DEVELOPMENT SERVICES DEPARTMENT
ENVIRONMENTAL COORDINATOR
450 110th Ave NE., P.O. BOX 90012
BELLEVUE, WA 98009-9012

OPTIONAL DETERMINATION OF NON-SIGNIFICANCE (DNS) NOTICE MATERIALS

The attached materials are being sent to you pursuant to the requirements for the Optional DNS Process (WAC 197-11-355). A DNS on the attached proposal is likely. This may be the only opportunity to comment on environmental impacts of the proposal. Mitigation measures from standard codes will apply. Project review may require mitigation regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for this proposal may be obtained upon request.

File No. 24 105117 LO

Project Name/Address: COBT 150th Ave SE Improvements / 150th Ave NE, SE 38th Street, SE 37th Street, and I-90 ramp in Eastgate Area.

Planner: Drew Folsom/ Senior Planner
e: dfolsom@bellevuewa.gov
p:425-452-4441

Minimum Comment Period: May 16, 2024

Materials included in this Notice:

- ☑ Blue Bulletin
- ☑ Checklist
- ☑ Vicinity Map
- ☑ Plans
- ☐ Other:

OTHERS TO RECEIVE THIS DOCUMENT:

- ☑State Department of Fish and Wildlife
- ☑State Department of Ecology, Shoreline Planner N.W. Region
- ☑Army Corps of Engineers
- ☑Attorney General
- ☑Muckleshoot Indian Tribe

Development Services

SEPA Environmental Checklist

The City of Bellevue uses this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions

The checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully and to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions.

You may respond with "Not Applicable" or "Does Not Apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies and reports. Please make complete and accurate answers to these questions to the best of your ability in order to avoid delays. For assistance, see SEPA Checklist Guidance on the Washington State Department of Ecology website.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The city may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Background

1. **Name of proposed project, if applicable:**

   150th Avenue SE Mobility Project (SE 28th Street to SE 38th Street)

2. **Name of applicant:**

   City of Bellevue
   Paul Krawczyk

3. **Contact person:**

   Gary Maynard, AICP
   425-551-0679

4. **Contact person address:**

   20300 Woodinville-Snohomish Road NE, Suite A
   Woodinville, WA 98027

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5. **Date this checklist was prepared:**

   January 25, 2024

6. **Agency requesting the checklist:**

   City of Bellevue

7. **Proposed timing or schedule (including phasing, if applicable):**

   Construction is anticipated to begin in Spring of 2025.

8. **Do you have any plans for future additions, expansion or further activity related to or connected with this proposal? If yes, explain.**

   There are no future additions, expansions or further activity related to this project.

9. **List any environmental information you know about that has been prepared or will be prepared, that is directly related to this proposal.**

   - *150th Avenue SE Traffic Operations Memo*, DKS, August 16, 2022.
   - *Screening Level Hazardous Materials and Environmental Assessment Technical Memo*, Landau Associates, January 24, 2024.
   - *Air Quality Impact & Mitigation Analysis*, Michael Minor and Associates, October 2022a.
   - *Storm Drainage Report,* David Evans and Associates, January 2024.
   - *Letter to File - Environmental Justice*, David Evans and Associates, November 2022.
   - *Noise Impact Analysis*, Michael Minor and Associates, December 2022b.
   - *Critical Areas Report*, David Evans and Associates, January 2023a.
   - *Biological Assessment,* David Evans and Associates, January 2023b.
   - *Geotechnical Engineering Report,* Landau Associates, September 15, 2023.
   - *Cultural Resources Exemption E-mail*, WSDOT, January 2023.

10. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

    No other applications are known to be pending for approval that would affect the project.

11. **List any government approvals or permits that will be needed for your proposal, if known.**

    The following permits/approvals are anticipated for the project:

    - Washington State Department of Transportation (WSDOT) General Use Permit
    - WSDOT Construction Permit
    - Ecology NPDES General Construction Stormwater Permit
    - City of Bellevue Right-of-Way Use Permit
    - City of Bellevue Grading Permit
    - City of Bellevue Utility Developer Extension Agreement

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12. **Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The 150th Avenue SE Mobility Project (SE 28th Street to SE 38th Street) proposes to make several improvements to the 150th Avenue SE corridor to address traffic mobility and safety issues that are causing the area around the I-90 interchange to operate at an unacceptable level of service. All improvements to the intersections and corridor are designed to enhance mobility and safety, increase roadway capacity, and reduce travel delay. These improvements are expected to reduce backup delay of 5-6 minutes per peak hour trip, as well as reduce risk of crash and serious injury by improving the predictability of traffic flow and eliminating ambiguous merging areas. The project consists of the following road improvement elements (see Figure 2):

- Add one additional southbound thru lane on 150th Avenue SE from SE Eastgate Way, across the I-90 bridge to SE 38th Street. The existing bridge structure is not being proposed to be widened.
- Extend the southbound to eastbound left-turn lane on 150th Avenue SE at SE 37th Street.
- Add one additional right-turn lane from the eastbound I-90 off-ramp to 150th Avenue SE.
- Add one new westbound to southbound left-turn lane on SE 37th Street at 150th Avenue SE.
- Add a new northbound right turn only lane and a second northbound to westbound left turn lane along 150th Avenue SE from the I-90 westbound on-ramp to SE Eastgate Way.
- Add a second westbound lane along SE Eastgate Way at 150th Avenue SE that merges into one westbound lane just east of 148th Avenue SE.
- Relocate the signal poles at the intersection of 150th Avenue SE and SE Eastgate Way and upgrade the existing lighting fixtures to LED bulbs.
- Construct a stormwater infiltration facility southeast of the intersection of 150th Avenue SE and SE Eastgate Way.

13. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and the section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project is located in Township 24 North, Range 5 East, Section 11, Willamette Meridian within the city limits of Bellevue, Washington (see Figure 1). The project includes I-90, 150th Avenue SE, SE 37th Street, SE 38th Street, 148th Avenue SE, and SE Eastgate Way.

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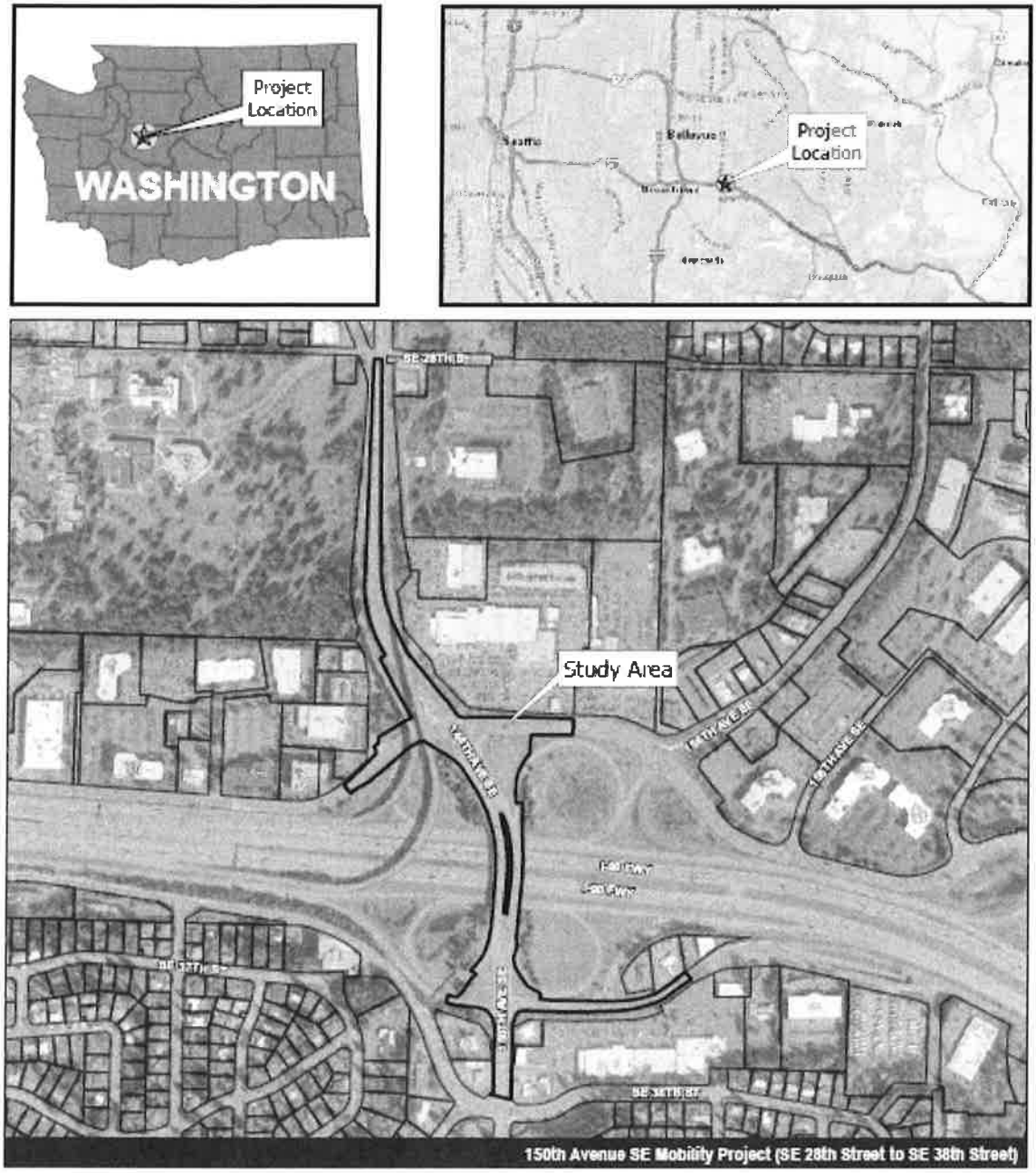

Figure 1
Vicinity Map

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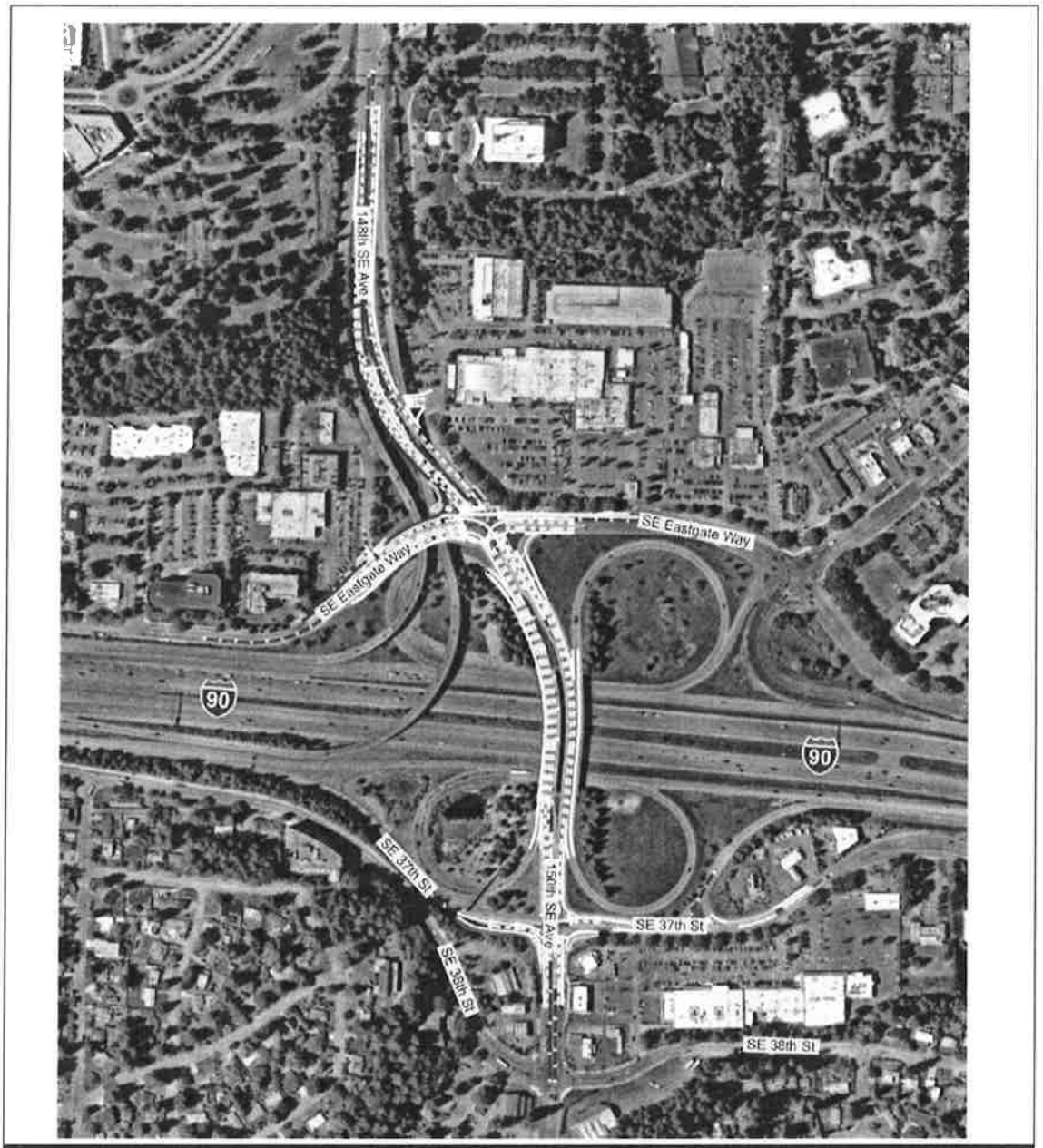

150th Avenue SE Mobility Project (SE 28th Street to SE 38th Street)

Image: Michael Minor and Associates

Figure 2
Site Plan

= Road Improvements

N 0 250 500 Feet

1/9/2023

Path: P:\B\BELVX000041\6\0000\INFO\GIS\BLVX000041\66.aprx

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Environmental Elements

Earth

1. **General description of the site: flat, rolling, hilly, steep slopes, mountainous, other:**

   The interchange at 150th Avenue SE and I-90 is fairly level except there are sloped on/off ramps between the overpasses and the highway, which are approximately at 2.5 degrees of slope. There is an approximate 6 degree slope on the northern portion of the project area along 148th Avenue SE north of SE Eastgate Way.

2. **What is the steepest slope on the site (approximate percent slope)?**

   The steepest slope is approximately 6 percent and is located on 148th Avenue SE north of SE Eastgate Way.

3. **What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

   According to the Natural Resource Conservation Service's Soil Mapper the project site is mostly (99.8%) made up of Arents (deeply mixed/disturbed) Everett soil material and Everett very gravelly sandy loam. A minor amount of Arents Alderwood soils make up the remainder. Surficial deposits are recessional outwash (Qvr), a mixture of moderately to well-sorted, stratified sands and gravels or silty sand to silty clay beds, deposited by receding glaciers. Till deposits consist of well-rounded silts, sands, and gravels (Qvt), which are also mapped in the vicinity of the site. Fill soils placed during previous grading activities may be encountered along the project alignment (Landau 2023).

4. **Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

   There are no surface indications or history of unstable soils in the immediate vicinity. The project is not located within an erosion hazard, landslide, or seismic hazard area (Refer to the Critical Areas Report).

5. **Describe the purpose, type, total area and approximate quantities and total affected area of any filling, excavation and grading proposed. Indicate the source of the fill.**

   The purpose of the grading, excavation and fill are to create the base for the road improvements to meet engineering requirements. It is estimated that the project will require grading of approximately 0.83 acre (36,010 ft^2) and approximately 7,630 yds^3 of excavation and 1,820 yds^3 of fill. Some site soils may be suitable for reuse, but most of the imported fill will come from local aggregate suppliers.

6. **Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

   Erosion could occur as a result of rainfall and runoff from disturbed soil areas and cause silt or sediment to run off the site. Eroded materials have the potential to

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adversely affect offsite areas such as wetlands or other water bodies. According to the Landau Geotechnical Report some site soils may be moisture sensitive and these are more likely to be erosion prone. However, temporary erosion and sedimentation control (TESC) measures will be utilized during the construction phase to minimize potential erosion impacts (see Section 8 below).

7. **About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

   The existing project site is 77 percent covered by impervious surfaces. The proposed project will add approximately 19,615 ft^2 (0.45 acre) of impervious surface.

8. **Proposed measures to reduce or control erosion, or other impacts to the earth, if any.**

   A temporary erosion and sediment control plan (TESC) will be developed and implemented to reduce or control erosion or other impacts to earth. The TESC will include the use of best management practices (BMPs) in compliance with the WSDOT Highway Runoff Manual, which could include all or a combination of the following:

   Stabilization BMPs may include:

   - Seeding disturbed ground
   - Mulching the ground with straw or wood chips
   - Jute matting slopes
   - Plastic covering stockpiled soil
   - Silt fencing around buffer zones to sensitive areas
   - Preserving natural vegetation
   - Chemical treatment (such as, but not limited to, Polyacrylamide, Chitosan, etc.)

   Structural BMPs may include:

   - Build ditches to divert runoff from exposed soils and slopes
   - Installing silt fencing around disturbed areas
   - Channeling runoff through temporary pipes and drainage swales to minimize runoff concentration from exposed areas
   - Rock check dams and rock lined channels to reduce runoff velocity
   - Straw bale barriers
   - Grade terracing for cut slopes over 15 feet
   - Sediment traps for exposed areas less than three acres
   - Sediment ponds for exposed areas greater than three acres
   - Level spreader or dispersal trench systems
   - Rock outlet protection
   - Installation of rock pad construction entrances
   - Installation of truck wheel wash pads
   - Inspection of facilities at regular intervals

   In addition to an approved TESC plan, the contractor will be monitored by the Washington State Department of Ecology under the National Pollutant Discharge Elimination System Permit (NPDES) Stormwater Construction General Permit. As part of the NPDES permit requirements, the contractor is required to prepare,

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implement, and keep a copy of the Storm Water Pollution Prevention Program (SWPPP) on-site for reference. The SWPPP includes objectives to implement BMPs to minimize erosion and sediments from rainfall runoff at construction sites and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations.

Air

1. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

   During project construction activities - demolition, re-grading the road bed, trenching for utilities, paving, painting lane markers, heavy equipment operation, and operation of construction - vehicles will generate exhaust emissions including CO, PM10, PM2.5, NOx, SO2, Mobile Source Air Toxics (MSATS), and odorous compounds (Refer to the Air Quality Report). Additionally, dust particulates generated primarily by construction equipment and construction activities will be produced during the construction phase of this project.

   Operation or maintenance of the improved roadway will not result in increased emissions of criteria pollutants, greenhouse gas, or mobile source air toxics since the project will not lead to higher traffic volumes or a higher percentage of trucks. Operationally, the project is predicted to have a moderate decrease in emissions from improved traffic flow, which reduces idling (Michael Minor and Associates 2022a).

2. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

   The are no off-site sources of emissions or odor that will affect the project.

3. **Proposed measures to reduce or control emissions or other impacts to air, if any.**

   Mitigation measures for air quality impacts will be implemented in accordance with the WSDOT Environmental Manual M31-11. In addition the project will comply with the Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency for controlling fugitive dust emissions.

   - Spray exposed soil with water or other dust suppressant to reduce emissions of particulate matter less than 10 microns in diameter (PM10) by increasing deposition of particulate matter.
   - Use phased development to keep disturbed areas to a minimum.
   - Use wind fencing to reduce wind disturbance of soils.
   - Minimize dust emissions during transport of excavated or fill materials by wetting down truck loads or ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
   - Promptly clean up spills of transported material on public roads.
   - Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
   - Restrict traffic onsite to reduce soil upheaval and tracking material onto roadways.
   - Provide wheel washers to decrease deposition of particulate matter on area

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roadways by removing particulate matter that would otherwise be carried offsite by vehicles.

- Locate construction equipment and truck staging areas away from sensitive receptors as practical.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

Water

1. Surface Water

   a. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

   There are no streams, lakes, or ponds on or near the project site. The nearest stream is Vasa Creek located approximately 2,000 feet east of the project site. Three palustrine emergent wetlands (WSDOT ponds) are located within the gores of I-90 on and off ramps and provide stormwater treatment within the I-90 right-of-way.

   One additional wetland is located on the northern road shoulder of the I-90 eastbound off ramp to 150th Avenue SE. This wetland was delineated and classified as a Category IV wetland and is approximately 1,700 ft^2 in size (Refer to the Critical Areas Report). The wetland is not regulated by the City due to it being smaller than 2,500 ft^2 in size and is not regulated the U.S. Army Corps of Engineers because it is a closed depression with no surface water connection to waters of the U.S.

   b. **Will the project require any work over, in or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

   The project will not require any work in or over the described waters. There will be road work in the vicinity of the wetlands; however, this work will not adversely impact the wetlands.

   c. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of the fill material.**

   No fill or dredge material will be placed or removed from the described waters.

   d. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities, if known.**

   The proposal will not require any surface water withdrawals or diversions.

   e. **Does the proposal lie within a 100-year floodplain? Is no, note the location on the site plan.**

   The project does not lie within a 100-year floodplain or a designated frequently flooded area.

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f. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The project will not involve any discharges of waste materials to surface waters.

2. **Ground Water**

a. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Groundwater will not be withdrawn for any purposes.

b. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste materials will be discharged into the ground from any sources.

3. **Water Runoff (including stormwater)**

a. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The only source of runoff is rainfall and storm water resulting from the impervious surfaces of the project roadways. There is an existing City of Bellevue storm water conveyance system in place that captures stormwater sheet flow in ditches and catch basins and directs it through an enclosed system of storm drain pipes, which discharge to several creeks including Richards, Vasa, and Sunset creeks. These creeks flow either to Lake Washington or Lake Sammamish (Refer to the Biological Assessment, DEA 2023). Some stormwater runoff is also captured in the WSDOT wetlands/ponds locate in the gores of the I-90 on/off ramps. Overflow from these ponds also flows into the City's enclosed storm drainage system.

b. **Could waste materials enter ground or surface waters? If so, generally describe.**

Waste materials can't enter ground or surface waters because there are no surface waters in the vicinity and no waste materials will be generated by the project.

c. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

The project will not affect the drainage patterns in the vicinity of the site. Stormwater runoff from the completed project will be channeled into the existing stormwater control system.

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d. **Indicate any proposed measures to reduce or control surface, ground and runoff water, and drainage pattern impacts, if any.**

Mitigation for controlling surface water runoff would employ development and implementation of a SWPPP as described above during construction. The SWPPP includes objectives to implement BMPs to minimize erosion and sediments from rainfall runoff at construction sites and to identify, reduce, eliminate, or prevent the pollution of stormwater, prevent violations of surface water quality, ground water quality, or sediment management standards, and prevent adverse water quality impacts during construction by controlling peak rates and volumes of stormwater runoff at the permittee's outfall and discharge locations.

Stormwater runoff from operations will continue to use the existing City stormwater control system.

Plants

1. **Check the types of vegetation found on the site:**

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ orchards, vineyards, or other permanent crops

☒ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

☐ water plants: water lily, eelgrass, milfoil, other

☐ other types of vegetation: Himalayan blackberry

2. **What kind and amount of vegetation will be removed or altered?**

A total of 7 trees will be removed, which are comprised of typical landscaped deciduous street trees. Grasses, blackberries, shrubs, and weedy species will also be removed.

3. **List any threatened and endangered species known to be on or near the site.**

There are no threatened or endangered plant species known to be on or near the project site.

4. **Proposed landscaping, use of native plants or other measures to preserve or enhance vegetation on the site, if any.**

There is no landscaping proposed.

5. **List all noxious weeds and invasive species known to be on or near the site.**

There are a number of noxious weeds or invasive species that are typically found in road right-of-ways that may be located in the project footprint. These may include Himalayan or Evergreen blackberry, milk or Scotch thistle, knapweed, tansy ragwort, etc.

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Animals

1. **List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:**

☒ Birds: **hawk**, heron, **eagle**, **songbirds**, other:

☐ Mammals: deer, bear, elk, beaver, other:

☐ Fish: bass, salmon, trout, herring, shellfish, other:

2. **List any threatened and endangered species known to be on or near the site.**

   There are no threatened or endangered fish, bird, or animal species known to be on or near the site (Refer to the Biological Assessment). The three streams draining the project site (Richards, Sunset, and Vasa creeks) ultimately empty into either Lake Washington or Lake Sammamish, which contain salmon species and bull trout.

3. **Is the site part of a migration route? If so, explain.**

   The entire eastside of Lake Washington including the Bellevue area is a part of the Pacific Flyway migratory bird route.

4. **Proposed measures to preserve or enhance wildlife, if any.**

   BMPs for controlling erosion and stormwater during construction and operation are described above. Mitigation for potential indirect impacts to offsite fish species are focused around minimizing habitat impacts by providing water quality treatment of storm water runoff from the project. Enhanced methods for treating stormwater are proposed for major portions of the project's stormwater discharge areas (3 of the 4 basins) and will utilize a filter medium to improve water quality.

5. **List any invasive animal species known to be on or near the site.**

   There are no invasive animal species known to be on or near the project site.

Energy and Natural Resources

1. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

   The completed project will require electricity for signals and lighting.

2. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**

   The project will not affect the potential use of solar energy by adjacent properties.

3. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.**

   The project will use LED lights that are controlled by light sensitive detectors that only operate at night.

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Environmental Health

1. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

   Construction of the project involves the use of construction equipment and vehicles, which are typically refueled or serviced as needed at the construction site. Thus, there is the potential for leaks and spills of materials such as fuel, oil, lubricants, and other contaminants onto the ground, which may then be carried offsite into receiving waters or infiltrated into the groundwater by rain and stormwater runoff.

   Typically, leaks from construction equipment and vehicles are relatively small with minimal potential for adverse impact, especially if the equipment and vehicles are well maintained. A spill of fuel or other material during refueling or handling of hazardous materials has the potential for larger adverse impacts on soil, and surface and groundwater. Spills to soil can adversely change the growing characteristics of soil resulting in a zone where plants are unable to grow. Contaminants entering surface water may reduce water quality by increasing oxygen demand, changing pH levels, or increasing the level of organic pollutants, which could subsequently have an adverse effect on fish and other aquatic organisms.

   During road operations, there is limited potential for large releases of hazardous materials to the environment and this would only occur if there was an accident where a vehicle spills fuel onto the roadway. However, road operations do result in minor leaks and spills of fuel, oil, and other fluids onto the road surface from vehicles. Similarly, brake use and tire wear also leave small amounts of contaminants such as heavy metals on the road surface. Stormwater runoff typically carries these pollutants onto the road shoulder and into adjacent areas. It is not anticipated that these materials would adversely impact the environment, because of the small amount that would be generated and the ability of the environment to absorb and breakdown these materials over time.

   a. **Describe any known or possible contamination at the site from present or past uses.**

   The hazardous materials screening level assessment (Landau 2022b) found one site of potential environmental concern adjacent to the south end of the project corridor at the Shell gas station. In 1991 it was reported there was a leaking underground storage tank at the site but a record of cleanup actions was not available from Ecology. The site experienced a release of gasoline in 2014 where approximately 200 gallons were spilled with approximately 40 gallons unrecovered and assumed to be in the ground. Ecology's database listing indicates that the cleanup for gasoline suspected in the soil is in a waiting status.

   b. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

   Generally there are no existing hazardous materials conditions that will adversely affect the project other than the small spill at the Shell gas station. Construction work involving soil disturbance in the vicinity of the Shell station needs to be closely monitored so that the contaminated soil is not disturbed or if disturbed then cleaned up.

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c. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

During construction it may be necessary to fuel or maintain vehicles or construction equipment on site. Thus oil, gasoline, diesel, and other lubricating or cleaning substances may be used on site. This will occur in the staging area with the appropriate spill control measures in place. Potential staging areas are located within the project footprint right-of-way.

There will be no need for storing, using, or producing toxic or hazardous materials during the operating life of the project.

d. **Describe special emergency services that might be required.**

It is not anticipated that special emergency services will be required for the project.

e. **Proposed measures to reduce or control environmental health hazards, if any.**

- Any contaminated soil or groundwater encountered during construction would be collected and disposed of in accordance with state and federal regulations.
- A Spill Prevention, Control Countermeasures and Containment Plan would be prepared and implemented for the storage, handling, use or disposal of hazardous materials. Specific areas would be designated for equipment repair, fuel storage and refueling, which would include measures for containing spills.
- In the event of a hazardous material spill, the contractor would immediately notify WSDOT and the City and if necessary call the appropriate emergency response agency. The contractor would be required to have materials on site such as absorbent pads to ensure the spill is contained immediately.
- All hazardous materials used in construction would have a required Material Safety Data Sheet filed on-site.

Mitigation for hazardous materials generated by operation of the roadway consists of stormwater control and treatment facilities. All stormwater from the roadway would be collected and directed to stormwater retention/detention facilities. Most of the stormwater runoff will also receive water quality treatment.

2. Noise

a. **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**

There are no existing noise sources that will affect the project.

b. **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

Construction noise levels for the proposed project improvements would result from normal construction activities. Noise levels for construction activities can be expected to range from 70 to 90 dBA at sites 50 feet from the activities. Major noise-producing equipment in use during initial site preparation would include saw cutters, concrete pumps, cranes, excavators, haul trucks, loaders, tractor-trailers, and vibratory equipment. Maximum noise levels could reach 82 to 90 dBA at the nearest noise

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sensitive areas (i.e., within 50 to 100 feet) for normal construction activities during this phase. Other less notable noise-producing equipment expected to be used during this phase would be backhoes, air compressors, forklifts, pumps, power plants, service trucks and utility trucks. Table 1 lists equipment typically used for constructing this type of project.

Table 1. Construction Equipment List, Use, and Reference Maximum Noise Levels

Equipment	Typical Expected Project Use	Lmax
Air Compressor	Used for pneumatic tools and general maintenance	78-80
Backhoe	General construction and yard work	78–80
Compactor	Roadway surfacing	80-83
Concrete Pump	Pumping concrete	81-82
Concrete Saw	Concrete removal, utilities access	90
Crane	Materials handling, removal, and replacement	81-85
Excavator	General construction and materials handling	81-85
Haul Truck	Materials handling, general hauling	76-84
Jackhammer	Pavement removal	85-89
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Source: FHWA RCNM User's Guide

Traffic on the local roads is the primary source of noise in the project area. Noise measurements were conducted at two sites adjacent to the project corridor resulting in recorded noise levels of 73.8 and 70.1 dBA (Michael Minor and Associates 2022b). The noise levels in this range are typical of areas with heavy traffic with peak noise levels coinciding with peak traffic hours. Existing and future noise levels at 23 receiver locations was modeled to determine if the location met the requirements for considering noise abatement. Several properties (Sunset Villa Apartments, Bellevue Fire Station 2, the Mathnasium Learning Center, and several single-family residences) did meet the requirements for potential noise mitigation.

In accordance with the current WSDOT Policy (2020), when traffic noise impacts are identified, noise abatement measures must be considered for those developments that existed or have been issued a building permit prior to the date of public knowledge of the project. The WSDOT Noise Abatement Criteria - feasibility and reasonability - were assessed to determine if the project should employ noise barriers or earthen berms for operational noise impacts. The analysis determined that noise barriers would not meet both the feasible and reasonable criteria. Thus, no mitigation is proposed for noise coming from project operations. (Refer to the Noise Report for a

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detailed analysis of the implementation of operations noise mitigation.)

c. **Proposed measures to reduce or control noise impacts, if any.**

The following is a list of potential construction noise mitigation measures that could be included in the contract specifications:

- Require all engine-powered equipment to have mufflers that were installed according to the manufacturer's specifications.
- Require all equipment to comply with pertinent Environmental Protection Agency (EPA) equipment noise standards.
- Any nighttime work would require a noise variance from the City of Bellevue. The contractor would be required to follow all procedures and requirements provided in any noise variance if received from the city.
- Minimize noise by regular inspection and replacement of defective mufflers and parts that do not meet the manufacturer's specifications.
- All truck tailgates shall be secured to prevent excessive noise from banging.
- Install temporary or portable acoustic barriers around stationary construction noise sources and along the sides of the temporary bridge structures, where feasible.
- Locate stationary construction equipment as far from nearby noise-sensitive properties as possible.
- Shut off idling equipment.
- Reschedule construction operations to avoid periods of noise annoyance identified in complaints.
- Notify nearby residents whenever extremely noisy work would be occurring.
- Use non-pure tone back-up alarms or restrict the use of back-up beepers during evening and nighttime hours and use spotters. In all areas, Occupational Safety and Health Administration (OSHA) will require back-up warning devices and spotters for haul vehicles.

Land and Shoreline Uses

1. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

   The project site consists of road right-of-way and is used for transportation purposes. The project will not alter or otherwise affect the current land uses. Land uses along and near the project corridor consist of single-family and multi-family residences, hotels, fire station, churches, car dealerships, schools, gas stations, banks, and other retail operations. Some of the significant land uses include Sunset Villa Apartments, Bellevue Fire Station 2, Bellevue College, Silver Cloud Hotel, Church of Jesus Christ of Latter Day Saints, Christ the King Lutheran Church, Eastgate Bible Fellowship Church, International Montessori Academy, and Mathnasium Learning Center, Michaels Toyota of Bellevue, Bellevue Nissan, and Chevron and Shell gas stations.

