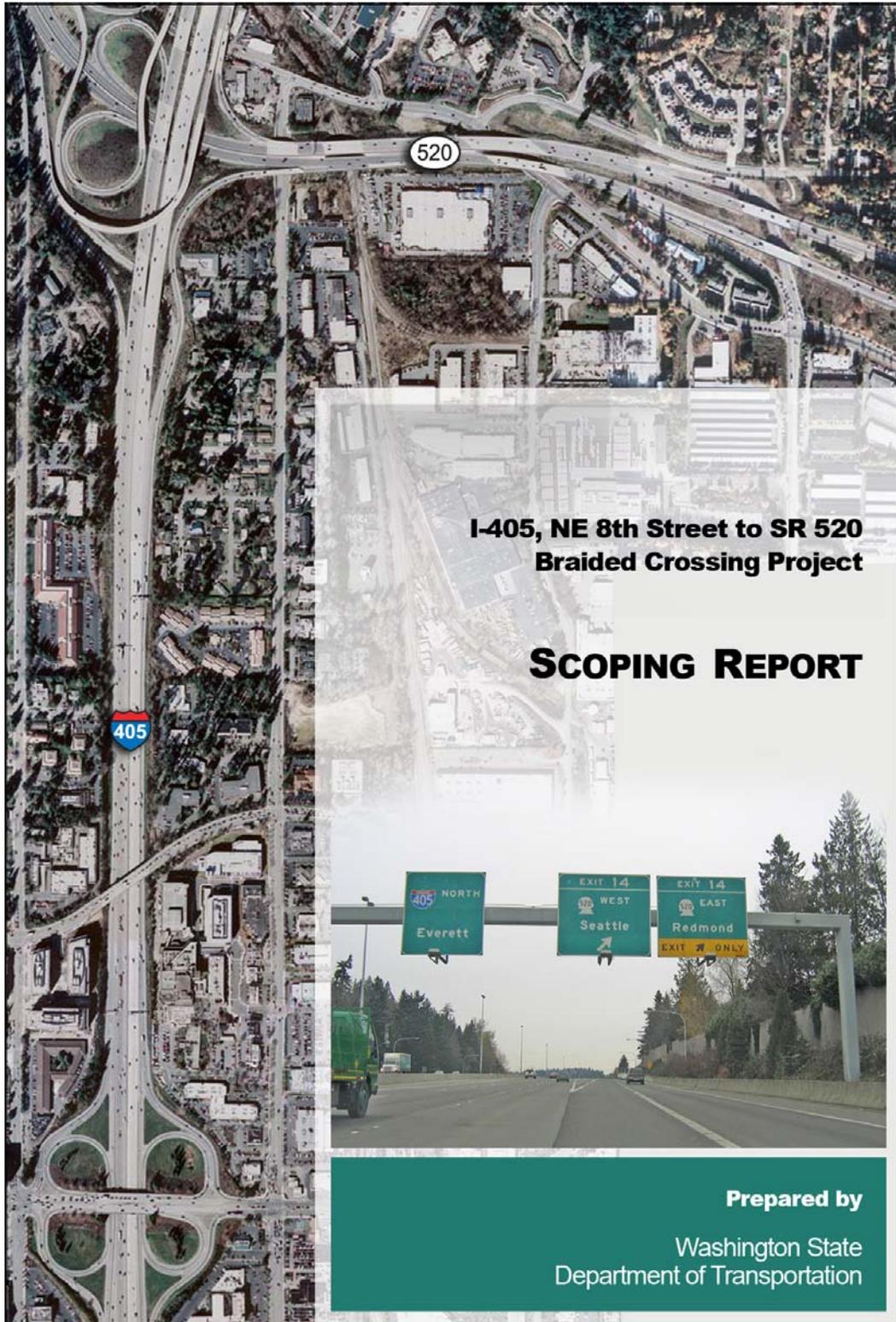




Corridor Program

Congestion Relief & Bus Rapid Transit Projects



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1. Introduction

What is scoping?

The Washington State Department of Transportation (WSDOT) uses the term “scoping” to refer to the process of defining the content, or scope, of environmental documents. The scoping process is used to explain the project to tribes, regulatory agencies, and the public, to define the range of alternatives that will be analyzed in the document, and to identify the major issues of concern to tribes, agencies, and local citizens.

The Interstate 405 (I-405) Project Team conducted a scoping meeting for the tribes and federal, state, and local agencies from 1:00 p.m. to 4:00 p.m. on Thursday, September 14, 2006, at the University of Washington in Bothell, Washington. A separate scoping meeting for the general public was held at Bellevue City Hall in Bellevue, Washington, from 4:00 p.m. to 7:00 p.m. on Wednesday, September 20, 2006.

The legal notice for the public scoping meeting was published on September 12, 2006, stating that WSDOT would receive comments through October 16, 2006. In addition to the legal notice, WSDOT mailed a newsletter to residences and businesses within the project vicinity, informing them of the scoping meeting and comment deadline.

Written questions and observations were provided during the comment period by agencies and members of the public. Questions and observations were submitted on comment forms provided by the I-405 Project Team, in formal written correspondence, and via email. Copies of the legal notice, mailers, posters, advertisements, and written comments are included in Appendix A at the end of this report.

What is the purpose of the Scoping Report?

The purpose of this report is to document the efforts and results of the formal scoping process conducted by WSDOT for the I-405, NE 8th Street to State Route (SR) 520 Braided Crossing Project. The information in this report can be used by the public, the tribes, and federal, state, and local agencies to ensure that the environmental issues and concerns identified

during the scoping process are adequately addressed in the Environmental Assessment (EA).

What is the history of the project?

How can I access the 2002 Record of Decision?

You can find the ROD at the following web site:
<http://www.wsdot.wa.gov/projects/I-405/resource/I-405%20ROD%20Final.pdf>

In 1998, 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 to develop strategies to reduce traffic congestion and improve mobility in the I-405 corridor. In fall 2002, the combined efforts of these entities culminated in the *I-405 Corridor Program NEPA/SEPA Final Environmental Impact Statement (EIS)* and *Record of Decision (ROD)*.

The ROD identified a Selected Alternative that would widen I-405 by up to two lanes in each direction throughout its 30-mile length. The ultimate configuration of the Selected Alternative includes buffers separating general-purpose lanes from high-occupancy-vehicle (HOV) or other managed lanes. The design also allows for expanded managed lane operations along I-405. The I-405, NE 8th Street to SR 520 Braided Crossing Project is one of several projects now being advanced as part of a phased implementation of the Selected Alternative.

In 2003, the Washington State Legislature approved a statewide transportation-funding plan called the “Nickel Package.” This package provided funding for congestion relief projects in three critical traffic hotspots along the I-405 corridor: Renton, Bellevue, and Kirkland. Then, in 2005, the Legislature passed the “Transportation Tax Package,” also referred to as the Transportation Partnership Account (TPA), which will fund more than 270 projects statewide over 16 years that will help make roads and bridges safer as well as ease traffic congestion. The I-405, NE 8th Street to SR 520 Braided Crossing Project is funded solely from the TPA.

In keeping with the direction established in the Final EIS and ROD, the I-405, NE 8th Street to SR 520 Braided Crossing Project is being evaluated in a National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) EA. This EA will focus on project-level environmental effects. The EA will be based on the analysis in the *I-405 Corridor Program NEPA/SEPA Final EIS*, and will describe any substantial new or additional project changes, information, effects, or mitigation measures not identified and analyzed in the corridor-level EIS. The project-level EA will not reexamine the corridor-level

alternatives, effects, or mitigation measures evaluated in the corridor-level EIS, or the decisions presented in the ROD.

Along with the EA, additional documents (e.g., discipline reports and technical memoranda) will be prepared that support regulatory compliance with the Endangered Species Act (ESA), other federal and state regulations, and the permitting requirements of other regulatory agencies.

What is the I-405, NE 8th Street to SR 520 Braided Crossing Project?

Baseline Conditions

Baseline conditions are the conditions present when a project begins construction. Baseline conditions provide a point of reference for comparing the effects of the build alternative.

The I-405, NE 8th Street to SR 520 Braided Crossing Project extends approximately 1.5 miles along I-405 (from NE 4th Street in Bellevue north to SR 520), and approximately 1.5 miles along SR 520 (from I-405 eastward to 134th Avenue NE). The baseline condition for this project assumes construction of the improvements that were environmentally cleared and permitted for the NE 10th Street Bridge Project across I-405.

The goal of the I-405, NE 8th Street to SR 520 Braided Crossing Project is to reduce congestion created by weaving traffic on I-405 and SR 520 by constructing grade-separated ramps (braids), a collector-distributor lane (a lane that collects traffic from one roadway and deposits it onto another roadway), and additional capacity in the southeast quadrant of the I-405/SR 520 interchange. Specific benefits of the project are improved safety, reduced congestion, increased travel speeds during peak commuter hours, improved freight movement, and meaningful environmental improvements.

What alternatives will the EA analyze?

The I-405, NE 8th Street to SR 520 Braided Crossing Project EA will analyze a Build Alternative and a No Build Alternative.

Build Alternative

The Build Alternative includes new structures on northbound I-405 to separate the I-405 traffic exiting to SR 520 from the downtown Bellevue traffic entering I-405. A new eastbound collector-distributor lane along SR 520 will also be constructed to separate the on- and off-ramp traffic between I-405 and 124th Avenue NE. Construction is scheduled to begin in 2009 and to be completed in 2012.

The proposed project improvements for the Build Alternative are as follows:

Northbound I-405 to Eastbound SR 520 Improvements

- Reconfigure the northbound NE 4th Street on-ramp as an auxiliary lane that exits to SR 520 as part of a two lane exit ramp;
- Reconstruct portions of the NE 8th Street on- and off-ramp to and from northbound I-405;
- Replace the NE 12th Street bridge crossing over I-405 to meet vertical and horizontal clearance requirements of the braided crossing and future phases;
- Construct the northbound on-ramp from the new NE 10th Street bridge crossing to SR 520;
- Construct grade-separated ramps to eliminate the weave between traffic entering northbound I-405 from NE 8th Street and traffic exiting I-405 to SR 520;
- Construct grade-separated ramps to eliminate the weave between traffic entering eastbound SR 520 from I-405 and traffic exiting SR 520 to 124th Avenue NE; and
- Reconstruct the 124th Avenue NE interchange off-ramp.

SR 520 to Southbound I-405 Improvements

- Reconfigure the ramps from SR 520 to southbound I-405 to improve traffic operations. The westbound SR 520 to southbound I-405 ramp will become an auxiliary lane and will no longer be required to immediately merge with I-405 mainline traffic. The eastbound SR 520 to southbound I-405 ramp will merge with the auxiliary lane.

Southbound I-405 to SR 520 Improvements

- Realign the southbound I-405 to eastbound SR 520 loop ramp; and
- Realign eastbound SR 520 to match the proposed improvements and meet vertical clearance requirements.

No Build Alternative

A No Build Alternative will be evaluated as the basis for comparing effects associated with the Build Alternative. The No Build Alternative does not include any improvements that would increase roadway capacity, reduce congestion, or improve safety on I-405 or SR 520. Only routine activities such as road maintenance, repair, and minor safety improvements would occur.

What environmental topics will the EA cover?

The I-405, NE 8th Street to SR 520 Braided Crossing Project EA will include project-level analysis for the following environmental elements and effects:

- Air quality
- Geology and soils
- Water resources (surface water, groundwater, floodplains, and water quality)
- Ecosystems (wetlands, fish and aquatic resources, wildlife, and vegetation)
- Noise and vibration
- Hazardous materials
- Traffic and transportation
- Land use patterns, plans, and policies
- Social/public services and utilities/environmental justice
- Economics
- Section 4(f) and Section 6(f) resources
- Historic, cultural, and archaeological resources
- Visual quality
- Cumulative effects

What are the key project milestones?

Conduct Public and Agency Scoping – Summer 2006
Complete Technical Studies – Summer 2007
Issue EA – Fall 2007
Issue Finding of No Significant Impact (FONSI) – Winter-Spring 2008
Begin Construction – 2009
Project Opens – 2012

2. Public Scoping

What are the general public concerns?

The I-405 Project Team conducted a scoping meeting for the public at Bellevue City Hall on Wednesday, September 20, 2006, from 4:00 p.m. to 7:00 p.m. Public response generated by the scoping meeting focused on three key issues:

- Noise
- Traffic and circulation
- Property acquisitions

The comments and correspondence received during the scoping period are summarized below, and are also included in their entirety in Appendix A at the end of this report.

What are the responses to specific comments?

Specific comments from the public and WSDOT's responses are presented below.

Anderson, Carrie

► **Comment:** *The new gas tax for road construction is great, only if we are adding more roads.*

► **Response:** The gasoline tax monies are being used as the funding source for this project. The proposed I-405, NE 8th Street to SR 520 Braided Crossing Project will reconfigure the existing northbound NE 4th Street on-ramp to I-405 as an auxiliary lane that will exit directly to SR 520. Flow on I-405 will also be improved by constructing ramps to separate northbound I-405 traffic exiting to SR 520 from traffic entering I-405 in Bellevue. This project also adds a new eastbound collector-distributor lane (a lane that collects traffic from one roadway and deposits it onto another roadway) along SR 520 to separate traffic from the on- and off-ramps between I-405 and 124th Avenue.

