INTERSTATE 405 Corridor Program
Congestion Relief & Bus Rapid Transit Projects

APPENDIX W3

Wetlands Impact Area Table

I-405, SR520 to SR522 Stage 1 (Kirkland Stage 1)

Request For Proposal
July 15, 2005
Revised, Addendum 5
August 22, 2005

Washington State Department of Transportation

Table 2. Summary of Wetland Ratings by Local Jurisdiction (August 22, 2005)

												Based on Local Rating					Based on 2004 Ecology Rating									
Wetland Name	Milepost	Date of Delineation	Wetland Size (Square Feet)	Temporary Wetland Impact (sf)	Temporary Wetland Impact (ac)	Direct Wetland Impact (sf)	Direct Wetland Impact (ac)	Indirect Wetland Impact (sf)	Local Jurisdiction and Rating	2004 Ecology Rating	Stage	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Estimated Height of Fill Wetland & Buffer (yd)	Volume of Direct Wetland Fill (cy)	Volume of Direct Buffer Fill (cy)	Impact Assessment Notes	Avoidance Measures
16.2R	16.0	12/1/2004	36887	0	0.000	0	0.000	0	Kirkland - 2	2	NS2	75	58818	0	0		300	222990	0	0		0	0	0		Moved detention pond to avoid impacts.
16.3L	16.1	2/26/2004	1360	0	0.000	1360	0.031	0	Kirkland - 3	4	NS2	50	27649				50	27649	0	0		1.75	264.4444	0	No off-site indirect impacts anticipated	Unavoidable due to roadway design standards.
16.5L	16.35	2/26/2004	2802	0	0.000	2802	0.064	0	Kirkland – 3	4	NS2	50	33331				50	33331	0	0		2.65	825.0333	0	No off-site indirect impacts anticipated	Unavoidable due to roadway design standards.
17.1R	17.3	2/25/2004	929	0	0.000	0	0.000	0	Kirkland – 3	4	NS2	25	7492	43	0		50	9261	91	0		0	0	0		Temporary impacts unavoidable during construction.
17.3R	17.5	2/20/2004	2077	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	25	8042	0	0		50	16857	0	0		0	0	0		No measures necessary to avoid impacts.
17.7R	17.8	2/20/2004	4168	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	25	21489	0	0		50	34763	0	0		0	0	0		No measures necessary to avoid impacts.
18.0R	17.9	2/20/2004	4420	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	25	9241	791	45		50	19171	2176	2340		0	0	0		Noise mitigation impacts.
18.05R	18.05	2/12/2004	5833	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	50	15626	0	0		50	15626	0	0		0	0	0		No measures necessary to avoid impacts.
18.06L	18.1	2/13/2004	2060	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	25	10862	0	0		50	19523	0	0		0	0	0		No measures necessary to avoid impacts.
18.1R	18.1	2/12/2003	57023	0	0	0	0	0	Kirkland - 3	4	NS2	50	31741	0	0		50	31741	0	0		0	0	0		No measures necessary to avoid impacts.
18.15R	18.1	2/13/2004	2193	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	50	27250	0	0		50	27250	0	0		0	0	0		No measures necessary to avoid impacts.
18.2R	18.15	2/12/2004	2976	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	50	13066	0	0		50	13066	0	0		0	0	0		No measures necessary to avoid impacts.
18.3R	18.25	2/12/2004	1211	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	50	15938	0	0		50	15938	0	0		0	0	0		No measures necessary to avoid impacts.
18.4R	18.45	2/12/2004	1622	0	0.000	1622	0.037	0	Kirkland - 3	4	NS1	50	15631				50	15631				1.05	189.2333	0	No off-site indirect impacts anticipated	Unavoidable due to roadway design standards.
19.06L	19.06	8/5/2005	5871	0	0.000	2750	0.063	0	Kirkland - 3	4	NS1	50	26282		7850		50	26282		7850						Moved detention pond to minimize impacts. Unavoidble due to roadway design standards.
19.14L	19.14	8/5/2005	840	0	0.000	840	0.019	0	Kirkland - 3	4	NS1	50	15173				50	15173								Unavoidable due to roadway design standards.
19.27R	19.45	2/19/2004	4590	984	0.023	3418	0.078	0	Kirkland - 3	4	NS1	50	31466	1212	21558		50	31466	1212	21558		1.05	398.7667	2515.1	Higher quality forested wetland occurs east and slightly upslope from impacted portion in ROW The remander has a high potential to retain functions is not anticipated to be indirectly affected by the project.	Unavoidable due to roadway design standards.
19.5L	19.5	3/4/2004	24999	0	0.000	24999	0.574	0	Kirkland - 3	4	NS1	50	53028				50	53028				15	41665	0	Remainder is primarily within ROW and has a low likelihood of retaining function following construction.	Unavoidable due to roadway design standards Retaining wall added to limit impacts.
