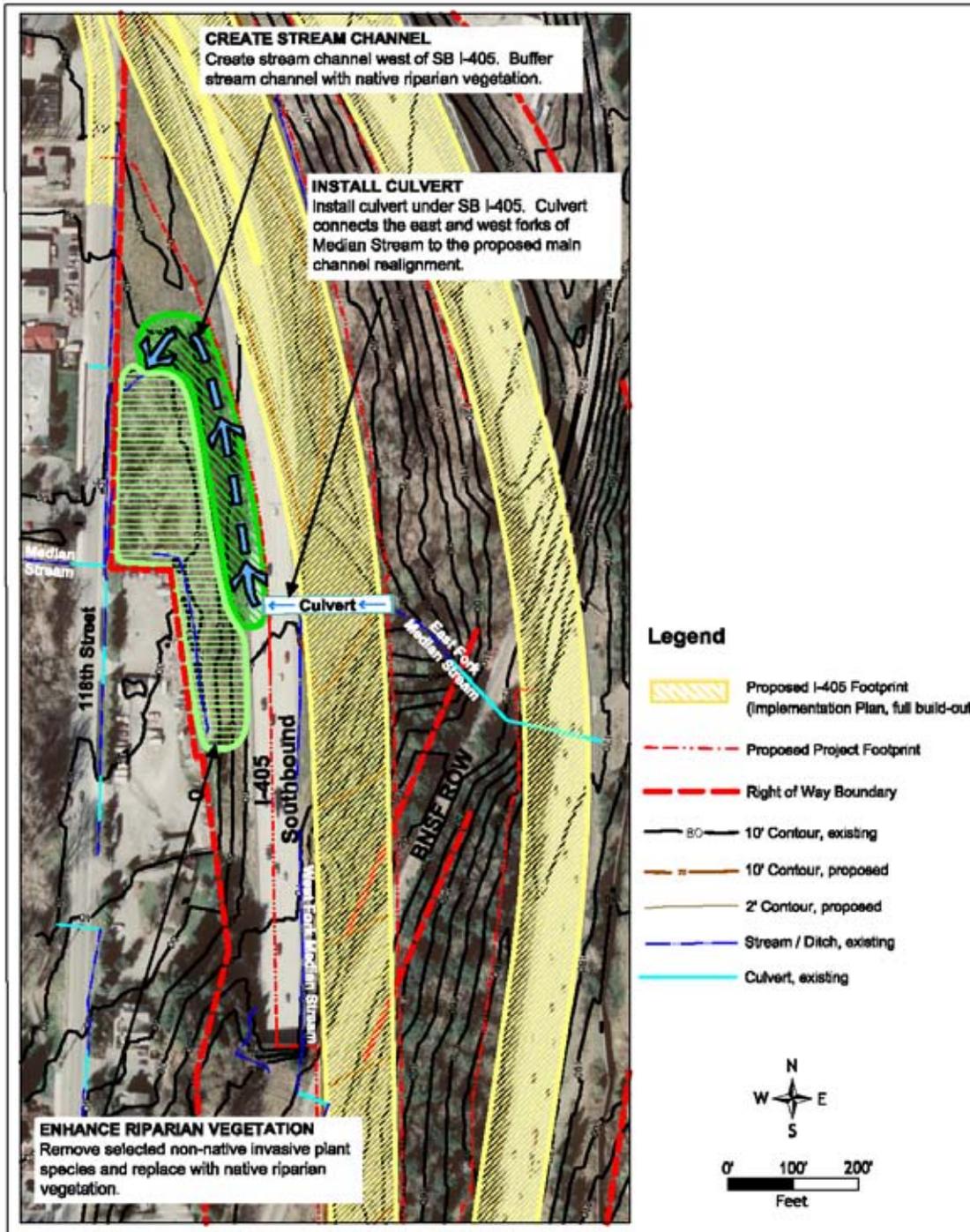


Exhibit 6. Conceptual Stream Mitigation Plan



Why do we consider public services and utilities as we plan this project?

Local governments, utility districts, and occasionally private companies provide public services and utilities to the residents, visitors, and customers within their service boundaries. Public services include fire and police protection, schools, parks and recreational facilities, places of worship, and cemeteries. Utilities include electricity, natural gas, water, wastewater and stormwater collection, and telecommunications. If a project will adversely affect public services and utilities by increasing demand beyond the capability of service providers or by disrupting service, both the NEPA and the State Environmental Policy Act (SEPA) require that public services and utilities be considered.

In general, we expect roadway improvement projects to benefit public services because we design them to provide long-term improvement in traffic flow. However, roadway improvement projects may affect public services and utilities by temporarily disrupting service during the construction period. Temporary construction effects may include relocation (and possible temporary shutoff) of utility lines, or minor effects to police, fire, and emergency services.

The primary statutes and regulations that apply to public services include:

- National Environmental Policy Act (NEPA), 42 USC 4231
- State Environmental Policy Act (SEPA) WAC 197-11 and WAC 468-12
- Title VI of the Civil Rights Act of 1964
- Federal Aid Highway Act of 1970
- Section 23 USC 128 (“Highways”)
- Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended
- Rehabilitation Act of 1973
- Age Discrimination Act of 1975
- President’s Executive Order 12898, Environmental Justice
- President’s Executive Order 13166, Limited English Proficiency



I-405 plays a critical role in the regional movement of people and freight.

What are the key points of this report?

The key points of this report are:

- There are several public services (schools, police stations, fire stations, etc.) within 0.5 mile of I-405. They are listed in Exhibit 7.
- There are numerous underground utilities and overhead lines within the I-405 right of way (ROW).
- The proposed project will temporarily affect nearby public services during construction due to temporary traffic congestion caused by lane closures and detours.
- WSDOT will employ BMPs to ensure that it does not disrupt utilities during construction.
- In operation, the Bellevue Nickel Improvement Project will increase vehicle throughput and improve travel speeds up to 15 miles per hour; it will provide a long-term benefit for nearby public service by slightly reducing rush-hour traffic congestion on I-405.

Existing Conditions

What is the study area for this analysis and how did we determine it?

The study area for this analysis was a 0.5-mile radius around the ROW. Most public services have service boundaries or defined areas that each one serves. For example, a fire district boundary defines the limits within which the district provides fire fighting and emergency response services. Other public services, such as religious institutions or medical clinics, do not have defined boundaries and may serve people outside of the study area. For this reason, we first identified public services by determining if any service boundaries overlapped or were adjacent to the project boundaries. For services that lack physical boundaries, we identified those in close proximity to the project, based on a 0.5-mile radius extending from both sides of the Bellevue Nickel Improvement Project ROW.

To determine the study area for utilities, we assessed which utilities crossed into I-405's existing ROW.

How did we collect information for public services and utilities?

We collected information in several different ways: we researched websites, used geographical information system (GIS) mapping, coordinated with service and utility providers and other team members, and visited the study area. We used this information to identify public services and utilities, and to

What is Geographic Information System (GIS)?

