

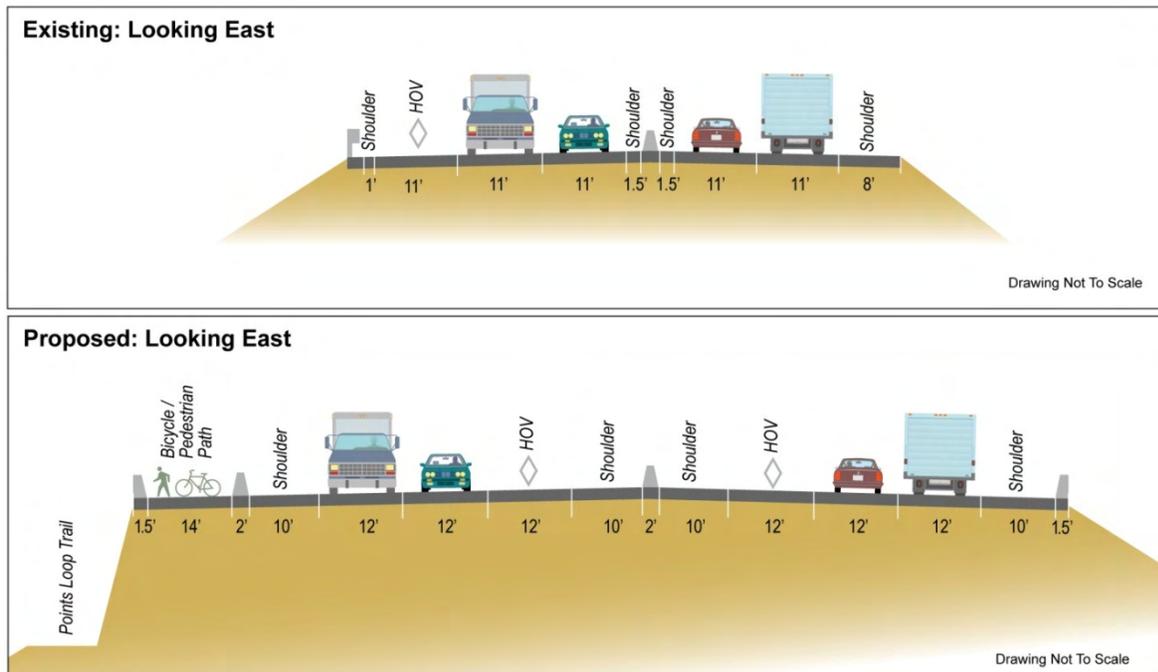
CHAPTER 4 DESCRIPTION OF THE PROPOSED PROJECT

The purpose of the SR 520, Medina to SR 202: Eastside Transit and HOV Project is to reduce transit and HOV travel times and to enhance travel time reliability, mobility, access, and safety for transit and HOVs in rapidly growing areas along the SR 520 corridor east of Lake Washington.

Please refer to the Description of Alternatives and Construction Techniques in Appendix F for additional information about project details.

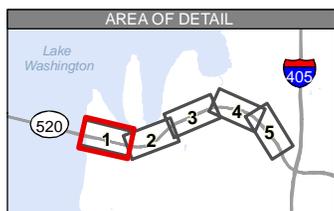
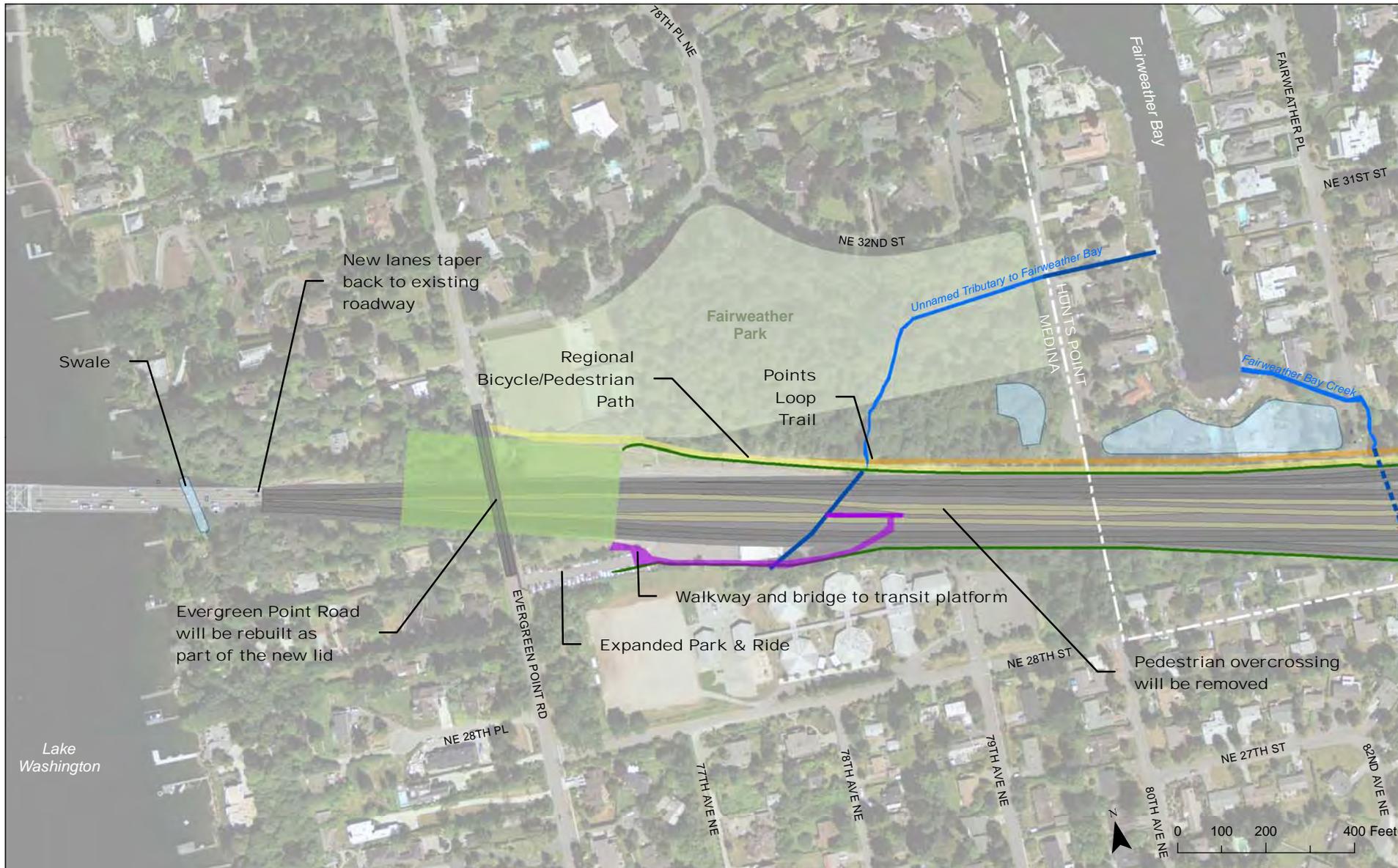
What are the project details?