19.3R	19.55	2/19/2004	10823	0	0.000	10823	0.248	0	Kirkland – 2	3	NS1	75	55305	0	24209		150	85456	2160	24209		2.1	2525.367	5648.767	Higher quality forested wetland occurs east and slightly upslope from impacted portion in ROW The remander has a high potential to retain functions is not anticipated to be indirectly affected by the project.	Unavoidable due to roadway design standards.
19.6L	19.8	3/4/2004	481	0	0.000	481	0.011	0	Kirkland - 3	4	NS1	50	10413				50	10413				1.5	80.16667	0	No off-site indirect impacts anticipated	Unavoidable due to roadway design standards.
19.6R	19.8	2/16/2004	2216	0	0.000	2216	0.051	0	Kirkland - 3	4	NS1	50	14053				50	14053				1.5	369.3333	0	No off-site indirect impacts anticipated	Unavoidable due to roadway design standards.
19.7R	19.85	3/8/2004	10976	1210	0.028	2778	0.064	0	Kirkland - 3	3	NS1	50	39659	2852	12909		150	90280	5782	35595		3	926	4303		Unavoidable due to roadway design standards Bridge Wingwall added to limit impacts.
19.9R	19.9	6/29/2004	3811	0	0.000	3021	0.069	790	Kirkland - 3	4	NS1	50	26630	3013	15609		50	26630	3013	15609			0	0	Remainder is primarily within ROW and is supported by road runoff that will be cut off. The remainder has a low likelihood of retaining function following construction.	Unavoidable due to drainage requirements.
19.8L	20.05	3/4/2004	14840	0	0.000	0	0.000	0	Kirkland - 3	4	NS2	50	31950	1675	0		50	31950	1675	0		0.5	0	0	No off-site indirect impacts anticipated	Temporary impacts unavoidable during construction.
19.9L	20.15	2/18/2004	19310	0	0.000	0	0.000	0	Kirkland - 3	3	NS2	50	129055	0	0		150	433376	0	0		1.5	0	0		No measures necessary to avoid impacts.
20.0L	20.35	2/25/2004	3486	0	0.000	0	0.000	0	Kirkland – 3	4	NS2	50	32621	0	0		50	32621	0	0		0	0	0		No measures necessary to avoid impacts.
20.34L	20.4	3/4/2004	12140	0	0.000	0	0.000	0	Kirkland – 3	3	NS2	50	48495	0	0		150	61682	0	0		0.5	0	0		No measures necessary to avoid impacts.
20.35L	20.45	2/17/2004	7197	0	0.000	0	0.000	0	Kirkland – 3	4	NS2	50	33789	934	0		50	33789	934	0		2.35	0	0		Temporary impacts unavoidable during construction.
20.4L	20.5	2/17/2004	120199	0	0.000	0	0.000	0	Kirkland - 2	2	NS2	75	203876	0	0		300	905294	0	0		0	0	0		No measures necessary to avoid impacts.
21.6L	21.4	3/2/2004	4039	479	0.011	1850	0.042	0	King County - 4	4	NS2	50	16246	1036	6150		50	16246	1036	6150		1.1	226.1111	751.6667		Unavoidable due to existing noise mitigation facilities. Footprint adjusted to minimize impacts.
21.7L	21.5	3/2/2004	10557	1334	0.031	6016	0.138	0	King County - 4	4	NS2	50	18057	1034	7280		50	18057	1034	7280		0.5	334.2222	404.4444		Unavoidable due to existing noise mitigation facilities. Footprint adjusted to minimize impacts.
21.8L	21.6	9/24/2004	2358	0	0.000	2358	0.054	0	King County - 4	4	NS2	50	24065				50	24065				0	0	0		Unavoidable due to existing noise mitigation facilities. Footprint adjusted to minimize impacts.
22.5L	22.2	3/4/2004	1084	0	0.000	0	0.000	0	King County - 3	3	NS2	75	187283	2543	13400		150	293754	4766	33679		7	0	10422.22		Unavoidable due to roadway design standards Retaining wall added to limit impacts.
22.8L	22.8	3/8 & 6/29/2004	50,352	4317	0.099	5905	0.136	0	Bothell - 3	3	NS2	50	65755	1564	6102		150	157633	5358	16536		6.5	4264.722	4407	Forested wetland/stream corrdior occurs west downslope from impacted portion in ROW. The remander has a high potential to retain functions is not anticipated to be indirectly affected by the project.	Unavoidable due to roadway design standards. Retaining wall added to limit impacts.
23.2L-DT	23.2	9/20/2004	13,382	0	0.000	0	0.000	0	Bothell - 2	3	NS2	75	21276	1114	11749		150	24005	1271	22298		1	0	1305.444		Unavoidable due to drainage requirements. Footprint adjusted to minimize impacts.
Total sf			**449,112**	**8,324**		**73,239**		**790**					**1,380,653**	**17,811**	**126,861**	**0**		**2,888,050**	**30,508**	**193,104**	**0**			**52,068**	**29,758**		
Total acres			**10.310**	**0.191**	**0.191**	**1.681**	**1.681**	**0.018**					**31.695**	**0.409**	**2.912**	**0.000**		**66.301**	**0.700**	**4.433**	**0.000**			**1.195**	**0.683**		