► **Comment:** *Making pretty walls for sound does not help the flow of traffic.*

► **Response:** Noise barriers help to mitigate noise effects where the barriers are considered reasonable and feasible for adjacent properties. In keeping with WSDOT’s environmental commitments in the I-405 corridor and the desire to be a good neighbor, these walls also are designed to be aesthetically pleasing and to blend in with the adjacent buildings and neighborhoods.

► **Comment:** *Adding transit stops does not help the flow of traffic.*

► **Response:** Additional transit stops can help alleviate traffic by encouraging drivers to use transit rather than drive. However, it is not within the scope of this project to add transit stops. For more information on transit, please contact King County Metro or Sound Transit.

► **Comment:** *The only way possible is to add more lanes. It’s hard to tell if more lanes will be added to the general flow on I-405. There is so much land on both sides you can get at least one more lane. Is there going to be more lanes? If not and someone tries to get this gas tax upheld and cancelled so the voters get to vote again, I’m voting against it next time. I’m also for adding more lanes to 520.*

► **Response:** As stated in the first response, this project adds additional access lanes to I-405. This project is also part of the I-405 Master Plan. If future funds become available, more of the Master Plan projects, which include additional lanes along the I-405 corridor, will be implemented.

Donelson, Janet
Vice President Facilities and New Facility Development,
Overlake Hospital

► **Comment:** *Last year 17,644 people were admitted to Overlake Hospital Medical Center as inpatients and another nearly 250,000 outpatient hospital visits occurred. Over 50,000 of those were patients seen in our emergency department. Bellevue Fire Department Emergency Medical Response Unit is also located on our campus to be in close proximity to that emergency department. We are an independent, nonprofit regional medical center and the only hospital in Bellevue. Assuring good transportation access to, into and through the Overlake Hospital Bellevue campus for emergency vehicles, patients, families, physicians and staff is vitally important to continuing to provide the services needed by our community.*

► **Response:** We appreciate your comments. Please see responses to specific comments below.

► **Comment:** *As this project directly affects the hospital by revising the access points and routes in, out and through the campus and potentially takes property along the west edge of the hospital Overlake wishes to continue to work with WSDOT, the City of Bellevue, and other stakeholders, wishes to be a part of the project steering committee, would like our transportation consultant to be part of a technical review team, if one is established, but at a minimum be allowed to review draft technical analyses and draft discipline reports prior to publication in order to assist WSDOT in addressing possible concerns as early as practical in the environmental review and minimize unresolved issues. Thus, we believe the following impacts and alternatives should be considered and evaluated:*

► **Response:** As part of the Overlake Hospital Master Plan/NE 10th Street Extension Project, an executive committee was established that included the City of Bellevue, Overlake Hospital, and WSDOT to facilitate project decision-making and to develop information needed to support decisions related to redevelopment of the Overlake Hospital campus and extension of NE 10th Street across I-405. Although WSDOT will not establish a Steering Committee or a technical review team for the I-405, NE 8th Street to SR 520 Braided Crossing Project, WSDOT remains committed to coordinating with the hospital regarding issues of concern. Although the hospital will not have an opportunity to comment on the discipline studies prior to their publication, you will receive a notice when the discipline studies and EA are available for public review and comment. An open house will be held when the findings of the discipline studies are presented to the public. We expect that the open house will occur in the summer of 2007.

► **Comment:** *Long-range traffic volume forecasts should be updated and used to evaluate the performance of the street system to provide access for emergency vehicles and patients to the hospital. The analysis should compare the performance of ramps at 12th versus ramps at 10th, the potential 'interim' conditions where no ramps exist, where only the north-bound ramp is functional and where both north and south bound ramps are functioning. The evaluation must address whether or if driveways into the hospital are blocked; the patterns and extent of large truck traffic through the campus on 10th; providing northbound access to the western drive of the hospital for emergency vehicles directly from the freeway.*

► **Response:** Updated long-range traffic volume forecasts will be used to evaluate the performance of the local street system in the study area as part of the I-405, NE 8th Street to SR 520 Braided Crossing Project transportation analysis.

The performance of ramps at NE 12th Street versus ramps at NE 10th Street was previously evaluated by WSDOT. The Draft EIS for the Overlake Hospital Master Plan/NE 10th Street Extension (November 2004) evaluated four conceptual alternatives for providing connections from NE 10th Street and/or NE 12th Street to the regional transportation system prior to 2030. Based on this analysis, WSDOT has included a proposed northbound ramp from NE 10th Street to SR 520 as part of the I-405, NE 8th Street to SR 520 Braided Crossing Project.

Potential “interim” traffic conditions, where no ramps from either NE 12th Street or NE 10th Street exist, will be evaluated as part of the No Build Alternative in the I-405, NE 8th Street to SR 520 Braided Crossing EA. The scenario where only the northbound ramp from NE 10th Street to I-405 is functional is part of the proposed Build Alternative. A scenario that includes southbound off-ramps from I-405 to NE 10th Street is not included within the scope of the I-405, NE 8th Street to SR 520 Braided Crossing Project because this element is not funded.

WSDOT is committed to continuing to work with the City of Bellevue and Overlake Hospital to develop solutions that allow effective and safe emergency operations at the hospital while providing sufficient room for planned I-405 expansion to serve regional mobility needs.

► **Comment:** *The analysis must consider options which take less land from the hospital’s western boundary. The internal western access road within the hospital is necessary for ambulance and emergency vehicle access to the emergency room, for fire department access to the western side of the hospital buildings and for trucks bringing supplies in and out of the hospital. Bellevue Fire Department Emergency Medical Response Unit operates from the campus and their ‘home base’ - garage and parking for staff - are accessed from this drive. Conflicts between these traffic flows cannot be worsened without patient care suffering.*

► **Response:** To implement its I-405 Master Plan, WSDOT is planning to widen I-405 through downtown Bellevue which will require acquisition of additional right-of-way on a small, narrow strip of hospital property. In developing the I-405 Master Plan, as well as during design of the NE 10th Street Extension Project, WSDOT explored alternatives to avoid or minimize

use of Overlake Hospital property, including expansion along the west side of I-405. Our current design takes great care in minimizing the impacts to the Overlake Hospital property by vertically stacking the ramps that take freeway traffic to I-405 as well as SR 520, and by balancing the needed widening for the I-405 Master Plan to both the east and west in this portion of the freeway. Additionally, alternatives to place the NE 10th Street on-ramp to the east of the NE 8th Street to I-405 ramps were also considered but rejected because of the potential impact to Overlake Hospital operations. Instead, this ramp, too, was vertically stacked to minimize impacts to the Overlake Hospital property.

WSDOT understands that the internal western access road on hospital property is necessary for ambulance, emergency vehicle, and supply truck access and will continue to work with Overlake Hospital and the City to develop solutions to allow effective and safe emergency operations at the hospital concurrent with development and implementation of the I-405, NE 8th Street to SR 520 Braided Crossing Project.

► **Comment:** *In addition, natural gas service to the facility, fire and domestic water loop and storm water detention and discharge are located in this area and cannot be disrupted or the hospital cannot function. Additional environmental impacts which need to be analyzed include:*

► **Response:** The EA will include an evaluation of utility impacts. Avoidance or minimization measures will be recommended to address effects where feasible.

► **Comment:** *Dust, noise, vibration and other construction impacts on the ability of the hospital surgeries to operate.*

► **Response:** The EA will include a list of best management practices (BMPs) that will be implemented to minimize dust, noise, and vibration during construction.

► **Comment:** *Noise and vibration from traffic after construction on the ability of the hospital surgeries to operate.*

► **Response:** Noise and vibration impacts on sensitive receptors from project operations will be evaluated as part of the Noise and Vibration Discipline Report.

► **Comment:** *Visual impacts - affect on sunlight to patient rooms; Light/glare from traffic so close and at so many levels on patient rooms.*

► **Response:** The EA will include a qualitative evaluation of light and glare.

► **Comment:** *Specific Traffic Volumes and Operations Analysis. Traffic forecasts and operations (levels of service), including queue impacts to hospital access points and key intersections serving the hospital.*

► **Response:** The project's Transportation Discipline Report will address transportation operations in the study area, including potential effects on local intersections.

► **Comment:** *Impacts on travel time and travel patterns for hospital related traffic, especially emergency vehicles – both getting into and out of the hospital but also around the hospital.*

► **Response:** The project's Transportation Discipline Report will address transportation operations in the study area, including potential effects on traffic patterns and operations. WSDOT will continue to work with Overlake Hospital to allow for effective and safe operations at the hospital concurrent with the development and implementation of the I-405, NE 8th Street to SR 520 Braided Crossing Project.

► **Comment:** *Needed improvements to minimize those impacts on the hospital's ability to complete its master plan development.*

► **Response:** In February 2005, the City of Bellevue published the Final EIS for a Comprehensive Plan Amendment and Land Use Code Amendment associated with the future development of the Overlake Hospital Campus under a revised, 2005 Master Development Plan. This Final EIS acknowledges that WSDOT is planning to widen I-405 through downtown Bellevue, which will require acquisition of additional right-of-way in the area, including a small portion of hospital property. WSDOT is committed to continuing to work with the City of Bellevue and Overlake Hospital to develop solutions that allow effective and safe emergency operations at the hospital consistent with its master plan development while providing sufficient room for planned I-405 expansion to serve regional mobility needs.

► **Comment:** *Traffic safety impacts on arterials in vicinity of Overlake with shifts in traffic due to the Braided Crossing (and also with NE 10th or 12th interchange partially and completely operational).*

► **Response:** Please see earlier response to the hospital's comment requesting that the traffic analysis compare the

performance of ramps at NE 12th Street versus NE 10th Street.

► **Comment:** *Thank you for the opportunity to contribute to the public scoping phase of the I-405 to SR 520 Braided Crossing Project.*

► **Response:** Thank you for your comments and participation with WSDOT.

Engh, Dr. Joseph, DDS

► **Comment:** *I am a local dentist with a new office located on 11414 NE 21st, Bellevue, WA. This small office was a house that I had converted recently. This is the office that I have designed and planned and built with all my energy and love. I have done most of the custom work myself working an average of two to three hours per day for the last two years.*

I was heart broken to hear that the freeway wall will be moved a few feet into the waiting room of my office to allow for some landscaping for the new freeway project. This obvious means condemning my beautiful just completed dental office.

Further south of Seattle on Highway 5, the design was to avoid impacting the neighborhood by using more retaining walls and even doing away with some landscaping. This planned landscaping will not be beautify because it will have my sweat and tears in the ground that it will be planted on.

Further north in the new Kirkland section of Highway 405, the new wall jogged around buildings and houses and they have been spared. That is beauty and human compassion. Also this breaks up the monotony of the plain straight wall design.

Overlake hospital will only loose four feet of their lot. I suspected that the hospital have been playing early politics so the expanded landscaping is put further north near my place. This is bias and unfair to the little guy, the little neighbor, like I.

► **Response:** The I-405, NE 8th Street to SR 520 Braided Crossing Project is part of the I-405 Master Plan, a larger overall vision to improve traffic congestion and address future growth along the I-405 corridor. A NEPA Record of Decision was published in 2002 for the I-405 Master Plan, which

included about 150 projects along the corridor to address congestion and future growth. The I-405 Team worked closely with an Executive Committee to find a mid-range level of improvements along the I-405 corridor which worked towards the I-405 Master Plan and looked towards a "worst-first" plan, which involved prioritizing the worst congestion areas first. This mid-range level of improvements was referred to as the I-405 Implementation Plan, and includes plans to widen I-405 on both the east and west sides of the freeway throughout various parts of the corridor.

The I-405, NE 8th Street to SR 520 Braided Crossing Project is one of the I-405 Master Plan projects within downtown Bellevue. To implement its I-405 Master Plan, WSDOT is planning to widen I-405 through downtown Bellevue, which will require acquisition of additional right-of-way on both sides of the interstate. Widening to the west of I-405 from NE 4th Street to NE 12th Street would have tremendous impacts on the public through traffic disruption due to the need to reconstruct the NE 6th, NE 8th, and NE 12th Street overcrossings, as well as due to additional cost. Building only to the west would also require demolition of several multi-story office buildings.

The WSDOT design team will make every effort to avoid acquiring private property whenever possible. A portion of your property, including the structure, appears to be within the new right-of-way to be acquired for the I-405, NE 8th Street to SR 520 Braided Crossing Project. This new right-of-way is required to construct the grade-separated ramps for traffic exiting I-405 to SR 520. If the decision is made to purchase the property, it will be purchased at a fair market value and WSDOT will provide relocation assistance. WSDOT will comply with the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (84 Stat. 1894; 52 U.S.C. 4601 et seq.; Publ. L. 91-646), as well as Chapter 8.26 of the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC) 468-100.