2. **Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non- farm or non-forest use?**

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The project site has long been developed for other urban uses and there are no working farmlands or forest lands near the project site.

a. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling and harvesting? If so, how?**

As described above there are no working farms or forest land near the project site.

3. **Describe any structures on the site.**

The only structures on the site are the overpass bridges over I-90.

4. **Will any structures be demolished? If so, what?**

No structures will be demolished.

5. **What is the current zoning classification of the site?**

That portion of the project site located north of I-90 is zoned Community Business District (CB). The portion to the south of I-90 is zoned Neighborhood Mixed Use (NMU).

6. **What is the current comprehensive plan designation of the site?**

That portion of the project site located north of I-90 is designated as Community Business District (CB) in the Comprehensive Plan. The portion to the south of I-90 is designated Neighborhood Mixed Use (NMU) in the Comprehensive Plan.

7. **If applicable, what is the current shoreline master program designation of the site?**

Not applicable.

8. **Has any part of the site been classified as a critical area by the city or county? If so, specify.**

There is a critical area (steep slope) located along the south side of the eastbound I-90 off ramp. Approximately 1,000 square feet of the steep slope will be impacted by the road widening and construction of a retaining wall.

9. **Approximately how many people would reside or work in the completed project?**

No people will reside or generally work in the completed project. There may be periodic maintenance performed by road workers.

10. **Approximately how many people would the completed project displace?**

The project will not displace any people.

11. **Proposed measures to avoid or reduce displacement impacts, if any.**

No measures are proposed.

12. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

No measures are proposed.

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13. **Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any.**

Not applicable.

Housing

1. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**

No housing units will be developed.

2. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**

No housing units will be eliminated.

3. **Proposed measures to reduce or control housing impacts, if any.**

No measures are proposed.

Aesthetics

1. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

There are no proposed structures other than what already exist.

2. **What views in the immediate vicinity would be altered or obstructed?**

Construction activities change the visual character and near views for the duration of construction. Views would be typical of a construction site with disturbed soils, areas of cleared vegetation, stockpiled soil material or demolition debris, construction vehicles including large trucks, bull dozers, and backhoes, and other equipment, and construction workers.

The completed project would not alter or change any existing views.

3. **Proposed measures to reduce or control aesthetic impacts if any**

No measures are proposed.

Light and Glare

1. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Some of the construction equipment may have reflective surfaces that cause glare during sunny weather. It may be necessary to light the construction site at night if nighttime work is necessary and/or for security purposes.

The project site currently produces light from overhead poles and traffic signals at night. Other sources of light and glare are from vehicles that use the roadway. Glare from vehicles may come from sunny daytime weather and light from vehicles at night. This will not change with operation of the proposed project.

2. **Could light or glare from the finished project be a safety hazard or interfere with views?**

It is not anticipated that light or glare from the finished project will create a safety hazard as the proposed project is not changing the occurrence or characteristics of the existing light and glare conditions. Over time light and glare from vehicles is expected

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to increase due to the projected increase in future traffic levels.

3. **What existing off-site sources of light or glare may affect your proposal?**

   There are no off-site sources of light or glare that will affect the proposal.

4. **Proposed measures to reduce or control light and glare impacts, if any.**

   Mitigation measures for light and glare impacts during construction may include phasing construction; locating staging areas and parking construction vehicles away from areas that are easily viewed or where glare from equipment could affect viewers; re-vegetating disturbed areas as soon as practical; and using lighting for nighttime work that is angled downward instead of outward.

Recreation

1. **What designated and informal recreational opportunities are in the immediate vicinity?**

   Robinswood Community Park is a 60-acre park located approximately 1/4 of mile north of the project site The park includes open space, athletic fields (baseball and soccer), a tennis center, trails, off-leash dog area, and a historical house (Robinswood House) that can be rented for events. Other parks in the general area include Bellevue Airfield Park, Eastgate Park, Southridge Park, and Sunset Mini Park.

   There is city trail that runs down 148th Avenue SE from near Robinswood Park and runs over I-90 connecting to the multi-jurisdictional Mountains to Sound Greenway Trail.

2. **Would the proposed project displace any existing recreational uses? If so, describe.**

   The project would not displace any existing recreational uses.

3. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.**

   No measures are proposed.

Historic and Cultural Preservation

WSDOT reviewed the design plan sheets for the project and determined that the project meets exemptions A-13 and A-15 of FHWA's Section 106 Programmatic Agreement, thus no further cultural resources review is required for this project and the following sections are no longer applicable.

1. **Are there any buildings, structures or sites located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

2. **Are there any landmarks, features or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are**

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there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

3. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

4. Proposed measures to avoid, minimize or compensate for loss, changes to and disturbance to resources. Please include plans for the above and any permits that may be required.

Transportation

1. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

   The project itself is comprised of the streets and highway that serve the project. These include I-90, 150th Avenue SE, SE 38th Street, SE 37th Street, SE Eastgate Way, and 148th Avenue SE (See Figures 1 and 2).

2. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

   King County Metro transit serves the project area with numerous routes (23 routes) to the Eastgate Park and Ride lot located approximately 0.4 mile west of the project corridor. There are several bus stops located on the project corridor itself (i.e., 150th Avenue SE).

3. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

   The project will not add or eliminate any parking spaces.

4. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

   The purpose of the project is to provide improvements on the existing project corridor for vehicles, pedestrians, and bicycles to improve the flow of traffic, reduce delays, and improve safety (see Project Description section above).

5. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

   The project will not occur in the vicinity of water, rail, or air transportation.

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6. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

   The project itself is not a trip generator.

7. **Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

   Not applicable.

8. **Proposed measures to reduce or control transportation impacts, if any.**

   The project itself is being developed to improve traffic flow and reduce congestion through this area, as well as increase safety for vehicles, bicycles, and pedestrians. Many of the proposed improvements are based on recommendations made in the 2019 Eastgate Transportation Study prepared by Fehr and Peers for the City. DKS prepared a traffic operations analysis that confirmed the design elements will result in reducing intersection delay during the peak traffic hours through the project corridor. (DKS 2022).

Public Service

1. **Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

   Construction could impact emergency vehicle response times because of temporary lane closures, detours, or other access issues. Access to adjacent land uses may also be temporarily affected for businesses and other neighborhood facilities.

   Operation of the project will not increase the demand for public services.

2. **Proposed measures to reduce or control direct impacts on public services, if any.**

   Construction mitigation includes ensuring that emergency vehicles can safely and quickly pass through the construction zone and that any lane/road closures or detours are communicated to the various emergency service providers. Efforts should be made to maintain access during construction to businesses or other land uses such as the churches and schools.

Utilities

1. **Check the utilities currently available at the site:**

- ☒ Electricity
- ☒ Natural Gas
- ☒ Water
- ☒ Refuse Service
- ☒ Telephone
- ☒ Sanitary Sewer

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☐ Septic System

☒ Other: Storm Drainage System

2. **Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity which might be needed.**

   Utilities required for the project include electricity from Puget Sound Energy and the City's storm drainage system.

Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Paul Krawczyk

Name of signee: Paul Krawczyk

Position and Agency/Organization: Project Manager, City of Bellevue

Date Submitted: 4/30/24

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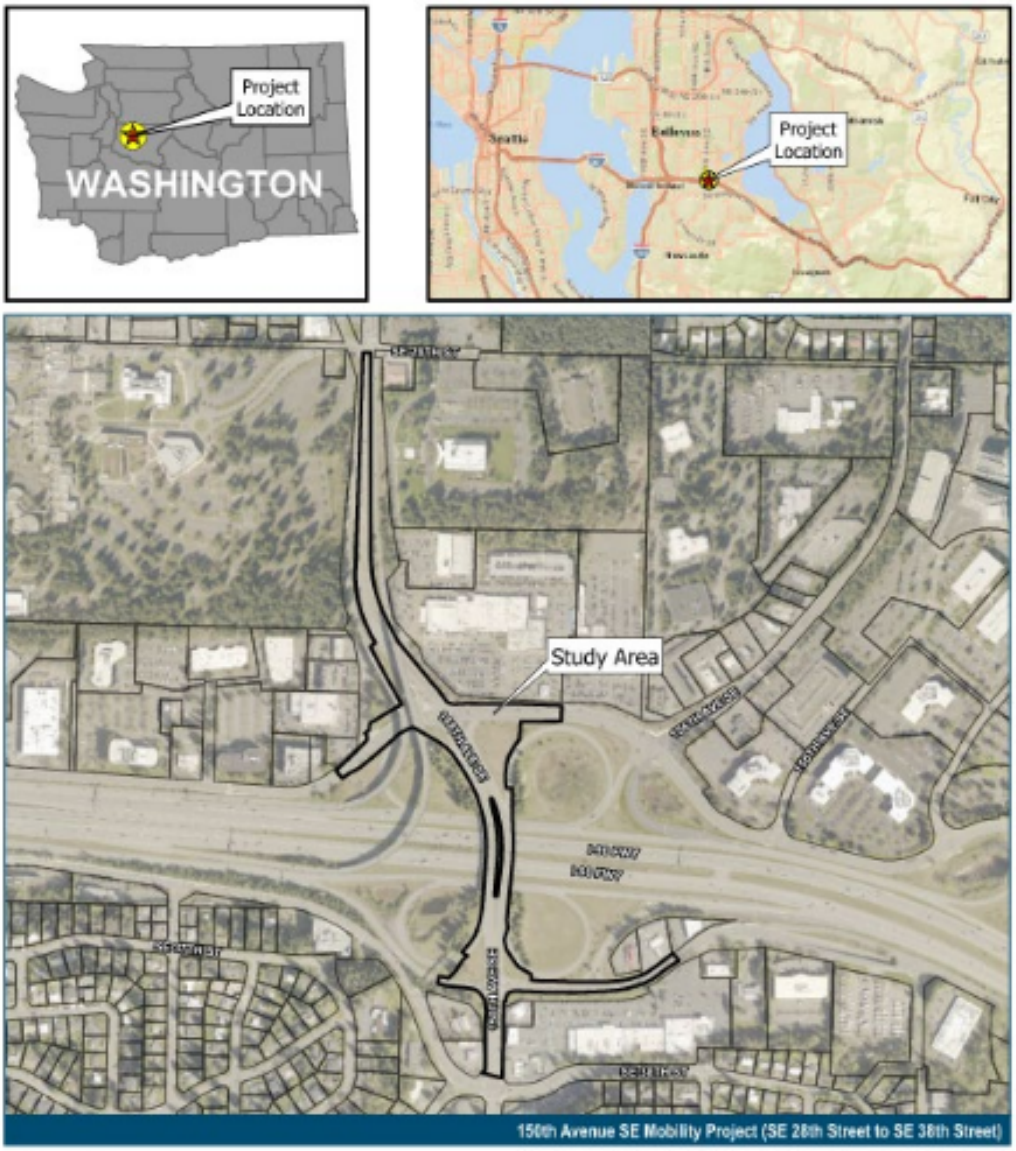
4/30/24

Figure 1. Project Vicinity



CRITICAL AREAS STUDY – DRAFT
150TH AVENUE SE MOBILITY PROJECT
BELLEVUE, WASHINGTON

Applicant:

CITY OF BELLEVUE, WASHINGTON
450 - 110th Avenue NE
Bellevue, WA 98004
PM: Chris Masek

BLVX0000-4188

Prepared by:

Gray Rand

Gray Rand, Senior Scientist, PWS

DAVID EVANS AND ASSOCIATES, INC.
14432 SE Eastgate Way, Suite 400
Bellevue, WA 98007

January 2023

EXECUTIVE SUMMARY

At the request of the City of Bellevue (City) David Evans and Associates, Inc. (DEA) conducted a critical areas study for the proposed 150th Avenue SE Mobility Project (project). The project is located between SE 28th Street to SE 38th Street. The project will include the following:

- Add one additional southbound thru lane on 150th Avenue SE from Eastgate Way, across the I-90 bridge to SE 38th Street. The existing bridge structure is not being proposed to be widened.
- Extend the southbound to eastbound left-turn lane on 150th Avenue SE at SE 37th Street.
- Add one additional right-turn lane from the eastbound I-90 off-ramp to 150th Avenue SE.
- Add one new westbound to southbound left-turn lane on SE 37th Street at 150th Avenue SE.
- Add a new northbound right turn only lane and a second northbound to westbound left turn lane along 150th Avenue SE from the I-90 Westbound On-Ramp to SE Eastgate Way.
- Add a second westbound lane along SE Eastgate Way at 150th Avenue SE that merges into one westbound lane just east of 148th Avenue SE.

One category IV depressional wetland occurs within the study area. No impacts to the wetland or its buffer will occur. One small area of steep slope will be directly affected. Stability of the slope will be maintained by use of an engineered solider pile retaining wall. No trees will be removed from the steep slope. No streams or other critical areas will be affected by the project.

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Acronyms and Abbreviations

BCC	Bellevue City Code
BMP	Best Management Practices
CABS	Compost amended biofiltration swale
CAVFS	Compost amended vegetated filter strip
City	City of Bellevue
Corps	U.S. Army Corps of Engineers
CSWPPP	Construction stormwater pollution prevention plan
DEA	David Evans and Associates, Inc.
DOI	U.S. Department of the Interior
FEMA	Federal Emergency Management Agency
FPARS	Forest Practices Application Review System
HRM	Highway Runoff Manual
NMFS	National Marine Fisheries Service
NHP	Natural Heritage Program
NPGIS	Non-pollution generating impervious surface
NRCS	Natural Resource Conservation Service
NWI	National Wetlands Inventory
PEM	Palustrine Emergent
PGIS	Pollution-generating impervious surface
PHS	Priority Habitats and Species
ROW	Right of way
SWES	Surface Water Engineering Standards
SWMMWW	Stormwater Management Manual for Western Washington
TDA	Threshold Discharge Area
TESC	Temporary and permanent erosion and sediment control
USFWS	U.S. Fish and Wildlife Service
WDFW	Washington State Department of Fish and Wildlife
WDNR	Washington State Department of Natural Resources

1.0 INTRODUCTION

At the request of the City of Bellevue (City), DEA conducted a site visit on October 10, 2022 at the proposed project location. The purpose was to identify the presence or absence of critical areas within the project site. The study area can loosely be defined as existing Right of Way (ROW) along an approximately 3,700-foot-long corridor of 150th Avenue SE, an approximate 800 foot long corridor on SE Eastgate Way, and an approximate 650 foot long corridor of SE 37th Street. This area is located within the west half of Section 11 and east half of Section 10, Township 24 North, Range 05 East, Willamette Meridian, in Bellevue, King County, Washington. The project is located in a highly developed freeway interchange, surrounded by residential and commercial properties, shown in **Figure 1**.

The 150th Avenue SE Mobility Project (SE 28th Street to SE 38th Street) proposes to make several improvements to the 150th Avenue SE corridor to address traffic mobility and safety issues that are causing the area around the I-90 interchange to operate at an unacceptable level of service. To address mobility and safety hazards, solutions include improvements in three areas of the 150th Avenue SE corridor: (1) the intersection of 150th /Eastgate Way (north of 1-90), (2) SE 37th Street/150th Avenue SE, and (3) SE 37th at the 1-90 eastbound on-ramp (south of 1-90). The project will provide the following:

(1) A new general purpose southbound vehicle travel lane from Landerholm Circle SE to SE 38th Street

(2) Enhanced intersection improvements at 150th Avenue SE and Eastgate Way consisting of an addition of a 2nd northbound left turn pocket on 150th Avenue SE and a second westbound receiving lane on Eastgate Way

(3) Enhanced intersection improvements at 150th Avenue SE and SE 37th Street consisting of a second left turn pocket westbound and a second right turn pocket eastbound (1-90 off ramp) at Eastgate Way

(4) Widening and improvements along SE 37th Street to the 1-90 eastbound on-ramp

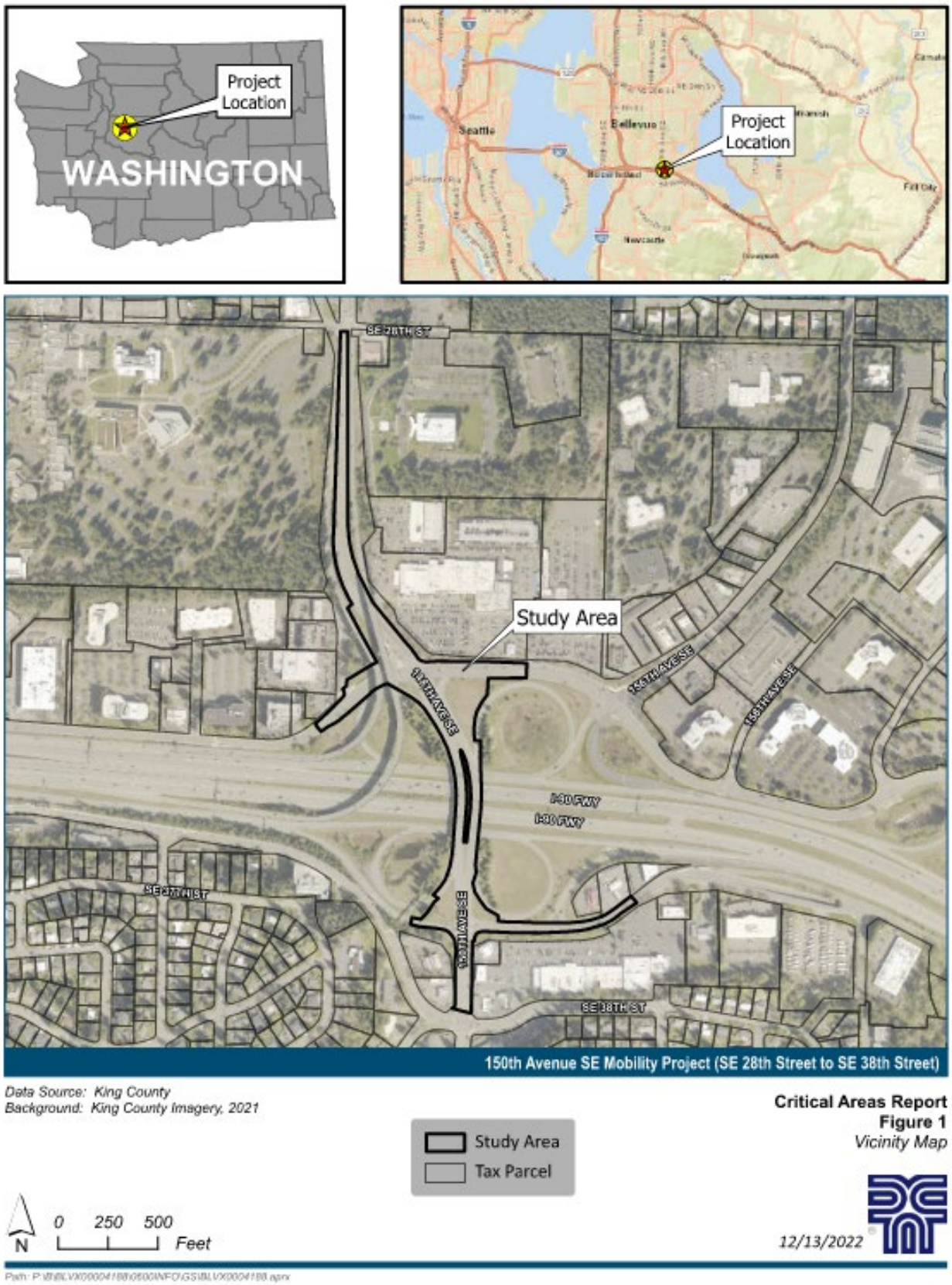
(5) Re-channelization of lanes on the 150th Avenue SE 1-90 overpass

The improvements on this project include upgrading two signalized intersections, one on each side of the bridge over the I-90 freeway for widening occurring on the 150th Avenue SE corridor. This project maintains the existing lighting on the bridge, upgrading the fixtures to LED. This project provides supplemental LED lighting for the merge and diverge locations on the ramps connecting with the I-90 freeway in addition to the lighting for each of the signalized intersections. The civil improvements also allow an opportunity to provide conduit and junction boxes for the ITS system and will reconnect the existing system so that it's tied in with the proposed improvements. This project will also evaluate some additional enhancements in signal timing phasing to provide safety improvements for bicyclists and pedestrians.

All improvements to the intersections and corridor are designed to enhance mobility and safety, increase roadway capacity, and reduce travel delay. These improvements are expected to reduce backup delay of five to six minutes per peak hour trip, as well as reduce risk of crash and serious injury by improving the predictability of traffic flow and eliminating ambiguous merging areas.

This report was generated on behalf of the City to ensure compliance with local critical area municipal codes. The City of Bellevue critical areas regulations are outlined in Bellevue Land Use Code (LUC) 20.25H.025 and address streams, wetlands, shorelines, geologic hazard areas, landslide hazards, steep slopes, coal mine hazard areas, habitats associated with species of local importance, and areas of special flood hazard. Project 30 percent design plans are included in **Appendix A**.

Figure 1. Project Vicinity



2.0 METHODOLOGY

2.1 Preliminary Research

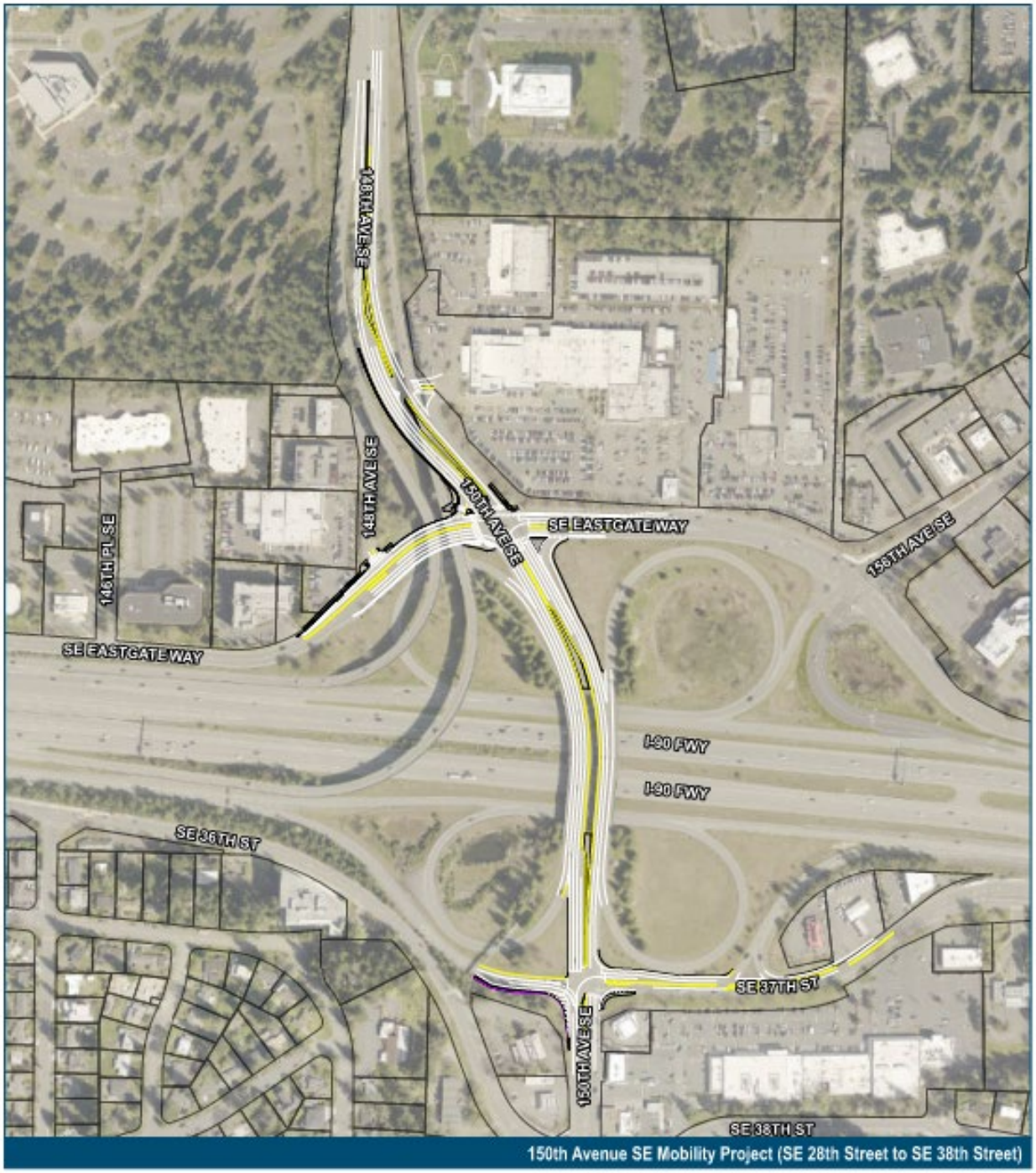
Published information about local critical areas was reviewed for evidence of wetlands and streams located in the project vicinity. Information reviewed included, but was not limited to, the following:

- National Wetland Inventory (NWI) data access through the U.S. Fish and Wildlife Service (USFWS) NWI data portal (USFWS 2022b).
- Natural Resource Conservation Service (NRCS) Web Soil Survey 2022 (NRCS 2001).
- U.S. Fish and Wildlife Service (USFWS). Information for Planning and Conservation (iPaC) (USFWS 2022a).
- Washington State Department of Fish and Wildlife (WDFW) – Priority Habitats and Species (PHS) Online Mapper. (WDFW 2022a)
- Washington State Department of Natural Resources (WDNR). Forest Practices Application Review System (FPARS) Mapping Tool (WDNR 2022a).
- Washington State Department of Natural Resources. Washington Geologic Information Portal (WDNR 2022b).
- Washington State Department of Natural Resources. Natural Heritage Program (NHP) *Wetlands of High Conservation Value Web Mapper* (DNR 2022)
- Federal Emergency Management Administration (FEMA) Flood Insurance Rate Maps (FEMA 2020).
- King County iMap (King County 2022)
- City of Bellevue Critical Hazards Map (City of Bellevue, 2022)

2.2 Field Investigation

An on-site investigation of the project study area was conducted on October 10, 2022. The presence or absence of wetlands was determined by examining vegetation, soils, and hydrology according to the U.S. Army Corps of Engineers (Corps) Western Mountains and Valleys Regional Supplement (Corps 2010) to the 1987 *Corps of Engineers Wetland Delineation Manual* (Environmental Laboratory 1987). Wetlands were rated using Washington State Wetland Rating System for Western Washington: 2014 Update (Hruby 2014). Plant species were identified according to the revised National Plant List (Lichvar 2016), as well as Cooke (1997), Pojar and MacKinnon (1994), and Hitchcock and Cronquist (1973). Wetland vegetation communities were classified using USFWS Classification of Wetland and Deepwater Habitats of the United States (Coward 1979). Data points documenting the presence or absence of wetland characteristics were recorded for wetlands and the adjacent upland. The proposed project site plans are shown in **Figure 2**.

Figure 2. Project Site Plan



3.0 REGULATORY

3.1 Streams

Streams are regulated under LUC 20.25H.075. Streams are defined by the City of Bellevue as the following:

> *An aquatic area where surface water produces a channel, not including a wholly artificial channel, unless the artificial channel is:*
>
> - *Used by salmonids; or*
> - *Used to convey a stream that occurred naturally before construction of the artificial channel.*

Streams are categorized as follows:

> *Type S water" means all waters, other than shoreline critical areas designated under LUC 20.25E.017, within their bankfull width, as inventoried as "shorelines of the state" under Chapter 90.58 RCW and the rules promulgated pursuant to Chapter 90.58 RCW including periodically inundated areas of their associated wetlands. As of May 21, 2018, the only known Type S waters are Lower Kelsey Creek and Mercer Slough.*
>
> *Type F water" means all segments of waters that are not type S waters, and that contain fish or fish habitat, including waters diverted for use by a federal, state, or tribal fish hatchery from the point of diversion for 1,500 feet or the entire tributary if the tributary is highly significant for protection of downstream water quality.*
>
> *Type N water" means all segments of waters that are not type S or type F waters and that are physically connected to a type S or F waters by an above ground channel system, stream or wetland.*
>
> *Type O water" means all segments of waters that are not type S, F or N waters and that are not physically connected to type S, F or N waters by an above ground channel system, stream, or wetland.*

Streams buffer widths are dependent on stream type and whether or not the site is developed. The City of Bellevue stream buffers are shown in **Table 1**.

Table 1. City of Bellevue Stream Buffer Requirements

Undeveloped Sites	
Type S	100 feet
Type F	100 feet
Type N	50 feet
Type O	25 feet
Developed Sites	
Type S	50 feet or the buffer established with the existing NGPE/NGPA, whichever is greater
Type F	50 feet or the buffer established with the existing NGPE/NGPA, whichever is greater
Type N	25 feet or the buffer established with the existing NGPE/NGPA, whichever is greater
Type O	25 feet or the buffer established with the existing NGPE/NGPA, whichever is greater

3.2 Wetlands

Wetlands are regulated under LUC 20.25H.095. Streams are defined by the City of Bellevue as the following:

> *Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to, irrigation and drainage ditches, grass-lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas to mitigate the conversion of wetlands.*

Wetlands are categorized as follows:

> *Category I Wetlands. Category I wetlands are those that (a) represent a unique or rare wetland type; or (b) are more sensitive to disturbance than most wetlands; or (c) are relatively undisturbed and contain ecological attributes that are impossible to replace within a human lifetime; or (d) provide a high level of functions.*
>
> *Category II Wetlands. Category II wetlands are difficult, though not impossible, to replace, and provide high levels of some functions. These wetlands occur more commonly than category I wetlands, but still need a relatively high level of protection. Category II wetlands in western Washington include: wetlands scoring between 20 to 22 points (out of 27) on the questions related to the functions present. Wetlands scoring 20 to 22 points were judged to perform most functions relatively well, or performed one group of functions very well and the other two moderately well.*
>
> *Category III Wetlands. Category III wetlands are wetlands with a moderate level of functions (scores between 16 to 19 points). Wetlands scoring between 16 to 19 points generally have been disturbed in some ways, and are often less diverse or more isolated from other natural resources in the landscape than category II wetlands.*
>
> *Category IV Wetlands Over 2,500 Square Feet. Category IV wetlands have the lowest levels of functions (scores less than 16 points) and are often heavily disturbed. These are wetlands that we should be able to replace, and in some cases be able to improve. However, experience has shown that replacement cannot be guaranteed in any specific case. These wetlands may provide some important functions, and also need to be protected.*

Wetland buffers width are dependent on wetland category and whether or not the site is developed. Category IV wetlands under 2,500 square feet are not regulated by the City of Bellevue. The City of Bellevue wetland buffers for undeveloped sites are shown in **Table 2**.

Table 2. City of Bellevue Wetland Buffer Requirements.

Category	Wetland Characteristic	Buffer
I	Natural heritage wetlands and bogs – Habitat score 8-9	225 feet
	Natural heritage wetlands and bogs – All others	190 feet
	Forested	Based on score for habitat
	Habitat score of 8 to 9	225 feet
	Habitat score of 5 to 7	110 feet
	Habitat score of 3 to 4	75 feet
II	Habitat score of 8 to 9	225 feet
	Habitat score of 5 to 287	110 feet
	Habitat score of 3 to 4	75 feet
III	Habitat score of 8 to 9	225 feet
	Habitat Score of 5 to 7	110 feet
	Habitat score of 3 to 4	60
IV over 2,500 square feet	All	40

3.3 Shorelines

Shorelines are regulated under LUC 20.25E. Shorelines are defined as:

> *"Shoreline Overlay District encompasses those lake waters 20 acres in size or greater and those stream waters with a mean annual water flow exceeding 20 cubic feet per second; the lands underlying them; the lands extending landward for 200 feet in all directions as measured on a horizontal plane from the ordinary high water mark; floodways and contiguous floodplain areas landward 200 feet from such floodways associated with such streams and lakes; and marshes, bogs, swamps and river deltas associated with such streams and lakes."*

In addition, the following water bodies are designated as shoreline critical areas within the City of Bellevue:

- *Lake Washington, including Mercer Slough upstream to Interstate 405 – The lake waters, underlying lands, plus associated floodways, floodplains, marshes, bogs, swamps and river deltas;*
- *Lake Sammamish – The lake waters and underlying lands, plus associated floodways, floodplains, marshes, bogs, swamps and river deltas;*
- *Lower Kelsey Creek – The creek waters, underlying lands, plus associated floodways, floodplains, marshes, bogs, swamps and river deltas; and*
- *Phantom Lake – The lake waters, underlying lands, plus associated floodways, floodplains, marshes, bogs, swamps and river deltas.*

3.4 Geologic Hazard Areas

Geologic hazard areas are regulated under LUC 20.25H.120. Geologic hazard areas are defined by the City of Bellevue as the following:

1) *Landslide Hazards. Areas of slopes of 15 percent or more with more than 10 feet of rise, which also display any of the following characteristics:*
    i) *Areas of historic failures, including those areas designated as quaternary slumps, earthflows, mudflows, or landslides.*
    ii) *Areas that have shown movement during the Holocene Epoch (past 13,500 years) or that are underlain by landslide deposits.*
    iii) *Slopes that are parallel or subparallel to planes of weakness in subsurface materials.*
    iv) *slopes exhibiting geomorphological features indicative of past failures, such as hummocky ground and back-rotated benches on slopes.*
    v) *Areas with seeps indicating a shallow ground water table on or adjacent to the slope face.*
    vi) *Areas of potential instability because of rapid stream incision, stream bank erosion, and undercutting by wave action.*
2) *Steep Slopes. Slopes of 40 percent or more that have a rise of at least 10 feet and exceed 1,000 square feet in area.*
3) *Coal Mine Hazards. Areas designated on the Coal Mine Area Maps or in the City's coal mine area regulations, LUC 20.25H.130, as potentially affected by abandoned coal mines; provided, that compliance with the coal mine area regulations shall constitute compliance with the requirements of this chapter in regard to coal mines.*
4) *Seismic Hazards. Areas of known faults or Holocene displacement, based on the most up-to-date information, or areas mapped areas of "moderate to high" or "high" hazard liquefaction susceptibility by the Washington Department of Natural Resources Liquefaction Susceptibility Map of King County, Washington, 2004, as amended.*

3.5 Habitats Associated with Species of Local Importance

Habitats associated with species of local importance are regulated under LUC 20.25H.150. Species designated as species of local importance are listed in **Table 3.** Habitats associated with species of local importance also include naturally occurring ponds under 20 acres.