GIS is a technology that allows WSDOT to view and analyze data from a geographic perspective. GIS links information to location and layers that information to help scientists and engineers model scenarios and view outcomes on a map.

analyze the potential project effects. For example, we used the websites and GIS mapping to identify the public services within the study area. The City of Bellevue website provided information on fire and police protection and other city services. Other websites provided information on schools, religious institutions, social institutions, medical services, and cemeteries. Using this information, we mapped the various services located within the study area and then verified their location during field visits.

In the Traffic and Transportation Discipline Report (WSDOT 2005a), we analyzed how traffic patterns and mobility will temporarily change during construction, and how the long-term traffic patterns will benefit from the project. We used this information to determine whether construction would affect existing services.

By coordinating with utility providers within the project limits, we identified the utility providers for water, solid waste collection, sewer, storm sewer, electric power, natural gas, petroleum, telephone, and telecommunications. We then supplied the utility providers with a base map of these known utilities and requested that they confirm the locations of existing, abandoned, and active utilities within the study area. Once we received these confirmations, we conducted additional fieldwork and updated the base maps.

What are the public services and utilities in the study area?

What public services are in the study area?

Exhibit 7 lists the public services by category within the study area and the address for each public service.

What fire and emergency medical services are in the study area?

Bellevue provides fire protection services to its own citizens as well as the towns of Medina, Hunts Point, Clyde Hill, and Yarrow Point, located west and northwest of Bellevue. Within city limits, nine fire stations exist, with one located within the study area (Station #7, 11900 S.E. 8th Street).

Overlake Hospital Medical Center, located at 1035 116th Avenue NE in Bellevue (Exhibit 7), is the closest hospital serving the Bellevue Nickel Improvement Project study area.

Exhibit 7. Existing Public Services

Service Type	Facility Name	Facility Address
Fire Departments and Emergency Medical Services		
Fire Station	Fire Station No. 7	11900 SE 8th Street
Hospital	Overlake Hospital	1035 116th Avenue N.E
Police Stations		
Police Station	Factoria Police Substation	4098 Factoria Square Mall SE
Police Station	Bellevue Police Headquarters	11501 Main Street
Schools		
School	Bellevue Community College Factoria Center	12400 SE 38th Street
School	Bellevue High School	10416 Wolverine Way
School	Bellevue Korean Presbyterian	3105 125th Avenue SE
School	Bellevue School District Office	12111 NE 1st Street
School	Woodridge Elementary	12619 SE 20th Place
Places of Worship		
Place of Worship	East Shore Unitarian Church	12622 SE 32nd Street
Place of Worship	Newport United Presbyterian Church	4010 120th Avenue SE
Museums and Educational Facilities		
Museum	F.W. Winters House	2012 Bellevue Way SE
Science/Nature Facility	Bellefields Nature Park	1875 118th Avenue SE
Science/Nature Facility	Bellevue Botanical Garden	11831 Main Street
Science/Nature Facility	Overlake Blueberry Farm	2380 Bellevue Way SE
Government Offices		
City Hall	Bellevue City Hall	585 112th Avenue SE
District Court	District Court	11405 NE 2nd Place
Post Office	Post Office	2700 Bellevue Way SE
Park & Ride	South Bellevue Park & Ride Lot	720 114th Avenue SE
Park & Ride	Wilburton Park & Ride Lot	SE 6th Street at 114th Avenue SE

The Bellevue Fire Department Medic One unit located at Overlake Hospital houses an aid unit and two paramedics.

What police districts serve the study area?

The Bellevue Police Department, headquartered at Bellevue City Hall (11511 Main Street), serves the city study area. The Department consists of 278 commissioned and noncommissioned staff. The Factoria Police Substation is also located within the study area.

What utility providers are in the study area?

Exhibit 8, 9, 10 show the locations where utilities cross the I-405 ROW. Appendix B provides a detailed list of utility providers who have permits or “franchises” to install utilities within the I-405 ROW (Sabboubeh pers. com.).

Who provides electricity and natural gas service?

Puget Sound Energy (PSE) provides electric power to customers in the study area as part of a larger service area called the “Greater Bellevue Area.” The Greater Bellevue Area is roughly the area between Lake Washington and Lake Sammamish. Power is carried on 115-kilovolt (kV) and 230-kV transmission lines from distant electrical-generating facilities to a variety of local substations. PSE also operates lower power underground electrical cables in the study area.

Overhead and underground transmission lines are located adjacent to the I-405 corridor throughout the study area. Overhead 115-kV electrical lines cross over I-405 near milepost (MP) 11.20 and MP 11.27. An underground 12-kV electrical cable crosses under I-405 near MP 12.77. Exhibits 8, 9, and 10 show the crossing points of these lines.

PSE also provides natural gas service within the study area. Gas is distributed from large high-pressure mains to smaller distribution pipes. One high-pressure gas main crosses under I-405 near MP 12.78 (Exhibit 9).

Exhibit 8. Utilities within the I-405 Right of Way (Sheet 1 of 3)