Total Direct and Indirect Wetland Impacts by Stage

NS1 (sf)	**53738**	**NS2 (sf)**	**20291**
NS1 (ac)	**1.234**	**NS2 (ac)**	**0.466**

Non-Jurisdictional Active Stormwater Detention Ponds

Wetland Name	Milepost	Date of Delineation	Size (Square Feet)	Temporary Impact (sf)		Direct Impact (sf)		Indirect Impact (sf)	Local Jurisdiction and Rating	2004 Ecology Rating	Stage	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Estimated Height of Fill & Buffer (yd)	Volume of Direct Fill (cy)	Volume of Direct Buffer Fill (cy)	Impact Assessment Notes	Avoidance Measures
17.4R	17.55	2/20/2004	1996	0	0.000	0	0	0	Kirkland - 3	3	NS2											0	0	0		No measures necessary to avoid impacts.
18.05L	18.05	2/16/2004	9150	0	0.000	0	0.000	0	Kirkland - 3	2	NS2											0	0	0		No measures necessary to avoid impacts.
19.4L	19.42	10/7/2004	1927	0	0.000	1927	0.044	0	Kirkland - 3	4	NS1											15	3211.667	0		Unavoidable due to roadway design standards

Talent Ditches

Name	Milepost	Date of Delineation	Size (Square Feet)	Temporary Impact (sf)		Direct Impact (sf)		Indirect Impact (sf)	Local Jurisdiction and Rating	2004 Ecology Rating	Stage	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Buffer Width (ft)	Buffer Size (sf)	Temporary Buffer Impacts (sf)	Direct Buffer Impacts (sf)	Indirect Buffer Impacts	Estimated Height of Fill & Buffer (yd)	Volume of Direct Fill (cy)	Volume of Direct Buffer Fill (cy)	Impact Assessment Notes	Avoidance Measures
17.2R	17.4	2/25/2004	716	0	0.000	0	0.000	0	Kirkland - 3	4	NS2											0	0	0		Temporary impacts unavoidable during construction.
18.45L	18.55	2/13/2004	506	0	0.000	506	0.012	0	Kirkland - 3	4	NS1											4.86	273.24	0	No off-site indirect impacts anticipatec	Unavoidable due to roadway design standards
19.59R	19.8	2/16/2004	3363	0	0.000	3363	0.077	0	Kirkland - 3	4	NS1											2.5	934.1667	0	No off-site indirect impacts anticipatec	Unavoidable due to roadway design standards
19.95L	20.25	2/25/2004	415	0	0.000	0	0.000	0	Kirkland - 3	4	NS2											0.42	0	0		No measures necessary to avoid impacts.