Table 3. City of Bellevue Species of Local Importance

Bald eagle	*Haliaeetus leucocephalus*
Peregrine falcon	*Falco peregrinus*
Common loon	*Gavia immer*
Pileated woodpecker	*Dryocopus pileatus*
Vaux's swift	*Chaetura vauxi*
Merlin	*Falco columbarius*
Purple martin	*Progne subis*
Western grebe	*Aechmophorus occidentalis*
Great blue heron	*Ardea herodias*
Osprey	*Pandion haliaetus*
Green heron	*Butorides striatus*
Red-tailed hawk	*Buteo jamaicensis*
Western big-eared bat	*Plecotus townsendii*
Keen's myotis	*Myotis keenii*
Long-legged myotis	*Myotis volans*
Long-eared myotis	*Myotis evotis*
Oregon spotted frog	*Rana pretiosa*
Western toad	*Bufo boreas*
Western pond turtle	*Clemmys marmorata*
Chinook salmon	*Oncorhynchus tshawytscha*
Bull trout	*Salvelinus confluentus*
Coho salmon	*Oncorhynchus kisutch*
River lamprey	*Lampetra ayresi*

3.6 Areas of Special Flood Hazard

Areas of Special Flood Hazard are regulated under LUC 20.25H.175. Areas of special flood hazard include:

> *Land Subject to One-Hundred-Year Flood. The land in the floodplain subject to the flood having a one percent chance or greater of being equaled or exceeded in any given year as determined by customary methods of statistical analysis defined in the City of Bellevue Storm and Surface Water Engineering Standards, January 2011, or as hereafter amended. Also referred to as the 100-year flood.*
>
> *Areas Identified on the Flood Insurance Rate Map(s). Those areas identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for King County" dated April 19, 2005, with an accompanying flood insurance map(s) and any revisions thereto. The Flood Insurance Study and accompanying map(s) are hereby adopted by reference, declared part of this part, and are available for public review at the City of Bellevue.*

Additional Areas. Other areas designated by the Director pursuant to this section shall be considered areas of special flood hazard.

Designation of Areas of Special Flood Hazard. Flood Insurance Rate Maps are to be used as a guide for the City of Bellevue, project applicants, and/or property owners to identify areas of special flood hazard. Flood Insurance Rate Maps may be continuously updated as areas are reexamined or new areas are identified. Newer and more restrictive information for flood hazard area identification shall be the basis for regulation.

Use of Additional Information. The Director may use additional flood information that is more restrictive or detailed than that provided in the Flood Insurance Study to designate areas of special flood hazard, including data on channel migration, historical data, high water marks, photographs of past flooding, location of restrictive floodways, maps showing future build-out conditions, maps that show stream habitat areas, or similar information.

Flood Elevation Data. When base flood elevation data is not available (A and V zones), the Director shall obtain, review, and reasonably utilize any base flood elevation and floodway data available from a federal, state, or other source, in order to administer provisions for the area of special flood hazard. In areas of special flood hazard where the BFE has increased due to remapping efforts, the new BFE will establish the regulatory limit. (Ord. 6013, 8-1-11, § 1; Ord. 5680, 6-26-06, § 3)

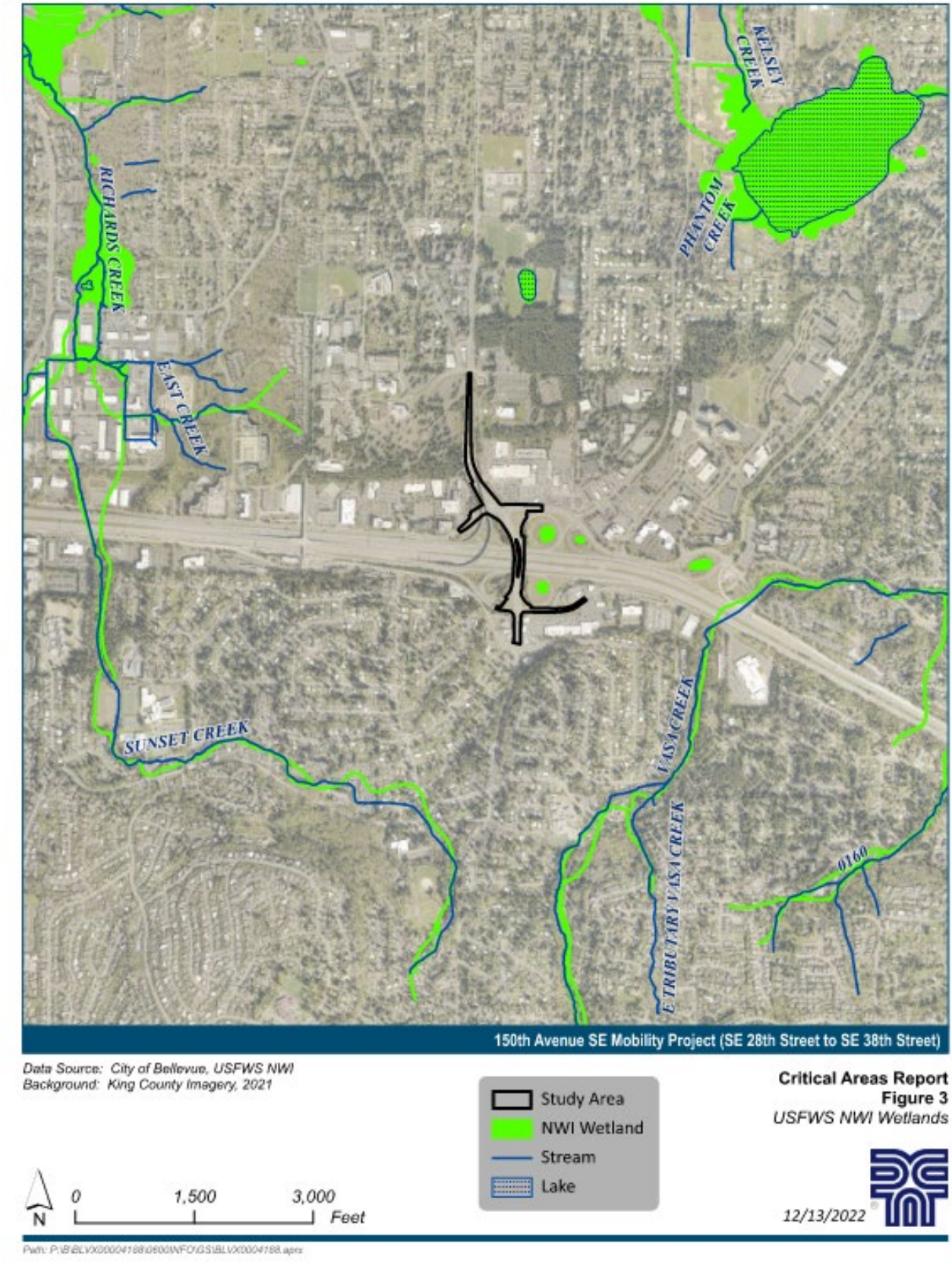
4.0 RESULTS

The project is located in a developed area southeast of downtown Bellevue and within the I-90 corridor. The project site generally slopes to the west. A majority of the project site is impervious with landscaped areas along the existing sidewalks and within the I-90 interchange medians. The 150th Avenue SE and SE 28th, 37th, and 38th street intersections are characterized by light commercial development, while the I-90 interchange is primarily sidewalks and highway.

4.1 Streams

The City of Bellevue Critical Hazards Map (City of Bellevue, 2022) did not identify any streams in the study area. The map is shown in **Figure 3**. No streams were identified during the site visit. The nearest stream is Vasa Creek, located approximately 2,000 feet east of the project.

Figure 3. Wetlands and Streams



4.2 Wetlands

A review of the NWI online interactive map did not indicate any wetlands within the study area, though three Palustrine Emergent (PEM) wetlands are shows in close proximity to the east, within the I-90 on and off ramps (USFWS 2022). The NWI map is shown in **Figure 3**. A review of Sections that Contain Natural Heritage Features Associated with Wetlands did not include the West half of Section 11 and East half of Section 10, Township 24 North, Range 05 East, Willamette Meridian, in Bellevue, King County, Washington. (WDNR 2018).

4.3 Soils

Soils within the study area consist of Arents, Alderwood material, 6 to 15 percent slopes, Alderwood gravelly sandy loam, 8 to 15 percent slopes, Everett very gravelly sandy loam, 8 to 15 percent slopes, Arents, Everett material.

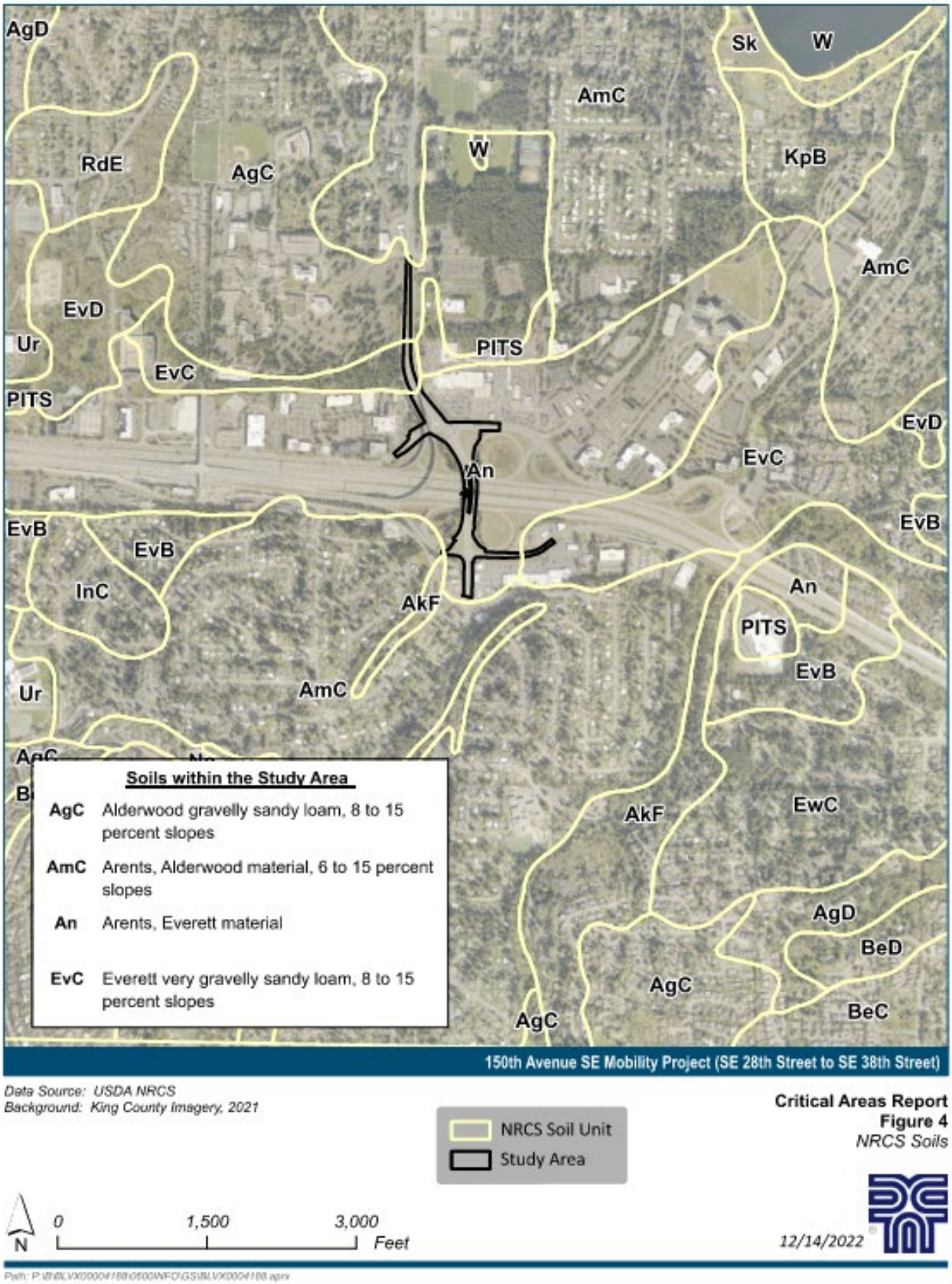
Arents, Alderwood material, 6 to 15 percent slopes forms from basal till, is moderately well drained with an average depth to water table of 16 to 36 inches. The soil is frost free for 150 to 200 days a year, and considered prime farmland if irrigated. (NRCS 2022).

Alderwood gravelly sandy loam, 8 to 15 percent slopes forms from glacial drift and/or glacial outwash over dense glaciomarine deposits, is moderately well drained with an average depth to water table of 18 to 37 inches. This soil is frost free for 160 to 240 days a year as is considered prime farmland if irrigated. (NRCS 2022).

Everett very gravelly sandy loam, 8 to 15 percent slopes forms from sandy and gravelly glacial outwash, is somewhat excessively drained with an average depth to water table of more than 80 inches. This soil is frost free for 180 to 240 days a year and is considered farmland of statewide importance. (NRCS 2022).

Arents, Everett material forms from basal till, is somewhat excessively drained with an average depth to water table of more than 80 inches. This soil is frost free for 150 to 200 days a year and is considered prime farmland if irrigated. (NRCS 2022). The soil map is shown in **Figure 4.**

Figure 4. NRCS Soils



One wetland was identified in the study area during the field visit. **Table 4** provides a summary of the wetland and its characteristics. The location of the wetland is depicted in **Figure 5**. Wetland data sheets are contained within **Appendix B.** The wetland rating form is provided in **Appendix C.** Photos are shown in **Appendix D.**

Table 4. Wetland Survey Summary

Wetland	HGM Class	Cowardin Class	Ecology Rating	Total Score	Water Quality	Hydrology	Habitat	Standard Local Buffer
W1	Depressional	PEM	IV	15	6	6	3	NA

Just outside the study area, there are three wetlands present within gores of the on and offramps from northbound 150th, as well as a wetland within the gore between the I-90 westbound offramp and Eastgate Way. These wetlands are PEM wetlands that provide stormwater treatment within the WSDOT ROW and were presumably formed on fill. They were not delineated as they were outside the study area.

Figure 5. Delineated Wetlands and Streams within the Study Area

4.3.1 Wetland W1

Wetland W1 is located on the northern road shoulder of the I-90 eastbound offramp to 150th Avenue SE. Wetland conditions are documented in Data Plot DP-1. Upland conditions are documented in Data Plot DP-2. Data plots are provided in **Appendix B**.

Vegetation

Wetland W1 contains a PEM vegetation community characterized primarily by common rush (*Juncus effusus*). The surrounding buffer is characterized by Himalayan blackberry (*Rubus armeniacus*), Douglas-fir (*Pseudotsuga menziesii*) and ornamental maples (*Acer spp.*), colonial bentgrass (*Agrostis capillaris*), and other mixed grasses.

Hydrology

Wetland W1 has a depressional hydrogeomorphic classification. Wetland hydrology is supported primarily from precipitation runoff from adjacent areas. Water flows west through the wetland and infiltrates into the ground or sheet flows onto the roadway.

Soils

A soil probe identified a dark surface (10YR 3/1) of loam to a depth of four inches with a dense gravel layer below that which is compacted fill material and could not be penetrated. Soils are disturbed with a dark surface layer. It is assumed that they could meet indicator A11 with the compacted fill meeting a depleted layer.

Rating

Wetland W1 is rated as a Category IV wetland according to the Washington State Wetland Rating System (Hruby 2014). The wetland scored a total of 15 points with 6 points for water quality functions, 6 points for hydrologic functions, and 3 points for habitat functions. The wetland is not regulated by the City of Bellevue due to its size of less than 2,500 square feet. The wetland is not regulated by the Corps because it is not adjacent to a relatively permanent water. However, Washington State has determined that isolated wetlands are regulated by the Department of Ecology under the state Water Pollution Control Act (RCW 90.48). Wetland rating forms are provided in **Appendix C**.

4.4 Shorelines

No shorelines were identified within the study area.

4.5 Geologic Hazard Areas

A review of the City of Bellevue Critical Hazards Map and the WDNR Geologic Information Portal identified steep slopes as the only geologically hazardous area within the project study area. Erosion hazard area were identified to the southwest of the project site, near SE 38th Street, but are not within the study area. Geologically hazardous areas are shown in **Figure 6**. Many of the steep slopes in and adjacent to the study area were artificially created as part of transportation corridor development. For instance, the two steep slope areas at the north and south edges of I-90 are actually the built abutments below the bridges carrying 150th over the freeway. Steep slopes to the west of Wetland W1 are freeway retaining walls.

Figure 6. Geologic Hazard Areas

Habitats Associated with Species of Local Importance

The WDFW PHS program provides comprehensive information on important fish, wildlife, and habitat resources to local governments, state and federal agencies, private landowners, and consultants, and tribal biologists for land use planning purposes. A review of WDFW PHS data did not document any priority habitats or species within the study area (WDFW 2022). A map of PHS data is shown in **Figure 7**.

There is a total of five (5) federally threatened, endangered, sensitive, or species of concern that could potentially occur within the study area (USFWS 2022a) and are listed in **Table 5**. Of the species listed by the USFWS, only bull trout (*Salvelinus confluentus*) is considered a species of local importance by the City of Bellevue. No streams have been identified in the study area, and therefore bull trout are not expected to occur. Also, no salmonids under the jurisdiction of National Marine Fisheries Service (NMFS) occur within the study area. The nearest stream that provides potential fish habitat is Vasa Creek, which is located outside of the project area to the east of the 150th Avenue SE and SE Newport Way intersection. The USFWS list is provided in **Appendix E**.

Table 5. Federally Threatened, Endangered, Candidate, and Species of Concern that could occur in Project Vicinity

Common Name	Scientific Name	Federal Status
Marbled Murrelet	*Brachyramphus marmoratus*	Threatened
Yellow-Billed Cuckoo	*Coccyzus americanus*	Threatened
Streaked Horned Lark	*Eremophila alpestris strigata*	Threatened
North American Wolverine	*Gulo gulo luscus*	Proposed Threatened
Bull Trout	*Salvelinus confluentus*	Threatened

4.5.1 Marbled Murrelet

Status: The Washington, Oregon, and California population of marbled murrelets was federally listed as threatened by the USFWS on September 15, 1992 due to loss and modification of nesting (older forest) habitat as a result of commercial timber harvest. Marbled murrelets are also threatened by gill-net operations and the effects of oil spills. Critical habitat was designated on June 24, 1996 and revised on November 4, 2011.

Presence in the Study Area: Marbled murrelets nesting has not been documented within the study area. Most of the study area is developed with scattered patches of second growth forest with sub-mature trees and is not considered suitable habitat. Forest Practices Board Manual has defined marbled murrelet suitable habitat as the following:

1. Within 50 miles of marine waters
2. Contiguous forested area containing trees capable of providing nesting opportunities
3. At least 40 percent of the dominant and codominant trees are Douglas-fir, western hemlock, western red cedar, or sitka spruce
4. At least 7 acres in size
5. Presence of large (32-inch+ dbh) trees
6. Generally multi-storied (2-3 layers)
7. Moderate canopy closure

4.5.2 Bull Trout

Status: Bull trout (*Salvelinus confluentus*), members of the family Salmonidae, are char native to the Pacific northwest and western Canada. Bull trout was listed as threatened in the conterminous lower 48 states by the USFWS on June 10, 1998. The decline of bull trout is primarily due to habitat degradation and fragmentation, blockage of migratory corridors, poor water quality, past fisheries management practices, and the introduction of nonnative species.

Presence in the Study Area: No surface waters exist within the study area, therefore bull trout does not occur. Also, bull trout are considered rare in the Lake Washington/Lake Sammamish watershed.

4.5.3 Yellow-Billed Cuckoo

Status: The yellow-billed cuckoo was federally listed as threatened by the USFWS on November 3, 2014. Critical habitat was designated in on October 14, 2014. No critical habitat was designated in Washington State.

Presence in the Study Area: Yellow-billed cuckoos have not been documented in the project action area. In addition, no critical habitat has been designated in Washington State. Breeding no longer occurs in Washington State and only occurs incidentally within the state. Yellow-billed cuckoos are not expected to occur in the study area (Wiles and Kalasz 2017).

4.5.4 Streaked Horned Lark

Status: The streaked horned lark was listed as threatened on November 4, 2013. Critical habitat was designated in October of 2013.

Presence in the Study Area: Streaked horned larks have not been documented as occurring within the study area. Streaked horned lark nests primarily along the Washington coast (Stinson 2016). Characteristics common to nesting areas are substantial areas of flat bare ground and sparse low-stature vegetation primarily comprised of grasses and forbs. The study area is primarily developed with scattered patches of forested with an understory of shrubs. Suitable nesting habitat does not occur within the study area and streaked horned larks are not expected to occur.

4.5.1 North American Wolverine

Status: As the result of a federal court ruling in October of 2016, the USFWS reopened public comment on the proposed rule to list the North American wolverine as threatened under the ESA. The USFWS intends to conduct a new review of the species' status.

Presence in the Study Area: An extensive research project conducted over ten years between 2005 and 2015 documented the presence of a reproducing population of wolverine in the North Cascades (Aubry 2016). This study delineated activity areas for 11 wolverines, nine of which were located primarily in Washington. The combined activity area for all of these wolverines extended from the southern Canadian Cascades south to the Chikamin Ridge area northeast of Lake Wenatchee. Most of the wolverine activity occurred north of Lake Chelan. In addition, ongoing wildlife monitoring conducted by Conservation Northwest has documented individual wolverines south of Highway 2 in the high elevation areas west of Leavenworth (Baum et al. 2017). Wolverine movements north and south through the Cascades would be expected to occur in higher elevations closer to the Cascade Crest. Suitable habitat (high elevation areas with deep annual

snow cover) is not present in the action area, which is well outside this species' documented range. Therefore, wolverine is not expected to occur in the study area.

Figure 7. Priority Habitat Species within the Project Area

4.6 Areas of Special Flood Hazard

FEMA flood maps did not identify areas of special flood hazard as occurring in the study area. (FEMA 2020). Nor did the City of Bellevue online GIS map viewer identify any flood areas. The FEMA flood map for the project vicinity is shown in **Appendix E**.

5.0 IMPACTS

Construction activities will include excavation, clearing and grubbing, grading, paving, and landscaping. The project, as proposed, will not result in any impacts to streams, wetlands, or shoreline habitats associated with species of special local importance, or areas of special flood hazard.

5.1 Steep Slope Impacts

Impacts from road widening and the construction of a retaining wall will occur to steep slopes mapped along the south side of the eastbound I-90 off ramp located south of the southwest corner of the intersection of SE 37th Street and 150th Avenue SE. A general plan view of the City-designated steep slope area and the project impact area are shown in **Figure 8**. The project design impacts the northern portion of this mapped slope area. Approximately 629 square feet of impact within the City-designated steep slope at this location.

Impacts to upland habitat will be minimal in this highly disturbed study area. Some work outside existing pavement and curb lines is proposed, but these areas are entirely disturbed through prior transportation development and are dominated by non-native and weedy species. A total of seven trees, all deciduous, will be removed as a result of the project. Most of these trees are landscaping trees, including four located in the planter strip on the north side of SE Eastgate Way in front of the Nissan dealership and the Silver Cloud Hotel. There is one tree (10-inch dbh conifer) within the steep slope area that is close to the proposed retaining wall. This tree will be retained to help maintain slope stability.

5.2 Changes to Project Impervious Surfaces

The project will increase pollution-generating impervious surface (PGIS) in the project area as shown in **Table 6** and **Figure 9**. The project is located in a highly developed project area of high traffic roadways and an interstate cloverleaf surrounded by commercial properties (10.6 acres of existing PGIS and non-pollution generating impervious surface (NPGIS)). Most of the project footprint is impervious within the City of Bellevue right of way and private landscaped areas along existing sidewalks. The proposed traffic mobility improvements will result in an increase in new and replaced pollution generating impervious surface (PGIS) of 26,005 square feet (0.60 acres), most of which is due to the existing medians being converted to roadway surfaces. This represents an increase of 5.6 percent over the existing pre-project PGIS/NPGIS. Over 90 percent of the new and replaced PGIS will eventually discharge into Richards and Sunset creeks within the Kelsey Creek and Lake Washington basins. The project is proposing improved stormwater treatment to offset this increase in PGIS.

Table 6. Existing and Proposed Project Impervious Surfaces

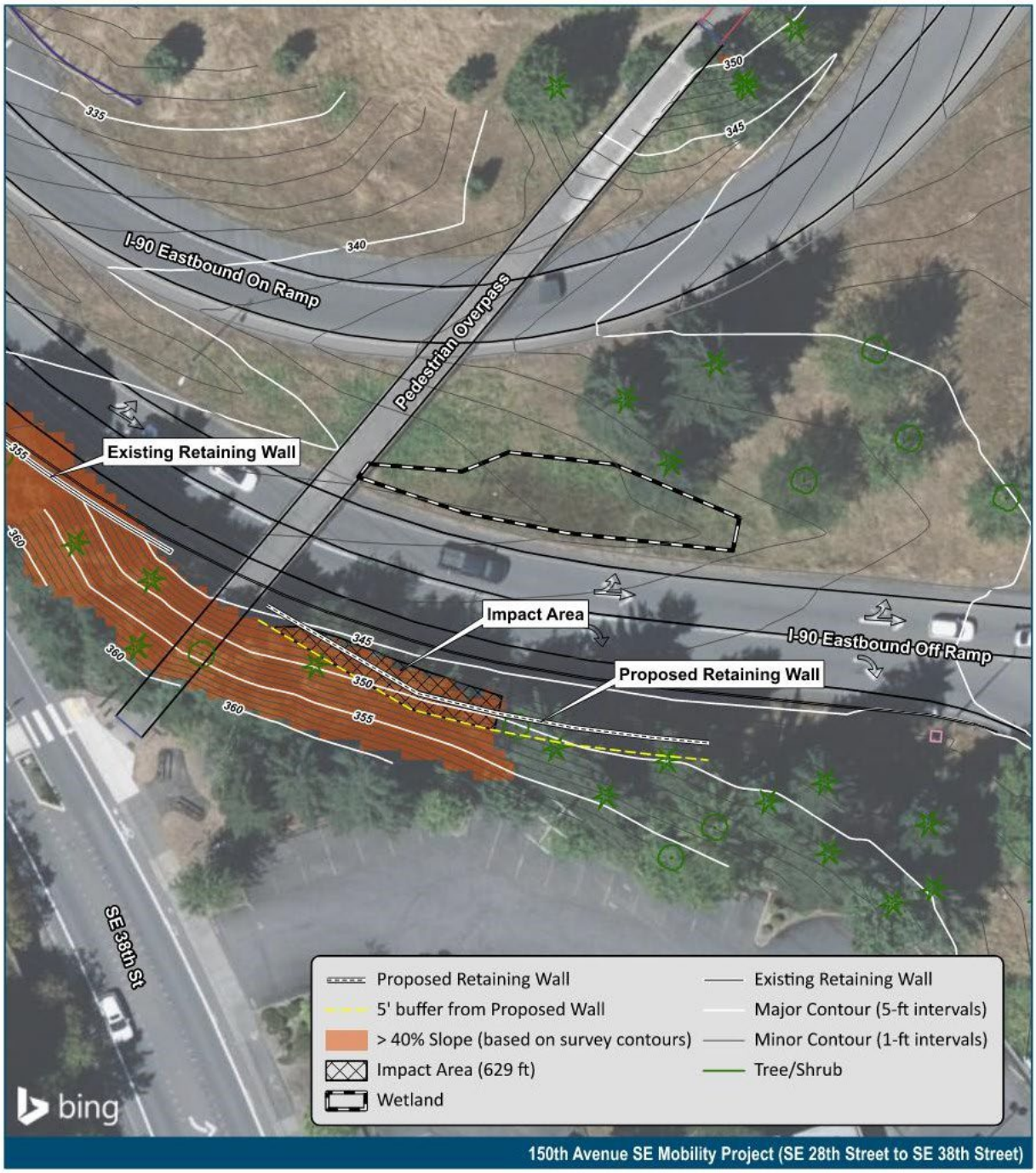
Threshold Discharge Area (TDA)	Discharge Basin	Existing Pre-Project PGIS and NPGIS (square feet)		Proposed New and Replaced Post-Project PGIS (square feet)			Treatment
		PGIS	NPGIS	New PGIS	Replaced PGIS	New+Replaced PGIS	
1	Richards Creek (Lk Washington)	134,215	18,860	7,440	730	8,170	Filterra Unit*
2	Vasa Creek (Lk Sammamish)	82,250	17,295	2,275	40	2,315	None
3	Sunset Creek (Lk Washington)	96,760	16,935	8,290	0	8,290	CABS
4	Sunset Creek (Lk Washington)	87,485	9,715	7,230	0	7,230	CAVFS
Total		**400,740 (9.20 ac)**	**62,805 (1.44 ac)**	**25,235 (0.579 ac)**	**770 (0.018 ac)**	**26,005 (0.597 ac)**	

Source: DEA (2022)
*The proposed Filterra Unit is designed for enhanced stormwater treatment
PGIS: pollution generating impervious surface NPGIS: non pollution generating impervious surface
CABS: compost amended biofiltration swale CAVFS: compost amended vegetated filter strip ac: acres

TDA 1 adds 7,440 square feet of new PGIS, eventually discharging to Richards Creek. A Filterra unit designed for enhanced stormwater treatment for an equivalent area of pavement will be placed along SE Eastgate Way. TDA 3 adds 9,695 square feet of new PGIS eventually discharging to Sunset Creek. A compost amended biofiltration swale (CABS) has been designed to treat an equivalent area of pavement along 150th Avenue SE, just south of the intersection with SE Eastgate Way. TDA 4 adds 7,230 square feet of new PGIS, eventually discharging to Sunset Creek. A compost amended vegetated filter strip (CAVFS) has been designed to treat an equivalent area of pavement along 150th Avenue SE, just north of the intersection with SE 37th Street. TDA 2 adds 2,275 square feet of new PGIS, discharging to Vasa Creek just south of I-90. Since TDA 2 is less than the 5,000 square foot threshold, it is exempt from runoff treatment, in accordance with the WSDOT Highway Runoff Manual (HRM) (WSDOT 2019).

These stormwater treatment options are the highest level of treatment that can be fit within the heavily developed project footprint along the 150th Avenue SE/I-90 cloverleaf interchange. The treatment options will treat all stormwater from new and replaced PGIS, but will not allow 100 percent infiltration of stormwater.

Figure 8. Project Impacts to Steep Slope at the Intersection of 150th Avenue SE and SE Newport Way.