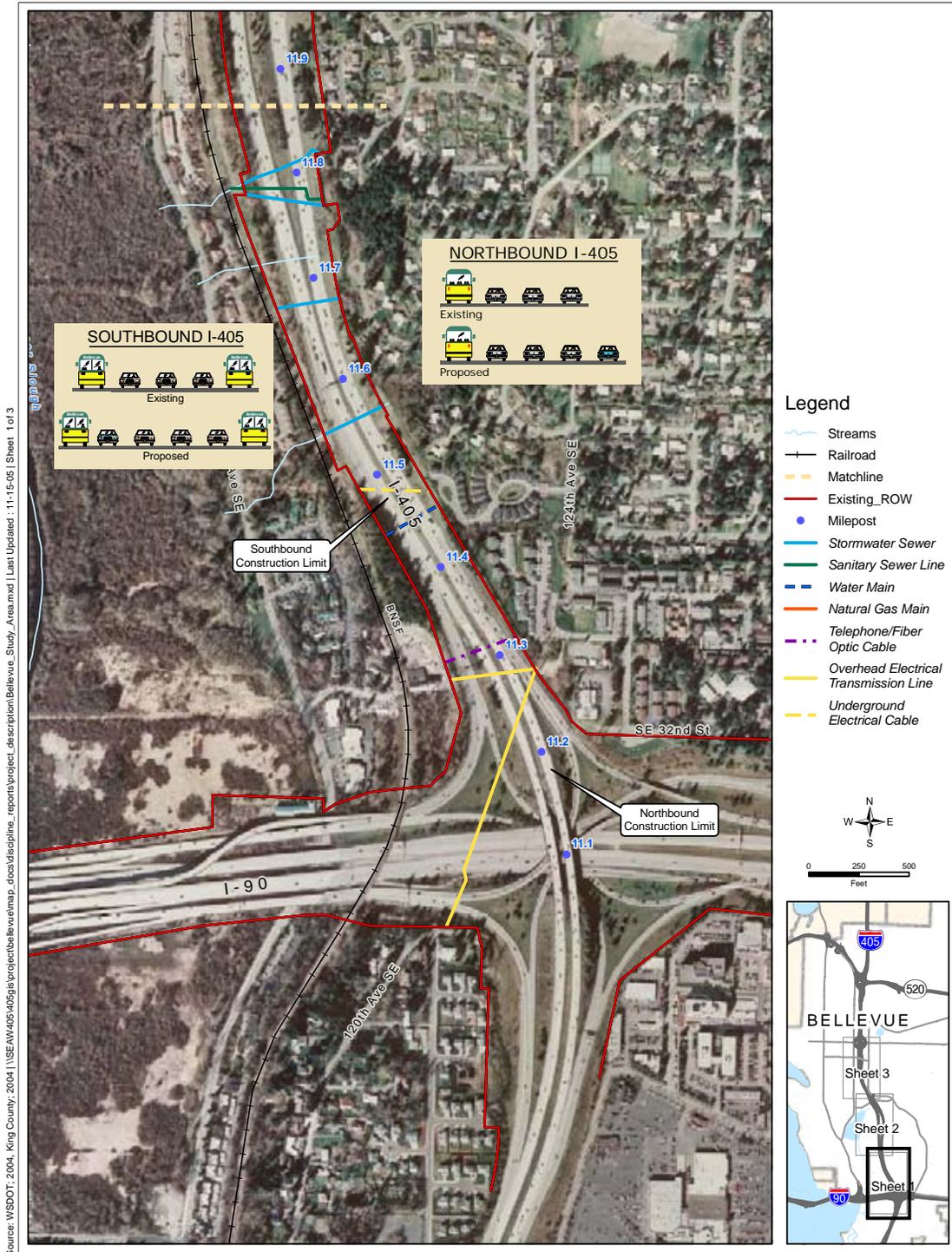
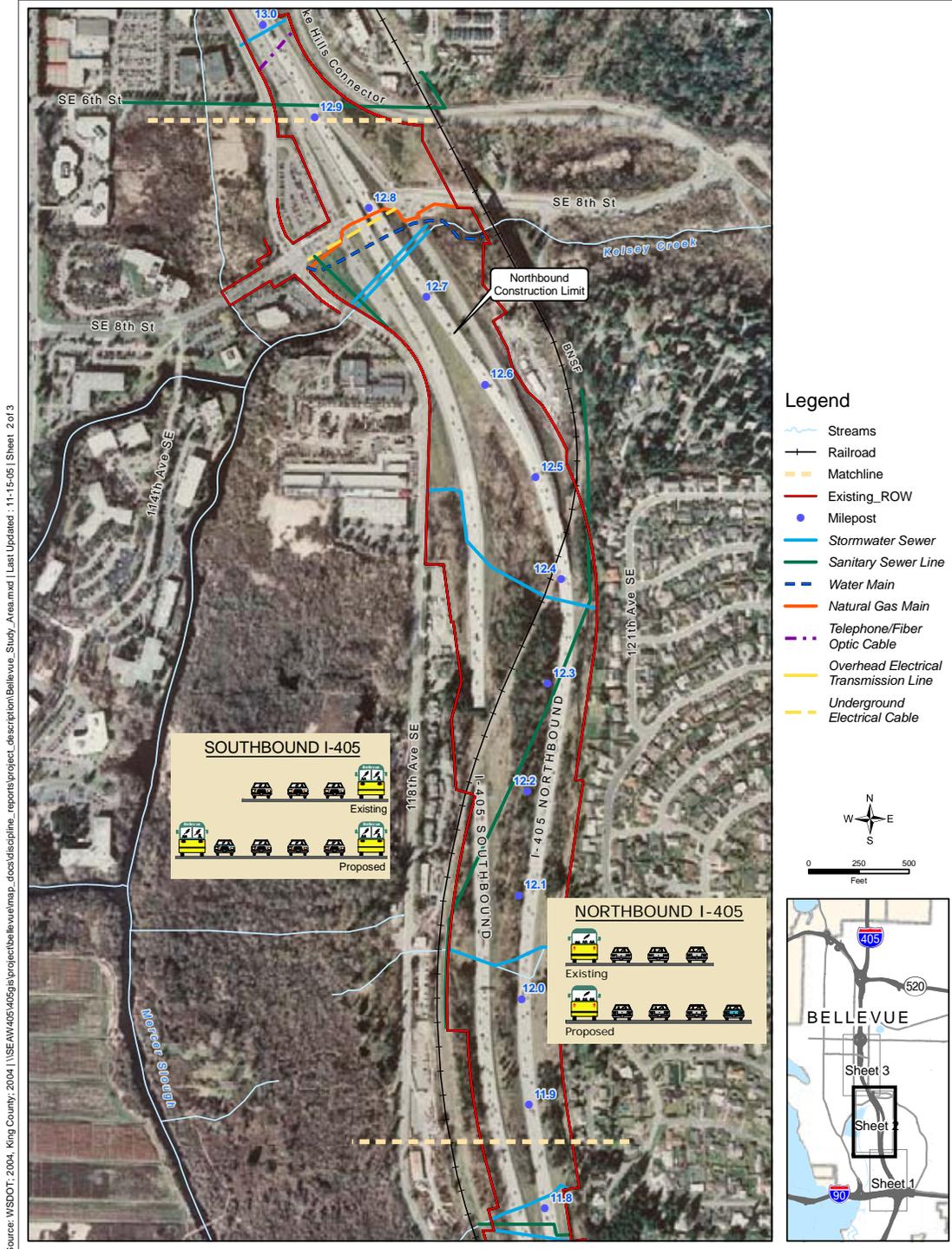
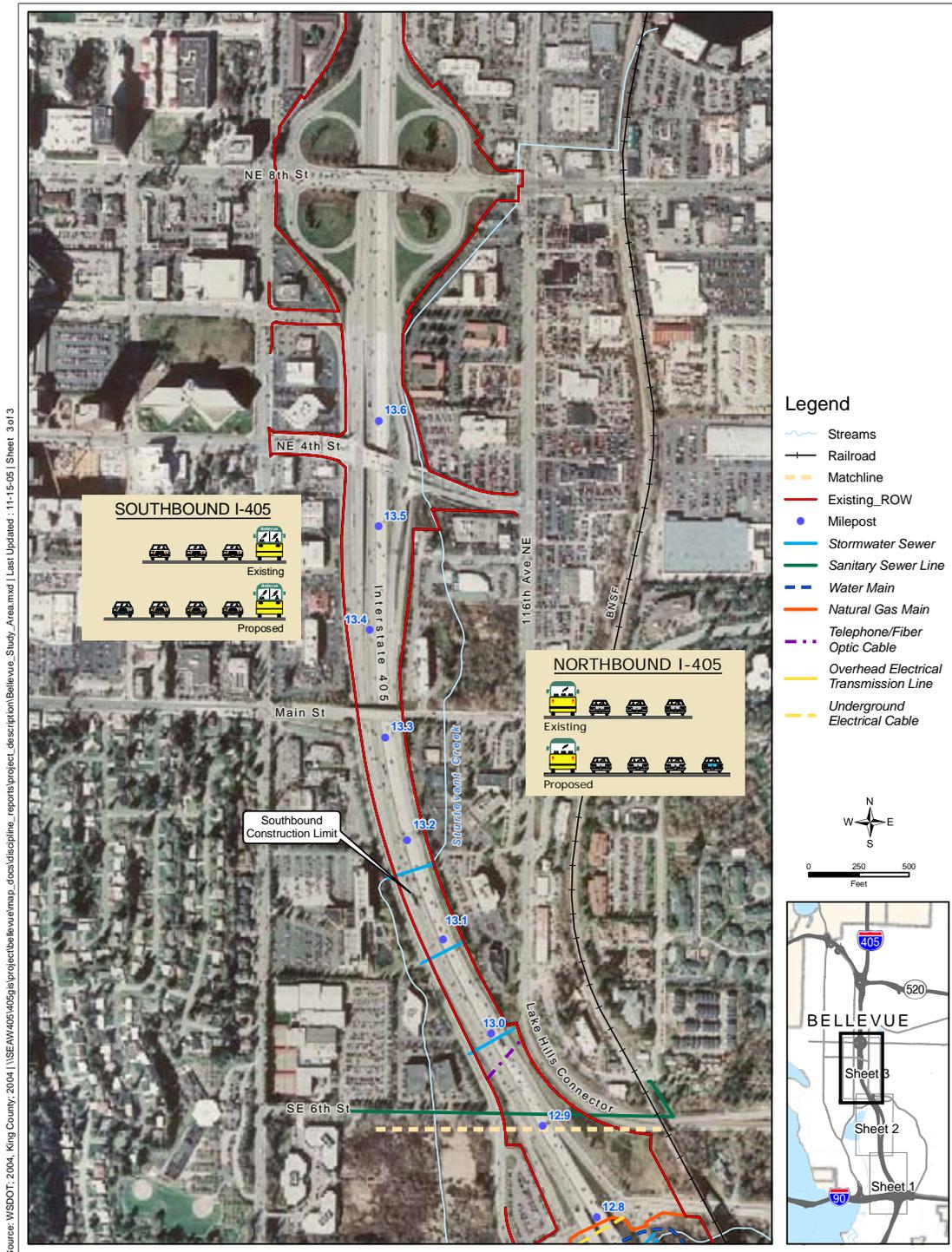