The Build Alternative will provide six lanes (four general-purpose and two HOV lanes) from just west of Evergreen Point Road to SR 202. New construction between Evergreen Point Road and I-405 will add a new eastbound HOV lane to connect with the existing HOV lane and provide standard 10-foot-wide shoulders both eastbound and westbound. The project will also rebuild or improve the existing interchanges and crossings from Evergreen Point Road to 108th Avenue NE. Exhibit 4-1 shows the existing and proposed traffic cross sections. Exhibit 4-2 (Plates 1–5) shows details of the project features.



Note: Additional 4-foot buffer width has been provided in each direction at the undercrossing at Bellevue Way NE, lids, and major retaining walls to accommodate future planned High Capacity Transit (not shown in proposed cross section).

Exhibit 4-1. Existing and Proposed Traffic Cross Section East of 84th Avenue NE

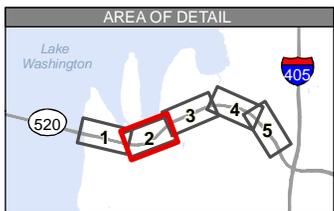


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|--|--------------------------------|--|----------------------------------|--|----------------------|
| | Proposed Stream Channel | | Lid | | General-Purpose Lane |
| | Proposed Fish Passable Culvert | | Park | | HOV/Transit Lane |
| | Existing Fish Passable Culvert | | Regional Bicycle/Pedestrian Path | | Pavement/Shoulder |
| | Proposed Noise Wall | | Points Loop Trail | | Stormwater Feature |
| | Transit Stop | | | | |

Source: City of Bellevue (1999) GIS Data (City Limits), King County (2006) Aerial Photo, and CH2M HILL (2008) GIS Data (Park and Stream). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 4-2. Project Features
Plate 1**

Medina to SR 202: Eastside Transit and HOV Project

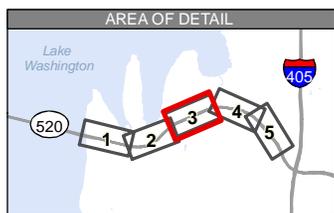
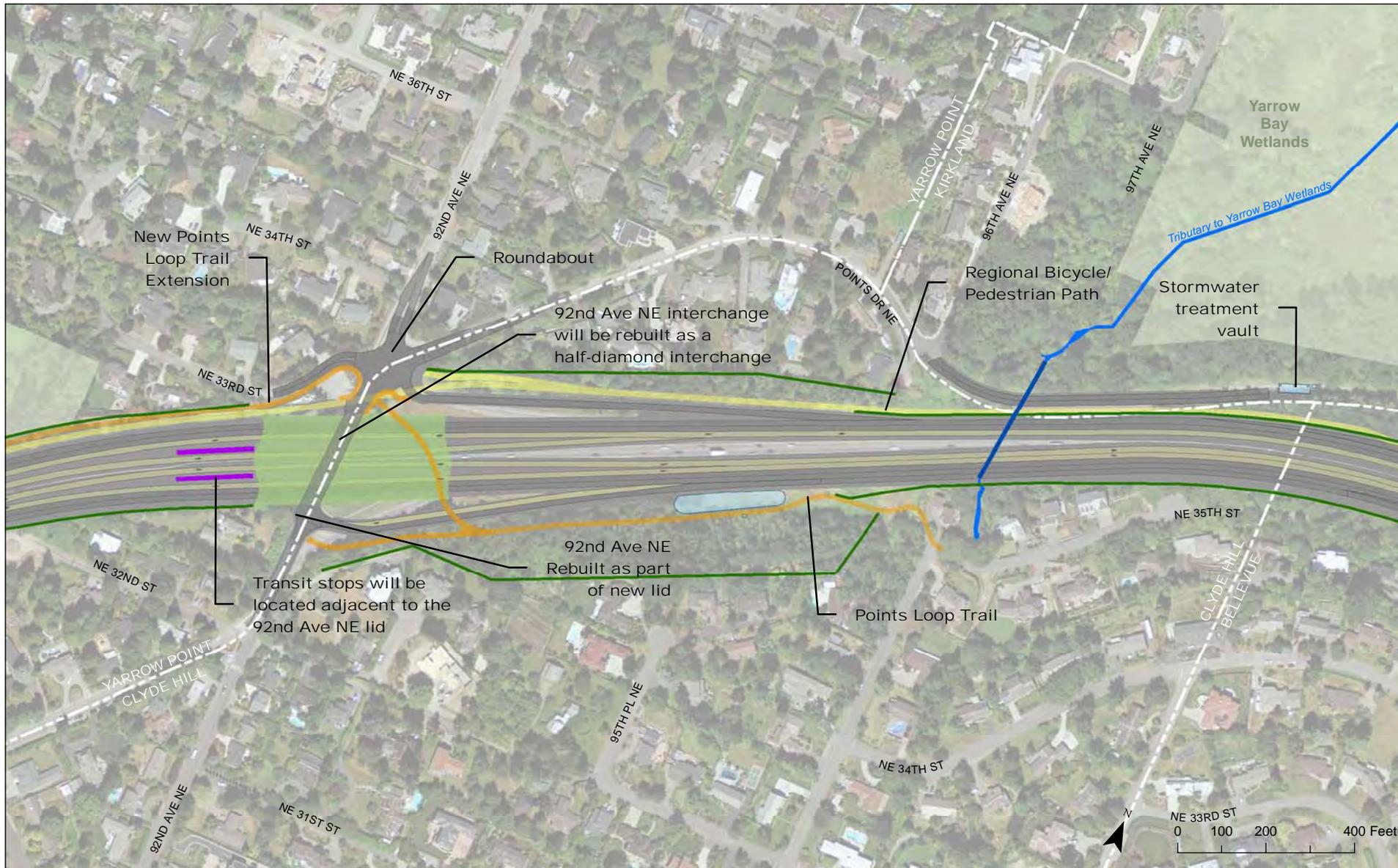


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|--------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Proposed Stream Channel |  Lid |  General-Purpose Lane |
|  Proposed Fish Passable Culvert |  Park |  HOV/Transit Lane |
|  Existing Fish Passable Culvert |  Regional Bicycle/Pedestrian Path |  Pavement/Shoulder |
|  Proposed Noise Wall |  Points Loop Trail |  Stormwater Feature |
|  Transit Stop | | |

Source: City of Bellevue (1999) GIS Data (City Limits), King County (2006) Aerial Photo, and CH2M HILL (2008) GIS Data (Park and Stream). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 4-2. Project Features
Plate 2**