Background: Bing Imagery

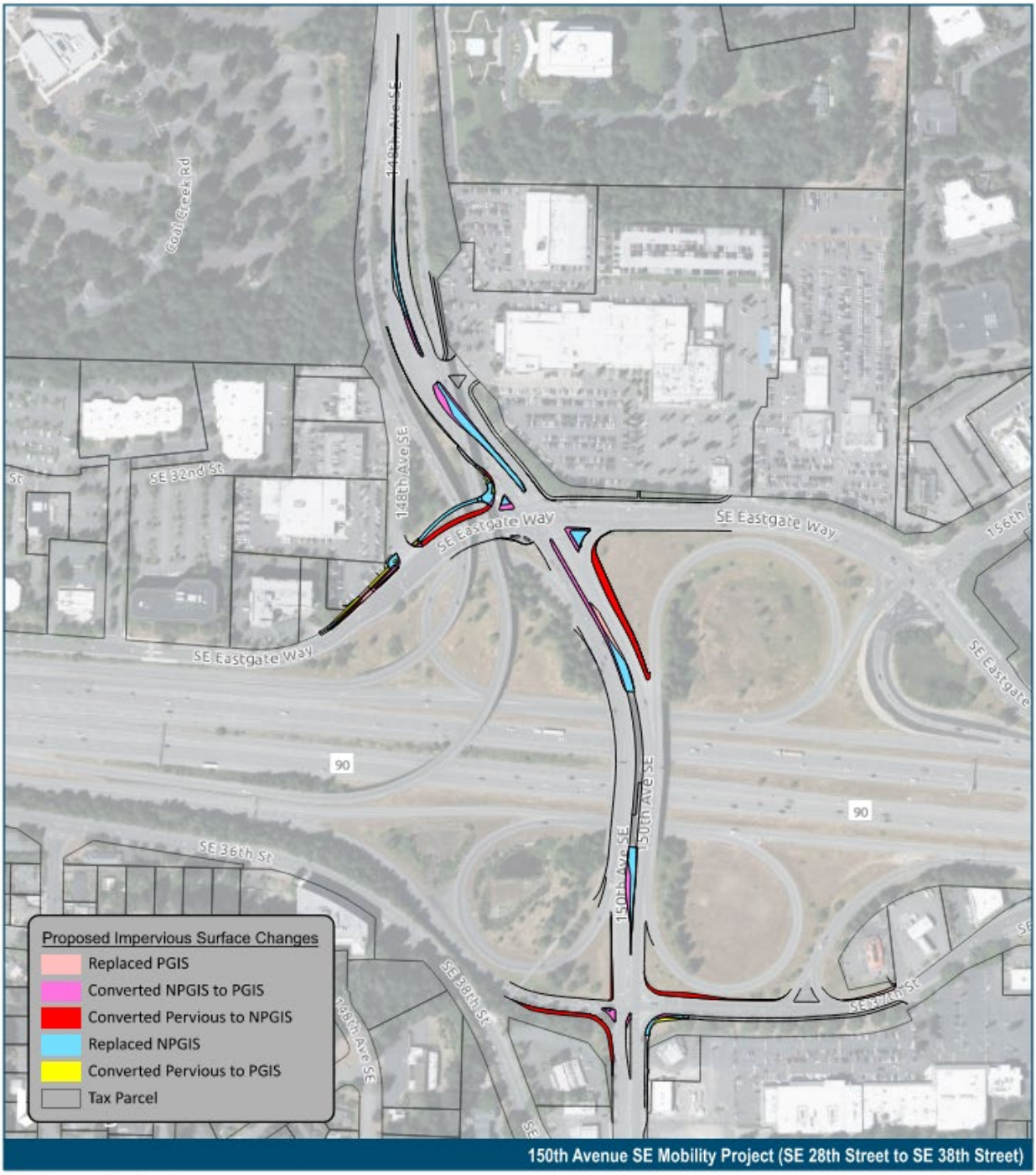
Critical Areas Report
Steep Slope Impacts

N 0 50 100 Feet

1/17/2023

Path: P:\B\BLVX00004188\0600INFO\GS\BLVX0004188.aprx

Figure 9. Proposed Changes to Impervious Surfaces in the Project Area.



Data Source: King County
Background: Bing Imagery

Impervious Surfaces

N 0 250 500 Feet

1/17/2023

Path: P:\B\BLVX00004188\0600INFO\GIS\BLVX00004188.aprx

6.0 IMPACT MINIMIZATION AND MITIGATION

Impacts from construction will be minimized by using appropriate Best Management Practices (BMPs). All work will comply with terms established in the Construction Stormwater General Permit issued by Washington State Department of Ecology. In addition, construction will comply with the City of Bellevue Environmental Best Management Practices & Design Standards (City of Bellevue 2020).

The steep slope is directly adjacent to the existing roadway. Impacts to the steep slope will be minimized through the use of a cantilevered soldier pile wall. This design reduces the footprint of a road fill compared to a sloped road prism. The soldier pile wall should not result in increased risk to slope instability on neighboring properties. In fact, the wall will improve stability of the slope. All significant trees within the steep slope area will be retained to avoid any destabilization. Widening along the existing roadway is the only feasible alternative to meet the project purpose.

A construction stormwater pollution prevention plan (CSWPPP) will be prepared for the project. The purpose of the CSWPPP is to describe the proposed construction activities and all temporary and permanent erosion and sediment control (TESC) measures, pollution prevention measures, inspection/monitoring activities, and recordkeeping that will be implemented during the proposed construction project. The objectives of the CSWPPP are to:

1. Implement BMPs to prevent erosion and sedimentation; and to identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activity.
2. Prevent violations of surface water quality, ground water quality, or sediment management standards.
3. Prevent, during the construction phase, adverse water quality impacts including impacts on beneficial uses of the receiving water by controlling peak flow rates and volumes of stormwater runoff at the Permittee's outfalls and downstream of the outfalls.
4. An erosion and sediment control plan will be designed to reduce the discharge of sediment-laden runoff from the site using temporary measures (e.g., rock entrance, filter fence, temporary swales, check dams, sediment pond, etc.) as well as permanent measures (e.g., hydroseeding and landscaping).

Once construction is complete, the project stormwater design will meet the criteria outlined in the following manuals and design standards:

- City of Bellevue's Utilities Department Storm and Surface Water Engineering Standards (SWES)
- Bellevue City Code (BCC)
- 2014 WSDOT Highway Runoff Manual (HRM)
- 2012 Washington Department of Ecology Stormwater Management Manual for Western Washington (SWMMWW), as amended in December 2014 (2014 SWMMWW)

The project will utilize the following BMPs to meet the requirements of the manuals listed above:

- Amended Soils
- Compost Amended Vegetated Filter Strip

With appropriate implementation of all recommended BMPs, no significant impacts to critical areas remain from the proposed project. Therefore, no compensatory mitigation is proposed.

7.0 REFERENCES

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CITY OF BELLEVUE
TRANSPORTATION DEPARTMENT

150TH AVENUE SE MOBILITY PROJECT
PROJECT NUMBER

CITY MANAGER
BRAD MIYAKE

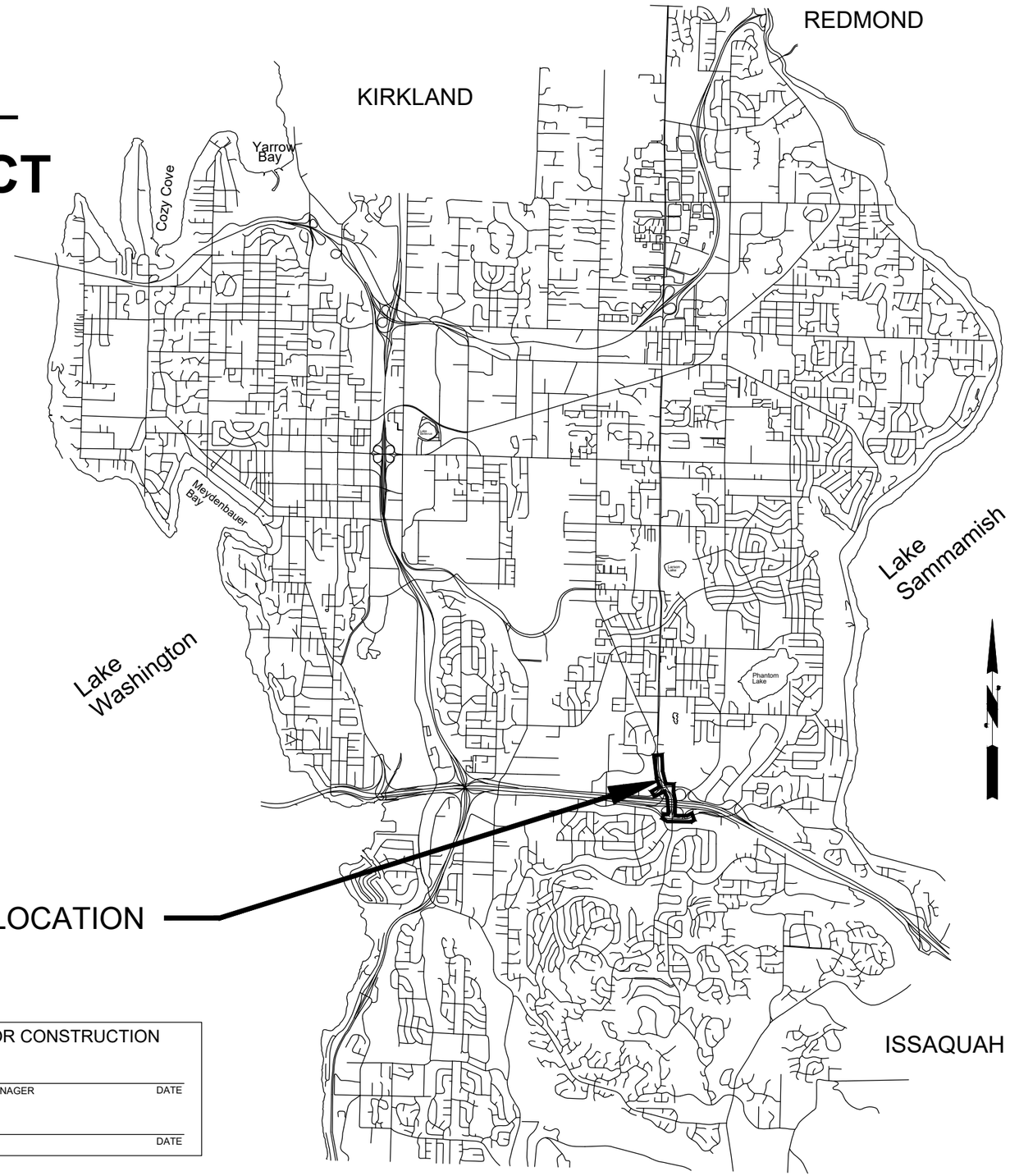
MAYOR
LYNNE ROBINSON

DIRECTOR OF TRANSPORTATION
ANDREW SINGELAKIS

DEPUTY MAYOR
JARED NIEUWENHUIS

CITY COUNCIL
JEREMY BARKSDALE
CONRAD LEE
JENNIFER ROBERTSON
JOHN STOKES
JANICE ZAHN

SCHEDULE OF DRAWINGS



APPROVED FOR CONSTRUCTION

TRANSPORTATION DESIGN MANAGER DATE

PROJECT MANAGER DATE

C.I.P. NUMBER PW-X-XX
BID NUMBER XXXXX
FEDERAL AID NUMBER XXXXX

30% SUBMITTAL

SEC.10 & 11, T.24N. R.5E. W.M.

ROADWAY & SURFACE FEATURE LEGEND

EXISTING	PROPOSED	
		CENTERLINE
		CITY OF BELLEVUE RIGHT-OF-WAY
		WSDOT LIMITED ACCESS
		PROPERTY LINE
		EASEMENT
	CUT	CUT LINE
	FILL	FILL LINE
		CURB
		GUARDRAIL
X	X	FENCE
		RETAINING WALL
		HMA TRAIL
		GRIND AND OVERLAY
		CONCRETE SIDEWALK / PATH
		WETLAND
		DECIDUOUS TREE
		SHRUB
		CONIFER TREE
		ROCK WALL
		SIGN

SITE PREP & T.E.S.C. LEGEND

SF	SILT FENCE
HVF	HIGH VIS FENCE
CG	APPROX. CLEAR AND GRUB LIMITS
	EXISTING CONCRETE TO BE REMOVED
	EXISTING ASPHALT TO BE REMOVED

STORM LEGEND

EXISTING	PROPOSED	
SD		STORM DRAIN
		DITCH
		STORM DRAIN MANHOLE
		CATCH BASIN

WATER LEGEND

EXISTING	PROPOSED	
W	W	WATER LINE
		FIRE HYDRANT
		WATER METER
		WATER VALVE

SEWER LEGEND

EXISTING	PROPOSED	
SS		SANITARY SEWER
		SANITARY SEWER MANHOLE

JOINT UTILITY LEGEND

EXISTING	PROPOSED	
UGP		POWER
		UTILTY POLE
P		POWER VAULT
COM		COMMUNICATION LINE
UGT		TELEPHONE LINE
UGTV		CABLE TV LINE
UGFO		FIBER OPTIC CABLE
		CABLE TELEVISION OR TELEPHONE RISER
G		GAS LINE
		GAS VALVE

TRAFFIC SIGNAL LEGEND

EXISTING	PROPOSED	
		CONDUIT
		VEHICLE HEAD
		TURNING VEHICLE HEAD
		PEDESTRIAN SIGNAL HEAD
		OPTICOM SENSOR
		PEDESTRIAN PUSH BUTTON (PPB)
		JUNCTION BOX TYPE 1
		JUNCTION BOX TYPE 2
		JUNCTION BOX TYPE 2 MODIFIED (COMMUNICATION)
		JUNCTION BOX TYPE 3
		LARGE COMMUNICATION JUNCTION BOX
		FIBER OPTIC VAULT
		INTERCONNECT CABINET
		LUMINAIRE POLE
		TRAFFIC SIGNAL STANDARD WITH LUMINAIRE
		TRAFFIC SIGNAL STANDARD WITHOUT LUMINAIRE
		PS POLE / TYPE 1 POLE
		PPB POLE
		RRFB POLE
		SIGN ON MASTARM
		TENON
		CONTROLLER CABINET
		SERVICE CABINET

TRAFFIC CONTROL LEGEND

SEQUENTIAL ARROW
TRAFFIC CONTROL DEVICE
TYPE 3 BARRICADE
FLAGGER
UNIFORMED POLICE OFFICER
SIGN

TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN 10 FOOT MINIMUM TRAVEL LANES.
2. ALTERNATING TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE APPROVED BY THE CITY.
3. TRAFFIC CONTROL PLANS HAVE BEEN PROVIDED FOR USE ON THIS PROJECT. THE CONTRACTOR SHALL SUBMIT PROJECT SPECIFIC TRAFFIC CONTROL PLANS FOR OPERATIONS THAT DIFFER FROM THE PLANS PROVIDED FOR APPROVAL BY THE CITY AT LEAST 14 DAYS PRIOR TO START OF CONSTRUCTION.
4. THE HOURS FOR CONSTRUCTION ACTIVITY, LANE CLOSURES, OR ACTIVITIES THAT IMPEDE OR MAY POTENTIALLY IMPEDE TRAFFIC SHALL BE ESTABLISHED THROUGH THE APPROVAL PROCESS FOR EACH INDIVIDUAL TEMPORARY TRAFFIC CONTROL PLAN FOR EACH SPECIFIC ACTIVITY. THE WORK HOURS SHALL BE AS STATED ON THE TEMPORARY TRAFFIC CONTROL PLAN OR SHALL BE COMMUNICATED BY THE INSPECTOR ASSIGNED TO THE PROJECT. THE HOURS FOR CONSTRUCTION ACTIVITY IN THE RIGHT OF WAY THAT DOES NOT IMPEDE TRAFFIC SHALL BE MONDAY THROUGH FRIDAY, 7:00AM TO 6:00PM.
5. PEDESTRIAN ACCESS SHALL BE MAINTAINED AT ALL TIMES.
6. PEDESTRIAN ACCESS SHALL BE NOT BE IMPEDED. CLOSED TRENCHES, TEMPORARY PAVING SURFACES AND PEDESTRIAN ROUTES SHALL HAVE A STABLE, FIRM AND SLIP RESISTANT WALKING SURFACE MADE EVEN WITH THE SURROUNDING SURFACES. COMPACTED GRAVEL IS NOT CONSIDERED AN ACCEPTABLE WALKING SURFACE.

GENERAL NOTES

1. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
2. THE CONTRACTOR SHALL POTHOLE ALL POTENTIAL CONFLICTS WITH UTILITIES TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING UTILITIES. POTHOLING INFORMATION OBTAINED DURING DESIGN CAN BE FOUND IN APPENDIX G OF THE PROJECT SPECIFICATIONS.
3. THE CONTRACTOR SHALL MAINTAIN 10 FOOT MINIMUM TRAVEL LANES DURING CONSTRUCTION EXCEPT DURING FINAL PAVEMENT RESTORATION.
4. DRIVEWAY ACCESS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE AGREED TO BY THE CITY OF BELLEVUE

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 35218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

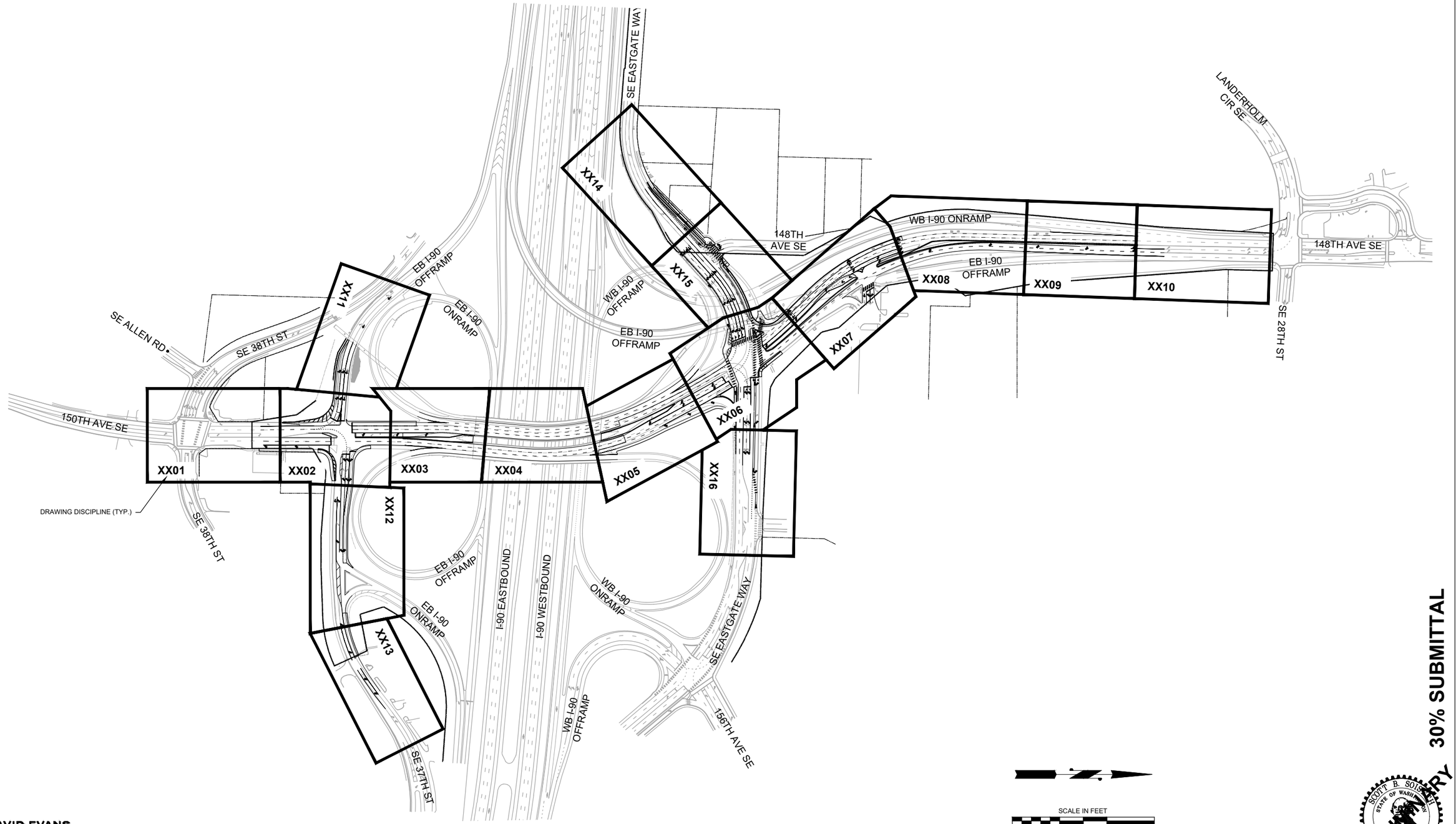
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

GENERAL NOTES, LEGENDS, AND SYMBOLS

GN01 SHT 2 OF 85

Oxa 01/13/23 3:18pm — P:\B\BLVX00004188\0400CAD\SHEETS\TT\TTGN001BLVX4188.dwg

SEC.10 & 11, T.24N. R.5E. W.M.



SCALE IN FEET
150 0 75 150 300

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
23218
REGISTERED
PROFESSIONAL ENGINEER

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NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER	DESIGNED BY	11/02/2022 DATE
O. AHRENSFELD	DRAWN BY	11/02/2022 DATE
S. SOISETH	CHECKED BY	11/02/2022 DATE

City of Bellevue
Transportation Department

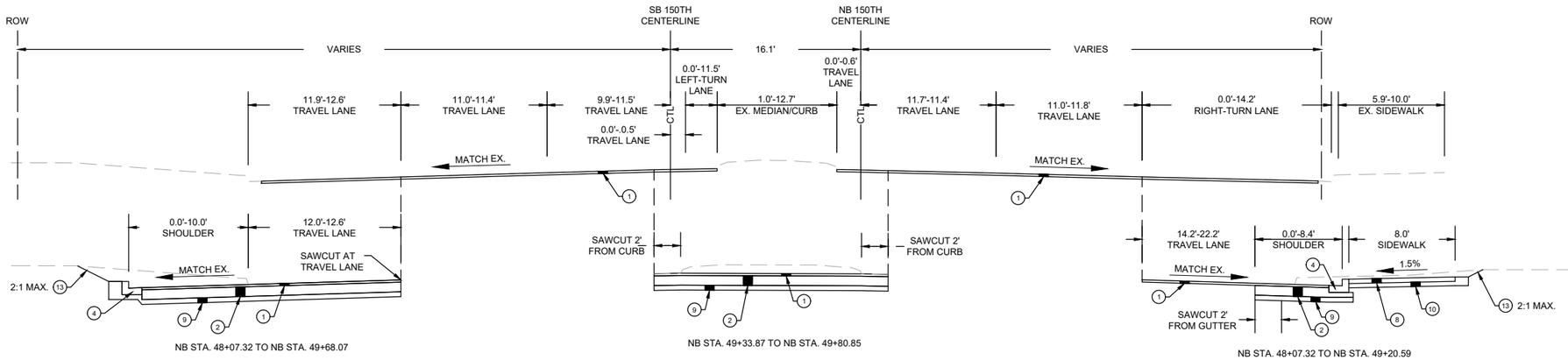
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

KEY PLAN

KP01 | SHT 3 OF 85

Oxa 01/13/23 3:14pm – P:\B\BLVX00004188\0400CAD\SHEETS\TT\TTKP001BLVX4188.dwg

SEC.10 & 11, T.24N. R.5E. W.M.



NB STA. 48+07.32 TO NB STA. 49+68.07

NB STA. 49+33.87 TO NB STA. 49+80.85

NB STA. 48+07.32 TO NB STA. 49+20.59

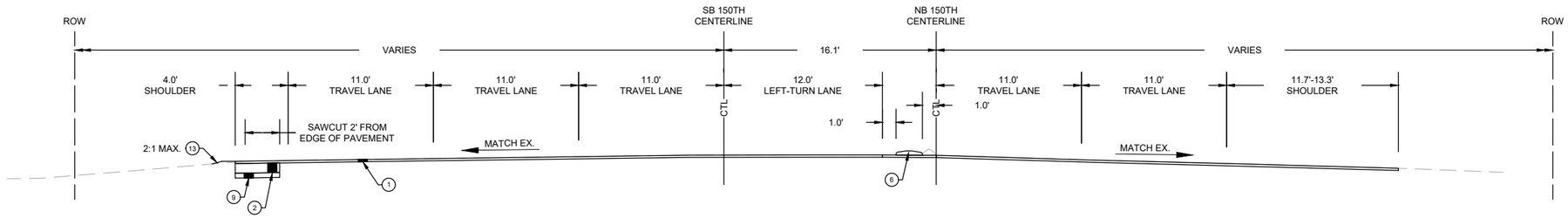
NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 47+38.40 TO NB STA. 49+80.85
(NOT TO SCALE)

CONSTRUCTION NOTES:

1. 2" HMA CL. 1/2 IN. PG 58H-22 (OVERLAY)
2. 8" HMA CL. 1/2 IN. PG 58H-22 (2-4" LIFTS)
3. 4" HMA CL. 1/2 IN. PG 58H-22 (MEDIAN)
4. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
5. CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12-04.
6. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.
7. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
8. 5" CEMENT CONCRETE SIDEWALK PER C.O.B. STD. DWG SW-110-1.
9. 4" CSBC
10. 4" CSTC
11. GRAVEL BORROW
12. LANDSCAPE PLANTER STRIP PER C.O.B. STD. DWG SW-130-1.
13. LANDSCAPE RESTORATION
14. RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE



NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 50+28.25 TO NB STA. 51+31.18
(NOT TO SCALE)

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 33218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS01 SHT 4 OF 85

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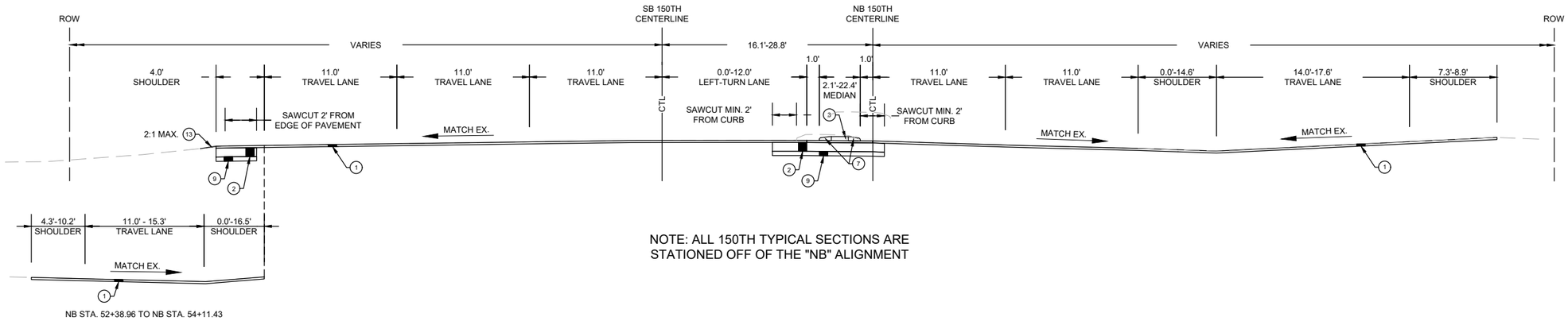
SEC.10 & 11, T.24N. R.5E. W.M.



NB STA. 52+38.96 TO NB STA. 54+11.43

NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 51+31.18 TO NB STA. 54+11.43
(NOT TO SCALE)

CONSTRUCTION NOTES:

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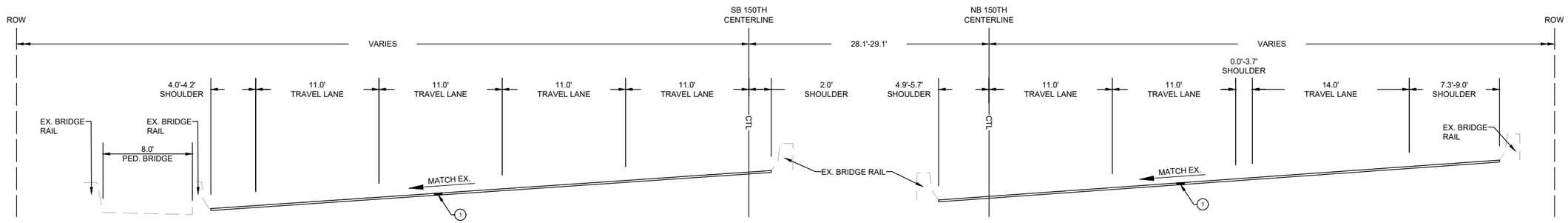
10. 4" CSTC
11. GRAVEL BORROW
12. LANDSCAPE PLANTER STRIP PER C.O.B. STD. DWG SW-130-1.
13. LANDSCAPE RESTORATION
14. RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE



NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 54+11.43 TO NB STA. 58+21.65
(NOT TO SCALE)

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 35218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS02 SHT 5 OF 85

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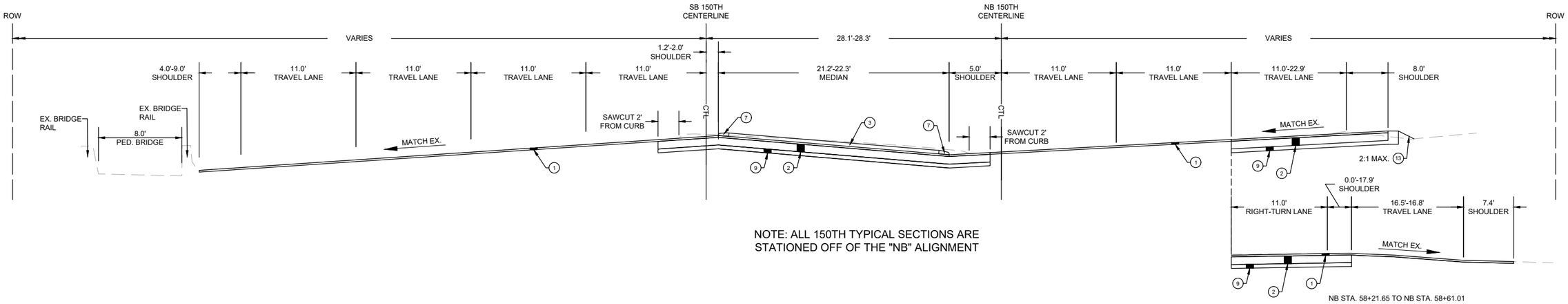
SEC.10 & 11, T.24N. R.5E. W.M.

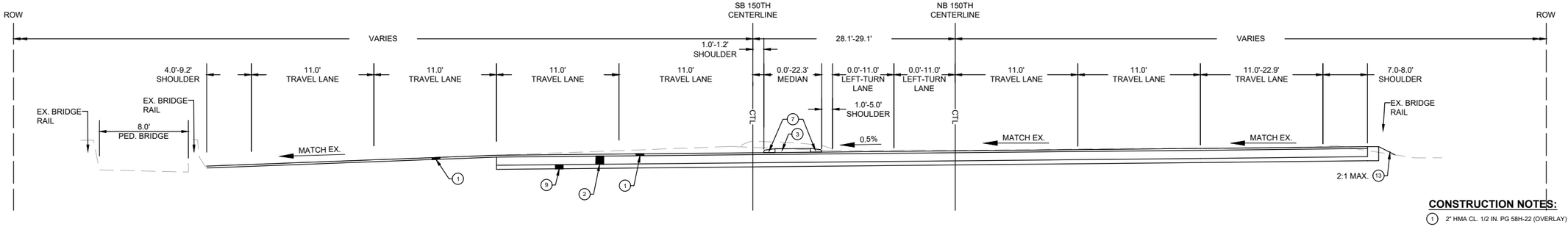


NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

NB STA. 58+21.65 TO NB STA. 58+61.01

150TH AVENUE SE SECTION

NB STA. 58+21.65 TO NB STA. 58+96.02
(NOT TO SCALE)



NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 59+96.02 TO NB STA. 62+71.87
(NOT TO SCALE)

CONSTRUCTION NOTES:

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10. 4" CSTC
11. GRAVEL BORROW
12. LANDSCAPE PLANTER STRIP PER C.O.B. STD. DWG SW-130-1.
13. LANDSCAPE RESTORATION
14. RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 19218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS03

SHT 6 OF 85

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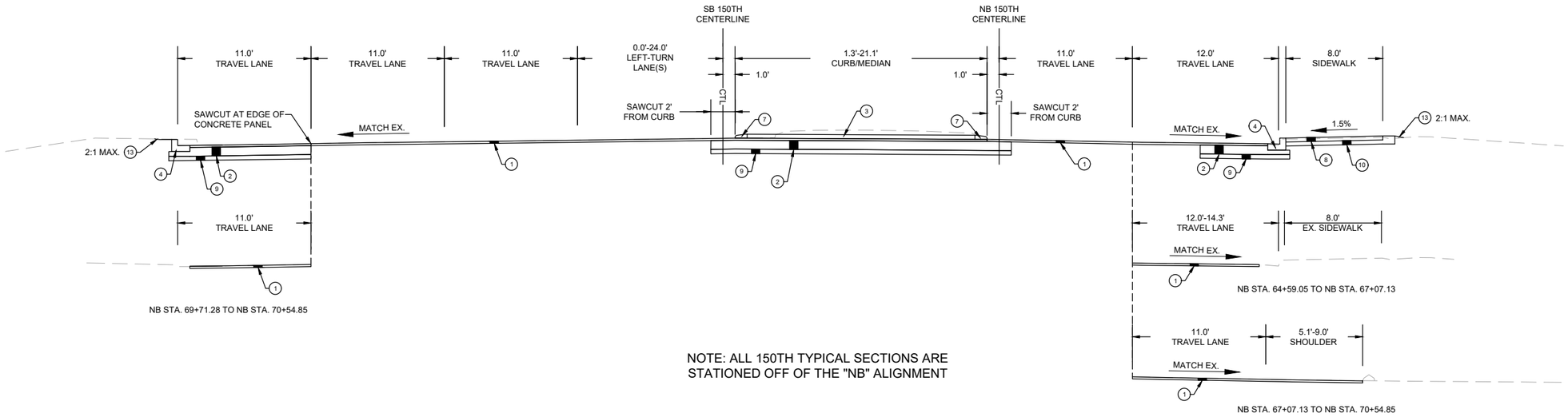
SEC.10 & 11, T.24N. R.5E. W.M.