Exhibit 9. Utilities within the I-405 Right of Way (Sheet 2 of 3)



Source: WSDOT, 2004; King County, 2004 | \\SEAW405\05gis\project\bellevue\map_docs\discipline_reports\project_description\Bellevue_Study_Area.mxd | Last Updated: 11-15-05 | Sheet 2 of 3

Exhibit 10. Utilities within the I-405 Right of Way (Sheet 3 of 3)



Source: WSDOT, 2004, King County, 2004 | \\SEAW405\GIS\project\bellevue\map_docs\discipline_reports\project_description\Bellevue_Study_Area.mxd | Last Updated: 11-15-05 | Sheet 3 of 3

Who provides telephone service?

QWEST provides telephone service to much of the greater Bellevue area. One main underground telephone feeder route crosses under I-405 near MP 12.97 (Exhibit 10). Underground fiber-optic telecommunication cables operated by various companies cross under I-405 near MP 11.30 (Exhibits 8 and 9).

Who provides cable service?

Comcast provides cable television and cable Internet access to the Greater Bellevue area. Comcast maintains Internet cable lines and fiber-optic cables that act as distribution lines throughout the study area. Underground telecommunication and fiber-optic cables cross under I-405 near MP 11.30 (Exhibits 8 and 9)

Who provides water and sewer service?

A set of two City of Bellevue water mains (12-inch and 16-inch) crosses under I-405 near MP 12.77 and a set of City of Seattle water mains cross under I-405 near MP 11.46 (Exhibit 8).

The King County Department of Natural Resources Wastewater Treatment Division provides sewage treatment services. Sewage from the Eastside flows to the Metro South Treatment Plant in Renton. The pipelines and other conveyance facilities in Bellevue that carry wastewater to King County interceptors are owned, operated, and maintained by the Bellevue Utilities Department. A City of Bellevue sewer line traverses the western ROW but does not cross I-405 near MP 12.63. King County sewer lines cross I-405 alongside the BNSF railroad in the Wilburton Tunnel and a new King County sewer line is proposed to cross under I-405 near MP 12.90 (Exhibit 9 and 10).

The Bellevue Utilities Department manages stormwater systems within the study area. The following storm drainage pipes (and natural streams conveyed in underground culverts) cross under I-405:

- MP 11.53 – 18" corrugated metal pipe (CMP)
- MP 11.68 – 24" CMP
- MP 11.76 – 24" concrete pipe
- MP 11.77 – 18" and 24" CMP
- MP 12.02 – 24" CMP
- MP 12.42 – 12" concrete pipe and 18" polyvinyl chloride (PVC) pipe

- MP 12.71 – 18" CMP
- MP 12.72 – 18" CMP
- MP 12.97 – 18" CMP
- MP 13.08 – 18" concrete pipe

Stormwater and drainage are specifically addressed in the Surface Water, Floodplains, and Water Quality Discipline Report (WSDOT 2005b).



Puget Sound Energy transmission lines in the study area

Potential Effects

How did we determine the effects of the alternatives?

WSDOT considered each of the public services and utilities identified within the study area. For each identified public service and utility, we considered potential temporary construction effects (increased freeway congestion, surface street detours, etc.). We also evaluated whether the utilities listed in Appendix B would require relocation or temporary service disruption during construction.

What effect will construction activities have on public services and utilities in the study area?

Construction will have temporary effects on public services and utilities due to construction activities such as earth-moving, grading, and repaving. Access to the freeway could be temporarily disrupted.

Construction activities could require temporary road closures that may cause traffic congestion. This increase in traffic congestion will affect access and response times of fire, emergency medical, and police services. Detour routes would be developed with these providers to minimize the effects on response times and access to their respective facilities. Increased police security may be needed at construction sites and staging areas as a result of theft, vandalism, or trespass. Although a



Typical highway construction scene

health and safety plan will be in place for the construction activities, there will still be a potential for onsite accidents or an increased need for emergency medical aid from the fire department to respond to calls.

WSDOT's existing system of lighting, traffic control, and ramp metering will continue during construction. Temporary electrical systems will need to be put in place to ensure that lighting on temporary bridges and in construction areas and all traffic control systems are able to operate without interruption.

During construction, pile-driving or earth-moving activities may affect utilities located below grade and above grade (overhead wires). During construction, there may be a need to reroute utility lines and/or cables, which could cause temporary outages. These outages are anticipated to be short-term and intermittent. Relocation of some utilities may have a subsequent effect on other utilities near the work. WSDOT will review these effects on a case-by-case basis prior to taking action. WSDOT will determine the exact location and depth of utilities and verify the locations with utility providers during final design and prior to construction. WSDOT has identified construction methods and BMPs to minimize disruption of utilities prior to the start of construction.

What benefits will an improved transportation system provide for public services and utilities in the study area?