► **Comment:** *Lastly, there is a lot more room on the other side of the freeway and there are no houses there. Why can't the freeway take a few feet on the other side and thus will miss my office.*

► **Response:** Please see response to your previous question addressing why the project cannot be shifted to the west side of I-405.

► **Comment:** *Please include this heart-breaking letter in the official file records of complaints about the Bellevue freeway expansion project for all the reason above and for others to read.*

► **Response:** Thank you for your comments. Since your letter is included as part of this document, it is a part of the formal record.

► **Comment:** *Please also re-evaluate the wall and I am sure that it can jog around my office without sacrifice anything about you project and you will save a soul.*

► **Response:** The location of any new retaining walls for the I-405, NE 8th Street to SR 520 Braided Crossing Project will be evaluated during project design.

Enns, Neil

► **Comment:** *I read on the web that you guys are starting planning on improving the 520/124th mess and the 8th/520 mess. That's cool, but I have question about another branch of 520/405. Are there any plans on the books for doing something about the westbound 520 to northbound 405 merge? Or do you guys figure that will naturally get better once the new northbound 405 lane is open?*

► **Response:** The westbound SR 520 merge to I-405 is something that the WSDOT team is discussing. Work on that specific merge is not included in one of WSDOT's current projects, but WSDOT is evaluating that location to determine when it could include that type of work in a project.

Feagin, Nancy

► **Comment:** *To minimize traffic disruption, the new bridge should be constructed parallel to the existing bridge and rolled into place similar to the NE 8th bridge replacement completed several years ago.*

► **Response:** Rolling the NE 12th Street bridge into place, as done on the recent NE 8th Street bridge replacement, is not feasible because the bridge alignment is skewed across I-405. To minimize traffic disruption when replacing the NE 12th Street bridge, the design team is evaluating the feasibility and traffic effects of bridge construction phasing concepts that would maintain at least two lanes of traffic on NE 12th Street over I-405.

► **Comment:** *520 access should be provided from the new NE 10th overpass.*

► **Response:** Thank you for your comments. The I-405, NE 8th Street to SR 520 Braided Crossing Project includes the proposed NE 10th Street on-ramp to SR 520.

Gagnier, Beverly

► **Comment:** *I know that there will have to be changes at the interchanges with the widening of 520 and where there are "waffles" areas. The increase in population, and the move out from the cities make it necessary to improve the roads even over objections of individuals. However, I do not know the natural environmental implications of these improvements. We do need to remember that we need protect all of that nature has for us for the next generation. As a senior, I have seen hillsides of trees become homes and it saddens me to see the trees removed even though people need homes. It is difficult to know the right balance.*

► **Response:** The EA for the I-405, NE 8th Street to SR 520 Braided Crossing Project will discuss potential effects of the proposed improvements on 14 different elements of the environment. Specific topics to be addressed as part of the natural environment include fish, wetlands, wildlife, vegetation, and water resources. The analysis will include an estimate of the land cover that will be removed to accommodate the proposed project.

Gordon, Meghan

► **Comment:** *Thank you for giving me the opportunity to provide comments on this project. I attended the scoping meeting for the subject project and have the following comments. I would like to request that my neighborhood be considered in the environmental analysis, specifically for noise and air pollution. In addition to other mitigation efforts, please consider the following (1) use of quieter pavement surfaces along I-405, and (2) placement of highway signs that remind truck drivers to not use compression brakes. If you have any questions regarding my comments, please let me know.*

► **Response:** The noise and air quality analysis will consider potential impacts to neighborhoods surrounding the project area corridors along I-405 and SR 520. The air quality analysis will focus on carbon monoxide concentrations from traffic at local intersections which exhibit the highest traffic volume and worst congestion and transportation system performance in the project area. The potential need for noise mitigation in your neighborhood will be based on the results of the project's noise evaluation. This evaluation will determine where there

are impacts on adjacent properties and what mitigation could be proposed. FHWA's Noise Abatement Criteria (NAC) identify 67 dBA as the limit at which noise is disruptive to human sleep and conversation. The FHWA bases its NAC on speech interference, which is a well-documented effect that is relatively reproducible in human response studies. WSDOT provides noise abatement when reasonable and feasible for noise levels 66 dBA and higher.

WSDOT conducts ongoing research on the technology of new highway surfaces and their corresponding benefits and costs. Based on this research as well as information from public involvement and participation, tests will be conducted in the I-405 corridor on different types of quieter pavement. As part of improvements along a 2-mile section of I-405 between Coal Creek Parkway and Southeast 8th Street, WSDOT will test three different types of quieter pavement. Quiet pavement will not be tested as part of the I-405, NE 8th Street to SR 520 Braided Crossing Project.

This past summer (2006), WSDOT began a separate pavement study to determine the long-term pavement performance characteristics of open graded friction courses (OGFCs) on southbound I-5 in Lynnwood. Both the I-405 and I-5 studies will measure the quieter pavement's noise-reduction characteristics, its resistance to studded tire wear, its durability, and its splash/spray characteristics in comparison to a control area. In addition, these studies will document any challenges with the construction of quieter pavement during paving operations. WSDOT will measure noise intensity monthly for a minimum of 5 years or until the pavement requires replacement. For further information, please visit these web sites:

<http://www.wsdot.wa.gov/biz/mats/pavement/QuieterPavements/OGFCWorkPlan.pdf>

<http://www.wsdot.wa.gov/biz/mats/pavement/QuieterPavements/QuieterPavementsUpdate.pdf>

<http://www.wsdot.wa.gov/biz/mats/pavement/QuieterPavements/QuieterPavementsUpdate12-2-05.pdf>

The use of compression brakes is under the jurisdiction of the local city or county. The enforcement of compression brake use is under the jurisdiction of the Washington State Patrol. WSDOT evaluates the posting of signs prohibiting compression brakes at the request of local cities or counties. Criteria that determine if a sign is placed include both roadway safety and sign effectiveness.

Hall, Craig

► **Comment:** *I am writing to you in regards to past and upcoming 405 projects around the 405 520 corridor. I have lived in the area, around NE 18th and 11th NE for 5 years now. My home has an absolutely awesome backyard designed fifty years ago with the idea of outdoor entertaining in mind. I have to say, since the expansion and added bus lanes on 405 the noise level has become intolerable. I love my house, I bought it for the backyard specifically. We use the patio daily in the warmer months and frequently when it is dry out in the winter. My neighbors enjoy spending time out there as well. We have all discussed how much the noise volumes have increased.*

Currently my partner and I have a home for sale in North Seattle in the Maple Leaf area. This Maple Leaf home is two blocks closer to the freeway than my current residence. The comments on that house are typically referring to the freeway noise. Since the current work on I-405, the noise level is so much higher than our other home. Selling this house in Bellevue, with the current levels of freeway noise would be damn difficult. We in the neighborhood, some residents, original homeowners, would like to know what studies on the sound level have been done and how do we access those studies. Was there an environmental study on noise levels done both before and after any of the construction completed.

► **Response:** Past noise studies around your area (111th Avenue NE and NE 18th Street) include two that were done in Bellevue in the 1990's: the NE 8th Interchange Project and the Northup Interchange Project. Electronic versions of these reports do not exist, but Mr. Jim Laughlin in the WSDOT Seattle office can provide information about the studies. He can be contacted at 206-440-4643 or his email address is LaughlJ@wsdot.wa.gov. Copies can also be requested through a public records request to Mr. Laughlin. There is also a preliminary noise study that was conducted for the I-405 Corridor EIS. It includes a broad-based discussion of noise with general locations of noise levels but no proposed mitigation. The link is:

<http://www.wsdot.wa.gov/NR/rdonlyres/63281156-B648-48CB-9BB6-0FCF54800FEF/0/Ch0302.pdf>

► **Comment:** *We are concerned about new work will do to these noise levels. We have a small pond in the yard to which over the past year, I have increased the fountain and waterfall to hide the noise. Most recently we installed new outdoor speakers to disguise the noise when we entertain. I have a very large dog; at night, I sleep*

with my slider open so the dog can go in and out at will. In previous years I would fall asleep to the sound effects of the pond. Nowadays, the ponds sounds are drowned under the sounds of vehicles on I 405. It's become so disappointing in the past year dealing with the traffic noise, and now we feel like it will only get worse. Please advise on whom we can talk to about sound barriers, and any studies drawn up that we can access to see for ourselves what the volume levels have done in the past couple of years.

► **Response:** The current I-405, NE 8th Street to SR 520 Braided Crossing Project that has been initiated will be studying noise in the area of your neighborhood. This study will determine where there are effects on adjacent properties and what mitigation, if warranted, could be proposed. Noise barriers would be proposed at locations within the project area that would be subject to increased noise levels if the barriers prove to be both feasible (would be effective in reducing in noise levels) and reasonable (would meet WSDOT's cost requirements). Also, please see the response to Meghan Gordon, above, regarding WSDOT's noise evaluation to be undertaken for this project and WSDOT's ongoing research to minimize noise impacts. We expect that the open house to report the findings of the noise study will be held in the summer of 2007. We will add your name and contact information to our database to ensure that you are notified of this meeting and all upcoming events concerning this project.

► **Comment:** *We, me and my neighbors have been discussing this and a few other things that affect our little Holiday Hill Community. Now that the leaves are falling it's just getting worse. The weather is still nice enough that a few of us hang out on my back patio, and it always seems to come up as a conversation. Any feedback would be greatly appreciated. There are a number of residents here in the community that have been here for decades, we often discuss the changes. It has been pointed out by some of those, the difference in just the past year and a half has been nothing short of frustrating. Hopefully we will hear some positive news. I appreciate the work you put into this, we all love our little neighborhood.*

► **Response:** Thank you for your comments.

Lloyd, Leslie
President, Bellevue Downtown Association

► **Comment:** *On behalf of the Bellevue Downtown Association, I am submitting the following comments with an important request leading into the environmental study phase for this project.*

Improving access and connectivity to I-405 and SR-520 is a key component to the future livability and economic vitality of Downtown Bellevue. We recognize the significant progress made by WSDOT to fulfill the projects funded by the Nickel and Transportation Partnership Account packages. Further, we support the efforts underway through RTID to fund remaining projects as part of the "Roads and Transit" ballot measure in 2007.

► **Response:** Thank you for your comments. The I-405, NE 8th Street to SR 520 Braided Crossing Project is funded under the Transportation Partnership Account. Please see responses to specific comments below.

► **Comment:** *Creating freeway access for Downtown Bellevue at NE 10th Street was identified as a core transportation improvement in the 2003 Final Report on the Downtown Plan Update. We understand this access will coincide with braided crossings and new ramps at NE 10th Street. Funding has been secured for the NE 10th overcrossing and northbound braided crossing. We are supporting allocation of RTID funding for the southbound component. However, we note that the southbound project, including access to NE 10th St., is not currently proposed for study.*

Therefore, the Bellevue Downtown Association urges WSDOT to include a full study of the southbound braided crossing (I-405, SR-520 to NE 8th) with ramp access to NE 10th St. as part of a complete project in the upcoming environmental assessment.

We believe studying the impacts of improving the southbound weave of traffic and access to Downtown Bellevue at NE 10th St. in concert with the northbound project will improve WSDOT's readiness to proceed once funding becomes available.

According to plan, Downtown Bellevue is absorbing more than 70 percent of the City of Bellevue's expected growth through 2020. We will see a doubling of jobs and a near quadrupling of residents in coming years. Improved arterial access to I-405 and SR-520 is a critical piece for accommodating the dramatic associated rise in daily vehicle trips, especially during peak periods.

To handle this growth, improving our transportation network is the BDA's top advocacy priority. Last week, I testified at the RTID public hearing in support of the current "Blueprint for Progress" and requested that funds be allocated in the proposal for I-405. Specifically, I mentioned the need for funding the southbound

complement to the current braided crossing project and completion of the half interchange at NE 10th Street.

► **Response:** We acknowledge that the southbound braided crossing project is included in the latest version of the RTID list and we appreciate your efforts to support funding for the southbound braids. Since funding is not available at this time, the southbound braids are not included within the scope of proposed improvements to be addressed as part of the I-405, NE 8th Street to SR 520 Braided Crossing Project. Future study of the southbound braids will be undertaken if and when funding for this project becomes available.

► **Comment:** *We appreciate the opportunity to weigh in with our comments at this stage of the project and invite further discussion and participation as WSDOT moves forward.*

► **Response:** You will be added to the I-405, NE 8th Street to SR 520 Braided Crossing Project mailing list. WSDOT plans to have an open house in late 2007 to share the findings of the technical studies prepared for this project.

Plummer, David F.