NB STA. 69+71.28 TO NB STA. 70+54.85

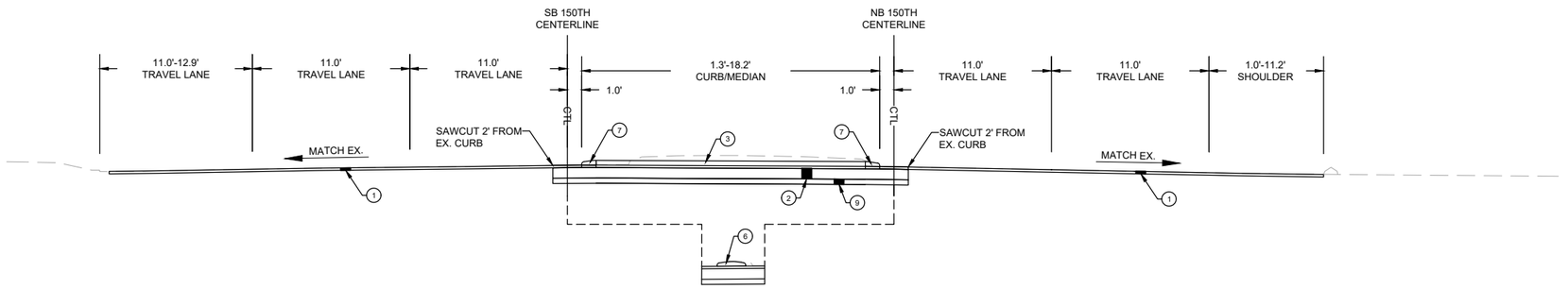
NB STA. 64+59.05 TO NB STA. 67+07.13

NB STA. 67+07.13 TO NB STA. 70+54.85

NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 63+95.96 TO NB STA. 70+54.85
(NOT TO SCALE)



NB STA. 72+94.87 TO NB STA. 77+89.64

NOTE: ALL 150TH TYPICAL SECTIONS ARE STATIONED OFF OF THE "NB" ALIGNMENT

150TH AVENUE SE SECTION

NB STA. 70+54.85 TO NB STA. 77+89.64
(NOT TO SCALE)

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13. LANDSCAPE RESTORATION
14. RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 35218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS04 SHT 7 OF 85

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CONSTRUCTION NOTES:

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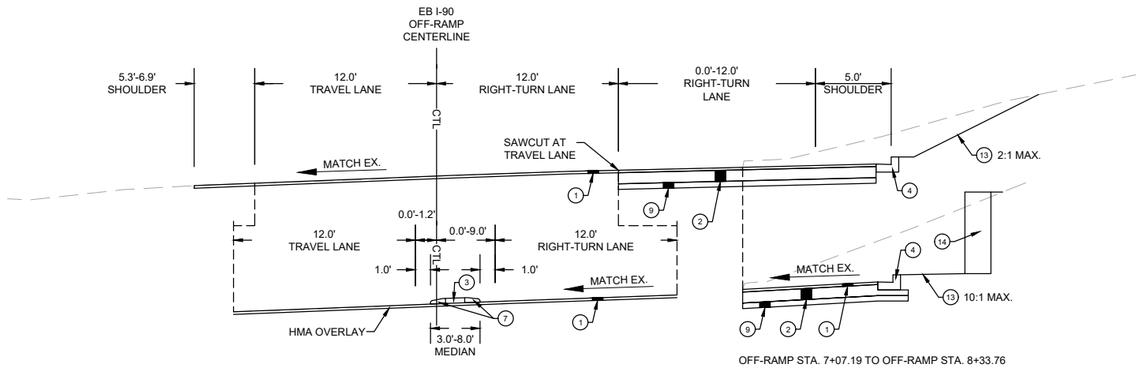
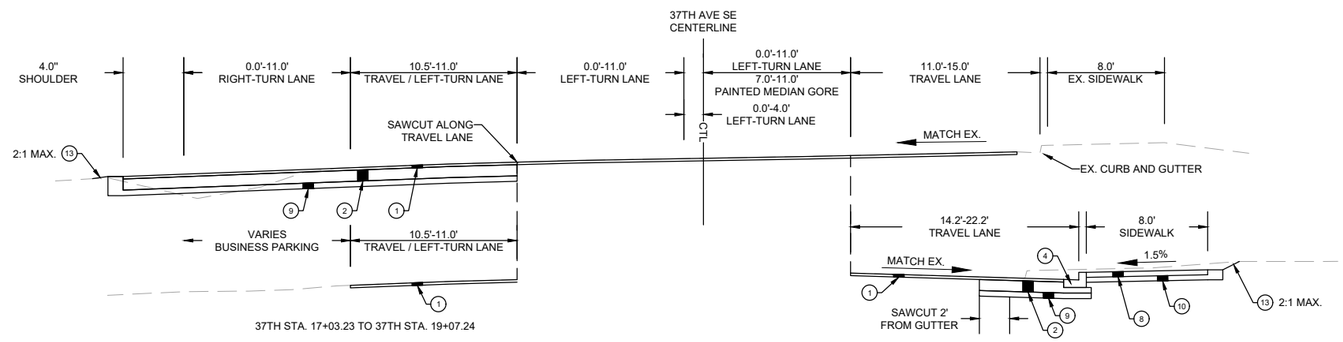


OFF-RAMP STA. 9+05.21 TO OFF-RAMP STA. 9+63.83

OFF-RAMP STA. 7+07.19 TO OFF-RAMP STA. 8+33.76

EB I-90 OFF-RAMP SECTION

OFF-RAMP STA. 7+07.19 TO OFF-RAMP STA. 9+63.83
(NOT TO SCALE)



37TH STA. 17+03.23 TO 37TH STA. 19+07.24

37TH STA. 10+41.09 TO 37TH STA. 11+36.92

SE 37TH STREET SECTION

37TH STA. 10+41.09 TO 37TH STA. 19+07.24
(NOT TO SCALE)

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
23218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS05 SHT 8 OF 85

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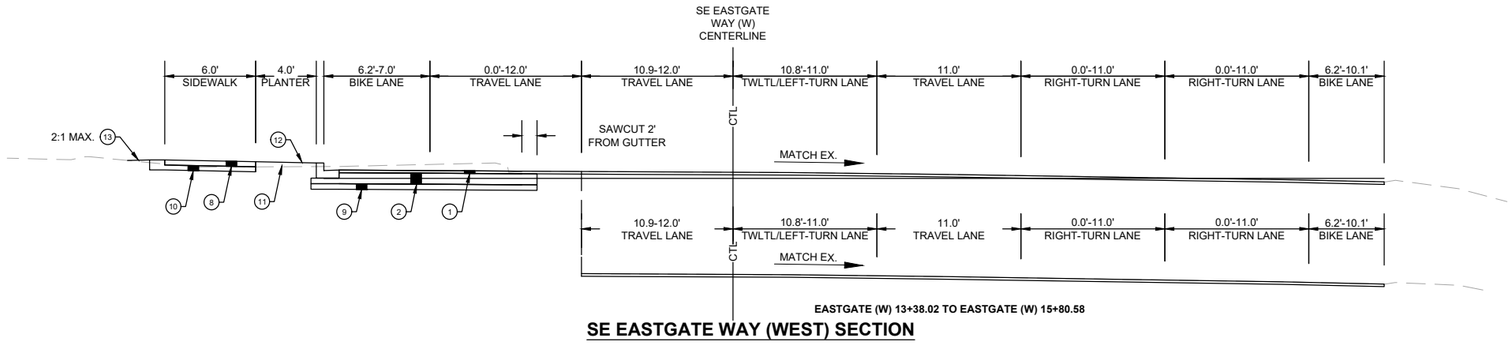
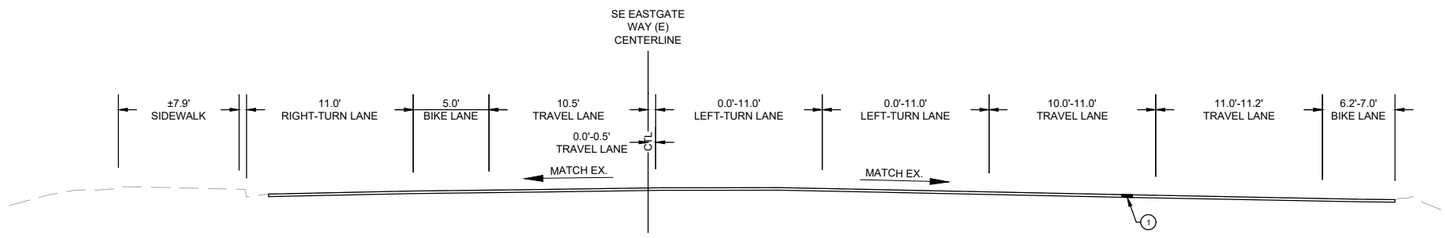


SE EASTGATE WAY (WEST) SECTION

EASTGATE W. STA. 13+38.02 TO EASTGATE W. STA. 19+37.93
(NOT TO SCALE)



SE EASTGATE WAY (EAST) SECTION

EASTGATE E. STA. 20+34.74 TO EASTGATE E. STA. 22+77.67
(NOT TO SCALE)

CONSTRUCTION NOTES:

1. 2" HMA CL. 1/2 IN. PG 58H-22 (OVERLAY)
2. 8" HMA CL. 1/2 IN. PG 58H-22 (2-4" LIFTS)
3. 4" HMA CL. 1/2 IN. PG 58H-22 (MEDIAN)
4. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
5. CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12-04.
6. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.
7. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
8. 5" CEMENT CONCRETE SIDEWALK PER C.O.B. STD. DWG SW-110-1.
9. 4" CSBC
10. 4" CSTC
11. GRAVEL BORROW
12. LANDSCAPE PLANTER STRIP PER C.O.B. STD. DWG SW-130-1.
13. LANDSCAPE RESTORATION
14. RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TYPICAL ROADWAY SECTIONS

XS06 SHT 9 OF 85

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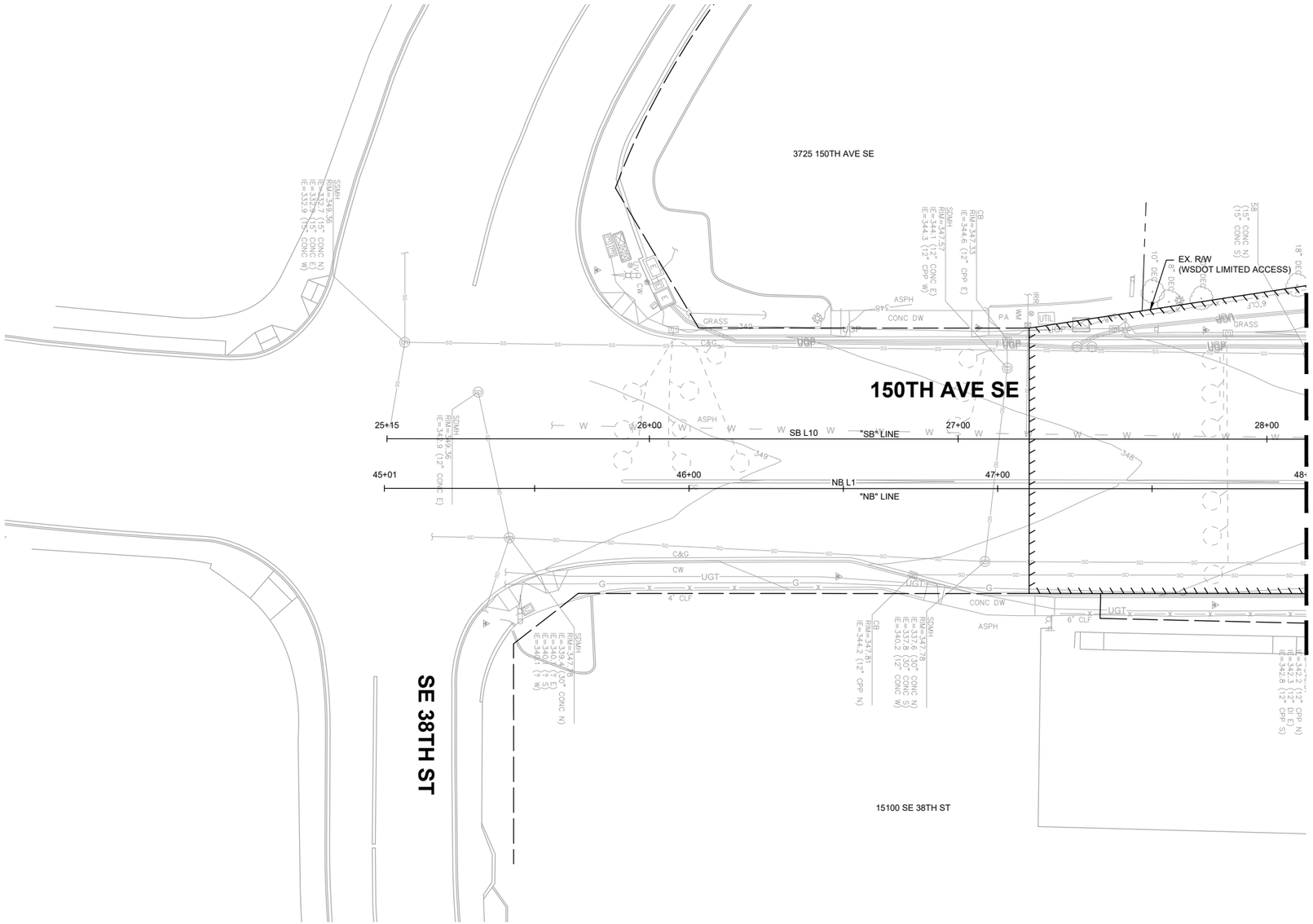
SEC.10 & 11, T.24N. R.5E. W.M.

NO STORM
WORK THIS SHEET



30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
13218
REGISTERED
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Bellevue Washington 98007
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S. SOISETH	11/02/2022
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD01

SHT 10 OF 85

Oxa 01/04/23 12:45am – P:\B\BLVX00004188\0400CAD\SHEETS\TT\TTSD001BLVX4188.dwg

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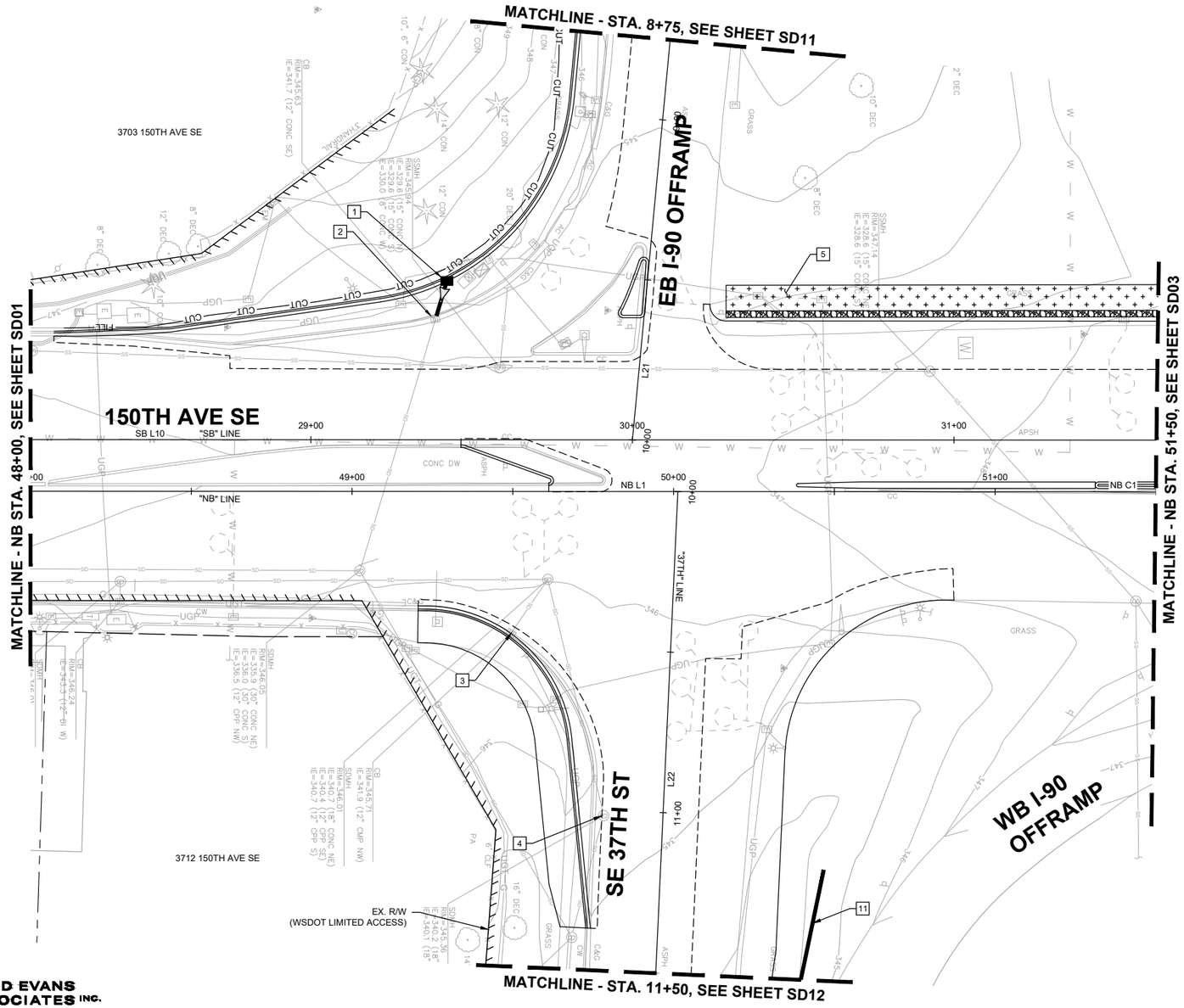

STORM NOTES:

1. PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND VANED GRATE PER COB STD. DWG NO. D-2, D-6, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23.PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. CONNECT PROPOSED PIPE TO EXISTING STRUCTURE.
2. ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE. REPLACE EXISTING GRATE WITH SOLID COVER PER COB STD. DWG NO. D-8.
3. ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE.
4. ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE.
5. CONSTRUCT COMPOST AMENDED VEGETATED FILTER STRIP. (150' LONG, 8' WIDE)
11. PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD02 SHT 11 OF 85

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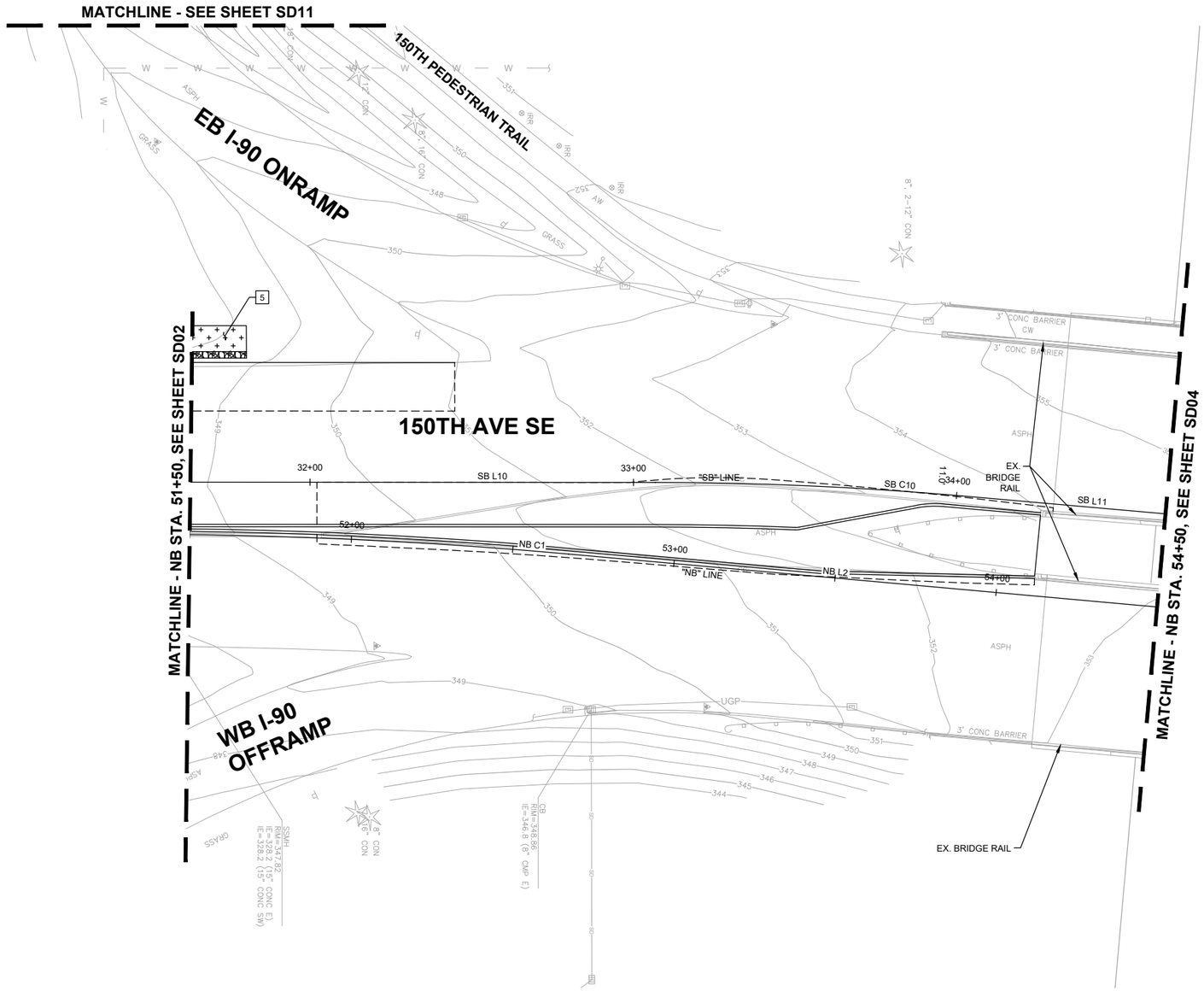
SEC.10 & 11, T.24N. R.5E. W.M.

STORM NOTES:

5 CONSTRUCT COMPOST AMENDED VEGETATED FILTER STRIP. (150' LONG, 8' WIDE)



GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 35218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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O. AHRENSFELD — DRAWN BY — 11/02/2022 DATE
S. SOISETH — CHECKED BY — 11/02/2022 DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD03 — SHT 12 OF 85

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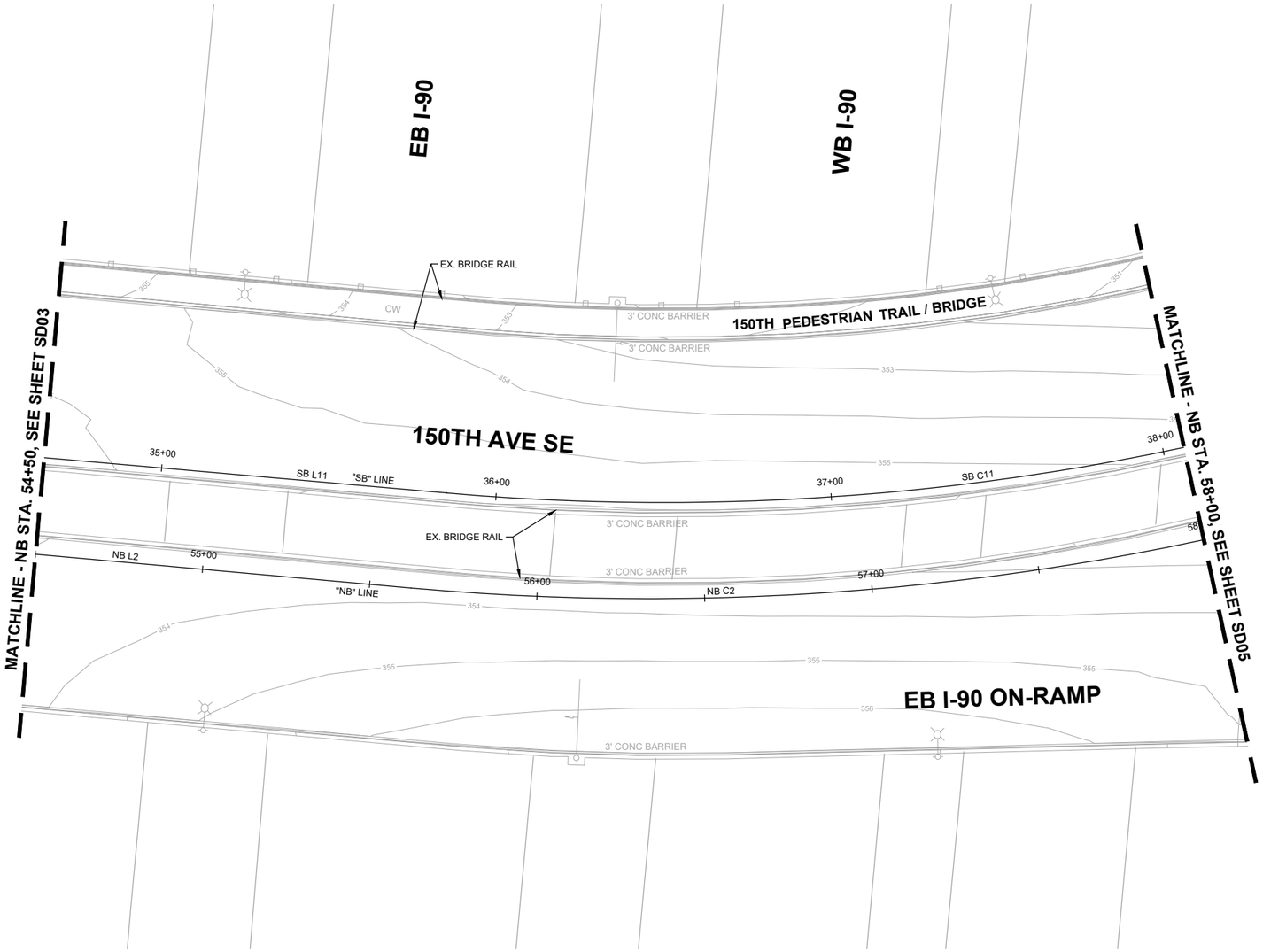
WORK THIS SHEET



SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD04 | SHT 13 OF 85

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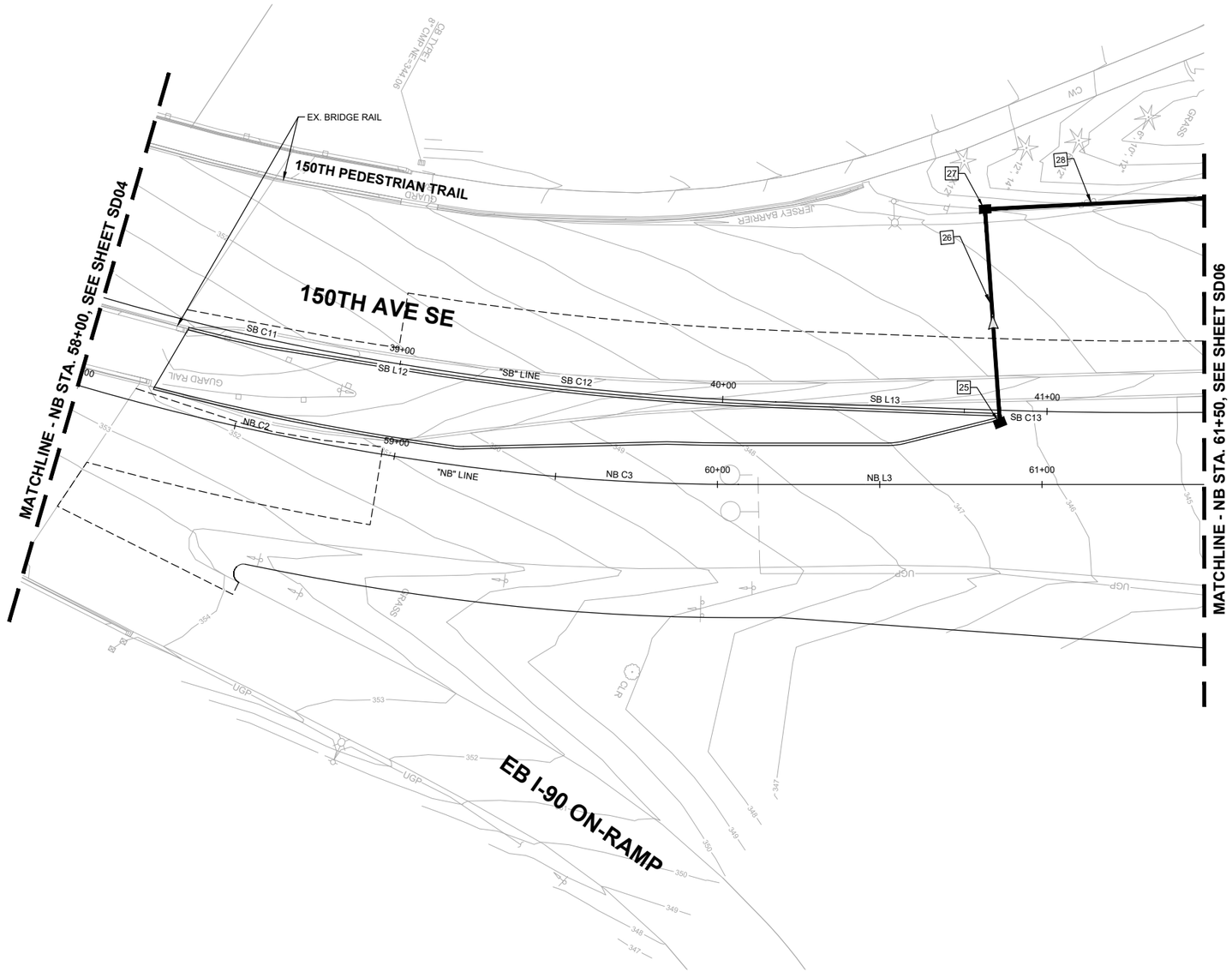

STORM NOTES:

25 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND VANED GRATE PER COB STD. DWG NO. D-2, D-6, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23.

26 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A.

27 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND SOLID COVER PER COB STD. DWG NO. D-2, D-8, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23.