The project will provide a long-term benefit to public services within the study area. Rush hour traffic congestion along I-405 will be slightly reduced and rush hour travel times throughout the area will be slightly improved.

These traffic improvements will benefit emergency service providers (police, fire, and ambulance services) that must travel on I-405. The traffic improvements will also benefit everyone who travels to or from public services (schools, museums, government offices, etc) via either private vehicles or public transit by increasing vehicle throughput and improving travel speeds up to 15 miles per hour.

The proposed project will have little effect on utilities after construction is complete. WSDOT will continue to issue and track franchises/permits for public and private utilities within the I-405 ROW.

How will the No Build Alternative affect public services and utilities in the study area?

The No Build Alternative would not require any construction; therefore, it would not cause temporary traffic congestion during construction, which would occur during the proposed action.

The No Build Alternative would not improve traffic congestion along I-405 or surface streets. Therefore, the No Build Alternative would not provide any long-term benefits to emergency service providers or the general public traveling within the study area.

Did we consider potential indirect effects for the Build and No Build Alternatives?

Indirect effects are defined as "effects caused by the proposed action that are later in time or farther removed in distance but still reasonably foreseeable."

The Build Alternative will cause short-term adverse indirect effects during construction because temporary traffic delays within the Bellevue Nickel study area during construction could affect some public services in other cities that use I-405 (e.g., Sound Transit buses traveling through Bellevue).

Similarly, the Build Alternative will provide a slight long-term indirect benefit to some public services in other cities that use I-405 because the Build Alternative will improve traffic congestion within the Bellevue Nickel Improvement Project study area by increasing vehicle throughput and travel speeds.

Did we consider potential cumulative effects for the Build and No Build Alternatives?

Per FHWA guidance, cumulative effects analysis is discipline-specific and generally performed for the discipline directly affected by the action (such as a transportation project) under study. However, not all of the disciplines directly affected by a project will require a cumulative effects analysis. The disciplines subject to cumulative effects analysis should be determined on a case-by-case basis early in the NEPA process, generally as part of early coordination or scoping. Consistent with the *I-405 Corridor Program Final EIS* and the results of scoping for the Bellevue Nickel Improvement Project, we did not analyze cumulative effects for this discipline.

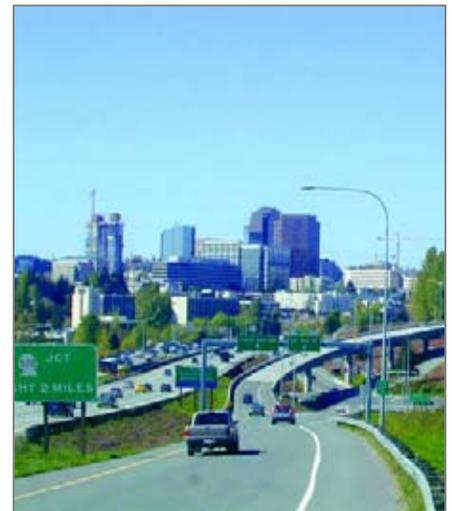
Measures to Avoid or Minimize Project Effects

How will we avoid or minimize adverse effects from construction?

WSDOT will minimize the unavoidable negative effects during construction by working with public service and utility providers during final design and prior to construction, as described in Appendix A.

How will we avoid or minimize adverse effects from an improved transportation system?

After construction is complete, the proposed action will provide only long-term benefits related to public services. Therefore, there is no need to develop mitigation measures for long-term effects to this element.



The Bellevue skyline from NB I-405

References

Sabboubeh, Ghassan. Washington State Department of Transportation. May 19, 2005 – email.

Washington State Department of Transportation (WSDOT). 2005a. I-405 Bellevue Nickel Improvement Project, Traffic and Transportation Discipline Report. Prepared for the Washington State Department of Transportation, Urban Corridors Office, and the Federal Highway Administration, Olympia, WA.

———. 2005b. I-405 Bellevue Nickel Improvement Project, Surface Water, Floodplains, and Water Quality Discipline Report. Prepared for the Washington State Department of Transportation, Urban Corridors Office, and the Federal Highway Administration, Olympia, WA.

Appendix A

Avoidance and Minimization Measures

Avoidance and Minimization Measures

The following sections describe the established design and construction practices that WSDOT will include to avoid or minimize effects to the various environmental resources during both the construction and operation phases of the project.

Project Measures to Avoid or Minimize Effects During Construction

Design elements, such as modifications to boundaries of areas that can be affected, have been incorporated into the project specifications, construction plans, and procedures, to help avoid or minimize most potential construction impacts. When appropriate, monitoring will be conducted to ensure that these design and construction measures are effective.

Measures for Geology, Soils, and Groundwater

- WSDOT will prepare and implement a Temporary Erosion and Sedimentation Control (TESC) plan consisting of operational and structural measures to control the transport of sediment. Operational measures include removing mud and dirt from trucks before they leave the site, covering fill stockpiles or disturbed areas, and avoiding unnecessary vegetation clearing. Structural measures are temporary features used to reduce the transport of sediment, such as silt fences and sediment traps.
- WSDOT will reduce degradation of moisture-sensitive soils by limiting major earthwork to the drier, late spring through early fall construction season; by maintaining proper surface drainage to avoid ponding of surface water or groundwater; by minimizing ground disturbance through limiting the use of heavy equipment, limiting turns, and/or not tracking directly on the subgrade; and by covering the final subgrade elevation with a working mat of crushed rock and/or geotextile for protection. Mixing a soil admix such as cement into the subgrade may also add strength and stabilize the ground.
- WSDOT will determine acceptable limits for off-site construction-related ground vibration before construction begins and demonstrate that off-site ground vibrations are within the limits set for the project through the use of vibration-monitoring equipment.
- WSDOT will identify areas subject to shaking from a large earthquake and will mitigate risks using ground modifications or other procedures identified in the WSDOT Geotechnical Design Manual.
- WSDOT will implement construction procedures identified in the geotechnical investigation to maintain or enhance slope stability in areas potentially underlain by landslide-prone soils.
- WSDOT will protect the Kelsey Creek aquifer from contamination by construction-related spills by development and implementation of BMPs and a Spill Prevention Control and

Countermeasures plan (SPCCP). The SPCC will specifically address fuel spills from vehicles and from spills of other chemicals commonly transported over I-405. Spill response equipment will be located at regular and specified intervals within the project area for minimizing countermeasure response times.

- WSDOT will ensure only clean fill is imported and placed for the project and will require documentation for fill brought onto the site from the supplier certifying that the fill does not exceed Washington State soil cleanup standards. If documentation is not available, testing of imported fill soils will be required prior to placement. Suspect soils encountered during project construction will be tested and, where necessary, removed from the site and disposed of in accordance with Washington State regulations.
- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses. Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff. A wash down area for equipment and concrete trucks will be designated and the use of thinners and solvents to wash oil, grease, or similar substances from heavy machinery or machine parts will be prohibited.
- WSDOT will obtain a NPDES (National Pollutant Discharge Elimination System) permit and will conduct a regular program of testing and lab work to ensure that water encountered during construction meets the water quality standards specified in the NPDES permit.
- WSDOT will to meet the NPDES water quality standards prior to the discharge of the encountered water to a surface water body, such as Kelsey Creek. If necessary, water quality will be improved, such as by using sediment ponds to allow sediment to settle out prior to discharge.
- If it is necessary to install seepage drains to control seepage for retaining walls and fill embankments, WSDOT will include special provisions in the design to discharge drain flow back into affected areas, including wetlands.