Medina to SR 202: Eastside Transit and HOV Project

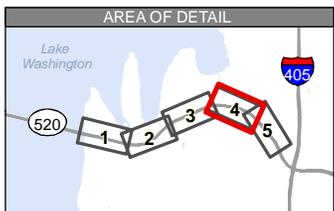
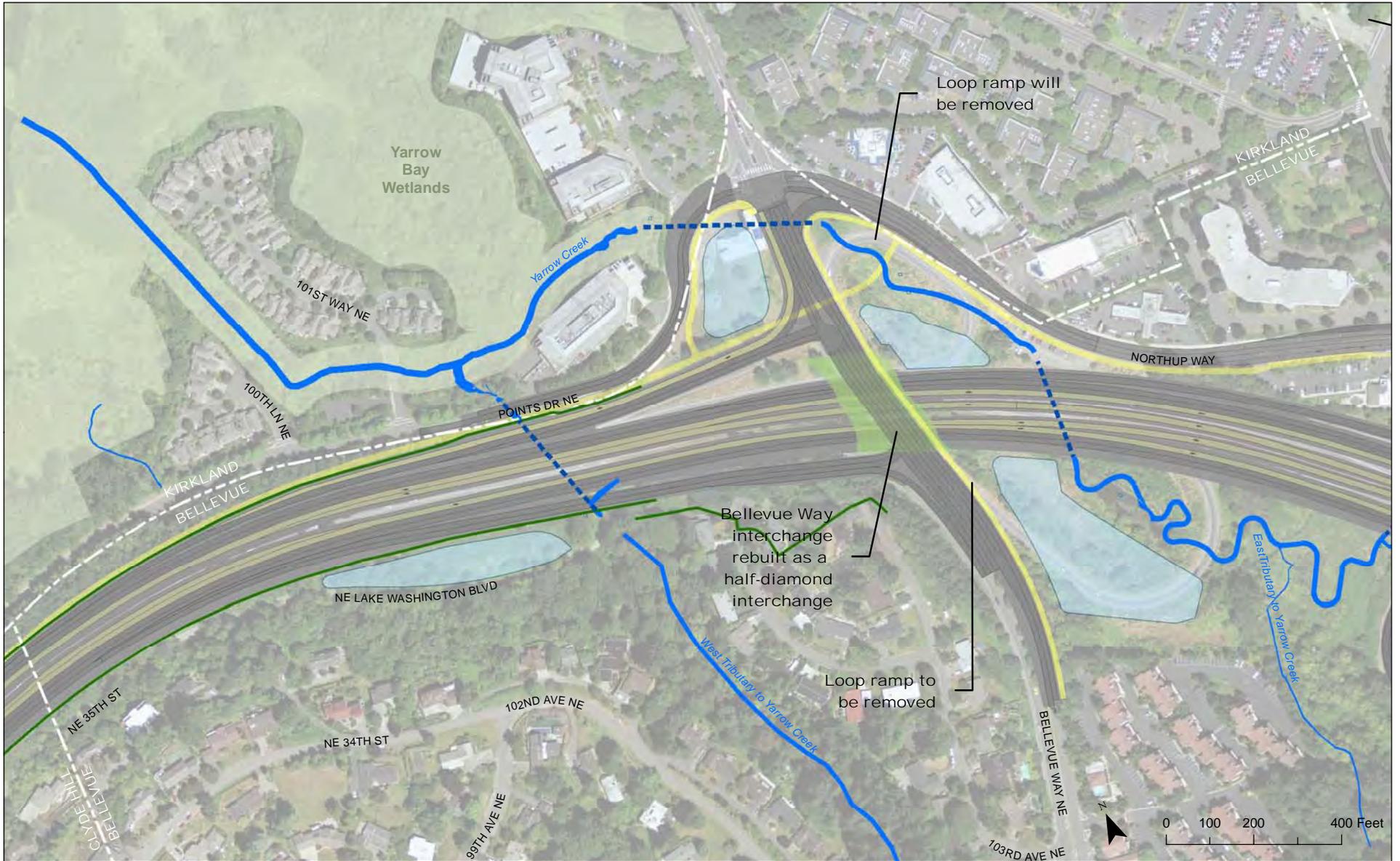


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|--------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
|  Proposed Stream Channel |  Lid |  General-Purpose Lane |
|  Proposed Fish Passable Culvert |  Park |  HOV/Transit Lane |
|  Existing Fish Passable Culvert |  Regional Bicycle/ Pedestrian Path |  Pavement/Shoulder |
|  Proposed Noise Wall |  Points Loop Trail |  Stormwater Feature |
|  Transit Stop | | |

Source: City of Bellevue (1999) GIS Data (City Limits), King County (2006) Aerial Photo, and CH2M HILL (2008) GIS Data (Park and Stream). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 4-2. Project Features Plate 3

Medina to SR 202: Eastside Transit and HOV Project

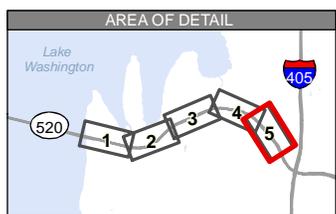
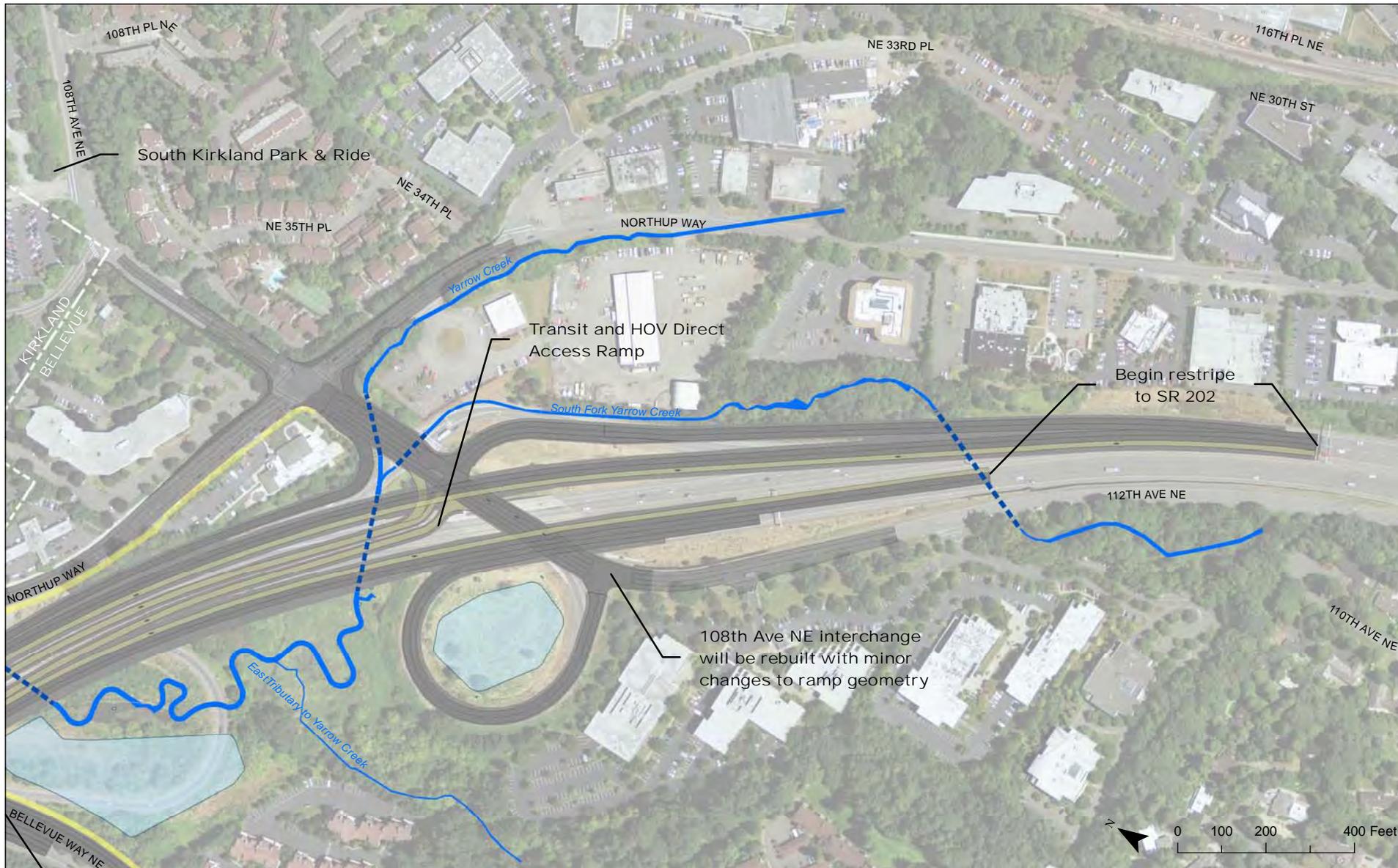