28 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD05 | SHT 14 OF 85

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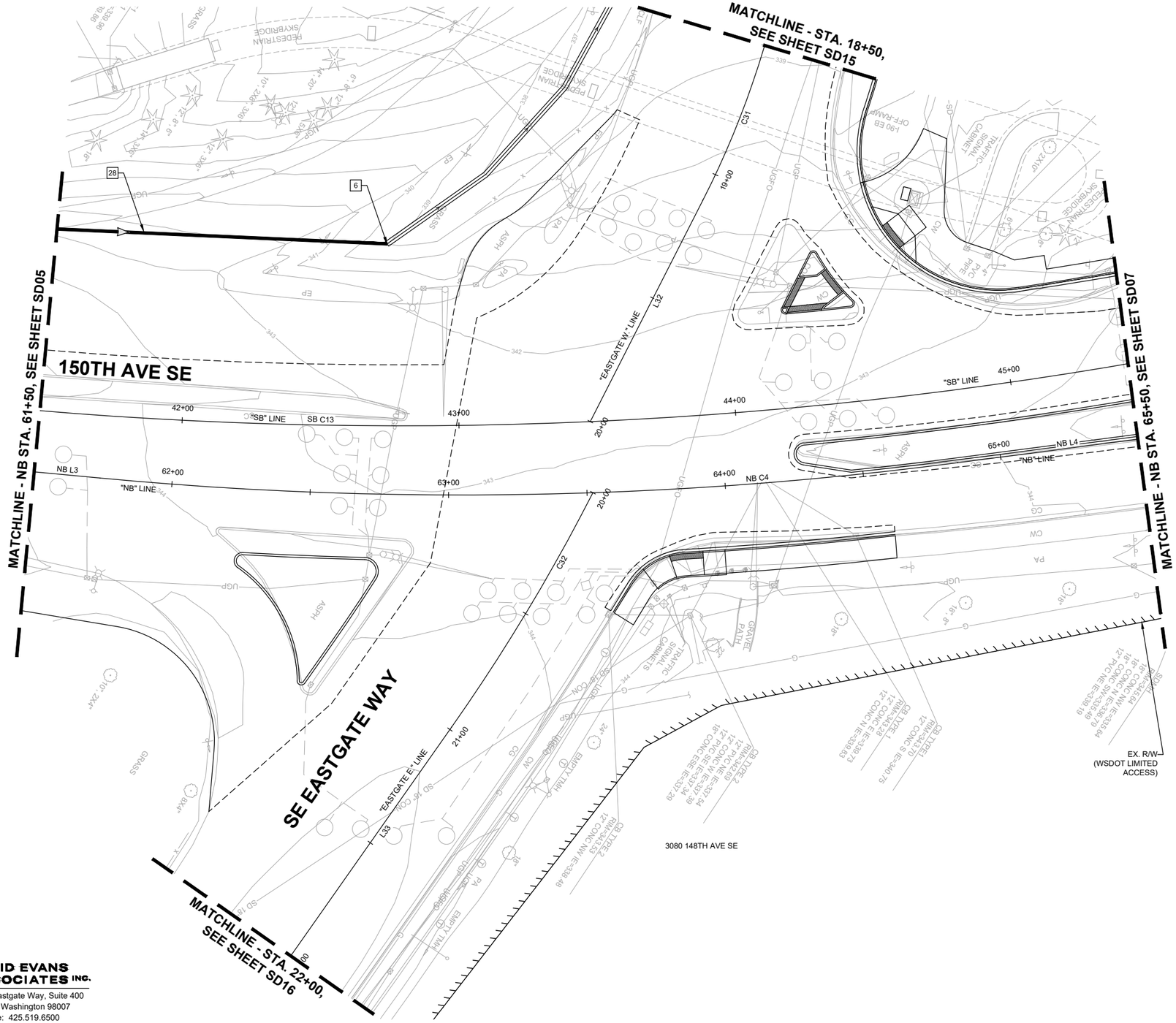

STORM NOTES:

6 CONSTRUCT COMPOST AMENDED BIOFILTRATION SWALE. (106' LONG, 2' BOTTOM WIDTH, 1.10 DEPTH WITH 3:1 SIDESLOPES)

28 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD06 | SHT 15 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

STORM NOTES:

7 ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE. REPLACE EXISTING GRATE WITH SOLID COVER PER COB STD. DWG NO. D-8.

8 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND VANED GRATE PER COB STD. DWG NO. D-2, D-6, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23. CONNECT PROPOSED STRUCTURE TO EXISTING PIPE.

9 REMOVE EXISTING DRAINAGE STRUCTURE, FRAME AND GRATE. REMOVE EXISTING DRAINAGE PIPE.

10 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND VANED GRATE PER COB STD. DWG NO. D-2, D-6, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23. CONNECT PROPOSED STRUCTURE TO EXISTING PIPE.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD07 — SHT 16 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

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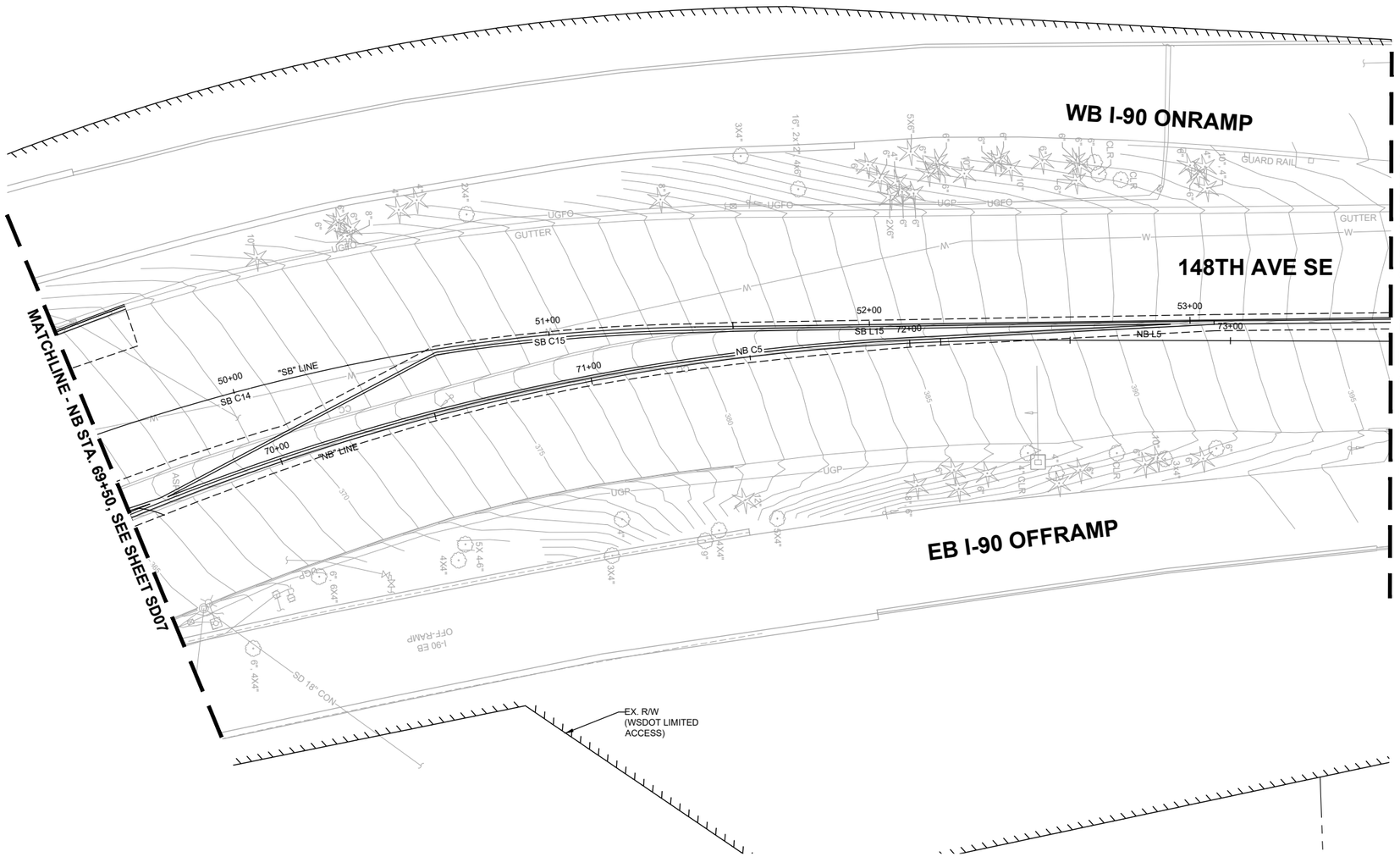

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD08 SHT 17 OF 85

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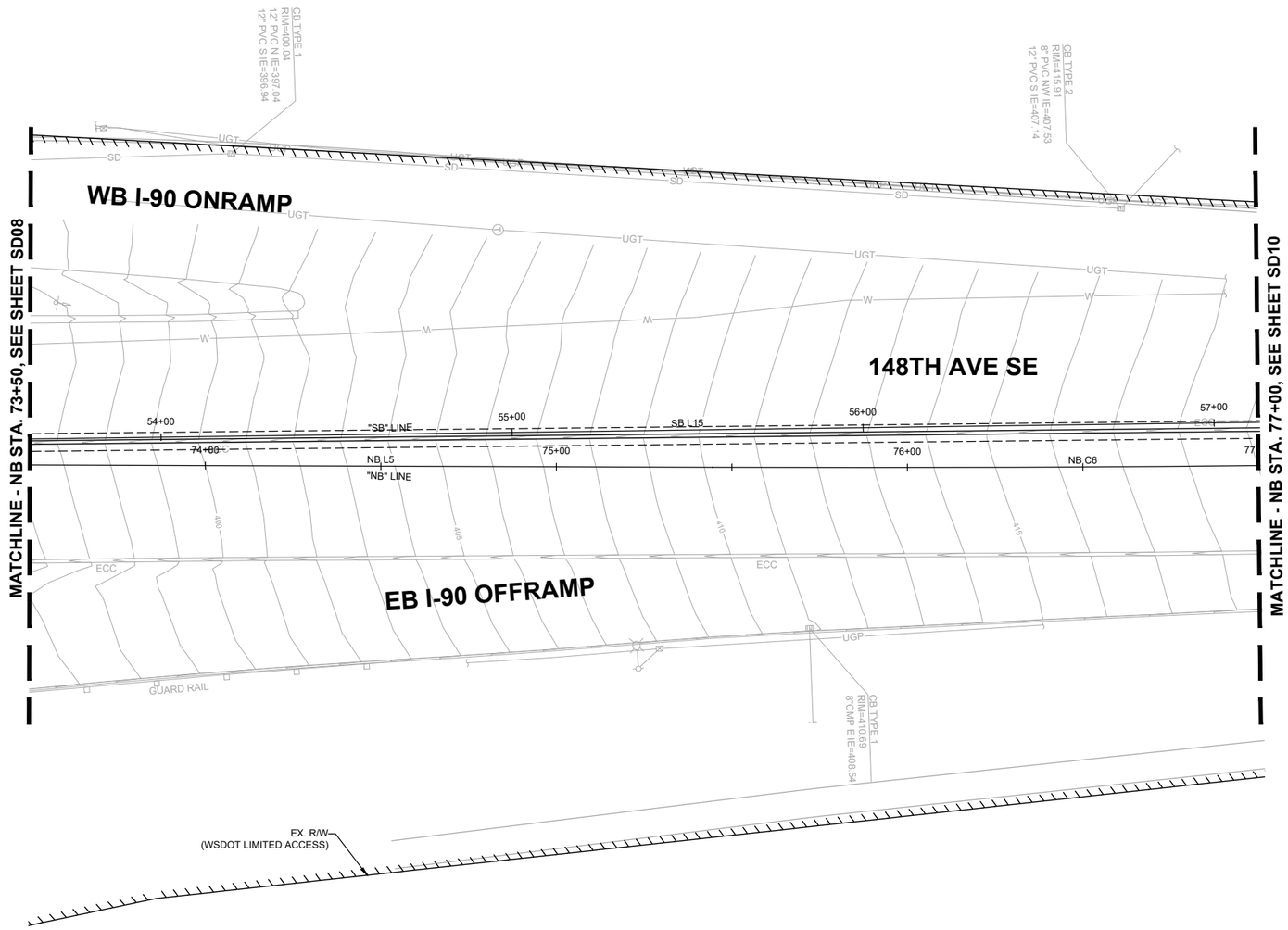

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD09 SHT 18 OF 85

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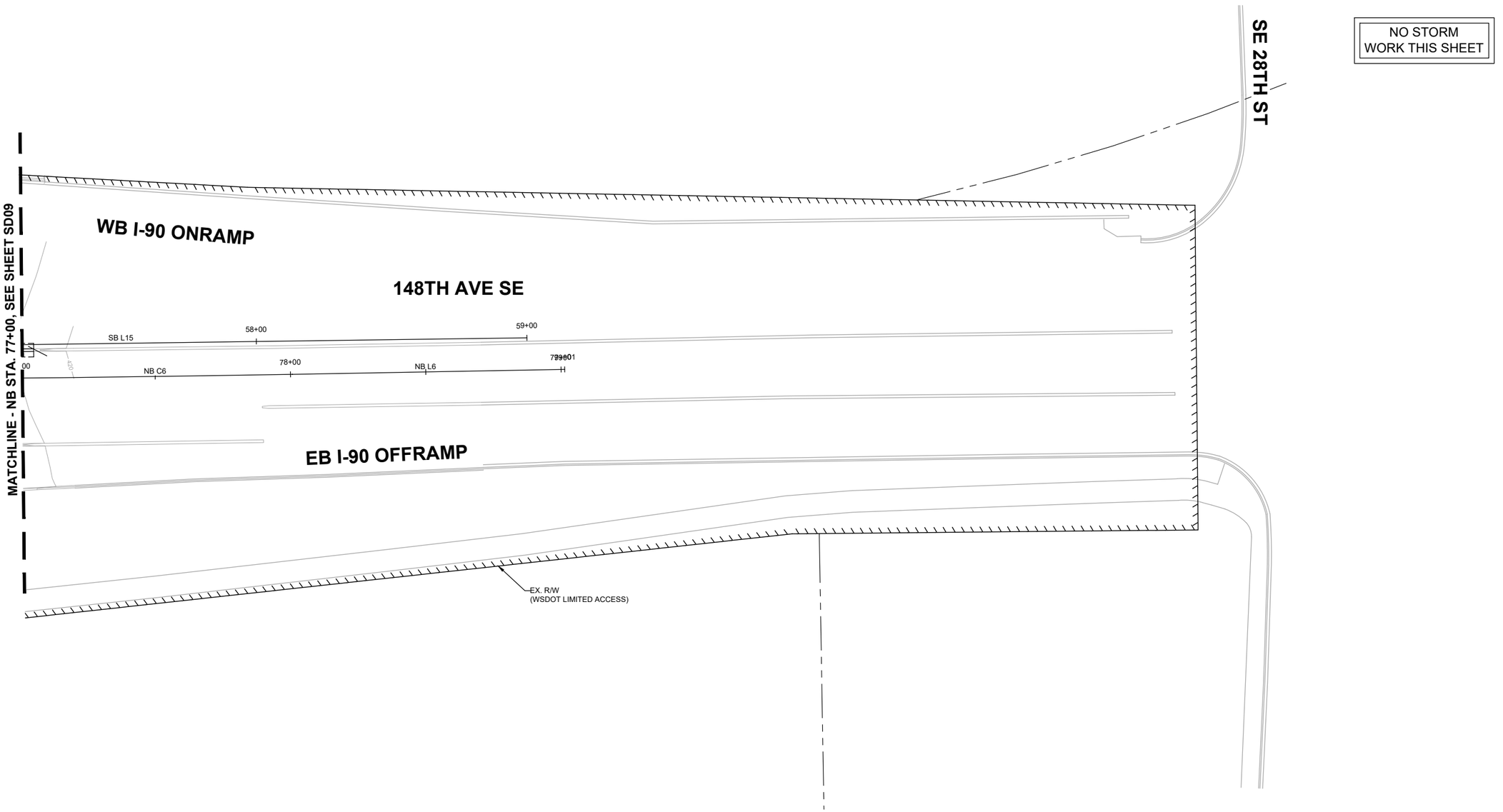

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD10 | SHT 19 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

NO STORM
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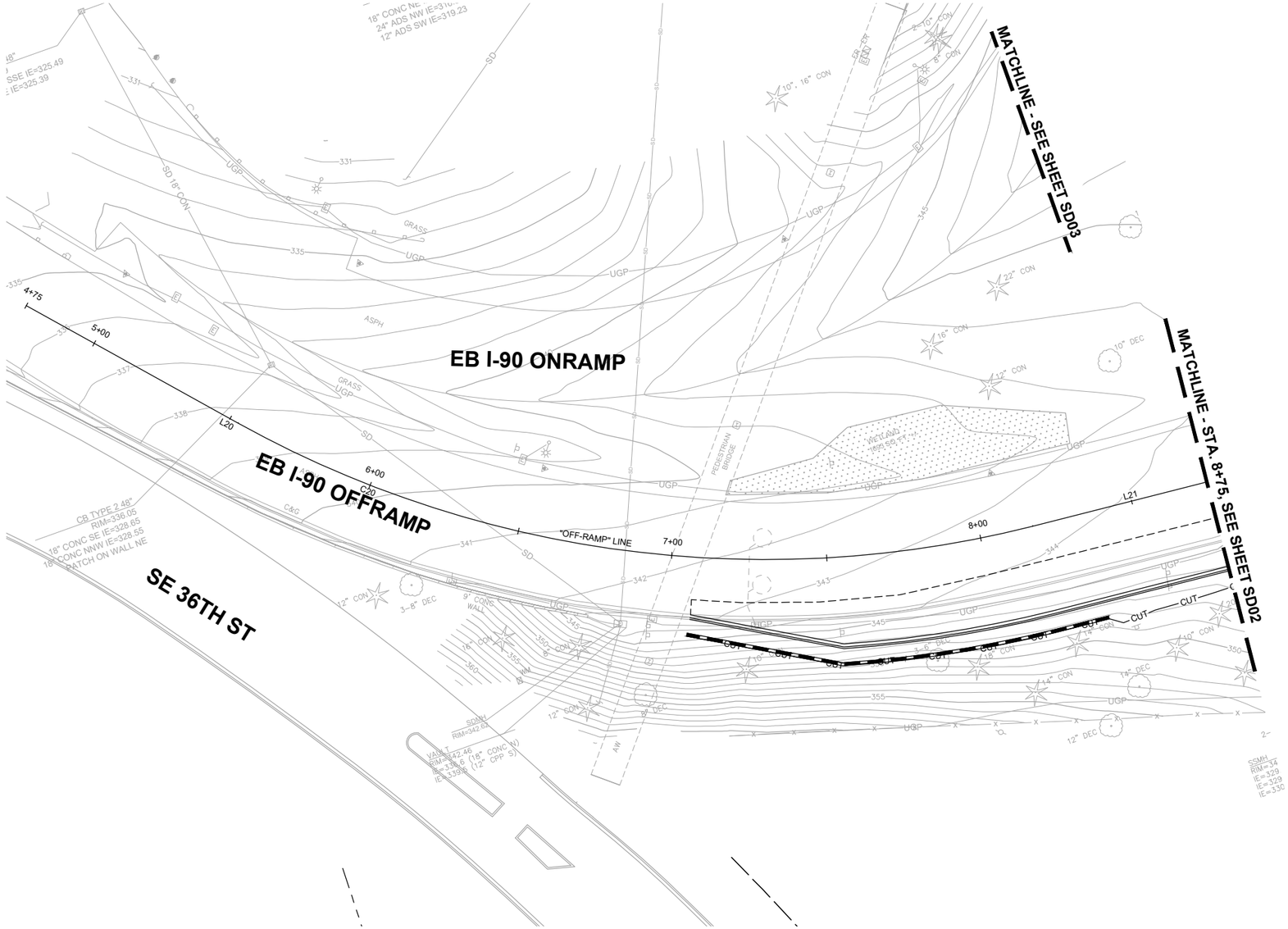

SCALE IN FEET
20 0 10 20 40

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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD11 SHT 20 OF 85

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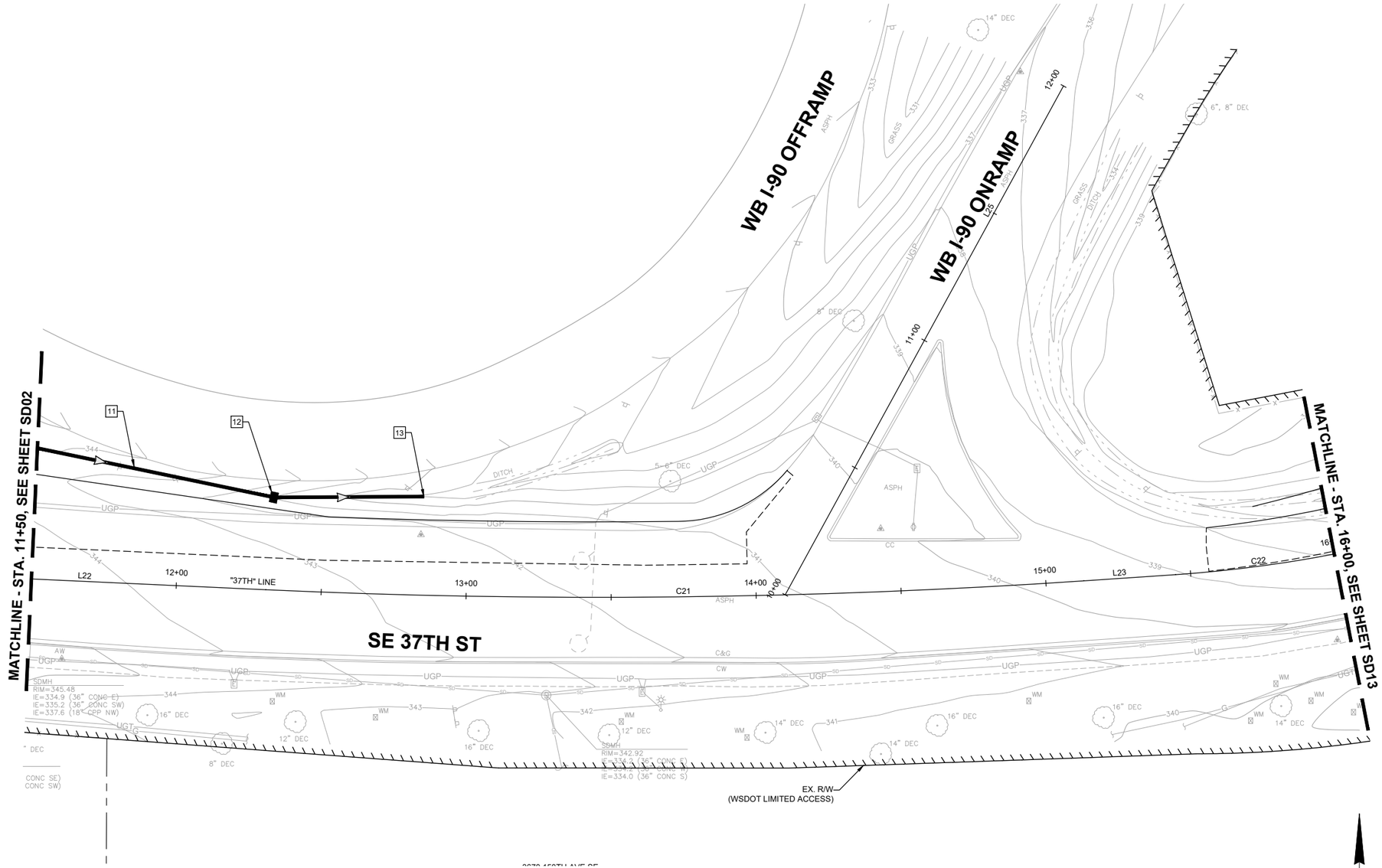

STORM NOTES:

11 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

12 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND SOLID COVER PER COB STD. DWG NO. D-2, D-8, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23.

13 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 35218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

N. WONG 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD12 SHT 21 OF 85

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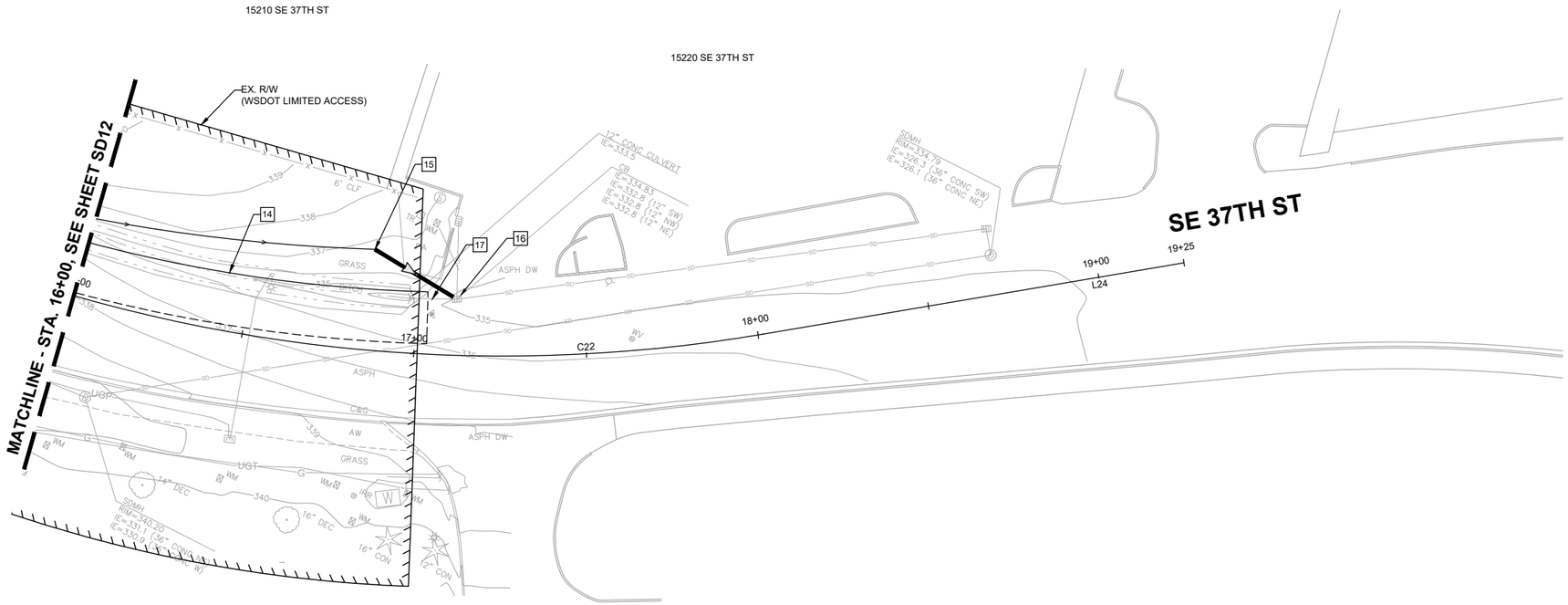
SEC.10 & 11, T.24N. R.5E. W.M.



STORM NOTES:

14 CONSTRUCT GRASS-LINED DITCH PER COB STD. DWG NO. D-36.

15 PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A. BEVELED END PIPE PER COB STD. DWG NO. D-34.

16 CONNECT PROPOSED PIPE TO EXISTING STRUCTURE.

17 REMOVE EXISTING DRAINAGE PIPE.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD13 SHT 22 OF 85

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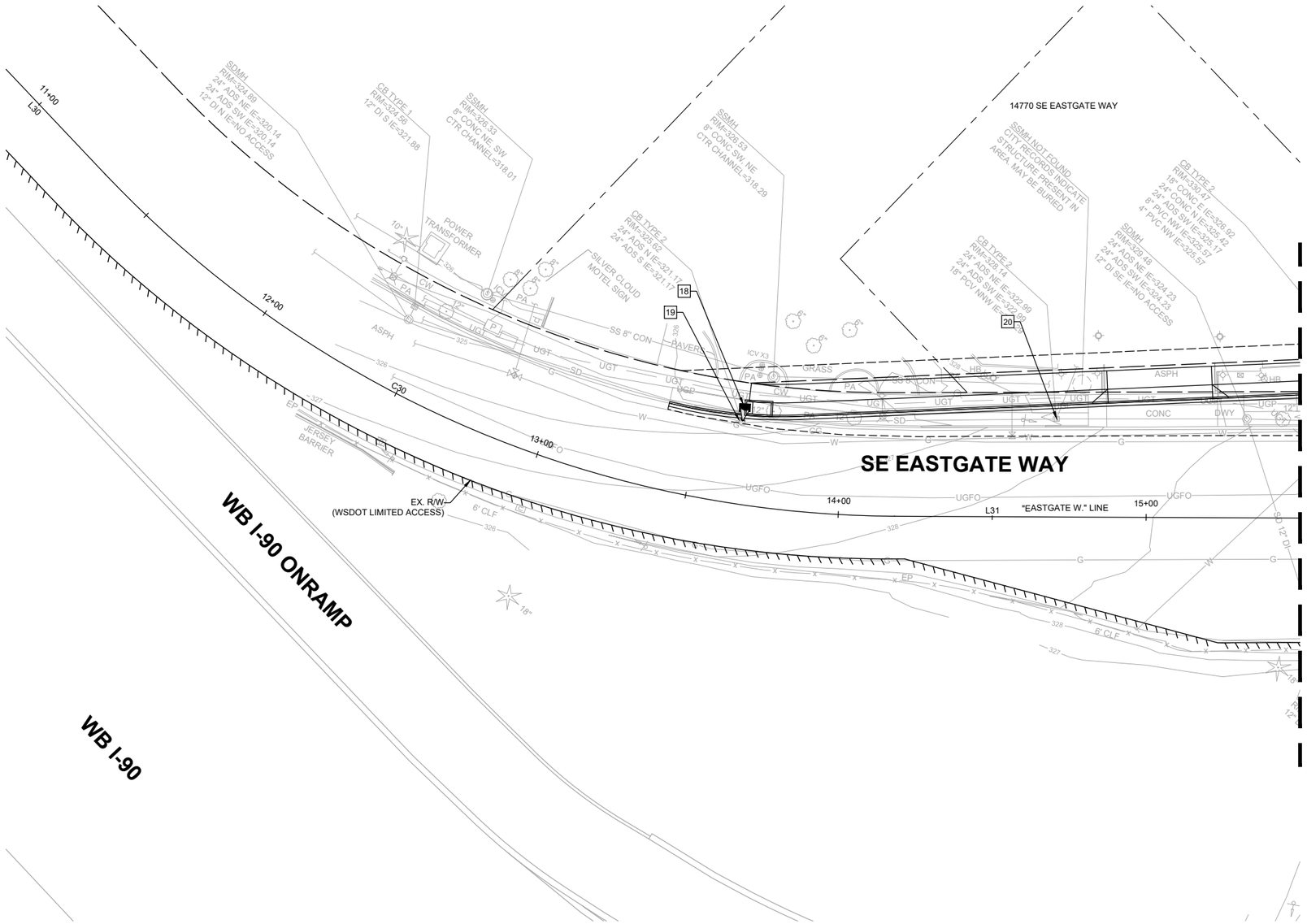
SEC.10 & 11, T.24N. R.5E. W.M.



STORM NOTES:

18 PROVIDE AND INSTALL 8' X 4' FILTERRA UNIT. FILTERRA UNIT TO INCLUDE STANDARD TREE GRATE. PROVIDE AND INSTALL 12-INCH DIAM. PVC STORM SEWER PIPE. FOR TRENCH RESTORATION SEE COB STD. DWG NO. D-25. FOR PIPE BEDDING SEE COB STD. DWG NO. D-25A.

19 ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE. REPLACE EXISTING GRATE WITH SOLID COVER PER COB STD. DWG NO. D-8.

20 ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE. REPLACE EXISTING GRATE WITH SOLID COVER PER COB STD. DWG NO. D-8.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 33218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD14 SHT 23 OF 85

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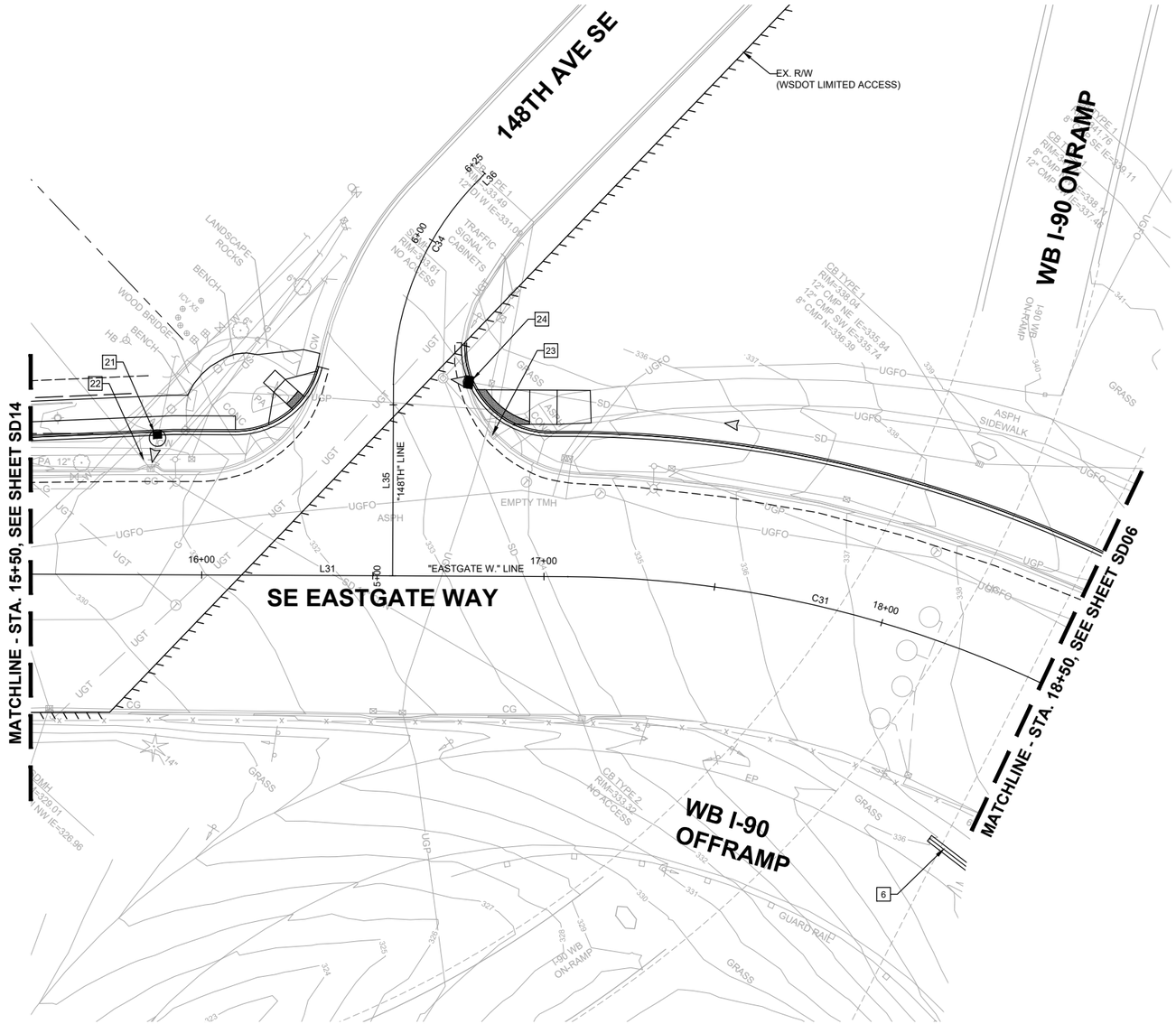
SEC.10 & 11, T.24N. R.5E. W.M.