Measures for Water Quality

In addition to measures for geology, soils, groundwater, and for hazardous materials that are protective of water quality, the following measures would be implemented for water quality.

- WSDOT will identify and develop staging areas for equipment repair and maintenance away from all drainage courses.
- Washout from concrete trucks will not be dumped into storm drains or onto soil or pavement that carries stormwater runoff.
- Thinners and solvents will not be used to wash oil, grease, or similar substances from heavy machinery or machine parts.
- WSDOT will designate a wash down area for equipment and concrete trucks.

Measures for Wetlands

- WSDOT will protect, preserve, and enhance wetlands in the project area during the planning, construction, and operation of transportation facilities and projects consistent with USDOT Order 5660.1A, Executive Order 11990, and Governor's Executive Orders EO 89-10 and EO 90-04.
- WSDOT's project-level design and environmental review has included avoidance, minimization, restoration, and compensation of wetlands. WSDOT will implement these measures prior to or concurrent with adverse effects on wetlands, to reduce temporal losses of wetland functions.
- WSDOT will follow guidance contained in the wetlands section of the WSDOT Environmental Procedures Manual (WSDOT 2004a), which outlines the issues and actions to be addressed prior to authorizing work that could affect wetlands.
- WSDOT will use high-visibility fencing to clearly mark wetlands to be avoided in the construction area.

Measures for Upland Vegetation and Wildlife

- WSDOT will ensure mitigation measures established in the I-405 Corridor EIS will be implemented on the Bellevue Nickel Improvement Project.
- WSDOT will prepare and implement a revegetation plan. In addition, areas with mixed forest will not be removed for temporary use (i.e., construction staging). If an area of mixed forest must be removed for roadway construction, it will be replaced with plantings of native tree and shrub species within the affected area.
- WSDOT will adhere to project conditions identified in the Biological Assessment and agency concurrence letters.
- WSDOT will limit construction activity to a relatively small area immediately adjacent to the existing roadway to minimize vegetation clearing and leave as many trees as possible.

Measures for Fisheries and Aquatic Resources

- WSDOT will implement construction BMPs (such as silt fencing or sedimentation ponds) to avoid disturbing sensitive areas during the development and use of any staging areas, access roads, and turnouts associated with resurfacing activities.
- WSDOT will not allow in-water work to occur except during seasonal work windows established to protect fish.
- WSDOT will require that all stormwater treatment wetland/detention facilities are sited and constructed at a sufficient distance from named and unnamed streams so no grading or filling in the streams or the streamside zones will be required.

Measures for Air Quality

- WSDOT will require preparation and implementation of a Fugitive Dust Control Plan in accordance with the Memorandum of Agreement between WSDOT and PSCAA Regarding Control of Fugitive Dust from Construction Projects (October 1999).
- During dry weather, exposed soil will be sprayed with water to reduce emissions of and deposition of particulate matter (PM₁₀).
- WSDOT will provide adequate freeboard (space from the top of the material to the top of the truck), cover truckloads, and, in dry weather, wet materials in trucks to reduce emission of and deposition of particulate matter during transport.
- WSDOT use wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.
- WSDOT will remove particulate matter deposited on public roads to reduce mud on area roadways.
- WSDOT will cover or spray with water any dirt, gravel, and debris piles during periods of high wind when the stockpiles are not in use to control dust and transmissions of particulate matter.
- WSDOT will route and schedule construction trucks to reduce travel delays and unnecessary fuel consumption during peak travel times, and therefore reduce secondary air quality impacts (i.e. emissions of carbon monoxide and nitrogen oxides) that result when vehicles slow down to wait for construction trucks.

Measures for Noise

- Noise berms and barriers will be erected prior to other construction activities to provide noise shielding.
- The noisiest construction activities, such as pile driving, will be limited to between 7 AM and 10 PM to reduce construction noise levels during sensitive nighttime hours.
- Construction equipment engines will be equipped with adequate mufflers, intake silencers, and engine enclosures.
- Construction equipment will be turned off during prolonged periods of nonuse to eliminate noise.
- All equipment will be maintained appropriately and equipment operators will be trained in good practices to reduce noise levels.
- Stationary equipment will be stored away from receiving properties to decrease noise.
- Temporary noise barriers or curtains will be constructed around stationary equipment that must be located close to residences.
- Resilient bed liners will be required in dump trucks to be loaded on site during nighttime hours.

- WSDOT use Occupational Safety and Health Administration (OSHA)-approved ambient sound-sensing backup alarms that would reduce disturbances during quieter periods.

Measures for Hazardous Materials

Known or Suspected Contamination within the Build Alternative Right of Way

- WSDOT will prepare an SPCCP that provides specific guidance for managing contaminated media that may be encountered within the right of way (ROW).
- WSDOT may be responsible for remediation and monitoring of any contaminated properties acquired for this project. WSDOT will further evaluate the identified properties before acquisition or construction occurs. Contamination in soils will be evaluated relative to the Model Toxics Control Act (MTCA).
- If WSDOT encounters an underground storage tank (UST) within the ROW, WSDOT will assume cleanup liability for the appropriate decommissioning and removal of USTs. If this occurs, WSDOT will follow all applicable rules and regulations associated with UST removal activities.
- WSDOT will conduct thorough asbestos-containing material/lead paint building surveys by an Asbestos Hazard Emergency Response Act (AHERA)-certified inspector on all property structures acquired or demolished. WSDOT will properly remove and dispose of all asbestos-containing material/lead-based paint in accordance with applicable rules and regulations.
- Construction waste material such as concrete or other harmful materials will be disposed of at approved sites in accordance with Sections 2-01, 2-02, and 2-03 of the WSDOT Standard Specifications.
- WSDOT may acquire the responsibility for cleanup of any soil or groundwater contamination encountered during construction (that must be removed from the project limits) within WSDOT ROW. Contamination will be evaluated relative to Model Toxics Control Act (MTCA) cleanup levels.
- WSDOT will consider entering into pre-purchaser agreements for purpose of indemnifying itself against acquiring the responsibility for any long-term cleanup and monitoring costs.
- All regulatory conditions imposed at contaminated properties (e.g., Consent Decree) associated with construction will be met. These conditions could include ensuring that the surrounding properties and population are not exposed to the contaminants on the site: i.e., WSDOT will ensure that the site is properly contained during construction so that contaminants do not migrate offsite, thereby protecting the health and safety of all on-site personnel during work at the site.