► **Comment:** *There are no performance, design and quality assurance specifications for the "braided-crossing project."*

► **Response:** The I-405, NE 8th Street to SR 520 Braided Crossing Project is part of the I-405 Master Plan, a larger overall vision to improve traffic congestion and address future growth along the I-405 corridor. A National Environmental Policy Act (NEPA) Record of Decision was published in 2002 for the I-405 Master Plan, which included about 150 projects along the corridor to address congestion and future growth. The I-405 Team worked with an Executive Committee, which included local elected officials along with federal and state agency representatives, in the selection of the preferred alternative shown in the Record of Decision. The I-405 Team worked closely with the Executive Committee to find a mid-range level of improvements along the I-405 corridor which worked towards the I-405 Master Plan and looked towards a "worst-first" plan, which involved prioritizing the worst congestion areas first. This mid-range level of improvements was referred to as the I-405 Implementation Plan.

The I-405 Team presented the I-405 Master Plan and Implementation Plan to the Legislature to make decisions for funding improvements along the corridor. From these plans, the Legislature has funded several projects along the I-405

corridor. One such project is the I-405, NE 8th Street to SR 520 Braided Crossing Project, which the Legislature funded through the 2005 Transportation Partnership Account package.

During the NEPA and SEPA process for this project, the I-405 Team will produce technical studies for many areas of the environment which will be used to prepare an EA. For example, the Transportation Discipline Report will address the likely transportation effects of the project. This report will specifically evaluate the project's effect on person throughput, speed, and delays. The Economics Discipline Report will discuss the project's economic effects on the regional and/or local economy, effects on the economic vitality of the existing highway-related businesses (gasoline stations and motels), and effects on established business districts. Performance, design, and quality assurance specifications will be prepared and included at a later date as part of the construction contract for the I-405, NE 8th Street to SR 520 Braided Crossing Project.

An open house will be held when the findings of the environmental technical reports are presented to the public. At that time, you will be able to speak with staff who work on the project to discuss any questions you might have. We expect that the open house will occur in the summer of 2007.

► **Comment:** *There are no measures of performance and cost effectiveness for the project.*

► **Response:** WSDOT receives funding from the legislature, and conducts regular Cost Estimate Validation Process analyses to ensure that the project stays within the allotted funding.

► **Comment:** *There is no life cycle cost estimate for the project.*

► **Response:** Please see response above to your first comment.

► **Comment:** *There is no reasonably detailed construction/commissioning schedule for the project.*

► **Response:** A detailed construction and commissioning schedule will be developed at a later date. Construction is anticipated to commence in 2009 and be completed in 2012.

► **Comment:** *There is no comparison data for performance measures for the project, e.g., delay-times, avg. vehicle speeds, etc. that compare performance measures with and without the project.*

► **Response:** The transportation section of the EA will address interchange transportation operations in that area, and will include performance measures such as delay times and average vehicle speeds for conditions both with and without the project.

► **Comment:** *If any of the above is available, please send/email me copies.*

► **Response:** Thank you for your comments. None of the information you have requested in your comment letter is available at this time. The Project Scoping Report, which includes responses to your specific comments, is available to download off the I-405 webpage (<http://www.wsdot.wa.gov/Projects/i405/NE8thtoSR520/>) for the I-405, NE 8th Street to SR 520 Braided Crossing Project, and a copy will be available at the Bellevue Public Library. In addition, you will receive a notice when the discipline studies and EA for the I-405, NE 8th Street to SR 520 Braided Crossing Project are available for public review and comment. As stated above, an open house will be held when the findings of the technical reports are presented to the public.

Stewart, Sue

► **Comment:** *Current Metro operation includes EB 520 → exit 124th NE, WB 520 → SB 405, NB 405 → EB 520, and *(PM) EB 520 to SB 405 to NE 8th – NE 8th to NB 405 to avoid the congestion/delays from the EB 520 to NB 405 flyover. The braid as described appears to benefit transit because we can continue with the *PM deviation and can use CDs for better safety and efficiency.*

► **Response:** The project's Transportation Discipline Report will look at transit operations in relation to the project's effects. WSDOT will work with local transit authorities on any related effects to local transit routes.

► **Comment:** *What would further enhance safety and efficiency for transit (2 operating bases on 124th NE with over 350 combined busses) is to include an improvement to the SR 520-EB offramp at 124th NE. Current channelization at Northrup includes 3 lanes and right turn only. Recommend improve capacity for at least 3 full lanes back to the entrance to the offramp.*

► **Response:** Thank you for your comment. The proposed I-405, NE 8th Street to SR 520 Braided Crossing Project includes improvements to the SR 520 eastbound off-ramp at

124th Avenue NE which are expected to increase storage capacity.

► **Comment:** *Improving WB 520 to SB 405 with an “ADD” lane would be ideal – the “cost” of merging EB 520 to SB 405 is acceptable to transit.*

► **Response:** Thank you for your comment. The proposed project includes both of these lane improvements along southbound I-405.

Tait, Richard

► **Comment:** *Looks good – so does the Bellevue-Renton plan for I-405. One question. These projects lay the groundwork for a really effective BRT system, with good point-to-point service throughout the eastside. Why foul it up with an enormously expensive LRT system. A fraction of that amount of money could be used, in the way you demonstrate here, to develop our road system to accommodate BRT to all eastside activity centers. What are our electeds thinking?*

► **Response:** WSDOT is working closely with Sound Transit to coordinate future roadway projects with plans for light rail transit (LRT). However, Sound Transit is the agency responsible for planning the region's LRT system, and LRT is not a part of the proposed I-405, NE 8th Street to SR 520 Braided Crossing Project.

3. Agency Scoping

The I-405 Project Team conducted a scoping meeting for the tribes and federal, state, and local agencies at the University of Washington Bothell campus on Thursday, September 14, 2006, from 1:00 p.m. to 4:00 p.m. The format for the meeting included a presentation by the I-405 Project Team followed by a question-and-answer period.

What are the responses to agency comments?

Specific comments from public agencies and WSDOT's responses are presented below.

King County Department of Transportation — Harold S. Taniguchi

► **Comment:** *Thank you for the opportunity to comment on the scope of the Environmental Assessment (EA) of the NE 8th Street to SR 520 Braided Crossing project on northbound I-405. I also appreciate the time I-405 project staff took to meet with Metro Transit representatives to help us better understand the impacts this project will have on transit services. We have two specific comments:*

► **Response:** Thank you for your comments. Please see responses to specific comments below.

► **Comment:** *It is very important for transit service that the ability to move from the Bellevue Transit Center to SR 520 eastbound and westbound throughout the construction period is maintained. We request that construction plans minimize the possibility of this movement being disrupted during the construction period, and if that is not possible, to identify an alternative route and mitigation for added transit cost due to construction related delays.*

► **Response:** Thank you for your comment. The project's construction staging plan has yet to be developed. However, WSDOT acknowledges that access to and from downtown Bellevue and SR 520 are critical movements that need to be maintained to the greatest extent feasible. WSDOT will work closely with King County Metro and other transit providers throughout the project planning, design, and construction process to minimize disruption during the construction period.

► **Comment:** *Since the project includes changes to the SR 520/124th Avenue NE interchange, we request that the project address safety concerns affecting transit buses using that ramp to access the Metro East and Bellevue bus bases. The need is to prohibit motorists from squeezing by on the "shoulder" and/or between rows of cars, where some are off the shoulder and others are abiding by the law. Metro's preferred solution is to have full channelization up to the throat of the off-ramp. For further information on this issue, please contact Ray Coffey, Transit Safety Officer, Metro Transit Division, King County Department of Transportation (KCDOT), at 206-684-2539.*

► **Response:** Thank you for your comments. The proposed I-405, NE 8th Street to SR 520 Braided Crossing Project includes improvements to the SR 520 eastbound off-ramp at 124th Avenue NE which are expected to improve capacity. Through project design, the I-405 Team will also evaluate and apply safety standards on this ramp.

► **Comment:** *This project has potential to make a substantial improvement to transit operation and safety throughout the affected area. Please keep us informed and involved as the design process reaches critical milestones where our input could be most effective. We also look forward to being able to review and comment on the final EA document for this project. If you have any questions regarding this letter, please contact Ron Posthuma, Assistant Director, KCDOT, at 206-684-1007.*

► **Response:** Thank you for your comments and support for this project.

National Marine Fisheries Service
— Sean Callahan

► **Comment:** *Will you be looking at culvert replacements?*

► **Response:** Culvert surveys will be undertaken in the study area. Based on the results of the culvert surveys, the project team will evaluate the project's requirements for culvert replacements.

► **Comment:** *Have you considered what type of wetland/stream mitigation will be necessary?*

► **Response:** We do not know at this time the specific wetland and stream effects and associated mitigation needs required for the proposed I-405, NE 8th Street to SR 520 Braided

Crossing Project. However, we anticipate that the project's wetland needs will be met at the Kelsey Creek wetland mitigation site, which will be constructed as part of the 112th Avenue SE to SE 8th Street Widening Project. We also plan to develop a stream mitigation plan to minimize any effects to stream resources. The project's wetland and stream mitigation needs will be identified during preparation of the EA.

Washington State Department of Ecology
— Rebecca Ponzio

► **Comment:** *Will the Kelsey Creek mitigation site cover all of your wetland mitigation needs?*

► **Response:** We do not know at this time if Kelsey Creek site will cover all the wetland mitigation needs of the I-405, NE 8th Street to SR 520 Braided Crossing Project. If additional mitigation is needed, other potential mitigation sites will be identified and evaluated.

What are the responses to City of Bellevue-specific comments?

City of Bellevue
— Grant Degginger, Mayor

► **Comment:** *The Bellevue City Council continues to support WSDOT's advancement of the projects included I-405 Corridor Master Plan and particularly encourages WSDOT to continue to advance the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project and its companion project, the southbound braided ramps project from SR 520 to NE 8th. We strongly support this project because it is vital to the continued growth of downtown Bellevue, the City as a whole, and the broader region. The project will complement the NE 10th St. Overcrossing, which will begin construction later this year, by providing part of the necessary infrastructure to implement a new regional transportation access point. In doing so, it helps to implement a key component of the City's Downtown Implementation Plan Update, which is consistent with the I-405 Master Plan.*

We offer the following comments to help shape the Environmental Assessment (EA):

► **Response:** Thank you for your comments and support for this project. Please see responses to specific comments below.

► **Comment:** *Access - NE 10th St. Northbound On-Ramp.* During construction and once the project is completed, access to SR 520 from downtown Bellevue and neighborhoods east of I-405 could be limited to the NE 4th interchange. The NE 10th over crossing project will eventually allow access to and from SR 520. We believe providing more than one access point to SR 520 is critical to distributing trips on the city's street network to maintain acceptable system operations. As such, we believe WSDOT should construct the northbound NE 10th St. on-ramp as part of the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project in order to provide a second access point for SR 520 destined trips, thereby mitigating the loss of this access from NE 8th St.

► **Response:** The proposed I-405, NE 8th Street to SR 520 Braided Crossing Project includes construction of a northbound NE 10th Street on-ramp to SR 520.

► **Comment:** *Additionally, we look forward to a collaborative effort to reconcile management of the city's transportation network and signage to facilitate access to I-405 and SR520 and efficient operation of the local street network during and after construction. Given heavy and growing travel demands in downtown Bellevue and surrounding areas, it will be particularly important to adequately notify motorists of temporary construction detours and permanent highway access modifications through clear signage and other methods. The EA must fully analyze the effects of changing I-405 and SR 520 access from downtown Bellevue to ensure that reasonable traffic circulation is maintained. We are concerned that forcing all SR 520 bound trips to NE 4th St. could overwhelm the street system and have severe traffic impacts.*

► **Response:** WSDOT is committed to continuing coordination efforts with the City to minimize traffic effects during and after construction. The EA will analyze effects of the project on local arterials.

► **Comment:** *Bel-Red Corridor Redevelopment and 124th Ave NE Off-Ramp Capacity.* The city's Bel-Red Corridor Project has identified three land use and transportation action alternatives for evaluation in a draft environmental impact statement. All three alternatives consider increased housing and employment densities, and improvements to the transportation system. As the Bel-Red

Corridor is adjacent to the Braided Crossing Project study area, the improvements made as part of the project become even more vital in light of the anticipated increased densities. At the same time, impacts arising from the project will affect a larger population than those captured with current projections for the Bel-Red Corridor. We hope to work closely with WSDOT to include the potential increased densities in the EA in order to fully account for project impacts. Of particular importance is the queuing capacity of the reconfigured 124th Ave NE off-ramp from eastbound SR 520. We believe that WSDOT should seek to maximize this capacity in light of likely increased travel demands associated with the future redevelopment of the Bel-Red corridor.

► **Response:** WSDOT acknowledges that the City is in the process of evaluating different land use and transportation alternatives that would increase housing and employment densities and provide improvements to the transportation system in the Bel-Red Corridor, east of I-405 and south of SR 520. However, to date, a preferred land use and transportation alternative has not been selected by the City, and it is uncertain when this decision will be made. Therefore, the I-405, NE 8th Street to SR 520 Braided Crossing Project has assumed that the future land use pattern in the Bel-Red Corridor will reflect existing City comprehensive plan and zoning designations. The I-405, NE 8th Street to SR 520 Braided Crossing Project does include reconstruction of the 124th Avenue NE off-ramp from eastbound SR 520, which is expected to improve vehicle storage capacity. We appreciate the City's efforts to include WSDOT in their planning process, and we look forward to continued coordination with you.