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|--------------------------------|-----------------------------------|----------------------|
| Proposed Stream Channel | Lid | General-Purpose Lane |
| Proposed Fish Passable Culvert | Park | HOV/Transit Lane |
| Existing Fish Passable Culvert | Regional Bicycle/ Pedestrian Path | Pavement/Shoulder |
| Proposed Noise Wall | Points Loop Trail | Stormwater Feature |
| Transit Stop | | |

Source: City of Bellevue (1999) GIS Data (City Limits), King County (2006) Aerial Photo, and CH2M HILL (2008) GIS Data (Park and Stream). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

**Exhibit 4-2. Project Features
Plate 4**

Medina to SR 202: Eastside Transit and HOV Project



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|--|--------------------------------|--|--------------------------------------|--|----------------------|
| | Proposed Stream Channel | | Lid | | General-Purpose Lane |
| | Proposed Fish Passable Culvert | | Park | | HOV/Transit Lane |
| | Existing Fish Passable Culvert | | Regional Bicycle/ Pedestrian Path | | Pavement/Shoulder |
| | Proposed Noise Wall | | Points Loop Trail | | Stormwater Feature |
| | Transit Stop | | | | |

Source: City of Bellevue (1999) GIS Data (City Limits), King County (2006) Aerial Photo, and CH2M HILL (2008) GIS Data (Park and Stream). Horizontal datum for all layers is NAD83(91); vertical datum for layers is NAVD88.

Exhibit 4-2. Project Features Plate 5

Medina to SR 202: Eastside Transit and HOV Project

The existing Evergreen Point Bridge will function as it does today. No improvements to the Evergreen Point Bridge or bridge approaches are proposed as part of this project. The lanes on westbound SR 520 will taper back to the existing roadway before the Evergreen Point Bridge.

Interchange Improvements

Exhibit 4-3 summarizes the changes proposed at each freeway interchange or bridge crossing from Evergreen Point Road to 108th Avenue NE.

Exhibit 4-3. Summary of Interchange Improvements – Evergreen Point Road to 108th Avenue NE

| Interchange with SR 520 | Improvement |
|-------------------------------|---------------------------------------------------------------------------|
| Evergreen Point Road vicinity | Inside transit stop, improvements to park-and-ride lot, new lid |
| 84th Avenue NE | Half-diamond interchange, new lid |
| 92nd Avenue NE | Inside transit stop, local intersection modification at off-ramp, new lid |
| Bellevue Way NE | Half-diamond interchange |
| 108th Avenue NE | HOV direct access, improved ramp design |

Evergreen Point Road Vicinity

Evergreen Point Road over SR 520 will be rebuilt to incorporate a new lid and inside transit stop. Transit-only lanes will merge into the approach to the bridge east of Evergreen Point Road. A new inside transit stop will be built east of Evergreen Point Road with access from a new pedestrian bridge adjacent to the park-and-ride on the south side of the lid. Exhibit 4-4 shows the proposed improvements at Evergreen Point Road. Improvements at this location will also include adding approximately 10-15 additional parking stalls to the Evergreen Point Park-and-Ride lot.

The existing pedestrian crossing located east of the Evergreen Point Road interchange will be removed. Pedestrian access north and south across SR 520 will be accommodated by the new lid at Evergreen Point Road or the lid farther east at 84th Avenue NE.

A **transit-only lane** is a lane that is only available for use by buses. A **high-occupancy vehicle (HOV) lane** is a lane that is available to buses, carpools, vanpools, and motorcycles.

A "**lid**," or "lidded highway," is a long bridge that covers a length of highway. Lid surface areas can carry paths and trails to connect communities across the highway, landscaping to create open space and places for passive recreation, and items such as pergolas, seating, and transit waiting areas.

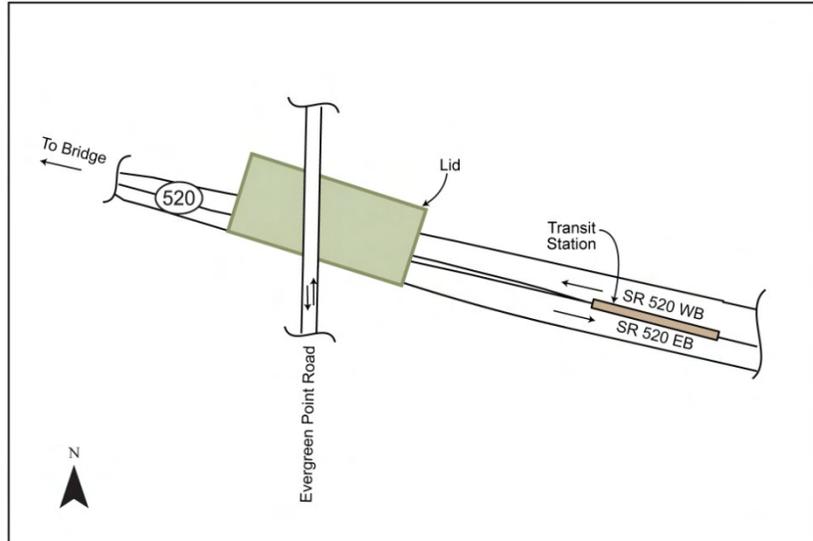
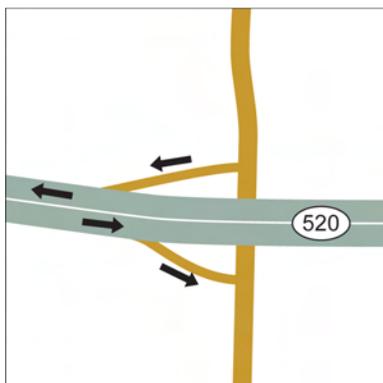


Exhibit 4-4. Evergreen Point Road Bridge Crossing

What is a half-diamond interchange?