Known or Suspected Contamination Outside of the Right of Way

- Contaminated groundwater originating from properties located up-gradient of the ROW could migrate to the project area. WSDOT generally will not incur liability for groundwater contamination that has migrated into the project footprint as long as the agency does not

acquire the source of the contamination. However, WSDOT will manage the contaminated media in accordance with all applicable rules and regulations.

Unknown Contamination

- If unknown contamination is discovered during construction, WSDOT will follow the SPCCP as well as all appropriate regulations.

Worker and Public Health and Safety and other Regulatory Requirements

The WSDOT will comply with the following regulations and agreements:

- State Dangerous Waste Regulations (Chapter 173-303 WAC);
- Safety Standards for Construction Work (Chapter 296-155 WAC);
- National Emission Standards for Hazardous Air Pollutants (CFR, Title 40, Volume 5, Parts 61 to 71);
- General Occupational Health Standards (Chapter 296-62 WAC); and
- Implementing Agreement between Ecology and WSDOT Concerning Hazardous Waste Management (April 1993).

Hazardous Materials Spills During Construction

- WSDOT will prepare and implement a SPCCP to minimize or avoid effects on human health, soil, surface water and groundwater.

Measures for Traffic and Transportation

- WSDOT will coordinate with local agencies and other projects to prepare and implement a Traffic Management Plan (TMP) prior to making any changes to the traffic flow or lane closures. WSDOT will inform the public, school districts, emergency service providers, and transit agencies of the changes ahead of time through a public information process. Pedestrian and bicycle circulation will be maintained as much as possible during construction.
- Prior to and during construction, WSDOT will implement strategies to manage the demand on transportation infrastructure. These transportation demand management strategies will form an important part of the construction management program and will be aimed at increasing public awareness and participation in HOV travel. The major focus will be on expanding vanpooling and van-share opportunities. Other elements of the transportation demand management plan may include:
 - increased HOV awareness and public information, and
 - work-based support and incentives.

Measures for Visual Quality

- WSDOT will follow the I-405 Urban Design Criteria. Where the local terrain and placement of light poles allow, the WSDOT will reduce light and glare effects by shielding roadway lighting and using downcast lighting so light sources will not be directly visible from residential areas and local streets.
- WSDOT will restore (revegetate) construction areas in phases rather than waiting for the entire project to be completed.

Measures for Neighborhoods, Businesses, Public Services and Utilities

- WSDOT will prepare and implement a transportation management plan (TMP). If local streets must be temporarily closed during construction, WSDOT will provide detour routes clearly marked with signs.
- WSDOT will coordinate with school districts before construction.
- WSDOT will implement and coordinate the TMP with all emergency services prior to any construction activity.
- WSDOT will coordinate with utility providers prior to construction to identify conflicts and resolve the conflicts prior to or during construction. Potential utility conflicts within WSDOT ROW will be relocated at the utility's expense prior to contract award.
- WSDOT will prepare a consolidated utility plan consisting of key elements such as existing locations, potential temporary locations and potential new locations for utilities; sequence and coordinated schedules for utility work; and detailed descriptions of any service disruptions. This plan will be reviewed by and discussed with affected utility providers prior to the start of construction.
- WSDOT will field verify the exact locations and depths of underground utilities prior to construction.
- WSDOT will notify neighborhoods of utility interruptions by providing a scheduled of construction activities in those areas.
- WSDOT will coordinate with utility franchise holders and provide them with project schedules to minimize the effects of utility relocations (for example, equipment procurement times, relocation ahead of construction, etc.)
- WSDOT will notify and coordinate with fire departments for water line relocations that may affect water supply for fire suppression, and establish alternative supply lines prior to any breaks in service; and to ensure that fire departments can handle all calls during construction periods and to alleviate the potential for increased response times.
- WSDOT will notify and coordinate with police departments to implement crime prevention principles and to ensure that they have adequate staffing to provide traffic and pedestrian control.

- WSDOT will maintain access to businesses throughout the construction period through careful planning of construction activities and an awareness of the needs to provide adjacent properties with reasonable access during business hours. As part of construction management, WSDOT will prepare access measures. WSDOT will make provisions for posting appropriate signs to communicate the necessary information to potential customers.
- WSDOT will keep daytime street closures to a minimum to provide access for businesses during regular business hours.

Measures for Cultural Resources

- WSDOT will prepare an Unanticipated Discovery Plan for the project that WSDOT will follow. This will avoid or minimize unanticipated effects to historic, cultural, and archaeological resources.

Project Measures to Avoid or Minimize Effects During Project Operation

The following sections describe the measures that WSDOT will implement during project operation.

Measures for Surface Waters and Water Quality

- WSDOT will follow the Highway Runoff Manual for both the design and implementation of stormwater facilities. WSDOT is not required to manage flow where drainage is directly to Mercer Slough. Where drainage is to a tributary to Mercer Slough, WSDOT will construct a stormwater management system that does provide flow control.

Measures for Fisheries and Aquatic Resources

- WSDOT will compensate for adverse effects to fish habitat and aquatic resources by providing in-kind mitigation. This in-kind mitigation will take the form of on-site, off-site, or a combination of on- and off-site mitigation.
- Off-site mitigation could include planting native riparian vegetation outside of the study area in areas where restoring native riparian buffers may have a greater benefit to fish and aquatic species. Mitigation could be concentrated along streams with high fish use where important stream processes and functions related to riparian buffers (for example, large woody debris [LWD] recruitment levels, litter fall, and bank stabilization) are impaired.
- On-site/off-site mitigation could include installing in-stream habitat features (for example, boulders or LWD) in the streambed downstream of the project footprint to increase the habitat complexity of the affected waterbody.

- Ongoing maintenance (during and post-construction) of stormwater treatment and detention facilities by WSDOT will not include the application of any chemical weed control agents (e.g., herbicides).

Measures for Upland Vegetation and Wildlife

- WSDOT will replace areas of mixed forest that will be permanently removed for roadway construction with plantings of native tree and shrub species within the affected area.

Appendix B

Utility Providers Franchised to Install Utilities within the I-405 Right of Way

Washington State
Department of Transportation

Listing By: Region, SR, Holder

NorthWest Region

State Route No: 405 Mainline

Holder: CITY OF BELLEVUE

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	01928	R	0	12.59	13.35U	0.76	Water Line	0.76	Water Line		09/16/1977	09/16/2002	
UF	06062	0	0	12.63	13.57L	0.94	Sanitary Sewer Line	0.94	Sanitary Sewer Line		04/14/1978	04/14/2003	
UF	05179	0	0	12.75	13.08R	0.33	Telephone Cable	0.33	Telephone Cable		05/18/1970	05/18/1995	
UP	00C0016511	0	0	12.79	12.79U	0.00	Telecommunication	0.00	Telecommunication	Fa	04/25/1995		
UF	01928	R	1	12.83	13.57U	0.74	Water Line	0.74	Water Line		04/14/1978	09/16/2002	

Holder: Community Telecable of Bellevue (AT & T)

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	10360	C	0	12.60	12.98U	0.38	Telecommunication	0.38	Telecommunication	Fa	02/12/2002	02/12/2007	