► **Comment: NE 12th St. Overcrossing.** *This project will expand the width of I-405 to accommodate the northbound braided ramps and the ultimate configuration of I-405 that includes the future southbound braided ramps from SR 520 to NE 10th St. and HOV to HOV connectors between I-405 and SR 520. In doing so, the NE 12th St. overcrossing will be reconstructed. The City has a long-standing plan to improve the NE 12th St. overcrossing to include pedestrian and bicycle facilities because it is identified as the primary bicycle route across I-405 in the downtown Bellevue vicinity. Bellevue staff have communicated the City's desires for 12.5 foot wide sidewalks (8 foot sidewalk, plus 4 foot planter/buffer, plus one-half foot curb) and 5 foot wide bicycle lanes in each direction on this overcrossing. We believe this is a critical investment for accommodating non-motorized modes and therefore expect it to be constructed as part of the project.*

► **Response:** WSDOT has met with City staff on several occasions to discuss the design details of the proposed I-405, NE 8th Street to SR 520 Braided Crossing Project, including the City's desires to provide sidewalks and bicycle lanes on the proposed replacement of the NE 12th Street overcrossing. WSDOT looks forward to continuing to work closely with City staff on finalizing design of the appropriate cross section for the NE 12th Street overcrossing.

► **Comment:** *We also expect that the new overcrossing (and the rest of the project) will be constructed in accordance with I-405 Context Sensitive Solutions aesthetic features.*

► **Response:** WSDOT is incorporating context-sensitive solutions into the I-405, NE 8th Street to SR 520 Braided Crossing Project, including the NE 12th Street overcrossing.

► **Comment:** *Please also be aware that Sound Transit is currently evaluating light rail routing options in Bellevue. One option currently under review is an at-grade system that would cross over I-405 in the NE 12th St. corridor with a station between 112th Ave NE and 116th Ave NE. While Sound Transit has only begun their analysis and no routing or station location decisions have been made, it is important that WSDOT continue to coordinate with the City and Sound Transit to ensure that options are not precluded by the design of the new NE 12th overcrossing.*

► **Response:** WSDOT will continue to coordinate with Sound Transit and the City as appropriate during the environmental review and design processes. WSDOT is committed to working with the transit agencies along with the local cities to keep them informed on design issues as they relate to each organization.

► **Comment: Noise Impacts.** *Noise has been an on-going concern for neighborhoods and jurisdictions along I-405 and the SR 520 corridors, and we appreciate that the SR520 project team has found ways to alleviate existing and anticipated noise issues west of I-405. We are concerned that noise impacts were identified east of I-405 by the SR 520 DEIS, but effective mitigation could not be found. Now that the Braided Crossing Project has subsumed the auxiliary lane on SR 520 from I-405 to 124th, we expect that the Environmental Assessment for the Braided Crossing Project will build upon the I-405 Corridor Program EIS and the SR 520 DEIS to find ways to address noise issues in the area. Noise impacts to single family neighborhoods north of SR 520 and east of I-405 are of particular concern. Please reference the City's noise abatement objectives that*

are outlined in Resolution 7375 (adopted June 2006) that we have shared with you previously.

► **Response:** WSDOT acknowledges the City's concerns about traffic noise and its effects on the quality of life in Bellevue neighborhoods, and is familiar with the City's noise abatement objectives, as outlined in Resolution 7375. The EA for the I-405, NE 8th Street to SR 520 Braided Crossing Project will evaluate potential noise impacts to sensitive receptors in the study area, including residential neighborhoods north of SR 520 and east of I-405. As part of the EA, noise mitigation will be recommended where feasible and reasonable in accordance with FHWA's noise abatement criteria. WSDOT is committed to working with the City on this issue and to continue looking at innovative and creative solutions to minimize noise impacts as a result of regional transportation system improvements.

► **Comment: Right of Way Impacts.** *The Braided Crossing Project is adjacent to an area of residential and business uses. The project footprint reveals the extent of potential impacts to these properties, which could be significant. In some cases, the project anticipates complete acquisition of properties, or acquisition of such a significant amount of the parcel as to render the existing use no longer viable. We expect that the EA will fully disclose impacts, include analysis to minimize adverse impacts, and seek to protect adjacent properties to the extent feasible. When impacts are unavoidable, we expect WSDOT to work closely with property and business owners to provide appropriate compensation and mitigation.*

► **Response:** The EA will disclose all acquisitions and relocations associated with the project. The WSDOT design team will make every effort to avoid acquiring private property whenever possible. Where unavoidable, WSDOT's Real Estate Office will work closely with affected property owners to provide appropriate compensation and mitigation in accordance with the federal Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 (84 Stat. 1894; 52 U.S.C. 4601 et seq.; Publ. L. 91-646), as well as Chapter 8.26 of the Revised Code of Washington (RCW) and the Washington Administrative Code (WAC) 468-100.

► **Comment: Impacts of Increased Impervious Surface.** *As the project will create an estimated additional 12.5 acres of impervious surface, we appreciate that the EA will include evaluation of the impacts to a range of environmental elements. The Bellevue community values both the beauty and functional integrity of our*

natural environment, and we expect that WSDOT will work closely with the city to identify local mitigation opportunities.

► **Response:** The EA for the I-405, NE 8th Street to SR 520 Braided Crossing Project will discuss the potential effects of the proposed improvements to 14 different elements of the environment. Specific topics to be addressed as part of the natural environment include fish, wetlands, wildlife, vegetation, and water resources. WSDOT looks forward to continuing to work closely with the City to identify local mitigation opportunities.

► **Comment:** *Construction Mitigation and Coordination with Local Improvements.* We hope that the city and State can work collaboratively to coordinate the Braided Crossing Project and local projects to facilitate efficient implementation and mitigate construction impacts. The city has a number of planned Capital Investment Program (CIP) projects in the project study area and project footprint. Specifically, the City has a designed project at Northup Way and 124th Ave NE, planned pedestrian and bicycle improvements along Northup Way to Bellevue Way, and identified a potential bicycle connection from 124th Ave NE, a city-designated bicycle route, to the existing SR 520 trail. Additionally, city CIP projects adjacent to the study area present opportunities to make improvements to the local system in order to mitigate anticipated traffic impacts caused by project construction.

► **Response:** WSDOT looks forward to continued collaboration and coordination with the City regarding proposed local transportation improvements. In particular, WSDOT will carefully coordinate with the City during construction of the proposed I-405, NE 8th Street to SR 520 Braided Crossing Project to ensure successful implementation of mitigation measures.

► **Comment:** *Additional Environmental Clearance.* We request that you consider expansion of the project EA to include the continuation of the auxiliary lane eastbound on SR 520 to 148th Avenue NE. As a major employment center, access to Overlake is critical for the region. Past studies have examined the continuation of the auxiliary lane eastbound to 148th Avenue NE because of the importance of providing access to Overlake during the peak period. Projected congestion in the corridor is high, including backups on eastbound SR 520 past I-405 to approximately Bellevue Way. If budget becomes available, extending the auxiliary lane to 148th Avenue NE as part of the Braided Crossing project would provide

important capacity for the region to a major employment center while providing the efficiency of building the desired configuration while construction is underway in the corridor.

► **Response:** Continuation of the auxiliary lane eastbound on SR 520 to 148th Avenue NE is not funded and is therefore not included within the scope of the proposed I-405, NE 8th Street to SR 520 Braided Crossing Project.

► **Comment:** *We request that you consider expansion of the scope of the environmental review to include the evaluation of ramps to and from the east on SR 520 at 124th Avenue NE. At a minimum, the design of the project must allow for the future provision of these ramps. Similarly, the design should not preclude the build out of the corridor, consistent with the Metropolitan Transportation Plan (MTP), that calls for eight lanes as the ultimate configuration of SR 520 east of I-405. As explained above, the city is considering increases in housing and employment densities in the Bel-Red Corridor. Allowing for the future improvements, and advancing the environmental clearance for the ramps at 124th Ave NE, will ensure that the city and State continue to anticipate and meet the future demand for the corridor in an efficient manner. We anticipate that these future demands may otherwise overwhelm the 148th Ave NE/SR 520 interchange.*

► **Response:** Ramps to and from the east on SR 520 at 124th Avenue NE are part of the I-405 Master Plan. They are not funded and are therefore not included within the scope of the proposed I-405, NE 8th Street to SR 520 Braided Crossing Project. However the I-405, NE 8th Street to SR 520 Braided Crossing Project will not preclude construction of these ramps to and from the east on SR 520. Also, please see our response to the City's previous comment addressing Bel-Red Corridor Redevelopment.

► **Comment:** *Bellevue looks forward to a continued productive relationship with WSDOT during the Braided Crossing Project EA and subsequently to implement the project. Our hope is that the project will progress swiftly through a thorough environmental process and into design and construction. Central themes for this investment are safety and throughput improvements in advance of SR 520 Bridge Replacement and HOV Project implementation. We believe the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project will be critical to keeping the region and state moving during reconstruction of the SR 520 corridor, which will*

likely result with significant traffic diversion to I-90. Thank you for your continued work to advance this project.

► **Response:** Thank you for your comments. WSDOT looks forward to a continued productive relationship with the City.

Appendix A
LEGAL NOTICE, MAILERS, ADVERTISEMENTS, AND
WRITTEN COMMENTS

Public Outreach



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

We Need Your Input:

I-405, NE 8th St. to SR 520 Braided Crossing Project

Please join us for an open house on Wednesday, September 20 from 4–7 pm, to review the proposed project and provide your input. WSDOT's I-405 Corridor Program will study improvements to northbound I-405 between NE 8th Street and the SR 520 Interchange in Bellevue, which will improve access and safety, reduce congestion, and accommodate future regional growth. The project includes:

- New structures on northbound I-405 to separate traffic exiting to SR 520 from downtown Bellevue traffic entering I-405.
- An eastbound lane along SR 520 to separate the on and off-ramp traffic between I-405 and 124th Avenue NE.

How to provide your input:

- Provide written comments at the Scoping Meeting
- Email or mail written comments by October 16, 2006 to:

Allison.Ray@i405.wsdot.wa.gov

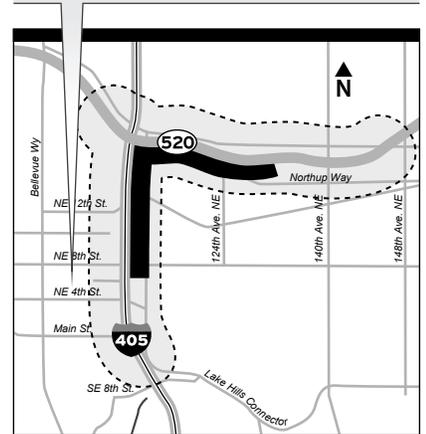
or

Allison Ray, I-405 Environmental Manager
600 - 108th Ave NE, Suite 405
Bellevue, WA 98004



I-405, NE 8th St to SR 520 Braided Crossing Project Scoping Meeting

Wednesday, Sept. 20, 2006
Bellevue City Hall*
Room 1E-108
450-110th Ave NE, Bellevue
4:00–7:00 pm



*Visit www.transit.metrokc.gov to plan your trip. Signs will direct you to the meeting.



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

NE 8th St. to SR 520 Braided Crossing Project

Public Scoping Meeting:

Bellevue City Hall, Room 1E-108
450-110th Ave NE, Bellevue
September 20, 2006
4:00 pm – 7:00 pm



600 - 108th Avenue NE
Suite 405
Bellevue, WA 98004-9800

Learn about proposed improvements, speak directly with project engineers and provide us with written comments.

More information about the I-405, NE 8th St. to SR 520 Braided Crossing Project Scoping Meeting is available on our website: www.wsdot.wa.gov/projects/i405.

Alternate Formats: Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the WSDOT ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service (TTY) at (800) 833-6388, Tele-Braille (800) 833-6385, or Voice (800) 833-6384, and ask to be connected to (360) 705-7097.

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Corridor Program

Congestion Relief & Bus Rapid Transit Projects

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

September 1, 2006

[INSERT ADDRESSEE]

RE: Introduction Letter - WSDOT I-405 NE 8th Street to SR 520 Braided Crossing

Dear Property Owner,

The Washington State Department of Transportation's (WSDOT) I-405 Corridor Program is moving forward with the environmental process for the NE 8th Street to SR 520 Braided Crossing Project. The I-405 Project Team will gather public input and evaluate improvements to northbound I-405 between NE 8th Street and the SR 520 interchange in Bellevue, which will improve access and safety, reduce congestion, and accommodate future regional growth. The project will build new structures on northbound I-405 to separate traffic exiting to SR 520 from downtown Bellevue traffic entering I-405 and an eastbound lane along SR 520 to separate the on and off-ramp traffic between I-405 and 124th Avenue NE. The project is scheduled to go to construction in 2009 and finish in 2012.