A half-diamond interchange is designed so that if traffic exits the freeway from one direction, it can only enter the freeway from the opposite direction. This creates a triangular or half-diamond configuration as shown below.



84th Avenue NE Interchange

The 84th Avenue NE interchange will be reconfigured as a half-diamond interchange with a new lid (Exhibit 4-5). The on-ramps and off-ramps of the half-diamond interchange will be constructed on the west side of 84th Avenue NE. The westbound on-ramp will be built with one general-purpose lane and one HOV bypass lane and will include a ramp meter signal. The eastbound off-ramp will consist of one lane that will exit from SR 520 eastbound, becoming two lanes at the 84th Avenue NE intersection with an exclusive right-turn lane. The loop on-ramp in the northeast quadrant of the interchange will be removed and replaced with green space to connect the lid with Hunts Point (D.K. MacDonald) Park. The lid will carry 84th Avenue NE over SR 520. The configuration of 84th Avenue NE over the lid will consist of a single southbound lane, a northbound lane, and a northbound left-turn lane for vehicles traveling westbound on SR 520.

92nd Avenue NE Interchange

The 92nd Avenue NE interchange will be configured similarly to the half-diamond interchange that exists today (Exhibit 4-6). The on-ramps and off-ramps of the half-diamond interchange will be located on the east side of 92nd Avenue NE. The eastbound on-ramp will be rebuilt with one general-purpose lane and one HOV bypass lane and will include a ramp meter signal. The SR 520 westbound off-ramp will be rebuilt with

one general-purpose lane and will include a new roundabout at the end of the ramp. Transit stops will be located in the center of SR 520 west of the 92nd Avenue NE lid for buses traveling both eastbound and westbound.

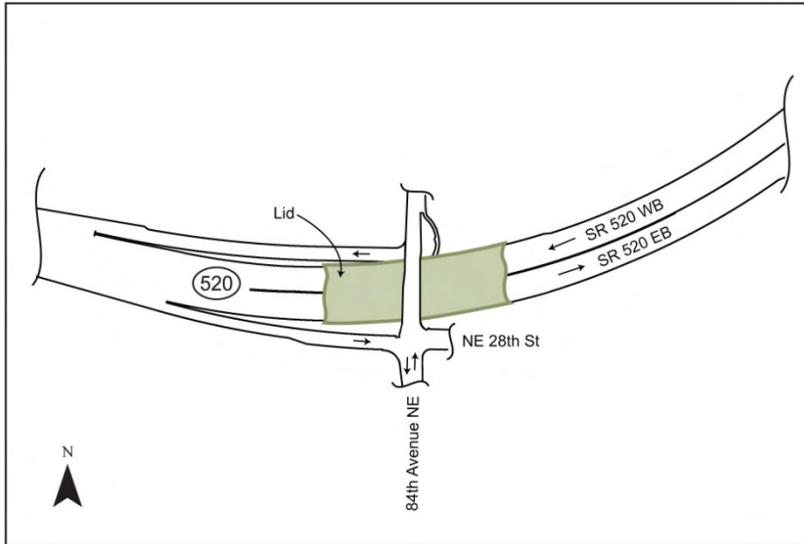


Exhibit 4-5. 84th Avenue NE Interchange

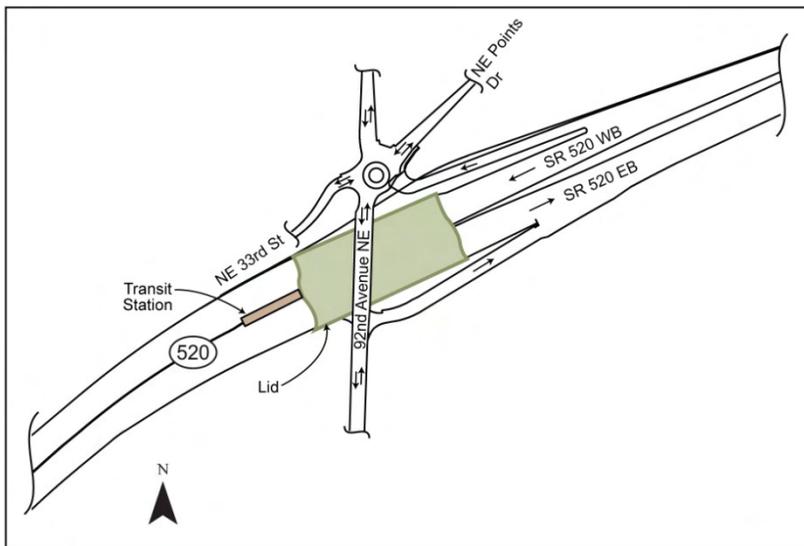


Exhibit 4-6. 92nd Avenue NE Interchange

Bellevue Way NE Interchange

The Bellevue Way NE interchange will be reconfigured to a half-diamond interchange (Exhibit 4-7). The on-ramps and off-ramps of the half-diamond interchange will be located on the west side of Bellevue Way NE. The westbound on-ramp will consist of three westbound lanes – two general-purpose lanes and one HOV bypass lane – and will include a ramp meter signal. The eastbound off-ramp will consist of one lane that will exit from SR 520 eastbound, becoming three lanes at the Bellevue Way NE intersection (two lanes turning left toward Kirkland and one lane turning right toward Bellevue).

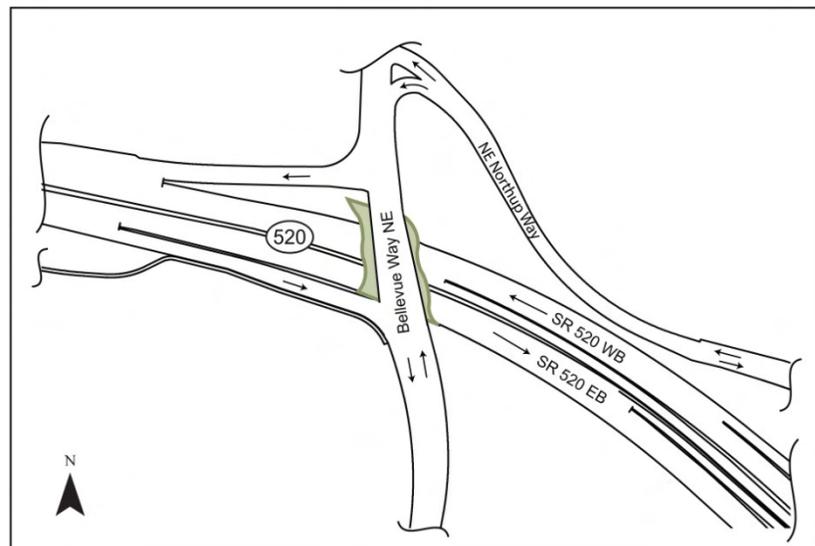


Exhibit 4-7. Bellevue Way NE Interchange

The existing loop ramps on the east side of Bellevue Way will be removed to enhance Yarrow Creek and provide space for stormwater facilities.