Holder: HINES BELLEVUE LLC

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000017892	0	0	13.08	13.08U	0.00	Storm Sewer Lines	0.00	Storm Sewer Lines		03/20/2001		

Holder: KING CO. DEPT OF METROPOLITAN SERVICES

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	03218	0	0	7.81	15.02U	7.21	Sanitary Sewer Line	7.21	Sanitary Sewer Line		11/19/1962	11/19/1987	

Holder: KING COUNTY WATER DIST. #107

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	7-0001(EN)	0	0	11.50	11.50U	0.00	Water Line	0.00	Water Line		10/28/1965		

Holder: MCI METRO ACCESS TRANSMISSION SERVICES

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000016510	0	0	12.79	12.79U	0.00	Telecommunication	0.00	Telecommunication	Fa	04/25/1995		

Washington State
Department of Transportation

Listing By: Region, SR, Holder

NorthWest Region

State Route No: 405 Mainline

Holder: METRONET FIBER US INC.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000016802	0	0	12.25	12.25	12.25	12.25	0.00	Telecommunication	Fa	05/29/1996		

Holder: MFS NETWORK TECHNOLOGIES, INC.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000017644	0	0	12.22	12.22	12.22	12.22	0.00	Telecommunication	Fa			
UP	0000017647	0	0	12.79	12.79	12.79	12.79	0.00	Telecommunication	Fa	02/14/2000		
UP	0000016458	0	0	12.79	12.79	12.79	12.79	0.00	Telecommunication	Fa	04/25/1995		

Holder: Neil H. Twelker & Associates

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
GP	7-0582	0	0	11.50	11.50	11.50	11.50	0.00	Miscellaneous		07/02/1968		

Holder: PUGET SOUND ENERGY - merge

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000017386	0	0	11.24	11.30	11.30	11.30	0.06	Power Cable		05/26/2000		SUPERSEDES PERMIT 7-474.
UP	0000013941	0	0	11.30	11.30	11.30	11.30	0.00	Telecommunication	Fa	08/09/1989		
UP	7-1529	0	0	11.42	11.42	11.42	11.42	0.00	Power Cable		11/14/1973		
GP	0000017783	0	0	11.43	11.43	11.43	11.43	0.00	Miscellaneous		08/31/2000	12/31/2000	
UP	7-0002(EN)	0	0	11.50	11.50	11.50	11.50	0.00	Power Cable		04/06/1966		
UF	10303	0	1	11.51	12.03	12.03	12.03	0.52	Power Cable		08/09/2000	08/09/2000	
UP	7-1840	0	0	11.51	11.55	11.55	11.55	0.04	Power Cable		07/13/1990		
UP	0000014346	0	0	12.86	12.86	12.86	12.86	0.00	Natural Gas Line		04/20/1971		
UP	7-0992	0	0	13.04	13.04	13.04	13.04	0.00	Power Cable				

Holder: PUGET SOUND POWER & LIGHT CO.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	01931	0	0	9.00	13.82	13.82	13.82	4.82	Power Cable		10/29/1948	10/29/1973	ON OLD LAKE WASHINGTON BLVD.
UP	7-0474	0	0	11.30	11.32	11.32	11.32	0.02	Power Cable		10/28/1968		

Washington State
Department of Transportation

Listing By: Region, SR, Holder

NorthWest Region

State Route No: 405 Mainline

Holder: PUGET SOUND POWER & LIGHT CO.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	S-3339	0	0	11.30	11.32X	0.02	Power Cable						NOT USED SEE PERMIT 7-0474

UF	05105	0	0	12.62	13.04U	0.42	Power Cable				11/17/1969	11/17/1994	
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Holder: QWEST CORPORATION

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000018147	0	0	12.42	12.92U	0.50	Telecommunication				Fa 08/05/2002		

Holder: U S WEST COMMUNICATIONS, INC.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	07015	0	0	0.34	12.93U	12.59	Telephone Cable				06/27/1984	06/27/2009	
UF	01999	0	0	10.00	20.00U	10.00	Telephone Cable				06/16/1949	06/16/1974	
UF	03279	0	0	11.48	11.58U	0.10	Telephone Cable				06/17/1963	06/17/1988	

Holder: U S WEST COMMUNICATIONS, INC.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	7-0030(EV)	0	0	11.50	11.50U	0.00	Power Cable						
UP	7-1354	0	0	12.73	12.85U	0.12	Telephone Cable				02/15/1972		
UP	0000011579	0	0	12.77	12.77U	0.00	Telephone Cable				11/02/1984		
UP	7-1353	0	0	12.80	12.80U	0.00	Telephone Cable				04/14/1972		

Holder: VIACOM

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000016509	0	0	12.79	12.79U	0.00	Telecommunication				Fa 04/25/1995		

Holder: VIACOM DBA COMM. TELECABLE OF BELLEVUE

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	05180	0	0	12.75	13.08R	0.33	Television Cable				05/18/1970	07/20/1995	

Washington State
Department of Transportation

Listing By: Region, SR, Holder

NorthWest Region

State Route No: 405 Mainline

Holder: Voice Stream PCS III Corp.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000017890	0	0	11.28	11.28	11.28	11.28	0.00	Power Cable		01/30/2001		

Holder: WASHINGTON NATURAL GAS CO.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UF	03009	0	0	11.00	11.14	11.14	11.14	0.14	Natural Gas Line		10/18/1960	10/18/1985	ON FRRD NOW CITY OF BELLVUE

Holder: Worldwide Fiber Networks, Inc.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000017639	0	0	12.78	12.78	12.78	12.78	0.00	Telecommunication	Fa	01/27/2000		

Holder: WSDOT TEMP. HOLDER NO.

Type	Doc No	R/C	AMD	Beg	MP	End	MP	Length	Installation	Type	Approved	Expires	Remarks
UP	0000013588	0	0	11.29	11.37	11.37	11.37	0.08	Storm Sewer Lines				
UP	0000016279	0	0	11.50	11.50	11.50	11.50	0.00	Sanitary Sewer Line				
UP	0000013892	0	0	11.76	11.76	11.76	11.76	0.00	Sanitary Sewer Line		01/16/1990		
GP	0000012012	0	0	11.77	11.77	11.77	11.77	0.00	Miscellaneous				
UP	7-0792	0	0	11.81	11.82	11.82	11.82	0.01	Sanitary Sewer Line		12/22/1970		
UP	0000015184	0	0	12.04	12.12	12.12	12.12	0.08	Storm Sewer Lines				
GP	7-1386	0	0	12.35	12.35	12.35	12.35	0.00	Landscaping				
UP	0000016625	0	0	12.71	12.71	12.71	12.71	0.00	Storm Sewer Lines		08/21/1995		
UP	N2525	0	0	12.78	12.78	12.78	12.78	0.00	Storm Sewer Lines				
UP	N2014	0	0	13.00	13.00	13.00	13.00	0.00	Storm Sewer Lines				
UP	N2134	0	0	13.16	13.16	13.16	13.16	0.00	Storm Sewer Lines		06/14/1978		