This letter is to notify you of the upcoming Public Scoping Meeting to be held on **September 20, 2006 at Bellevue City Hall (RM 1E-108) from 4-7 p.m.** to discuss the details of the project. This meeting is the beginning of the environmental process and one of many opportunities for you to speak directly with project staff, ask questions, and provide your input. As an adjacent property owner to the proposed improvements with the potential to be impacted, we wanted to make contact with you and to keep you informed about the project as it progresses. Please feel free to give us a call if you have questions.

In addition, if you are unable to attend the meeting, you can still formally comment on the project. Comments need to be submitted to me through an email or a letter postmarked by October 16, 2006 to ensure that your comment will be included in the formal record:

Allison Ray, I-405 Environmental Manager
600 – 108th Ave NE, Suite 405
Bellevue, WA 98004
Allison.Ray@i405.wsdot.wa.gov

Or, if you would like more information on the project or would like to request a special briefing with project staff, please contact:

Colleen Gants, I-405 Public Information
600 – 108th Ave NE, Suite 405
Bellevue, WA 98004
Colleen.Gants@i405.wsdot.wa.gov

Sincerely,

Allison Ray

Washington State Department of Transportation - News

I-405 Project – 600 108th Avenue NE, Bellevue, WA 98004-5101 – (425) 456-8500

FOR IMMEDIATE RELEASE

September 12, 2006

Contact: Denise A. Cieri, Project Manager, I-405 Project (425) 456-8509
Colleen Gants, Public Information, I-405 Project (425) 456-8555

Have your say on WSDOT's plans for smoother traffic flow from I-405 to SR 520

BELLEVUE - The Washington State Department of Transportation (WSDOT) is moving forward with improvements authorized by the 2005 legislature to improve safety and speed on I-405 in Bellevue. To begin the environmental process, WSDOT invites the public to a scoping meeting for the NE 8th Street to SR 520 Braided Crossing Project, which includes:

- Adding an eastbound lane along SR 520 to separate the on and off-ramp traffic between I-405 and 124th Avenue NE, and
- Building new structures to separate northbound I-405 traffic exiting to SR 520 from traffic entering I-405 in Bellevue.

WSDOT encourages the public to attend and provide comments to what will be studied in the environmental analysis (EA):

Date: September 20

Time: 4 p.m. to 7 p.m.

Location: Bellevue City Hall, Room 1E-108

According to Allison Ray, I-405 Project Environmental Manager, "More interaction from the public will result in a project that best serves the community."

Public comments from this meeting will serve as a guide for the EA, which analyzes potential affects of the project, from air quality to noise to social issues. All written comments received or postmarked by October 16, 2006, will be included in the formal project record. Project comments should be submitted in writing to the I-405 Project Environmental Manager, Allison Ray:

Allison Ray, I-405 Project Environmental Manager

600-108th Ave NE, Suite 405

Bellevue, WA 98004

OR

Allison.ray@i405.wsdot.wa.gov

For more information on I-405 projects please visit www.wsdot.wa.gov/projects/i405.

###



Commuters from NE 8th Street, NE 4th Street, and I-405 merge into one lane to get on SR 520 or I-405.

We Need Your Input on Proposed Improvements to I-405 from NE 8th St. to SR 520

Please join us on **Wednesday, September 20 from 4–7 pm** to review the proposed project and provide your input.

WSDOT's I-405 Corridor Program will study improvements to northbound I-405 between NE 8th Street and the SR 520 Interchange in Bellevue, which will improve access and safety, reduce congestion, and accommodate future regional growth.

The project includes:

- New structures on northbound I-405 to separate traffic exiting to SR 520 from downtown Bellevue traffic entering I-405.
- An eastbound lane along SR 520 to separate the on and off-ramp traffic between I-405 and 124th Avenue NE.

Learn more about this project at:

www.wsdot.wa.gov/Projects/i405/NE8thtoSR520

* Visit transit.metrokc.gov to plan your trip. Signs will direct you to the meeting.

I-405, NE 8th St to SR 520 Braided Crossing Project Scoping Meeting

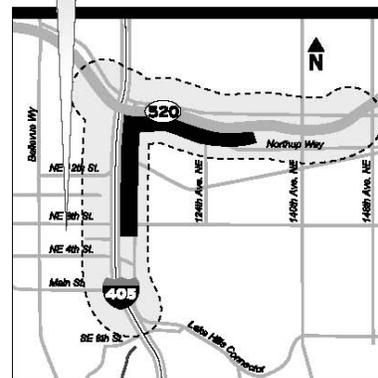
Wednesday, Sept. 20, 2006

Bellevue City Hall*

Room 1E-108

450-110th Ave NE, Bellevue

4:00 – 7:00 pm



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

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www.wsdot.wa.gov/projects/i405

Contact: Colleen Gants

(425) 456-8500



U.S. Department of Transportation
Federal Highway Administration



Washington State
Department of Transportation



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

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

Notice of I-405 Environmental Document Public Scoping Meeting

The Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA) are proposing improvements on I-405 between NE 8th Street and SR 520 in Bellevue. These agencies will prepare a National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) environmental document for the proposed project. WSDOT and FHWA are holding a public scoping meeting to solicit your comments on environmental issues to be addressed in the document, including social, economic and natural resources.

Public Scoping Meeting

WSDOT and FHWA invite you to attend the environmental scoping meeting:

- Thursday, September 20, 2006
- Time: 4:00 pm to 7:00 pm
- Location: Bellevue City Hall, RM 1E-108
450-110th Ave NE,
Bellevue, WA 98004
- Details: Bellevue City Hall is easily accessible by transit. Visit <http://transit.metrokc.gov> to plan your trip or park for free in the underground parking garage. Signs will direct you to the meeting.

Description of the I-405, NE 8th Street to SR 520 Braided Crossing Project:

The purpose of the I-405, NE 8th Street to SR 520 Braided Crossing Project is to reduce congestion, improve safety and enhance the environment. WSDOT's I-405 Corridor Program will study improvements to northbound I-405 between NE 8th Street and the SR 520 Interchange in Bellevue. As part of the Environmental Assessment (EA) for this project, WSDOT will evaluate:

- New structures on northbound I-405 to separate traffic exiting to SR 520 from downtown Bellevue traffic entering I-405, and
- An eastbound lane along SR 520 to separate the on and off-ramp traffic between I-405 and 124th Avenue NE.

Visit www.wsdot.wa.gov/projects/i405/ne8thtosr520 for more information.

Purpose of the Scoping Meeting

WSDOT and FWHA are holding the scoping meeting to solicit public comments regarding issues to be addressed in the environmental assessment. The meeting will use an informal, open-house format, to allow for one-on-one discussion with I-405 Project staff, while still providing the opportunity to submit written formal comments. Exhibits, maps, documents and other pertinent information will be on display, and I-405 Project Team members will be available to answer questions regarding the potential environmental effects, mitigation and schedule. Written comments may be submitted during the open house, or by mail or email at the address below.

All written comments received by October 16, 2006 will be included in the formal scoping record and will be considered by the I-405 Project Team members. Project information may be reviewed prior to the meeting by visiting: www.wsdot.wa.gov/projects/i405/ne8thtosr520.

If significant environmental impacts not previously addressed during the I-405 Corridor Program Environmental Impact Statement (EIS) are discovered during environmental analysis, an EIS may be prepared for the I-405, NE 8th Street to SR 520 Braided Crossing Project. If this happens, no additional scoping meetings will be held; however, the



Corridor Program

Congestion Relief & Bus Rapid Transit Projects

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

Notice of Intent, published in the Federal and SEPA registers, would announce a deadline for submitting written comments on the scope of the alternatives to be considered.

To submit comments or for additional information, please contact:

Allison Ray
I-405 Project Environmental Manager
600 - 108th Avenue NE
Suite 405
Bellevue, WA 98004

OR

Allison.Ray@i405.wsdot.wa.gov

Title VI Notice to Public

The meeting site is accessible to persons with disabilities. Persons with disabilities may request this information be prepared and supplied in alternate formats by calling the WSDOT ADA Accommodation Hotline collect (206) 389-2839. Persons with hearing impairments may access Washington State Telecommunications Relay Service (TTY) at 1 (800) 833-6388, Tele-Braille 1 (800) 833-6384, and ask to be connected to (360) 705-7097.

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E-Mail Comments

-----Original Message-----

From: Anderson, Carrie [<mailto:CANDERSO@KORRY.com>]

Sent: Tuesday, September 12, 2006 3:16 PM

To: Allison Ray

Subject: I-405

I do not know if these comments go to you. If not maybe you can pass them on to whoever is handling them...

The new gas tax for road construction is great, only if we are adding more roads.

Making pretty walls for sound does not help the flow of traffic.

Adding transit stops does not help the flow of traffic.

The only way possible is to add more lanes.

It's hard to tell if more lanes will be added to the general flow on I-405.

There is so much land on both sides you can get at least one more lane.

Is there going to be more lanes?

If not and someone tries to get this gas tax upheld and cancelled so the voters get to vote again, I'm voting against it next time.

I'm also for adding more lanes to 520.

Thank you for your time

C

From: Beverly Gray [mailto:Beverly.Gray@overlakehospital.org] **On Behalf Of** Janet Donelson
Sent: Friday, October 13, 2006 4:44 PM
To: Allison Ray
Subject: Braided Crossing Scoping Letter from Overlake Hospital Medical Center

1035 116th Ave. NE, Suite 400
Bellevue, WA 98004

October 13, 2006

Allison Ray
Washington State Department of Transportation
600 – 108th Ave. NE, Suite 405
Bellevue, WA 98004-9800

Subject: I-405, NE 8th Street to SR 520 Braided Crossing Project
Public Scoping Comments

Dear Ms. Ray:

Last year 17,644 people were admitted to Overlake Hospital Medical Center as inpatients and another nearly 250,000 outpatient hospital visits occurred. Over 50,000 of those were patients seen in our emergency department. Bellevue Fire Department Emergency Medical Response Unit is also located on our campus to be in close proximity to that emergency department. We are an independent, nonprofit regional medical center and the only hospital in Bellevue. Assuring good transportation access to, into and through the Overlake Hospital Bellevue campus for emergency vehicles, patients, families, physicians and staff is vitally important to continuing to provide the services needed by our community.

As this project directly affects the hospital by revising the access points and routes in, out and through the campus and potentially takes property along the west edge of the hospital Overlake wishes to continue to work with WSDOT, the City of Bellevue, and other stakeholders, wishes to be a part of the project steering committee, would like our transportation consultant to be part of a technical review team, if one is established, but at a minimum be allowed to review draft technical analyses and draft discipline reports prior to publication in order to assist WSDOT in addressing possible concerns as early as practical in the environmental review and minimize unresolved issues.

Thus, we believe the following impacts and alternatives should be considered and evaluated:

1. Long-range traffic volume forecasts should be updated and used to evaluate the performance of the street system to provide access for emergency vehicles and patients to the hospital. The analysis should compare the performance of ramps at 12th versus ramps at 10th, the potential 'interim' conditions where no ramps exist, where only the north-bound ramp is functional and where both north and south bound ramps are functioning. The evaluation must address whether or if driveways into the hospital are blocked; the patterns

and extent of large truck traffic through the campus on 10th; providing northbound access to the western drive of the hospital for emergency vehicles directly from the freeway.

2. The analysis must consider options which take less land from the hospital's western boundary. The internal western access road within the hospital is necessary for ambulance and emergency vehicle access to the emergency room, for fire department access to the western side of the hospital buildings and for trucks bringing supplies in and out of the hospital. Bellevue Fire Department Emergency Medical Response Unit operates from the campus and their 'home base' – garage and parking for staff - are accessed from this drive. Conflicts between these traffic flows cannot be worsened without patient care suffering. In addition, natural gas service to the facility, fire and domestic water loop and storm water detention and discharge are located in this area and cannot be disrupted or the hospital cannot function.
3. Additional environmental impacts which need to be analyzed include:
 - a. Dust, noise, vibration and other construction impacts on the ability of the hospital surgeries to operate
 - b. Noise and vibration from traffic after construction on the ability of the hospital surgeries to operate
 - c. Visual impacts – affect on sunlight to patient rooms; Light/glare from traffic so close and at so many levels on patient rooms.
4. Specific Traffic Volumes and Operations Analysis
 - a. Traffic forecasts and operations (levels of service), including queue impacts to hospital access points and key intersections serving the hospital
 - b. Impacts on travel time and travel patterns for hospital related traffic, especially emergency vehicles – both getting into and out of the hospital but also around the hospital.
 - c. Needed improvements to minimize those impacts on the hospital's ability to complete its masterplan development.
 - d. Traffic safety impacts on arterials in vicinity of Overlake with shifts in traffic due to the Braided Crossing (and also with NE 10th or 12th interchange partially and completely operational)

Thank you for the opportunity to contribute to the public scoping phase of the I-405 to SR-520 Braided Crossing Project.