The Bellevue Way NE bridge over SR 520 will be widened to provide landscaping on either side and a shared use path on the east side. The configuration of Bellevue Way NE over SR 520 will consist of two southbound and northbound lanes that will pass through signalized intersections, plus turn lanes at eastbound and westbound ramp terminals. A northbound left-turn lane will extend beyond the south traffic signal for vehicles traveling westbound on SR 520.

The westbound leg of the Bellevue Way NE/Northrup Way intersection will be reconfigured to include a double left-turn lane. The south leg of the intersection will include a southbound HOV bypass lane for westbound HOV traffic.

108th Avenue NE Interchange

The 108th Avenue NE interchange will be constructed to include HOV direct access ramps to 108th Avenue NE to improve HOV connections for travel to and from Kirkland and Bellevue (Exhibit 4-8). The HOV direct access ramps will allow HOV vehicles to exit onto 108th Avenue NE from eastbound SR 520 and to enter westbound SR 520 from 108th Avenue NE.

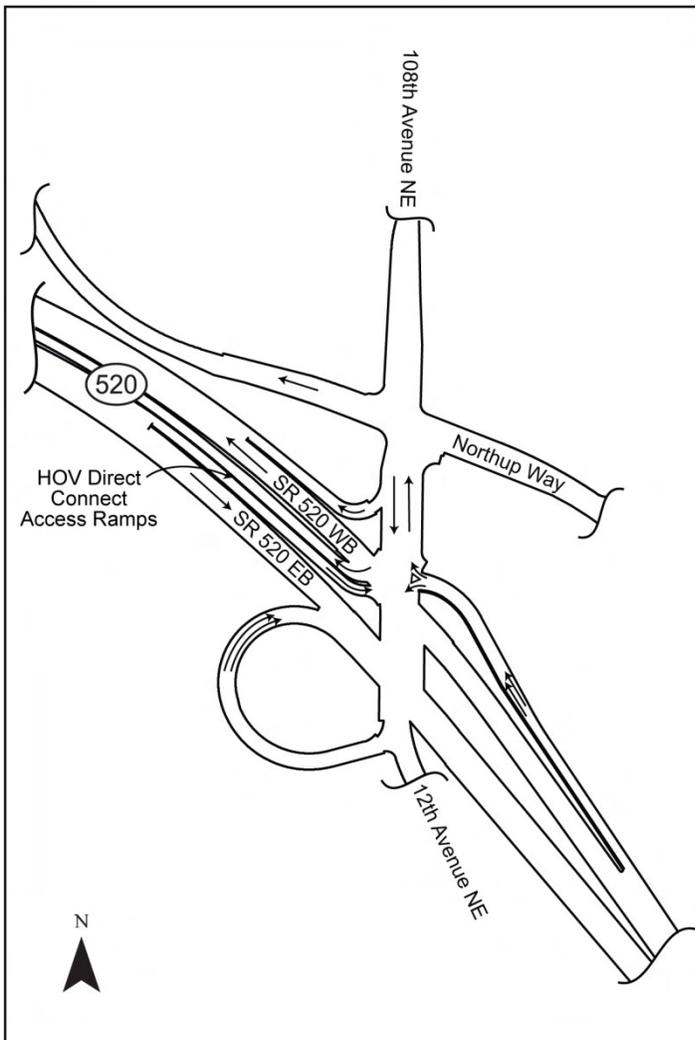


Exhibit 4-8. 108th Avenue NE Interchange

The 108th Avenue NE interchange westbound on-ramp will be rebuilt to include a ramp meter signal for general-purpose traffic and traffic traveling northbound on 108th will no longer be able to turn left onto this ramp. The end of the westbound SR 520 off-ramp will be relocated to the south to create a new intersection with the SR 520 HOV direct access ramps. The eastbound SR 520 on-ramp lane configuration will be similar to today and its intersection with 108th Avenue NE will have a traffic signal.

Lid Designs

As described above, lids will be constructed at Evergreen Point Road, 84th Avenue NE, and 92nd Avenue NE. The lids will carry the existing local streets over SR 520 and will provide new landscaped open space areas for passive recreation that will reconnect communities on the north and south sides of SR 520. Exhibit 4-9 shows conceptual drawings of potential design features of the lids.

Evergreen Point Road Lid

For the Evergreen Point lid in Medina, WSDOT proposes a lid that will include a bus transit stop to the east of the lid, a park-and-ride lot with passenger drop-off at the south edge of a transit plaza, a defined area for a Lake Washington scenic overlook, and a new entrance to Fairweather Park on the north side of SR 520. The transit plaza will be located east of the lid. Passengers will be able to access the transit platforms via a walkway leading from the park-and-ride. The walkway will cross over the eastbound lanes to end in the median. At the end of the walkway, elevator or stairs will be designed to comply with Americans with Disabilities Act (ADA) standards and will allow passengers to access the transit platforms.

The lid surface will be landscaped to promote visibility between the park, regional bicycle/pedestrian path, transit plaza, parking area, and the Lake Washington scenic overlook. Other amenities that could be provided include bicycle lockers and/or racks, plaza seating, illumination, and a gathering area for the overlook with seating.



Evergreen Point Road



84th Avenue NE



92nd Avenue NE

Exhibit 4-9. Eastside Lids

Medina to SR 202: Eastside Transit and HOV Project

84th Avenue NE Lid

WSDOT proposes a lid that will be landscaped with recreational walking paths connected to the Hunts Point Park and Town Hall, and to the Points Loop Trail. Reconfiguring of the existing westbound on-ramps will provide an opportunity to create a landscaped open space adjacent to the Town Hall and the park.

92nd Avenue NE Lid

WSDOT proposes a lid that will include a bus transit stop with a transit plaza and passenger drop-off loop on the lid and transit platforms at the highway level. The transit plaza and passenger drop-off loop will be located on the west half of the lid. Passengers will be able to connect to the transit platforms by elevator or stairs, which will be designed to comply with ADA standards.

The lid surface will be landscaped to optimize visibility between the regional bicycle/pedestrian path and the transit plaza. Other amenities that could be provided include bicycle lockers, plaza seating, and illumination. The 92nd Avenue NE lid will also have a pedestrian bridge spanning the eastbound on-ramp to connect the regional bicycle/pedestrian path to a proposed recreational path on the south side of SR 520.

Regional Bicycle/Pedestrian Path

WSDOT will construct the regional bicycle/pedestrian path on the north side of SR 520 to provide a continuous, nonstop route between 108th Avenue NE on the east and Evergreen Point Road on the west. The regional path will be 14 feet wide, have grades no greater than 5 percent, and meet American Association of State Highway and Transportation Officials (AASHTO) and ADA standards.

The existing Points Loop Trail will remain on the north side of SR 520 for local pedestrian and recreational use only. Several sections of the trail will be relocated to accommodate the regional path, but the new route will follow the original alignment as closely as possible. The existing pedestrian overpass just east of Evergreen Point Road will be removed. Pedestrian access across SR 520 will be replaced by the new lids and pedestrian/bicycle trail system.