Sincerely,

Janet Donelson

Vice President, Facilities and New Facility Development

Cc: Larry Toedtli, The Transpo Group

DISCLAIMER:

DISCLAIMER:This message is confidential, intended only for the named recipient(s) and may contain information that is privileged or exempt from disclosure under applicable law. If you are not the intended recipient(s), you are notified that the dissemination, distribution or copying of this information is strictly prohibited. If you received this message in error, please notify the sender then delete this message.

From: Neil Enns [mailto:Neil.Enns@microsoft.com]
Sent: Tuesday, September 12, 2006 1:18 PM
To: Allison Ray
Subject: Comments on the I-405 to SR520 improvement project

Allison,

I read on the web that you guys are starting planning on improving the 520/124th mess and the 8th/520 mess. That's cool, but I have question about another branch of 520/405. Are there any plans on the books for doing something about the westbound 520 to northbound 405 merge? Or do you guys figure that will naturally get better once the new northbound 405 lane is open?

Neil

From: Beverly Gagnier [mailto:bjgagnier@msn.com]
Sent: Thursday, September 07, 2006 12:37 PM
To: Allison Ray
Subject: I-405 widening

Hi,

I know that there will have to be changes at the interchanges with the widening of 520 and where there are "waffles" areas. The increase in population, and the move out from the cities make it necessary to improve the roads even over objections of individuals.

However, I do not know the natural environmental implications of these improvements.

We do need to remember that we need protect all of that nature has for us for the next generation. As a senior, I have seen hillsides of trees become homes and it saddens me to see the trees removed even though people need homes. It is difficult to know the right balance.

Beverly Gagnier

From: meghan.gordon@comcast.net [mailto:meghan.gordon@comcast.net]
Sent: Friday, September 22, 2006 10:49 AM
To: Allison Ray
Subject: Comments on I-405, NE 8th St. to SR 520 Braided Crossing Project

Ms. Ray,

Thank you for giving me the opportunity to provide comments on this project. I attended the scoping meeting for the subject project and have the following comments.

I would like to request that my neighborhood be considered in the environmental analysis, specifically for noise and air pollution. In addition to other mitigation efforts, please consider the following (1) use of quieter pavement surfaces along I-405, and (2) placement of highway signs that remind truck drivers to not use compression brakes.

If you have any questions regarding my comments, please let me know.

Thank you,

Meghan Gordon
11025 NE 17th ST
Bellevue, WA 98004

From: Doug Courter [mailto:courterhall@msn.com]
Sent: Thursday, September 28, 2006 1:25 PM
To: Marlize Shoemaker
Subject:

Allison Ray:

I am writing to you in regards to past and upcoming 405 projects around the 405 520 corridor. I have lived in the area, around NE 18th and 11th NE for 5 years now. My home has an absolutely awesome backyard designed fifty years ago with the idea of outdoor entertaining in mind. I have to say, since the expansion and added bus lanes on 405 the noise level has become intolerable. I love my house, I bought it for the backyard specifically. We use the patio daily in the warmer months and frequently when it is dry out in the winter. My neighbors enjoy spending time out there as well. We have all discussed how much the noise volumes have increased. Currently my partner and I have a home for sale in North Seattle in the Maple Leaf area. This Maple Leaf home is two blocks closer to the freeway than my current residence. The comments on that house are typically referring to the freeway noise. Since the current work on I405, the noise level is so much higher than our other home. Selling this house in Bellevue, with the current levels of freeway noise would be damn difficult. We in the neighborhood, some residents, original homeowners, would like to know what studies on the sound level have been done and how do we access those studies. Was there an environmental study on noise levels done both before and after any of the construction completed. We are concerned about new work will do to these noise levels. We have a small pond in the yard to which over the past year, I have increased the fountain and waterfall to hide the noise. Most recently we installed new outdoor speakers to disguise the noise when we entertain. I have a very large dog; at night, I sleep with my slider open so the dog can go in and out at will. In previous years I would fall asleep to the sound effects of the pond. Nowadays, the ponds sounds are drowned under the sounds of vehicles on I 405. It's become so disappointing in the past year dealing with the traffic noise, and now we feel like it will only get worse. Please advise on whom we can talk to about sound barriers, and any studies drawn up that we can access to see for ourselves what the volume levels have done in the past couple of years. Sincere thanks, Craig Hall

11015 NE 18th Place
Bellevue, WA 90884

----- Original Message -----

From: [Allison Ray](#)
To: [Doug Courter](#)
Sent: Friday, October 13, 2006 1:16 PM
Subject: RE: I-405, NE 8th St to SR520

Craig,

I apologize it has taken me this long to respond to your email, I have been out of the office for most of the last two weeks.

I will have my team look at your address so that we can determine if there have been studies done previously in your area, and we will get back to you on that issue. I will forward your comment to our team so it can be added to the formal record for the project. You will hear back from me soon.

Thank you, Allison

From: Doug Courter [mailto:courterhall@msn.com]
Sent: Friday, October 13, 2006 2:38 PM
To: Allison Ray
Subject: Re: I-405, NE 8th St to SR520

Allison, I appreciate your reply. We, me and my neighbors have been discussing this and a few other things that affect our little Holiday Hill Community. Now that the leaves are falling it's just getting worse. The weather is still nice enough that a few of us hang out on my back patio, and it always seems to come up as a conversation. Any feedback would be greatly appreciated. There are a number of residents here in the community that have been here for decades, we often discuss the changes. It has been pointed out by some of those, the difference in just the past year and a half has been nothing short of frustrating. Hopefully we will hear some positive news. I appreciate the work you put into this, we all love our little neighborhood.
Regards, Craig Hall

Letters and Comment Cards

RECEIVED

OCT 16 2006

To Whom It may Concern,

URBAN CORRIDORS OFFICE

I am a local dentist with a new office located on 11414 NE 21st, Bellevue, WA. This small office was a house that I had converted recently. This is the office that I have designed and planned and built with all my energy and love. I have done most of the custom work myself working an average of two to three hours per day for the last two years.

I was heart broken to hear that the freeway wall will be moved a few feet into the waiting room of my office to allow for some landscaping for the new freeway project. This obvious means condemning my beautiful just completed dental office.

Further south of Seattle on Highway 5, the design was to avoid impacting the neighborhood by using more retaining walls and even doing away with some landscaping. This planned landscaping will not be beautify because it will have my sweat and tears in the ground that it will be planted on.

Further north in the new Kirkland section of Highway 405, the new wall jogged around buildings and houses and they have been spared. That is beauty and human compassion. Also this breaks up the monotony of the plain straight wall design.

Overlake hospital will only loose four feet of their lot. I suspected that the hospital have been playing early politics so the expanded landscaping is put further north near my place. This is bias and **unfair** to the little guy, the little neighbor, like I.

Lastly, there is a lot more room on the other side of the freeway and there are no houses there. Why can't the freeway take a few feet on the other side and thus will miss my office.

Please include this heart-breaking letter in the official file records of complaints about the Bellevue freeway expansion project for all the reason above and for others to read.

Please also re-evaluate the wall and I am sure that it can jog around my office without sacrifice anything about you project and you will save a soul.

Best regards,



Dr. Joseph Eng, DDS 425 821 9833 10/14/2006



October 16, 2006

Allison Ray
Washington State Department of Transportation
600 – 108th Avenue NE, Suite 405
Bellevue, WA 98004

RE: I-405, NE 8th St. to SR 520 Braided Crossing Project

Dear Ms. Ray:

On behalf of the Bellevue Downtown Association, I am submitting the following comments with an important request leading into the environmental study phase for this project.

Improving access and connectivity to I-405 and SR-520 is a key component to the future livability and economic vitality of Downtown Bellevue. We recognize the significant progress made by WSDOT to fulfill the projects funded by the Nickel and Transportation Partnership Account packages. Further, we support the efforts underway through RTID to fund remaining projects as part of the “Roads and Transit” ballot measure in 2007.

Creating freeway access for Downtown Bellevue at NE 10th Street was identified as a core transportation improvement in the 2003 Final Report on the Downtown Plan Update. We understand this access will coincide with braided crossings and new ramps at NE 10th Street. Funding has been secured for the NE 10th overcrossing and northbound braided crossing. We are supporting allocation of RTID funding for the southbound component. However, we note that the southbound project, including access to NE 10th St., is not currently proposed for study.

Therefore, the Bellevue Downtown Association urges WSDOT to include a full study of the southbound braided crossing (I-405, SR-520 to NE 8th) with ramp access to NE 10th St. as part of a complete project in the upcoming environmental assessment.

We believe studying the impacts of improving the southbound weave of traffic and access to Downtown Bellevue at NE 10th St. in concert with the northbound project will improve WSDOT’s readiness to proceed once funding becomes available.

According to plan, Downtown Bellevue is absorbing more than 70 percent of the City of Bellevue’s expected growth through 2020. We will see a doubling of jobs and a

Making A Great Place Together

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near quadrupling of residents in coming years. Improved arterial access to I-405 and SR-520 is a critical piece for accommodating the dramatic associated rise in daily vehicle trips, especially during peak periods.

To handle this growth, improving our transportation network is the BDA's top advocacy priority. Last week, I testified at the RTID public hearing in support of the current "Blueprint for Progress" and requested that funds be allocated in the proposal for I-405. Specifically, I mentioned the need for funding the southbound complement to the current braided crossing project and completion of the half interchange at NE 10th Street.

We appreciate the opportunity to weigh in with our comments at this stage of the project and invite further discussion and participation as WSDOT moves forward.

Sincerely,

A handwritten signature in black ink that reads "Leslie Lloyd". The signature is written in a cursive, flowing style.

Leslie Lloyd
President, Bellevue Downtown Association

Cc: Bellevue Downtown Association Board of Directors
Goran Sparmann, Director, City of Bellevue Transportation Department

Name: Sue Stewart
 Mailing Address: 11911 - E Marginal Wy S - Seattle, WA 98168
 Phone: 206-263-7545 Email: SUE.STEWARTSAFETY@metrokc.gov

Comments (please print clearly): _____

Current Metro operation includes EB 520 - Exit 124^N NE
 WB 520 → SB 405
 NB 405 → EB 520 AND ...

* (PM) EB 520 TO SB 405 TO NE 8^M - NE 8^M TO NB 405 TO AVOID
 THE CONGESTION/DELAY FROM THE EB 520 TO NB 405 FLY OVER.
 THE BRID TO DESCRIBED APPEARS TO BENEFIT TRANSIT BECAUSE
 WE CAN CONTINUE W/ THE *PM DEVIATION AND CAN USE
 CD'S FOR BETTER SAFETY AND EFFICIENCY.

What wd further enhance safety & efficiency for
 transit (2 operating buses on 124^N NE w/ over 350 combined
 buses) is to include an improvement to the
 SR 520-EB off-ramp @ 124^N NE. Current channelization
 @ Portney includes 3 LANES + RT turn only. Recommend
 improve capacity for at least 3 full LANES
 back to the entrance to the off-ramp.

Improving WB 520 TO SB 405 w/ an "ADD" LANE
 would be ideal - The "COST" of merging
 EB 520 TO SB 405 is acceptable TO TRANSIT.

Name: Nancy Feagin
Mailing Address: 11021 NE 14th St
Phone: 425-453-5337 Email: nfeagin@sprintmail.com

Comments (please print clearly): _____

Re: NE 12th Bridge Replacement

To minimize traffic disruption, the new bridge should be constructed parallel to the existing bridge and rolled into place similar to the NE 8th bridge replacement completed several years ago.



(2nd comment)

Name: Nancy Feagin
Mailing Address: 11021 NE 14th St Bellevue 98004
Phone: 425.453.5337 Email: nfeagin@sprintmail.com

Comments (please print clearly): _____

520 Access should be provided from the new
NE 10th overpass

Name: DAVID F. PLUMMER

Mailing Address: 1414 NE 14TH PL BELLEVUE, WA 98007-4001

Phone: _____ Email: pdf3@comcast.net

20 SEP 06

Comments (please print clearly): _____

- ① There are no performance, design and quality assurance specifications for the 'braided-crossing project'.
- ② There are no measures of performance and cost effectiveness for the project.
- ③ There is no life cycle cost estimate for the project.
- ④ There is no reasonably detailed construction/commissioning schedule for the project.
- ⑤ There is no comparison data for performance measures for the project, e.g., delay-times; avg. vehicle speeds, etc. that compare performance measures with and without the project.

If any of the above is available, please send/email me copies.

Thanks,

David F. Plummer

Name:

RICHARD TAIT

Mailing Address:

3312 - 81ST PLACE SE MERCER IS. WA 98040

Phone:

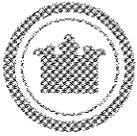
(206) 236-7436

Email:

RDT@BOTH@YAHOO.COM

Comments (please print clearly):

LOOKS GOOD - SO DOES THE BELIEVE - RENTON PLAN FOR IT HAS ONE QUESTION. THESE PROJECTS LAY THE GROUNDWORK FOR A REALLY EFFECTIVE BRT SYSTEM, WITH GOOD POINT-TO-POINT SERVICE THROUGHOUT THE EASTSIDE. WHY BUILT IT UP WITH AN ENORMOUSLY EXPENSIVE BRT SYSTEM A FRACTION OF THAT AMOUNT OF MONEY COULD BE USED, IN THE WAY YOU DEMONSTRATE HERE, TO DEVELOP OUR ROAD SYSTEM TO ACCOMMODATE BRT TO ALL EASTSIDE ACTIVITY CENTERS. WHAT OUR ARE OUR ELECTEDS THINKING?