Because of the steep terrain, the regional bicycle/pedestrian path and Points Loop Trail will be at different elevations. Support walls will be required to keep the regional path slope at less than a 5-percent grade, per AASHTO standards. Railings will be installed where there is a drop-off greater than 36 inches. Noise walls may be installed between the regional path and the roadway in some places. Please see Chapter 5.5 for more information on noise wall locations.

Restriping Work

Between 108th Avenue NE and SR 202 (approximately 6.2 miles), the eastbound and westbound lanes will be restriped to shift the HOV lane from the outside lane to the inside lane. The work will also include moving the existing HOV signs on the outside to the inside, or in some cases replacing them with new signs.

Illumination

Lighting in the project vicinity is currently provided only at interchanges. The existing lighting design does not meet current WSDOT standards. As part of the proposed project, continuous lighting will be provided along highway lanes of SR 520 and lids. This means that light poles will be placed along the entire project area to provide lighting coverage for the freeway. The lighting will be designed to minimize potential light spillage onto adjacent properties by using shields around the top of the light fixtures that will direct light toward the roadway. These shields will be very similar to those already in use on the existing Evergreen Point Bridge.

What benefits will the project provide?

The project will provide several benefits both locally and regionally. Benefits include, but are not limited to the following:

Completion of HOV System

Provision of new, inside HOV lanes and restriping of the existing lanes to the inside will complete the currently discontinuous HOV system in the project area for buses and carpools. Taken as a whole, the completion of the HOV lanes and their relocation to the inside lanes of the freeway will improve travel times for transit and carpool users, saving energy and improving energy efficiency, as well as improving

safety. It is estimated that the completed project will result in a slight decrease in vehicle miles traveled versus the No Build Alternative in 2030.

Lids

Construction of lids over the freeway at the three designated locations will provide passive open space and local trail connections, and will improve neighborhood connectivity.

Direct Access Ramps and In-line Transit Stops

Direct access ramps to the HOV lanes and in-line transit stops in close proximity with the lids will improve the efficiency of transit use of the corridor. Transit vehicles will also operate more efficiently because trips on surface streets and weaving into and out of traffic from SR 520 will be reduced or eliminated.

Forward Compatibility

Forward compatibility means incorporating planning information for future transit and highway improvements into the design of the project so that the project accommodates future improvements without significant demolition or reconstruction of project features. This project has been designed in coordination with the project design efforts for the I-5 to Medina: Bridge Replacement and HOV Project to minimize the need to reconstruct project elements that are built as part of this project, such as the Evergreen Point Road lid or noise walls.

Reduced Travel Times

Reduced travel times represent one measurable parameter that demonstrates energy efficiency improvements provided by the project. This project anticipates travel time saving for westbound transit and HOV users of 18 to 45 minutes during the afternoon commute. Eastbound transit and HOV users would see improvements between 5 and 16 minutes during the afternoon commute period.

Safety

The project will complete the HOV system and build standard shoulders, and reconstruct interchanges and overpasses. These project features will improve safety by minimizing weaving on the freeway, providing shoulders to pull out of

traffic, and providing more efficient connections to the freeway from local streets.

Fish Passable Culverts

The project will remove, replace, or lengthen culverts on 16 affected stream crossings to accommodate widening of the roadway. At six of these crossings, the existing culverts will be completely removed and open channel restored. At nine other crossings, the existing fish passage barriers will be replaced with fully fish-passable structures. For two streams, culverts will not be upgraded due to design constraints and lack of upstream habitat.

New culvert design will provide conditions suitable for passage of all adult and juvenile fish species likely to inhabit the streams. Interior conditions within the structures will emulate natural stream functions present in open water areas.

Increased Open Channel Habitat

Channel realignments and culvert removals and replacements will result in a gain of 980 linear feet of open channel habitat within fish-bearing streams, including opening up 860 linear feet of stream channel currently confined in culverts.

Improvement of Yarrow Creek System

Yarrow Creek is the primary stream system crossed by the project. Enhanced riparian buffers will improve habitat conditions for fish and riparian species within Yarrow Creek and its tributaries. A number of Yarrow Creek tributaries will have their channels realigned to more natural conditions and existing culverts will be replaced with fish passable structures. These improvements will enhance connectivity between Lake Washington and upstream Yarrow Creek habitats that are now isolated or impassable during certain times of the year.

Stormwater Management System

The project will result in an increase in impervious surfaces due to roadway widening. To protect surface water resources, a new stormwater treatment system will be installed to treat, detain (where required), and release stormwater runoff. This system is designed to provide treatment and detention that will result in runoff quality comparable to forested conditions (that is, prior to development of the region). While it is anticipated that the project will add approximately 24 acres of

new pollution-generating impervious surfaces (PGIS), the final stormwater management system will treat over 62 acres of PGIS water quality.

Noise Walls

Noise walls are proposed for the project from Evergreen Point Road to just west of Bellevue Way NE, a distance of approximately 2 miles, on both sides of SR 520. Overall, 464 properties will receive benefit from the proposed noise walls. Some residences located in the vicinity west of Bellevue Way NE along the south side of SR 520 will not benefit from noise walls due to steep topography and ambient noise from adjacent local roadways. For more information on noise and noise mitigation, please see Chapter 5.5 and Chapter 6, respectively.

How will the project incorporate community design preferences?

WSDOT has worked with the affected cities and towns within the SR 520 corridor to develop visual guidelines that establish the community design preferences used to design the project features. These guidelines have been incorporated into the Urban Design Process guidelines adopted by WSDOT for this project. The proposed project is being planned, developed, and designed according to these guidelines.

WSDOT also formed the Eastside community design collaboration with elected officials and staff of local communities on the Eastside. Members were asked to indicate preferred packages of design concepts or “palettes” for aesthetic treatments that will define lid character, transit stop environments, and wall treatments along the Eastside SR 520 corridor. Please see Appendix R (Visual Quality and Aesthetics Technical Memorandum) for more detail on how input from the design collaboration was incorporated into the design of the project.

How will stormwater be managed?

Stormwater flow control and stormwater quality treatment within WSDOT-owned right of way is determined by requirements of the *Highway Runoff Manual* (WSDOT 2008a). This project team has designed the stormwater treatment

facilities to comply with the *Highway Runoff Manual*.

Stormwater flow control and stormwater quality treatment outside of WSDOT-owned right of way is determined by local jurisdictions stormwater plans. Both basic and enhanced stormwater treatment best management practices (BMPs) will be used. Basic stormwater treatment BMPs will be used for city-owned streets, and enhanced stormwater treatment BMPs will be used for WSDOT-owned roadway runoff. The amount of BMPs to be used is determined by surface area of impervious surfaces (defined as acres). Impervious surface quantities are used to then determine the size of the stormwater facilities. The sizes of the facilities are usually discussed in terms of the volume of runoff they hold (in acre-feet).

The project vicinity is subdivided into four basins for stormwater management. The first basin, Lake Washington, covers from the western limits of the project to approximately Evergreen Point Road; the second basin is Fairweather Creek (from Evergreen Point Road to just east of 84th Avenue NE); the third is Cozy Cove Creek (from 84th Avenue NE to just east of 92nd Avenue NE); and the fourth basin is the Yarrow Creek basin (from just east of 92nd Avenue NE to just east of 108th Avenue NE).

The area from the approach of the Evergreen Point Bridge to Evergreen Point Road (approximately 1.4 acres of impervious surface) will be treated for water quality by the use of a biofiltration swale. The biofiltration swale will be constructed within existing right of way and will directly discharge treated stormwater into Lake Washington under the existing Evergreen Point Bridge (see Plate 1 of Exhibit 4-2 for location).

Stormwater collected within the Fairweather/Cozy Cove Creek basins (approximately 27.7 acres of impervious surface) will be collected and conveyed to two constructed wetland facilities (see Exhibit 4-10) that will provide enhanced water quality treatment. Both of these facilities will discharge directly into Fairweather Bay.

The Yarrow Creek basin is the largest basin in the study area. The project proposes to treat approximately 333 acres in PGIS within this basin. Stormwater will be treated for water quality onsite. Stormwater detention will occur both onsite and offsite at a location or locations yet to be determined. For more

Stormwater runoff is treated to produce discharges to the environment that comply with state and federal water quality criteria. WSDOT's *Highway Runoff Manual* defines basic and enhanced water quality treatment measures.

Basic treatment is required by the *Highway Runoff Manual* for all roadway projects.

Enhanced treatment is required by the *Highway Runoff Manual* once certain criteria are met, including the number of cars on the roadway. This results in treatment measures beyond those included in basic treatment.

What is a biofiltration swale?

A biofiltration swale provides basic treatment and consists of a flat-bottomed, shallow-sloped swale planted with grasses. The swale functions by slowing runoff velocities, filtering out sediment and other pollutants, and providing some infiltration into underlying soils.

information on water quality and quantity treatment, please see Appendix S (Water Resources Discipline Report).



Exhibit 4-10. Constructed Wetland Facility

In accordance with the *Highway Runoff Manual* (WSDOT 2008a), the project team modeled the pre-developed condition for stormwater detention facilities as forested till and attempted to design detention facilities to meet the *Highway Runoff Manual* requirements. The Yarrow Creek basin is the only basin where stormwater detention is required. The other basins in the project area are exempt from detention requirements as determined by the Washington State Department of Ecology. Due to limited availability of right of way, WSDOT was unable to design enough stormwater detention facilities to meet the detention requirement of the *Highway Runoff Manual* for the Yarrow Creek basin.

WSDOT will meet the requirements of the *Highway Runoff Manual* for both water quality treatment and detention. Where difficult to provide the required detention within the project limits, WSDOT will continue to explore solutions with regulatory agencies within the confines of the *Highway Runoff*

Manual and the State's NPDES Permit obligations. One strategy being pursued is to identify suitable locations for stormwater detention facilities outside of the Yarrow Creek basin to offset the missing detention volume. The detention facilities will be designed to allow WSDOT to meet the needed stormwater detention requirements for this project.

WSDOT will follow the provisions of the WSDOT Stormwater Management Program Plan (February 2009) developed under the NPDES General Permit. This Plan establishes a process for evaluating potential locations for off-site stormwater detention. WSDOT has currently identified over 200 candidate sites for evaluation within State right of way. Evaluations will ensure no effects to streams, wetlands, or fish habitat will occur by construction of a detention facility. A cultural resources survey would also be conducted following the provisions of the programmatic agreement prior to construction to reduce the risk of encountering cultural resources.

How will the project be constructed and implemented?

WSDOT has determined that the project could be constructed in five stages. However, these stages could be modified in the future. These stages may over-lap in certain cases:

- Stage 1 assumes beginning stream restoration work by constructing new culverts to provide fish passage, along with utility relocations, along 108th Avenue NE. Noise walls that are freestanding will be constructed as well as retaining walls.
- Stage 2 will complete the remaining in-water work for the fish passage culverts. Stage 2 will also begin major construction, including the following: reconstructing the bridge over SR 520 at 108th Avenue NE, modifying the existing highway lanes, and constructing the lids at Evergreen Point Road, 84th Avenue NE, and 92nd Avenue NE, and the overcrossing at Bellevue Way NE.
- Stage 3 will involve construction on the highway lanes and the construction of stormwater management facilities.
- Stages 4 and 5 will complete construction of the highway lanes and the transit stops, construct stream restoration,

restripe the HOV lanes from 108th to SR 202, and open the project to traffic.

What is the construction schedule?

If fully funded, it is anticipated that the project will begin as early as the winter of 2010, with major construction beginning in spring 2011. The new lanes could be open to traffic by fall 2013, and all construction could be complete by the summer of 2014. If the project is not fully funded, the project will be constructed in phases as funds become available.

What permits and approvals may be required?

Exhibit 4-11 provides a summary of the anticipated permits and approvals that could be necessary to construct the project. WSDOT will work with the appropriate jurisdictions to identify and obtain the appropriate permits and approvals in a timely manner.

Exhibit 4-11. Anticipated Permits and Approvals

| Permit | Jurisdiction |
|-------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| Federal | |
| CWA Section 404 Permit | Army Corps of Engineers |
| State | |
| CWA Section 404 Permit | Washington State Department of Ecology |
| Coastal Zone Management Act Consistency Determination | Washington State Department of Ecology |
| NPDES Construction Stormwater General Permit | Washington State Department of Ecology |
| Hydraulic Project Approval | Washington Department of Fish & Wildlife |
| Local | |
| Critical Areas Approval | City of Bellevue, City of Kirkland, and City of Redmond |
| Clearing and Grading Permit (if applicable) – including Site Development Permit and Tree Removal Permit (according to jurisdiction) | City of Bellevue, City of Clyde Hill, City of Medina, City of Redmond, Town of Hunts Point, and Town of Yarrow Point |
| Noise Variance | City of Bellevue, City of Clyde Hill, City of Kirkland, City of Medina, Town of Hunts Point, and Town of Yarrow Point |
| Utilities Permit | City of Bellevue and City of Kirkland |
| Retaining Wall Structural Review (if applicable) | City of Bellevue |
| Land Use Exemptions (if applicable) | City of Bellevue |
| Right of Way Permit(s) (Street Use) | City of Bellevue, City of Kirkland, City of Medina, City of Redmond, and Town of Hunts Point |
| Street Opening Permit(s) (Street Use) | City of Clyde Hill and Town of Yarrow Point |
| Land Surface Modification Permit (can be used to consolidate Critical Areas and Right of Way processes) | City of Kirkland |
| Shoreline Substantial Development Permit/Conditional Use | City of Medina, City of Redmond, and Town of Hunts Point |

SR 520, MEDINA TO SR 202: EASTSIDE TRANSIT AND HOV PROJECT
ENVIRONMENTAL ASSESSMENT