**King County
Department of Transportation**

201 South Jackson Street
Seattle, WA 98104-3856

RECEIVED

OCT 16 2006

URBAN CORRIDORS OFFICE

October 12, 2006

Allison Ray
Washington State Department of Transportation
600 – 108th Avenue NE, Suite 405
Bellevue, WA 98004-9800

Dear Ms. Ray:

Thank you for the opportunity to comment on the scope of the Environmental Assessment (EA) of the NE 8th Street to SR 520 Braided Crossing project on northbound I-405. I also appreciate the time I-405 project staff took to meet with Metro Transit representatives to help us better understand the impacts this project will have on transit services.

We have two specific comments:

- It is very important for transit service that the ability to move from the Bellevue Transit Center to SR 520 eastbound and westbound throughout the construction period is maintained. We request that construction plans minimize the possibility of this movement being disrupted during the construction period, and if that is not possible, to identify an alternative route and mitigation for added transit cost due to construction related delays.
- Since the project includes changes to the SR 520/124th Avenue NE interchange, we request that the project address safety concerns affecting transit buses using that ramp to access the Metro East and Bellevue bus bases. The need is to prohibit motorists from squeezing by on the "shoulder" and/or between rows of cars, where some are off the shoulder and others are abiding by the law. Metro's preferred solution is to have full channelization up to the throat of the off-ramp. For further information on this issue, please contact Ray Coffey, Transit Safety Officer, Metro Transit Division, King County Department of Transportation (KCDOT), at 206-684-2539.

This project has potential to make a substantial improvement to transit operation and safety throughout the affected area. Please keep us informed and involved as the design process reaches critical milestones where our input could be most effective. We also look forward to being able to review and comment on the final EA document for this project. If you have any questions regarding this letter, please contact Ron Posthuma, Assistant Director, KCDOT, at 206-684-1007.

Sincerely,

Harold S. Taniguchi
Director, King County Department of Transportation

cc: Laurie Brown, Deputy Director, KCDOT
Ron Posthuma, Assistant Director, KCDOT

-----Original Message-----

From: Pat Svoboda

Sent: Thursday, September 21, 2006 12:38 PM

To: 'nguyen@ci.kirkland.wa.us'; 'nlabcombe@ci.bellevue.wa.us'; 'mkoengeter@ci.bellevue.wa.us'; 'danderson@ci.kirkland.wa.us'; 'steve.boch@fhwa.dot.gov'; 'pondedcp@dfw.wa.gov'; 'rpon461@ecy.wa.gov'; 'carol.thompson@commtrans.org'; 'brent.russell@commtrans.org'; 'dana.osborn@commtrans.org'; 'sean.callahan@noaa.gov'; 'frasejlf@dfw.wa.gov'; 'heidi.kandathil@metrokc.gov'; 'paulc@psc Cleanair.org'

Cc: William Jordan

Subject: Agency Scoping Questions on I-405, NE 8th Street to SR 520 Braided Crossing Project.

All:

Many thanks for participating in the joint agency scoping meeting on the I-405, SR 520 to I-5 and the I-405, NE 8th Street to SR 520 Braided Crossing Projects. Bill Jordan already provided you the questions you asked on the I-405, SR 520 to I-5 Project. The following are the questions asked that we recorded on the I-405, NE 8th Street to SR 520 Braided Crossing Project.

- 1) Will you be looking at culvert replacements? Sean Callahan, NMFS
- 2) Have you considered what type of wetland/stream mitigation will be necessary? Sean Callahan, NMFS
- 3) Will the Kelsey Creek mitigation site cover all of your wetland mitigation needs? Rebecca Ponzio, Ecology

If you have any comments on these questions or those provided to you by Bill, please contact Bill or myself at 425-456-8647 or 425-456-8559, respectively.

Sincerely,

Pat



October 16, 2006

Allison Ray
I-405 Corridor Program
600 108th Ave NE, Suite 405
Bellevue, WA 98004

RE: I-405 Northbound NE 8th Street to SR 520 Braided Crossing Project

Dear Ms. Ray,

The Bellevue City Council continues to support WSDOT's advancement of the projects included I-405 Corridor Master Plan and particularly encourages WSDOT to continue to advance the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project and its companion project, the southbound braided ramps project from SR 520 to NE 8th. We strongly support this project because it is vital to the continued growth of downtown Bellevue, the City as a whole, and the broader region. The project will complement the NE 10th St. Overcrossing, which will begin construction later this year, by providing part of the necessary infrastructure to implement a new regional transportation access point. In doing so, it helps to implement a key component of the City's Downtown Implementation Plan Update, which is consistent with the I-405 Master Plan.

We offer the following comments to help shape the Environmental Assessment (EA):

Access – NE 10th St. Northbound On-Ramp

During construction and once the project is completed, access to SR 520 from downtown Bellevue and neighborhoods east of I-405 could be limited to the NE 4th interchange. The NE 10th over crossing project will eventually allow access to and from SR 520. We believe providing more than one access point to SR 520 is critical to distributing trips on the city's street network to maintain acceptable system operations. As such, we believe WSDOT should construct the northbound NE 10th St. on-ramp as part of the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project in order to provide a second access point for SR 520 destined trips, thereby mitigating the loss of this access from NE 8th St. Additionally, we look forward to a collaborative effort to reconcile management of the city's transportation network and signage to facilitate access to I-405 and SR520 and efficient operation of the local street network during and after construction. Given heavy and growing travel demands in downtown Bellevue and surrounding areas, it will be particularly important to adequately notify motorists of temporary construction detours and permanent highway access modifications through clear signage and other methods. The EA must fully analyze the effects of changing I-405 and SR 520 access from downtown Bellevue to ensure that reasonable traffic circulation is maintained. We are concerned that forcing all SR 520 bound trips to NE 4th St. could overwhelm the street system and have severe traffic impacts.

Bel-Red Corridor Redevelopment and 124th Ave NE Off-Ramp Capacity

The city's Bel-Red Corridor Project has identified three land use and transportation action alternatives for evaluation in a draft environmental impact statement. All three alternatives consider increased housing and employment densities, and improvements to the transportation system. As the Bel-Red Corridor is adjacent to the Braided Crossing Project study area, the improvements made as part of the project become even more vital in light of the anticipated increased densities. At the same time, impacts arising from the project will affect a larger population than those captured with current projections for the Bel-Red Corridor. We hope to work closely with WSDOT to include the potential increased densities in the EA in order to fully account for project impacts. Of particular importance is the queuing capacity of the reconfigured 124th Ave NE off-ramp from eastbound SR 520. We believe that WSDOT should seek to maximize this capacity in light of likely increased travel demands associated with the future redevelopment of the Bel-Red corridor.

NE 12th St. Overcrossing

This project will expand the width of I-405 to accommodate the northbound braided ramps and the ultimate configuration of I-405 that includes the future southbound braided ramps from SR 520 to NE 10th St. and HOV to HOV connectors between I-405 and SR 520. In doing so, the NE 12th St. overcrossing will be reconstructed. The City has a long-standing plan to improve the NE 12th St. overcrossing to include pedestrian and bicycle facilities because it is identified as the primary bicycle route across I-405 in the downtown Bellevue vicinity. Bellevue staff have communicated the City's desires for 12.5 foot wide sidewalks (8 foot sidewalk, plus 4 foot planter/buffer, plus ½ foot curb) and 5 foot wide bicycle lanes in each direction on this overcrossing. We believe this is a critical investment for accommodating non-motorized modes and therefore expect it to be constructed as part of the project. We also expect that the new overcrossing (and the rest of the project) will be constructed in accordance with I-405 Context Sensitive Solutions aesthetic features.

Please also be aware that Sound Transit is currently evaluating light rail routing options in Bellevue. One option currently under review is an at-grade system that would cross over I-405 in the NE 12th St. corridor with a station between 112th Ave NE and 116th Ave NE. While Sound Transit has only begun their analysis and no routing or station location decisions have been made, it is important that WSDOT continue to coordinate with the City and Sound Transit to ensure that options are not precluded by the design of the new NE 12th overcrossing.

Noise Impacts

Noise has been an on-going concern for neighborhoods and jurisdictions along I-405 and the SR 520 corridors, and we appreciate that the SR520 project team has found ways to alleviate existing and anticipated noise issues west of I-405. We are concerned that noise impacts were identified east of I-405 by the SR 520 DEIS, but effective mitigation could not be found. Now that the Braided Crossing Project has subsumed the auxiliary lane on SR 520 from I-405 to 124th, we expect that the Environmental Assessment for the Braided Crossing Project will build upon the I-405 Corridor Program EIS and the SR 520 DEIS to find ways to address noise issues in the area. Noise impacts to single family neighborhoods north of SR 520 and east of I-405 are of particular concern. Please reference the City's noise abatement objectives that are outlined in Resolution 7375 (adopted June 2006) that we have shared with you previously.

Right of Way Impacts

The Braided Crossing Project is adjacent to an area of residential and business uses. The project footprint reveals the extent of potential impacts to these properties, which could be significant. In some cases, the project anticipates complete acquisition of properties, or acquisition of such a significant amount of the parcel as to render the existing use no longer viable. We expect that the EA will fully disclose impacts, include analysis to minimize adverse impacts, and seek to protect adjacent properties to the extent feasible. When impacts are unavoidable, we expect WSDOT to work closely with property and business owners to provide appropriate compensation and mitigation.

Impacts of Increased Impervious Surface

As the project will create an estimated additional 12.5 acres of impervious surface, we appreciate that the EA will include evaluation of the impacts to a range of environmental elements. The Bellevue community values both the beauty and functional integrity of our natural environment, and we expect that WSDOT will work closely with the city to identify local mitigation opportunities.

Construction Mitigation and Coordination with Local Improvements

We hope that the city and State can work collaboratively to coordinate the Braided Crossing Project and local projects to facilitate efficient implementation and mitigate construction impacts. The city has a number of planned Capital Investment Program (CIP) projects in the project study area and project footprint. Specifically, the City has a designed project at Northup Way and 124th Ave NE, planned pedestrian and bicycle improvements along Northup Way to Bellevue Way, and identified a potential bicycle connection from 124th Ave NE, a city-designated bicycle route, to the existing SR 520 trail. Additionally, city CIP projects adjacent to the study area present opportunities to make improvements to the local system in order to mitigate anticipated traffic impacts caused by project construction.

Additional Environmental Clearance

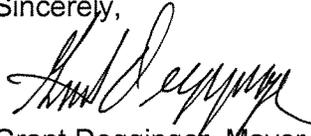
We request that you consider expansion of the project EA to include the continuation of the auxiliary lane eastbound on SR 520 to 148th Avenue NE. As a major employment center, access to Overlake is critical for the region. Past studies have examined the continuation of the auxiliary lane eastbound to 148th Avenue NE because of the importance of providing access to Overlake during the peak period. Projected congestion in the corridor is high, including backups on eastbound SR 520 past I-405 to approximately Bellevue Way. If budget becomes available, extending the auxiliary lane to 148th Avenue NE as part of the Braided Crossing project would provide important capacity for the region to a major employment center while providing the efficiency of building the desired configuration while construction is underway in the corridor.

We request that you consider expansion of the scope of the environmental review to include the evaluation of ramps to and from the east on SR 520 at 124th Avenue NE. At a minimum, the design of the project must allow for the future provision of these ramps. Similarly, the design should not preclude the build out of the corridor, consistent with the Metropolitan Transportation Plan (MTP), that calls for eight lanes as the ultimate configuration of SR 520 east of I-405. As explained above, the city is considering increases in housing and employment densities in the Bel-Red Corridor. Allowing for the future improvements, and advancing the environmental clearance for the ramps at 124th Ave NE, will ensure that the city and State continue to anticipate and meet the future

demand for the corridor in an efficient manner. We anticipate that these future demands may otherwise overwhelm the 148th Ave NE/SR 520 interchange.

Bellevue looks forward to a continued productive relationship with WSDOT during the Braided Crossing Project EA and subsequently to implement the project. Our hope is that the project will progress swiftly through a thorough environmental process and into design and construction. Central themes for this investment are safety and throughput improvements in advance of SR 520 Bridge Replacement and HOV Project implementation. We believe the I-405 Northbound NE 8th St. to SR 520 Braided Crossing Project will be critical to keeping the region and state moving during reconstruction of the SR 520 corridor, which will likely result with significant traffic diversion to I-90. Thank you for your continued work to advance this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Grant Degginger". The signature is fluid and cursive, written over a light blue horizontal line.

Grant Degginger, Mayor
City of Bellevue

Cc: Bellevue City Council
Steve Sarkozy, City Manager
Goran Sparrman, Transportation Director
Matt Terry, Planning and Community Development Director