STORM NOTES:

6 CONSTRUCT COMPOST AMENDED BIOFILTRATION SWALE. (106' LONG, 2' BOTTOM WIDTH, 1.10 DEPTH WITH 3:1 SIDESLOPES)

21 PROVIDE AND INSTALL CATCH BASIN TYPE 2 - 48" DIAM. AND VANED GRATE PER COB STD. DWG NO. D-4 AND D-6. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23.CONNECT PROPOSED STRUCTURE TO EXISTING PIPE.

22 ADJUST CATCH BASIN. SET RIM ELEVATION APPROXIMATELY 1-INCH BELOW FINISHED GRADE.REPLACE EXISTING GRATE WITH SOLID COVER PER COB STD. DWG NO. D-8.

23 REMOVE EXISTING DRAINAGE STRUCTURE, FRAME AND GRATE. REMOVE EXISTING DRAINAGE PIPE.

24 PROVIDE AND INSTALL CATCH BASIN TYPE 1 WITH STANDARD FRAME AND VANED GRATE PER COB STD. DWG NO. D-2, D-6, AND D-9. ADJUST TO FINISHED GRADE PER COB STD DWG NO. D-23. CONNECT PROPOSED STRUCTURE TO EXISTING PIPE.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS RD01-RD16 FOR ROADWAY PLANS.
3. SEE SHEETS TSP01-TSP05 FOR TRAFFIC SIGNAL PLANS.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
25218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
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Phone: 425.519.6500

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N. WONG	DESIGNED BY	11/02/2022 DATE
O. AHRENSFELD	DRAWN BY	11/02/2022 DATE
S. SOISETH	CHECKED BY	11/02/2022 DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD15 | SHT 24 OF 85

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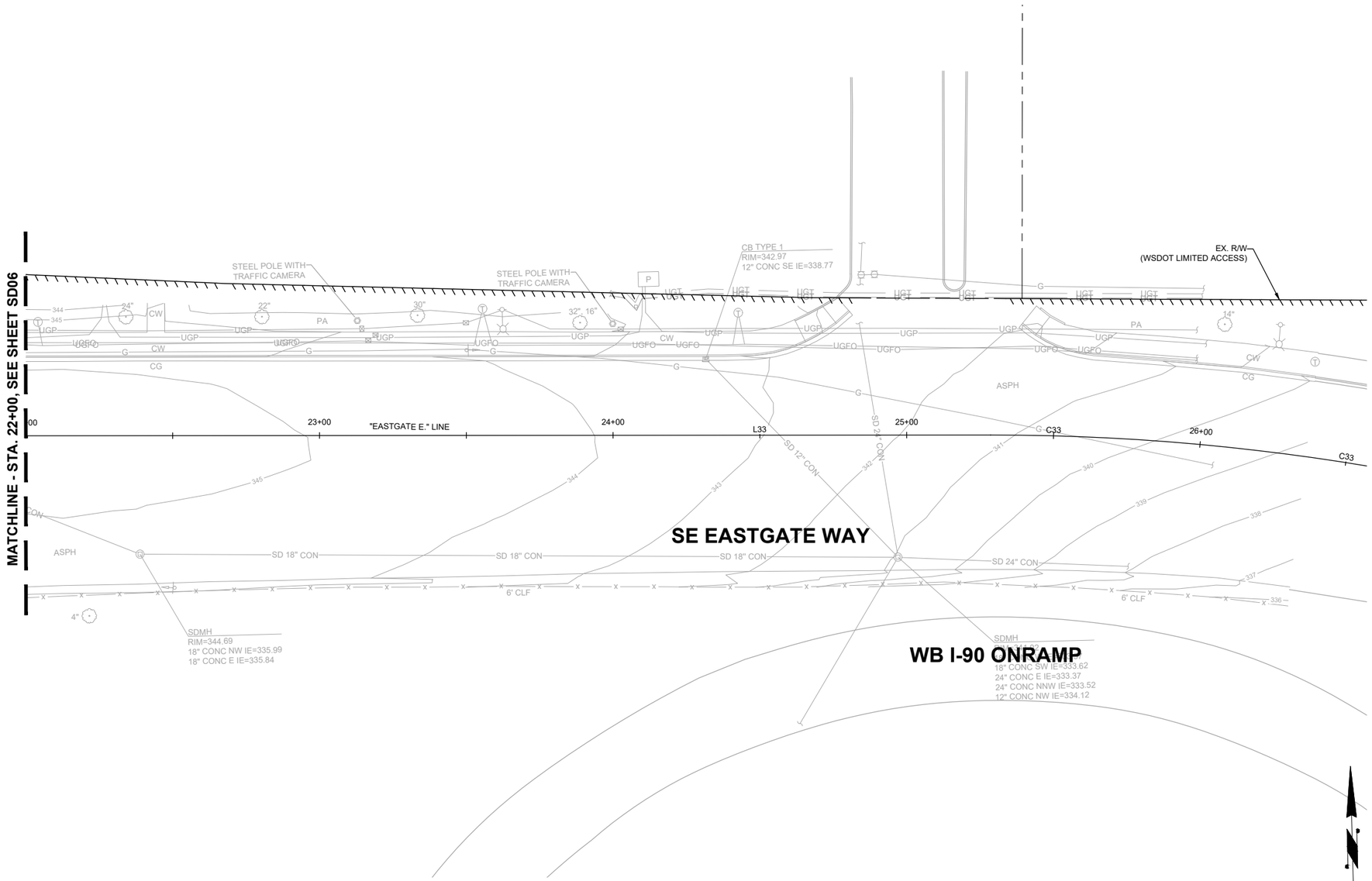
SEC.10 & 11, T.24N. R.5E. W.M.

NO STORM
WORK THIS SHEET



30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
23218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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NO.	DATE	BY	APPR.	REVISIONS

N. WONG	11/02/2022
DESIGNED BY	DATE
O. AHRENSFELD	11/02/2022
DRAWN BY	DATE
S. SOISETH	11/02/2022
CHECKED BY	DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

STORM PLAN

SD16

SHT 25 OF 85

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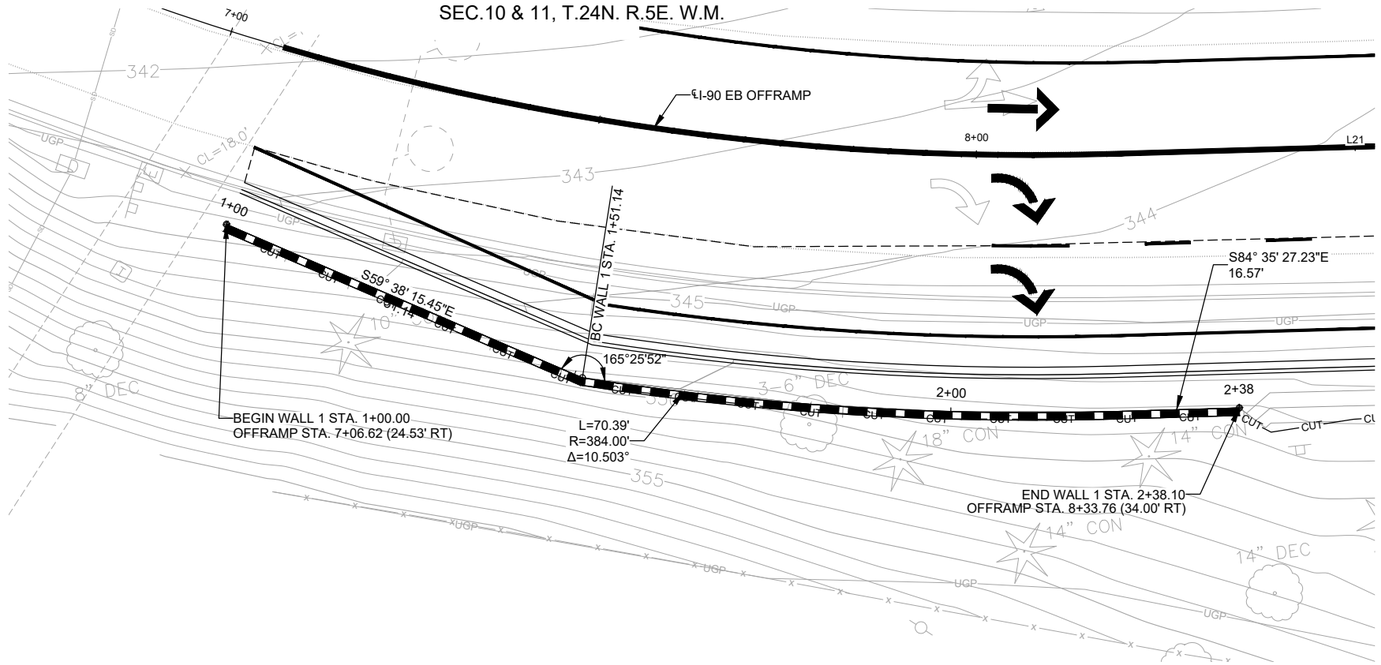
GENERAL NOTES

1. ALL MATERIAL AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD, BRIDGE AND MUNICIPAL CONSTRUCTION, DATED 2022, AND AMENDMENTS.
2. THE STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS - 9TH EDITION - 2020.
3. STRUCTURAL STEEL FOR SOLDIER PILES SHALL CONFORM TO ASTM A992. SOLDIER PILES SHALL BE PAINTED TO THE LIMITS SHOWN IN THE PLANS IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 6-16.3(4).
4. THE SOLDIER PILE SHAFT SHALL BE CONTROL DENSITY FILL OR PUMPABLE LEAN CONCRETE. ALL OTHER CONCRETE SHALL BE CLASS 4000.
5. UNLESS OTHERWISE SHOWN IN THE PLANS, THE CONCRETE COVER MEASURED FROM THE FACE OF CONCRETE TO THE FACE OF ANY REINFORCING STEEL SHALL BE 1 ½".
6. EXISTING GROUND LINE IS APPROXIMATE AND SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO SHOP DRAWING PRODUCTION AND CONSTRUCTION.
7. LAGGING SHALL BE DESIGNED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL IN ACCORDANCE WITH STANDARD SPECIFICATION SECTION 6-16.3(6).

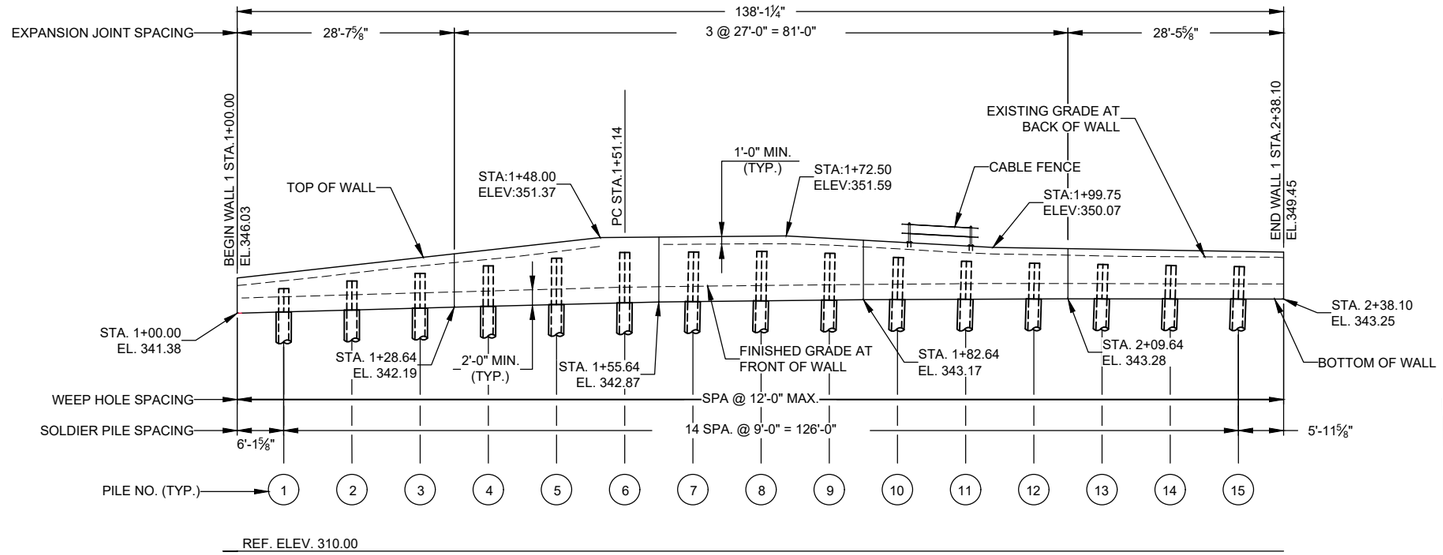
WALL NOTES

1. WALL SHALL BE SOLDIER PILE RETAINING WALL AS SHOWN. SEE SHEETS S## AND S## FOR DETAILS (TO BE PROVIDED AT 60% SUBMITTAL).
2. SEE SHEET S## FOR CABLE FENCE DETAILS (TO BE PROVIDED AT 60% SUBMITTAL).
3. WALL FINISH TO EXTEND TO BOTTOM OF FASCIA.
4. WALL SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE GEOTECHNICAL RECOMMENDATIONS.

SEC.10 & 11, T.24N. R.5E. W.M.



PLAN



PROFILE

(LOOKING AT BACK OF WALL)

SUMMARY OF QUANTITIES	
MAX. HEIGHT*	6'-9"
EXPOSED WALL AREA**	709 SF
TOTAL WALL AREA***	988 SF

* MAXIMUM HEIGHT IS MEASURED FROM TOP OF WALL TO FINISHED GRADE AT FRONT OF WALL.
** EXPOSED WALL AREA IS MEASURED FROM END TO END OF WALL AND FROM TOP OF WALL TO FINISHED GRADE AT FRONT OF WALL.
*** TOTAL WALL AREA IS MEASURED FROM END TO END OF WALL AND FROM TOP OF WALL TO BOTTOM OF WALL.

SCALE IN FEET
10 0 5 10 20

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

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NO.	DATE	BY	APPR.	REVISIONS

R. BOGGEN — DESIGNED BY — 11/02/2022 DATE
O. AHRENSFELD — DRAWN BY — 11/02/2022 DATE
S. SOISETH — CHECKED BY — 11/02/2022 DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

WALL PLAN AND PROFILE

S01 — SHT 26 OF 85

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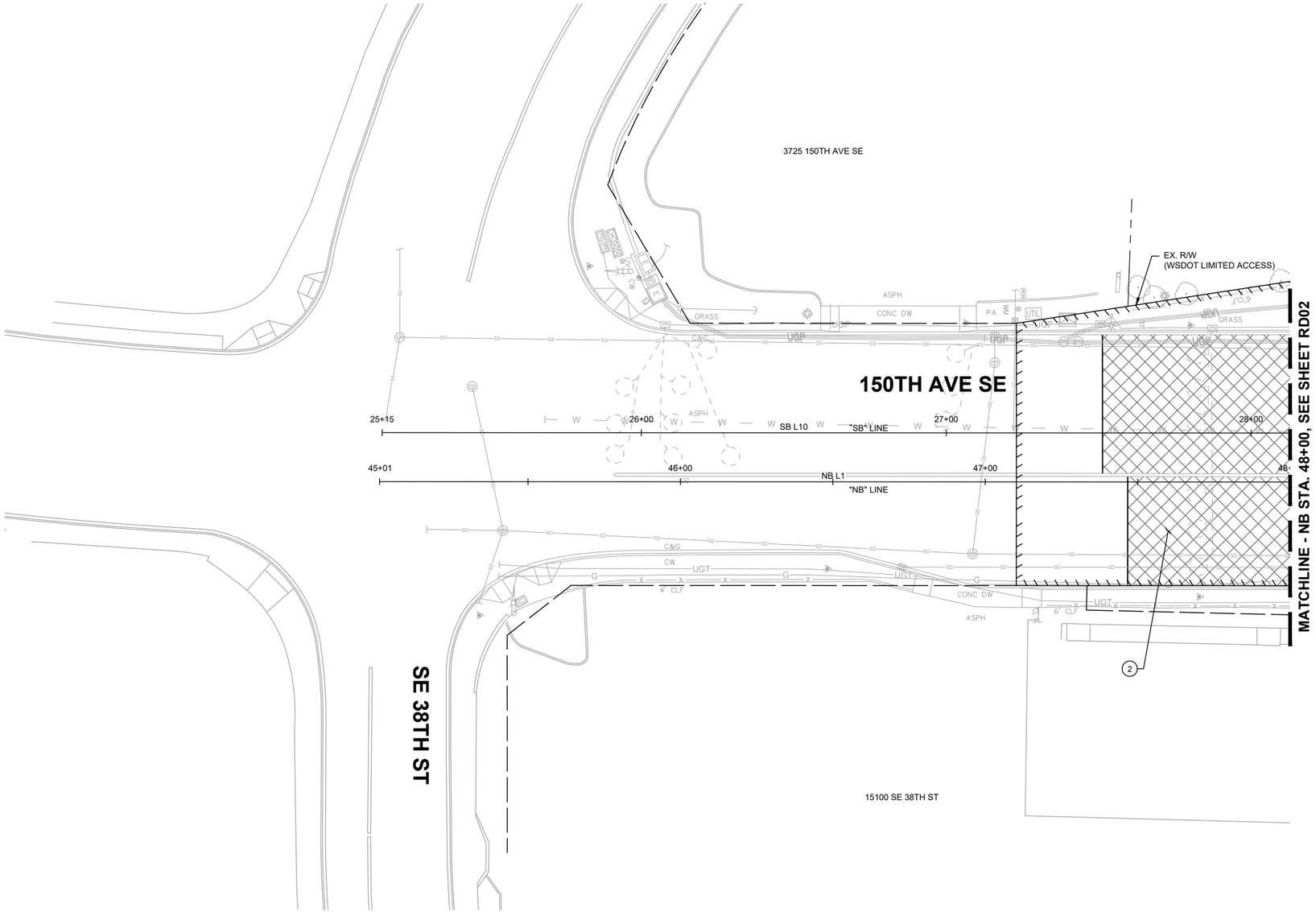
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

(2) 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

30% SUBMITTAL

PRELIMINARY

SCALE IN FEET
20 0 10 20 40

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L1	NB 150TH AVE SE	NB 45+01.34		NB 51+30.87		629.53	N0° 02' 32"E	EXST.
SB L10	SB 150TH AVE SE	SB 25+15.00		SB 33+06.71		791.71	N0° 02' 31"E	EXST.

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R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD01 SHT 27 OF 85

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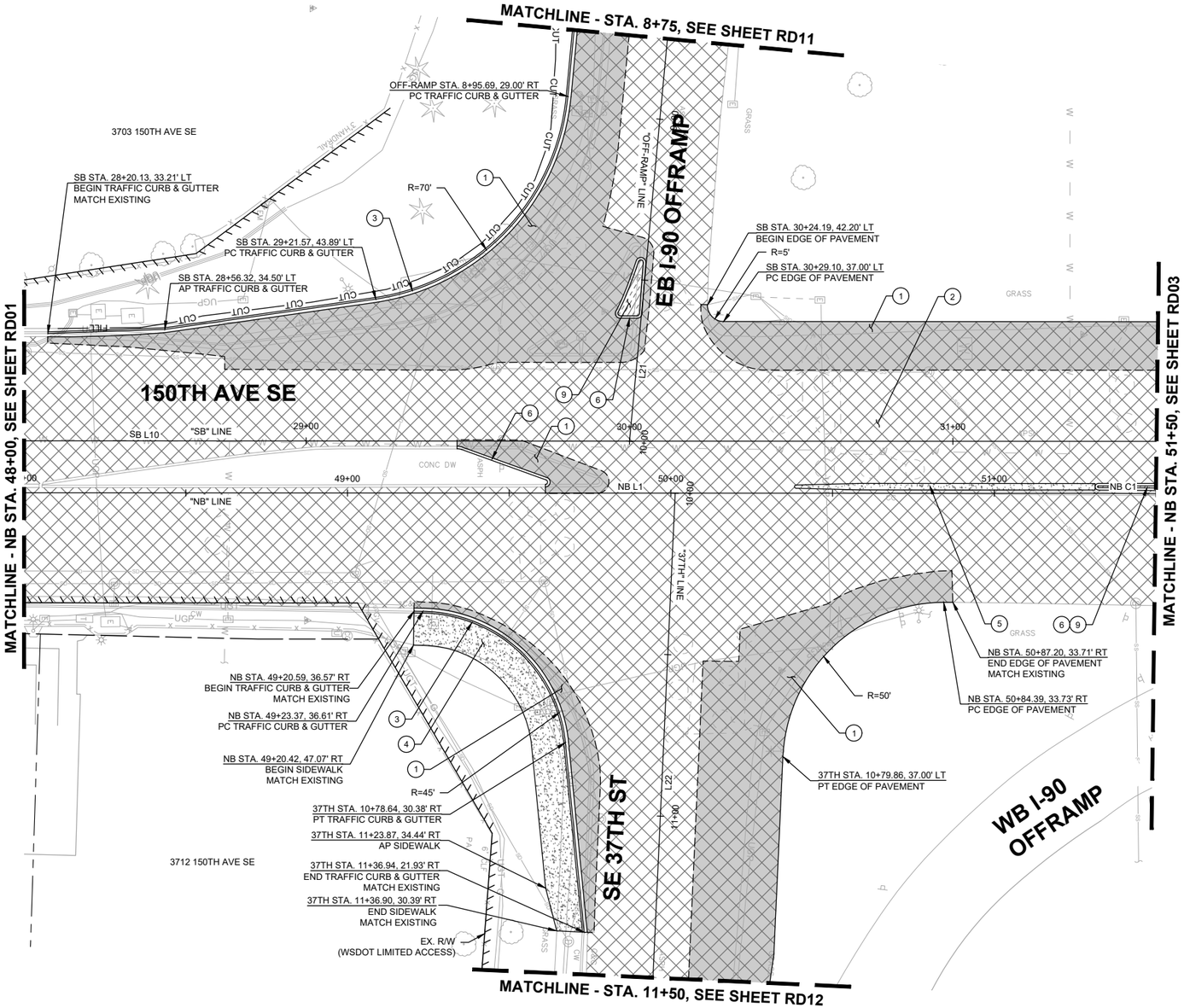
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
4. CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12-04.
5. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L1	NB 150TH AVE SE	NB 45+01.34		NB 51+30.87		629.53	N0° 02' 32"E	EXST.
NB C1	NB 150TH AVE SE	NB 51+30.87	NB 51+99.16	NB 52+67.37	1530.00	136.50	5°06'42"	EXST.
SB L10	SB 150TH AVE SE	SB 25+15.00		SB 33+06.71		791.71	N0° 02' 31"E	EXST.
L21	I-90 EB OFF-RAMP	OFF-RAMP 8+17.19		OFF-RAMP 10+00.00		182.81	S84° 35' 27"E	EXST.
L22	SE 37TH ST	37TH 10+00.00		37TH 12+30.91		230.91	S87° 21' 36"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

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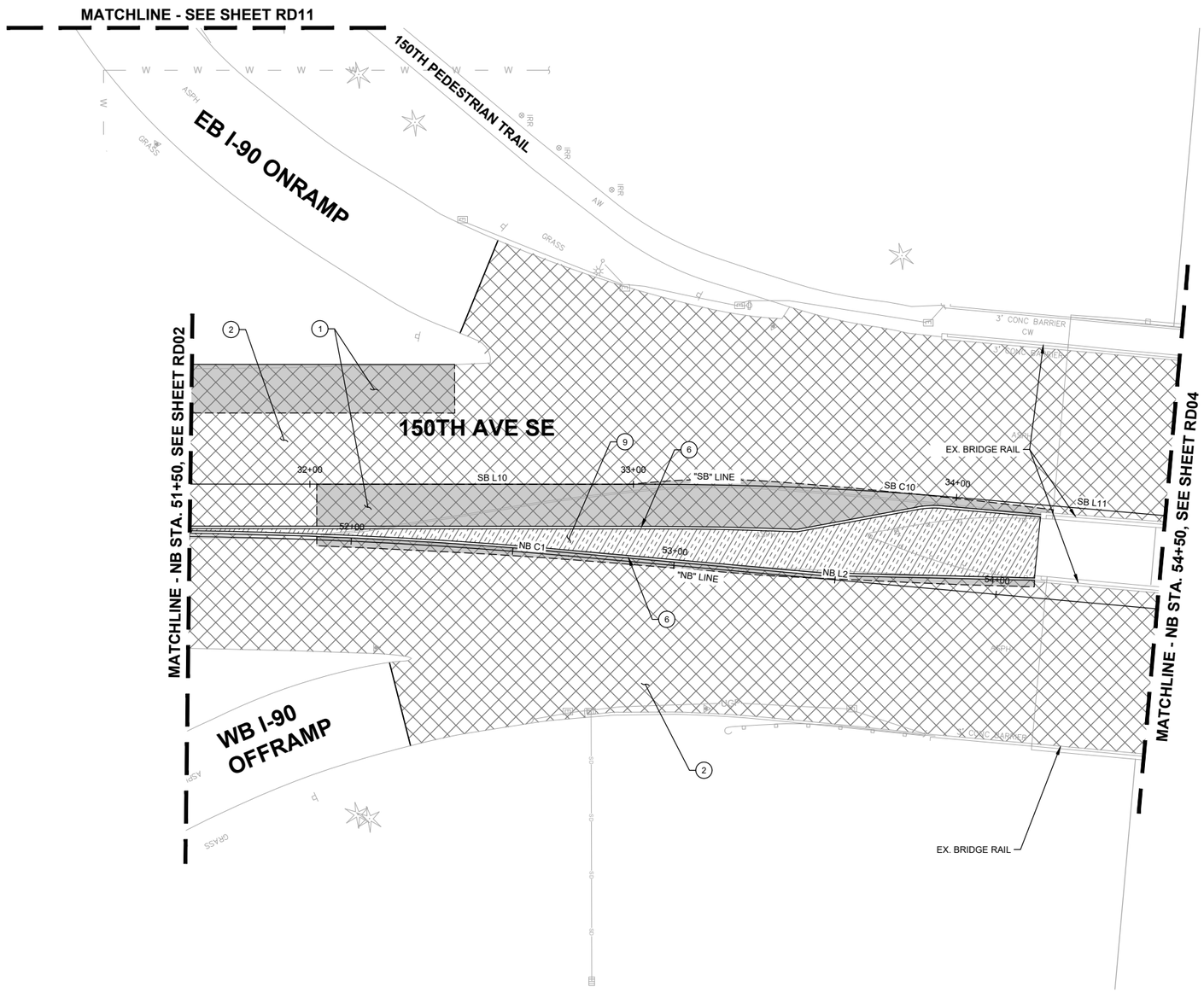
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD02 | SHT 28 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB C1	NB 150TH AVE SE	NB 51+30.87	NB 51+99.16	NB 52+67.37	1530.00	136.50	5°06'42"	EXST.
SB L10	SB 150TH AVE SE	SB 25+15.00		SB 33+06.71		791.71	N0° 02' 31"E	EXST.
SB C10	SB 150TH AVE SE	SB 33+06.71	SB 33+54.24	SB 34+01.70	1090.00	94.99	4°59'35"	EXST.
SB L11	SB 150TH AVE SE	SB 34+01.70		SB 35+85.34		183.63	N5° 02' 07"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

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S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD03 SHT 29 OF 85

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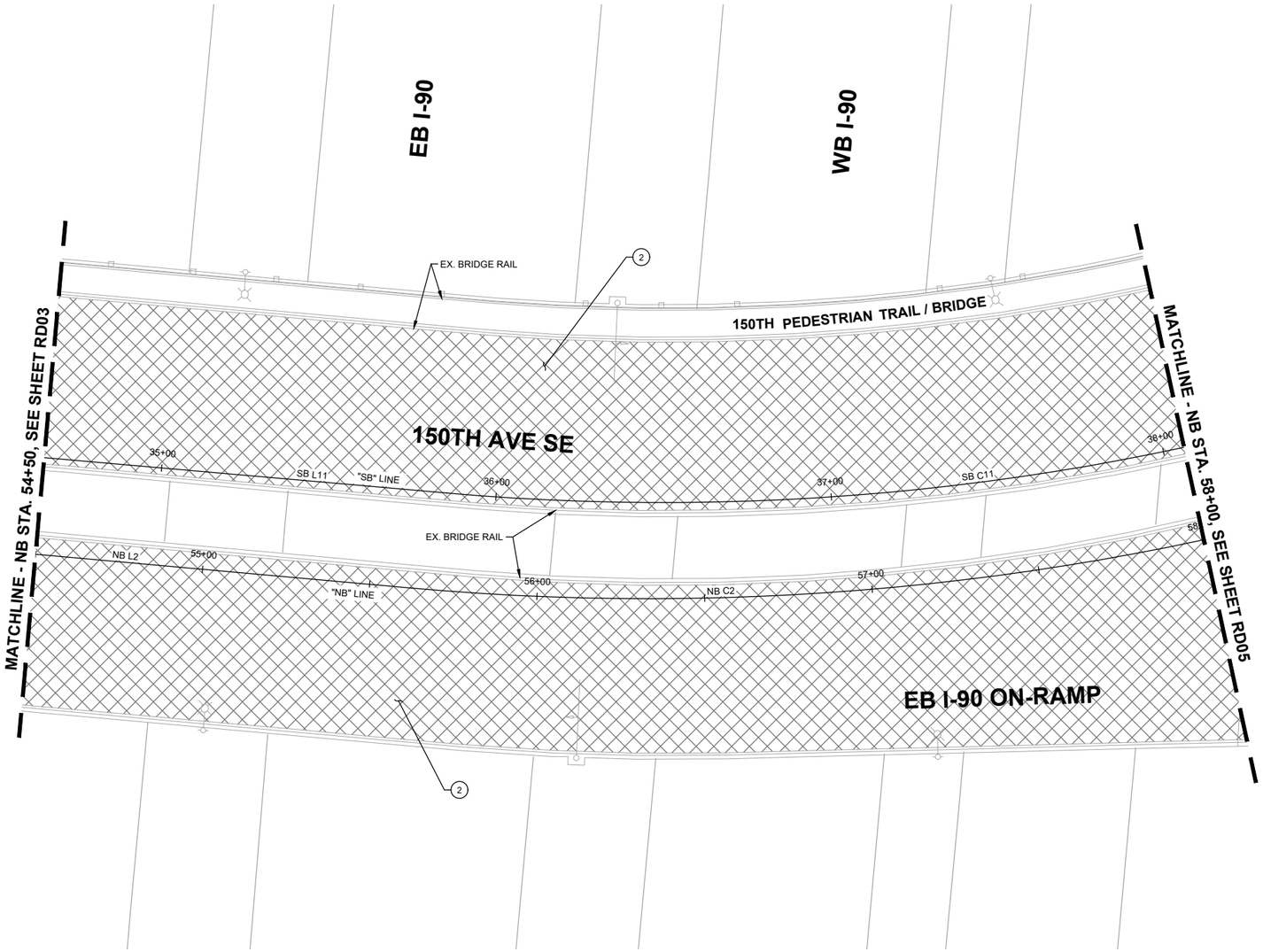
SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES:

(2) 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).



GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA								
SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L2	NB 150TH AVE SE	NB 52+67.37		NB 55+62.44		295.07	N5° 09' 13"E	EXST.
NB C2	NB 150TH AVE SE	NB 55+62.44	NB 57+51.20	NB 59+32.99	789.00	370.56	26°54'33"	EXST.
SB L11	SB 150TH AVE SE	SB 34+01.70		SB 35+85.34		183.63	N5° 02' 07"E	EXST.
SB C11	SB 150TH AVE SE	SB 35+85.34	SB 37+43.17	SB 38+96.33	739.00	311.00	24°06'43"	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

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S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD04 SHT 30 OF 85

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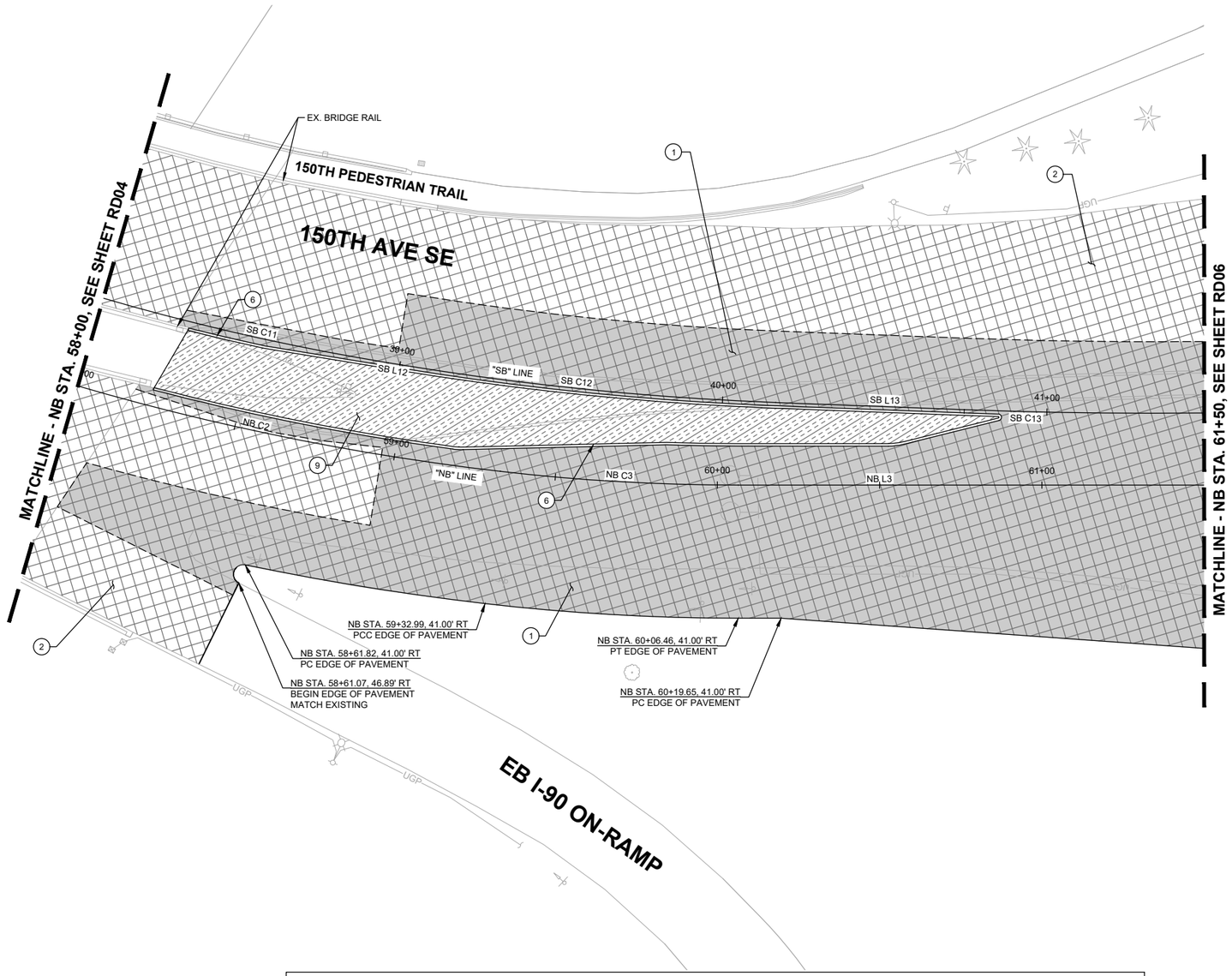
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB C2	NB 150TH AVE SE	NB 55+62.44	NB 57+51.20	NB 59+32.99	789.00	370.56	26°54'33"	EXST.
NB C3	NB 150TH AVE SE	NB 59+32.99	NB 59+69.77	NB 60+06.46	638.00	73.47	6°35'52"	EXST.
NB L3	NB 150TH AVE SE	NB 60+06.46		NB 61+73.94		167.48	N28° 21' 11"W	EXST.
SB C11	SB 150TH AVE SE	SB 35+85.34	SB 37+43.17	SB 38+96.33	739.00	311.00	24°06'43"	EXST.
SB L12	SB 150TH AVE SE	SB 38+96.33		SB 39+00.58		4.25	N19° 04' 36"W	EXST.
SB C12	SB 150TH AVE SE	SB 39+00.58	SB 39+58.57	SB 40+16.40	934.00	115.81	7°06'16"	EXST.
SB L13	SB 150TH AVE SE	SB 40+16.40		SB 40+74.53		58.14	N26° 10' 53"W	EXST.
SB C13	SB 150TH AVE SE	SB 40+74.53	SB 43+36.23	SB 45+93.05	1550.00	518.51	19°10'01"	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD05 SHT 31 OF 85

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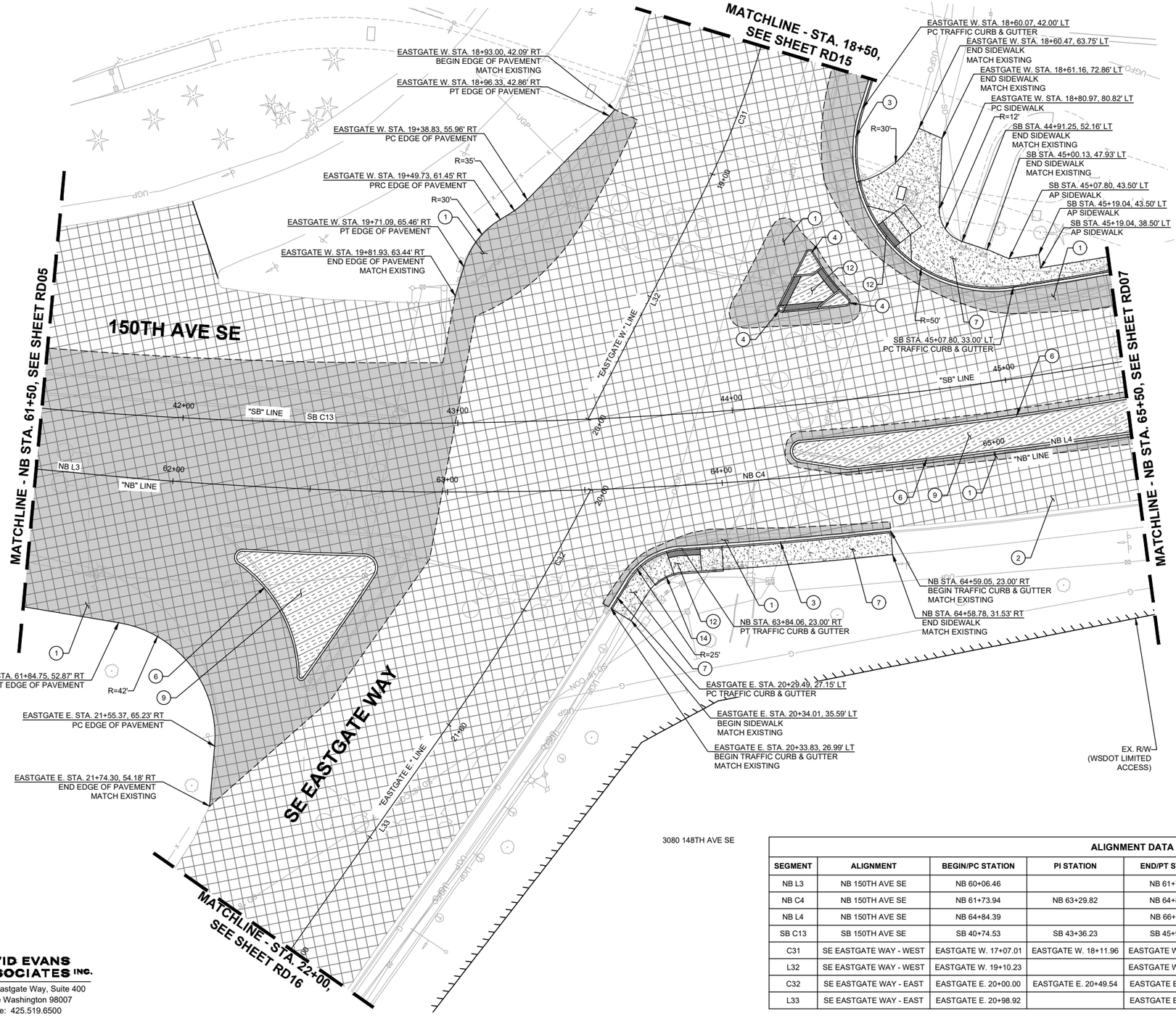
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
4. CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12-04.
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
7. CONSTRUCT CEMENT CONCRETE SIDEWALK, 5" DEPTH, ATOP 4" COMPACTED CSBC PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND C.O.B. STD. DWG. SW-110-1.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.
12. CONSTRUCT CURB RAMP PER CURB RAMP DETAILS (TO BE PROVIDED AT 60% SUBMITTAL). CURB RAMP TYPE IDENTIFIED IN DETAILS.
14. CONSTRUCT PEDESTRIAN CURB PER C.O.B. STD DWG SW-100-1.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 22818 — REGISTERED PROFESSIONAL ENGINEER

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L3	NB 150TH AVE SE	NB 60+06.46		NB 61+73.94		167.48	N28° 21' 11"W	EXST.
NB C4	NB 150TH AVE SE	NB 61+73.94	NB 63+29.82	NB 64+84.39	1388.00	310.46	12°48'56"	EXST.
NB L4	NB 150TH AVE SE	NB 64+84.39		NB 66+80.71		196.32	N41° 10' 07"W	EXST.
SB C13	SB 150TH AVE SE	SB 40+74.53	SB 43+36.23	SB 45+93.05	1550.00	518.51	19°10'01"	EXST.
C31	SE EASTGATE WAY - WEST	EASTGATE W. 17+07.01	EASTGATE W. 18+11.96	EASTGATE W. 19+10.23	330.00	203.22	35°17'02"	EXST.
L32	SE EASTGATE WAY - WEST	EASTGATE W. 19+10.23		EASTGATE W. 20+00.00		89.77	N83° 13' 39"E	EXST.
C32	SE EASTGATE WAY - EAST	EASTGATE E. 20+00.00	EASTGATE E. 20+49.54	EASTGATE E. 20+98.92	705.00	98.92	8°02'22"	N/A
L33	SE EASTGATE WAY - EAST	EASTGATE E. 20+98.92		EASTGATE E. 25+28.60		429.68	S88° 37' 37"E	EXST.

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
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Phone: 425.519.6500

3080 148TH AVE SE

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

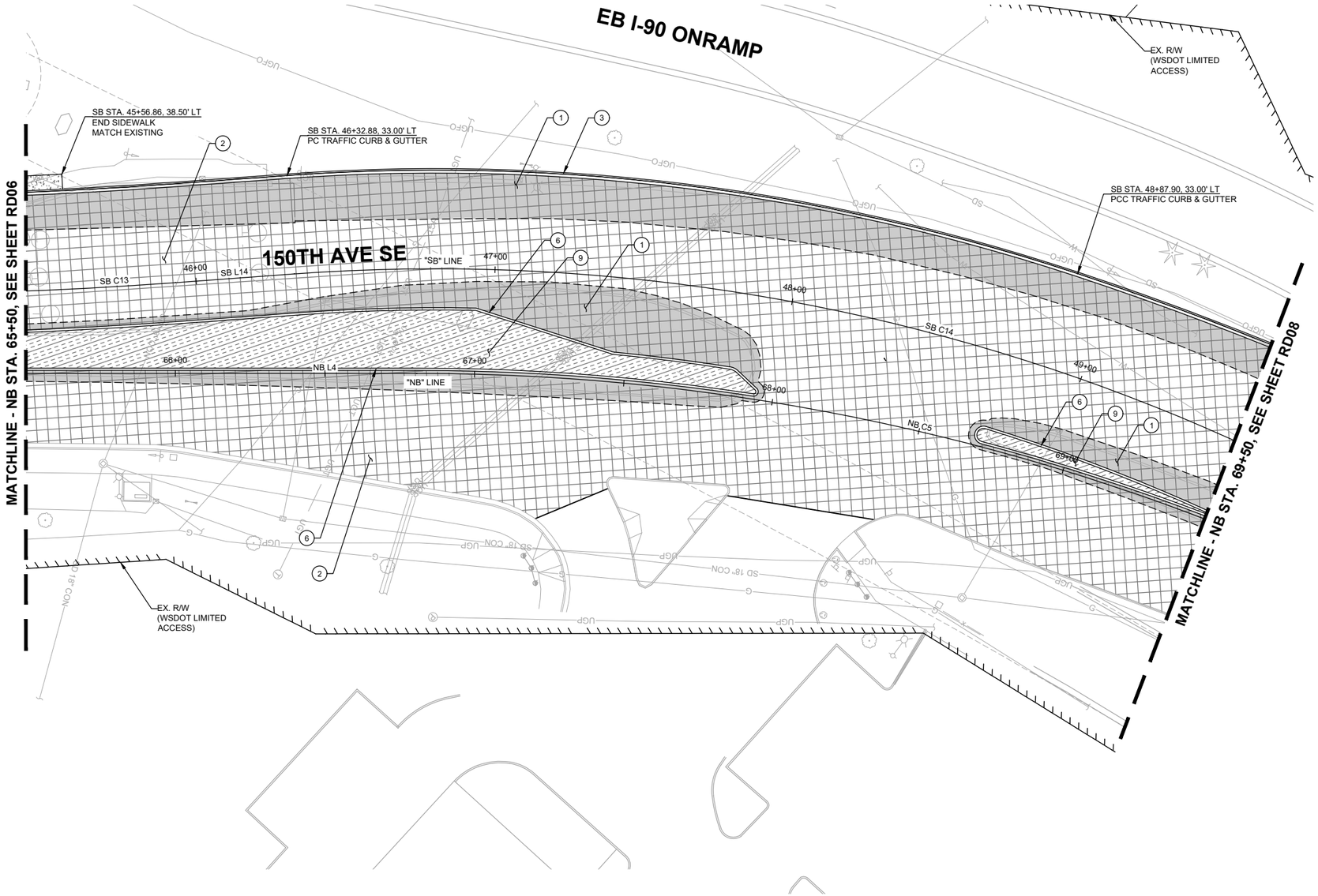
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD06 SHT 32 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L4	NB 150TH AVE SE	NB 64+84.39		NB 66+80.71		196.32	N41° 10' 07"W	EXST.
NB C5	NB 150TH AVE SE	NB 66+80.71	NB 69+74.52	NB 72+39.87	737.00	559.16	43°28'12"	EXST.
SB C13	SB 150TH AVE SE	SB 40+74.53	SB 43+36.23	SB 45+93.05	1550.00	518.51	19°10'01"	EXST.
SB L14	SB 150TH AVE SE	SB 45+93.05		SB 46+32.88		39.83	N45° 20' 53"W	EXST.
SB C14	SB 150TH AVE SE	SB 46+32.88	SB 48+41.43	SB 50+36.44	649.00	403.57	35°37'41"	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 21618 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD07 SHT 33 OF 85

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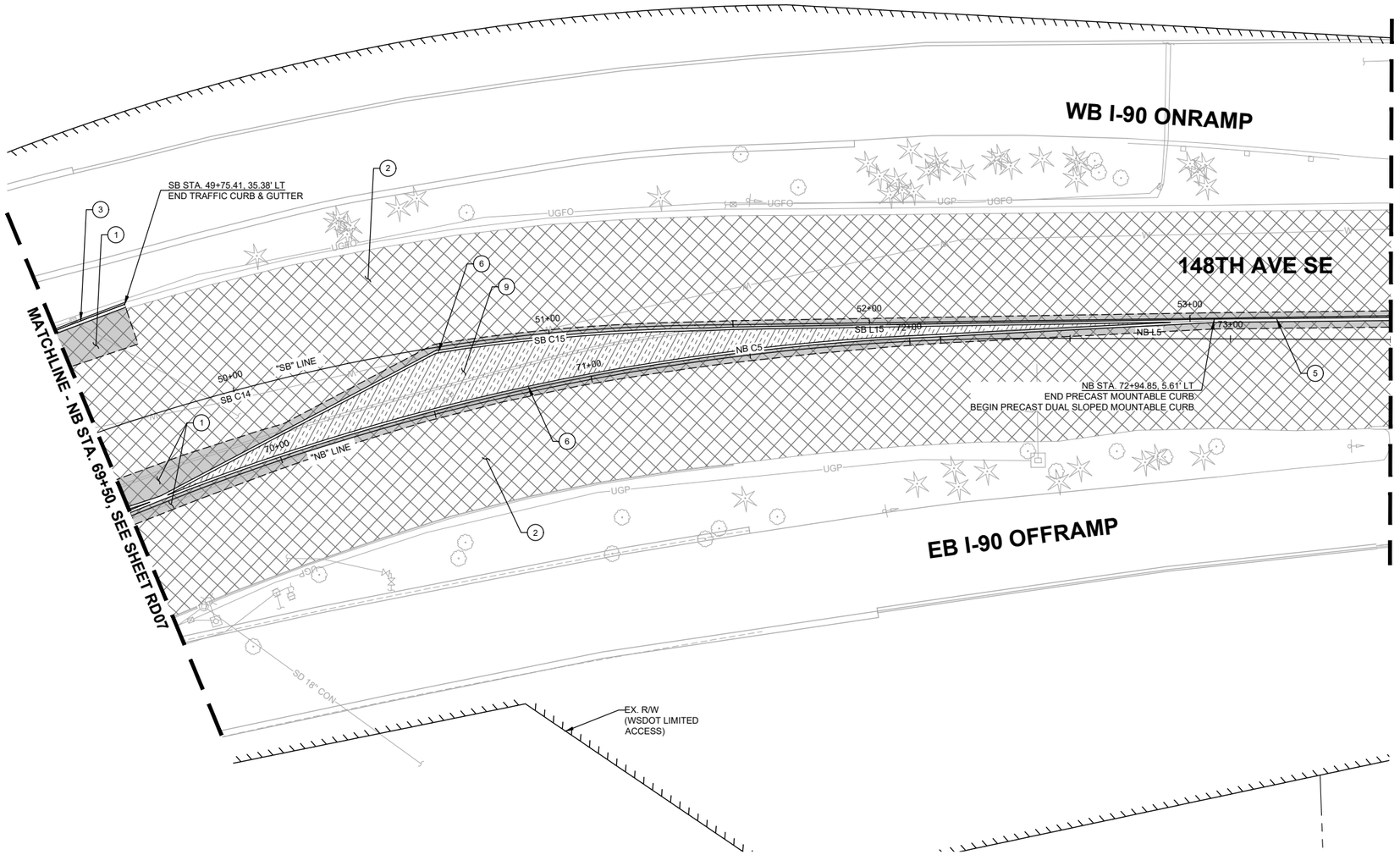
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
5. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.
6. PRECAST SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.62-02.
9. CONSTRUCT HMA MEDIAN PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND ROADWAY DETAILS SHEETS DT01-DT05.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB C5	NB 150TH AVE SE	NB 66+80.71	NB 69+74.52	NB 72+39.87	737.00	559.16	43°28'12"	EXST.
NB L5	NB 150TH AVE SE	NB 72+39.87		NB 75+44.54		304.67	N2° 18' 06"E	N/A
SB C14	SB 150TH AVE SE	SB 46+32.88	SB 48+41.43	SB 50+36.44	649.00	403.57	35°37'41"	EXST.
SB C15	SB 150TH AVE SE	SB 50+36.44	SB 50+91.19	SB 51+45.59	566.00	109.15	11°02'57"	EXST.
SB L15	SB 150TH AVE SE	SB 51+45.59		SB 59+00.00		754.41	N1° 19' 45"E	N/A

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 19218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD08 SHT 34 OF 85

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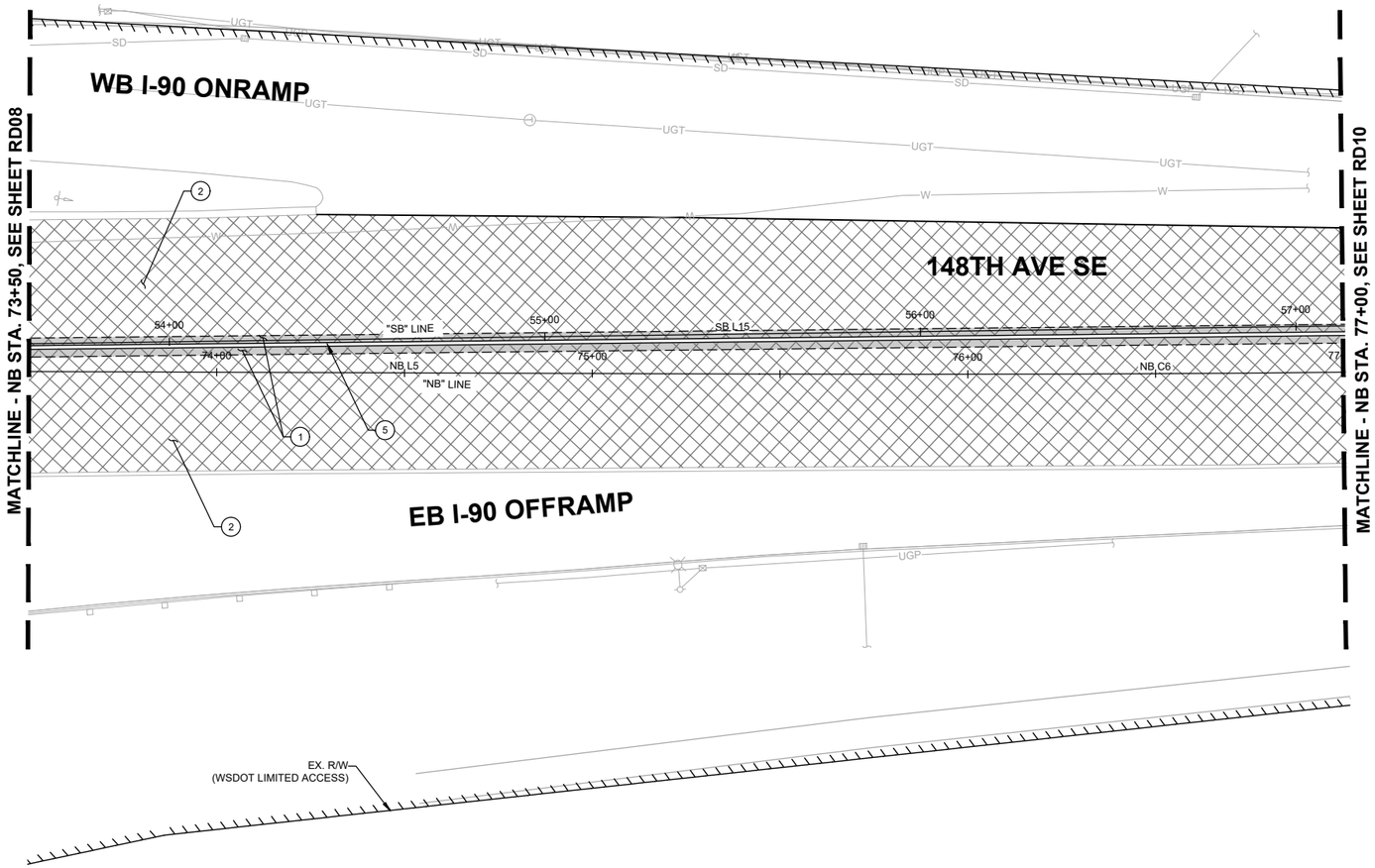

CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
5. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB L5	NB 150TH AVE SE	NB 72+39.87		NB 75+44.54		304.67	N2° 18' 06"E	N/A
NB C6	NB 150TH AVE SE	NB 75+44.54	NB 76+72.63	NB 78+00.72	11988.00	256.17	1°13'28"	N/A
SB L15	SB 150TH AVE SE	SB 51+45.59		SB 59+00.00		754.41	N1° 19' 45"E	N/A

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 13218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD09 SHT 35 OF 85

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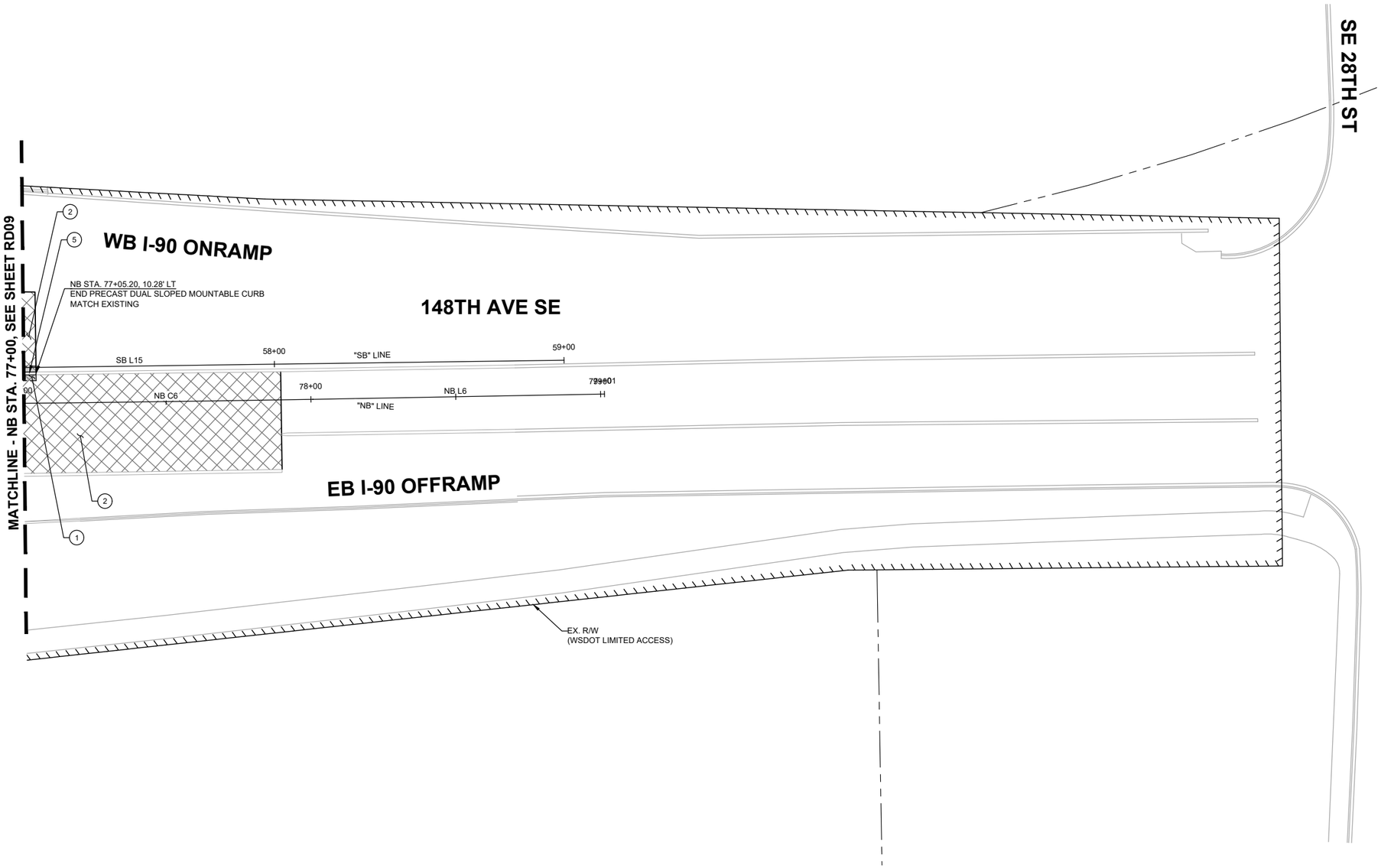
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
5. PRECAST DUAL SLOPED MOUNTABLE CURB PER WSDOT STD. PLAN F-10.64-03.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
NB C6	NB 150TH AVE SE	NB 75+44.54	NB 76+72.63	NB 78+00.72	11988.00	256.17	1°13'28"	N/A
NB L6	NB 150TH AVE SE	NB 78+00.72		NB 79+01.34		100.62	N1° 04' 38"E	N/A
SB L15	SB 150TH AVE SE	SB 51+45.59		SB 59+00.00		754.41	N1° 19' 45"E	N/A

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD10 SHT 36 OF 85

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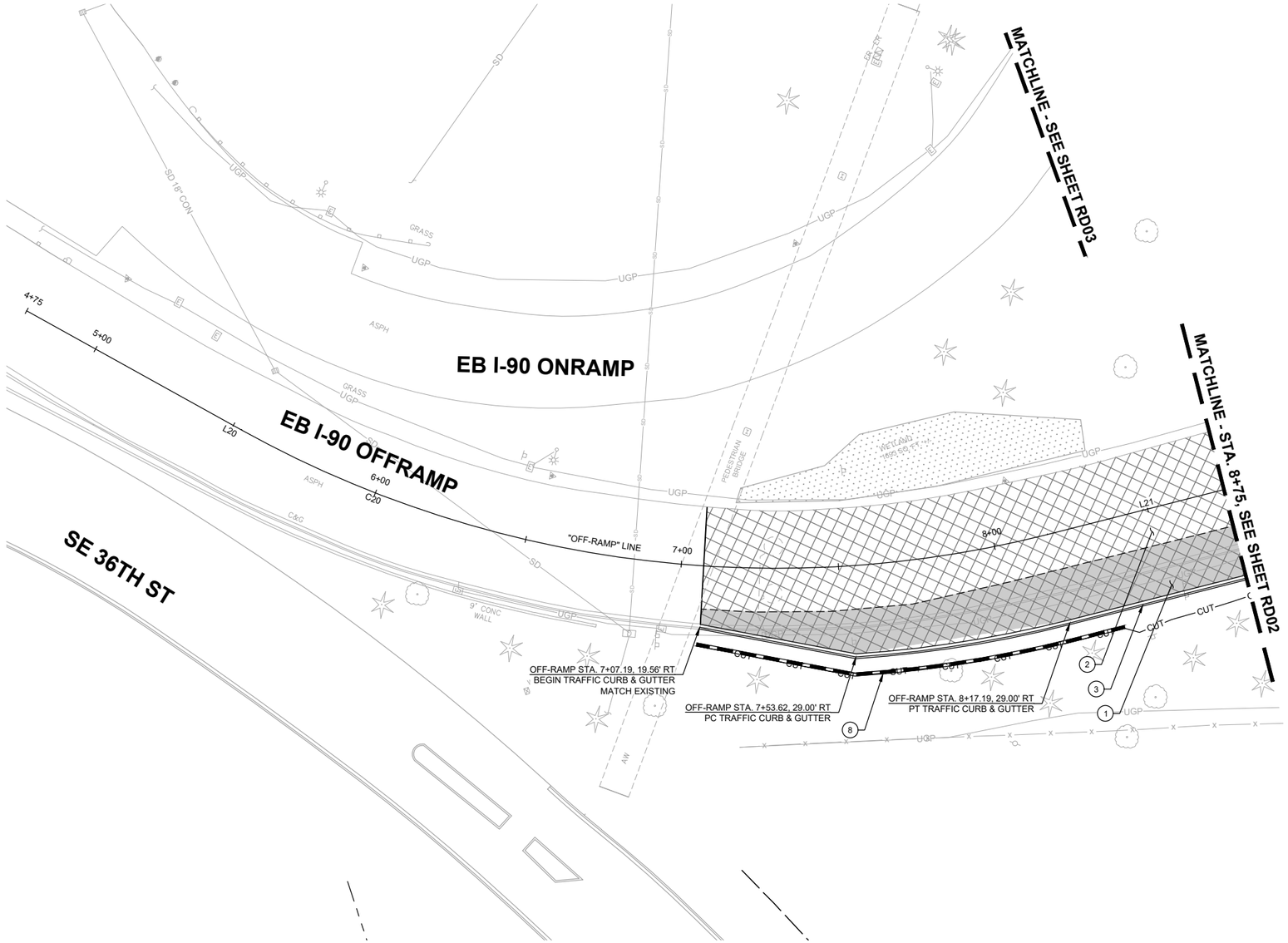
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
8. CONSTRUCT RETAINING WALL, SEE SHEET S01 FOR WALL PLAN AND PROFILE.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

SCALE IN FEET
20 0 10 20 40

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
L20	I-90 EB OFF-RAMP	OFF-RAMP 4+75.00		OFF-RAMP 5+53.03		78.03	S41° 20' 50"E	EXST.
C20	I-90 EB OFF-RAMP	OFF-RAMP 5+53.03	OFF-RAMP 6+91.76	OFF-RAMP 8+17.19	350.00	264.16	43°14'37"	EXST.
L21	I-90 EB OFF-RAMP	OFF-RAMP 8+17.19		OFF-RAMP 10+00.00		182.81	S84° 35' 27"E	EXST.

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 35218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD11 SHT 37 OF 85

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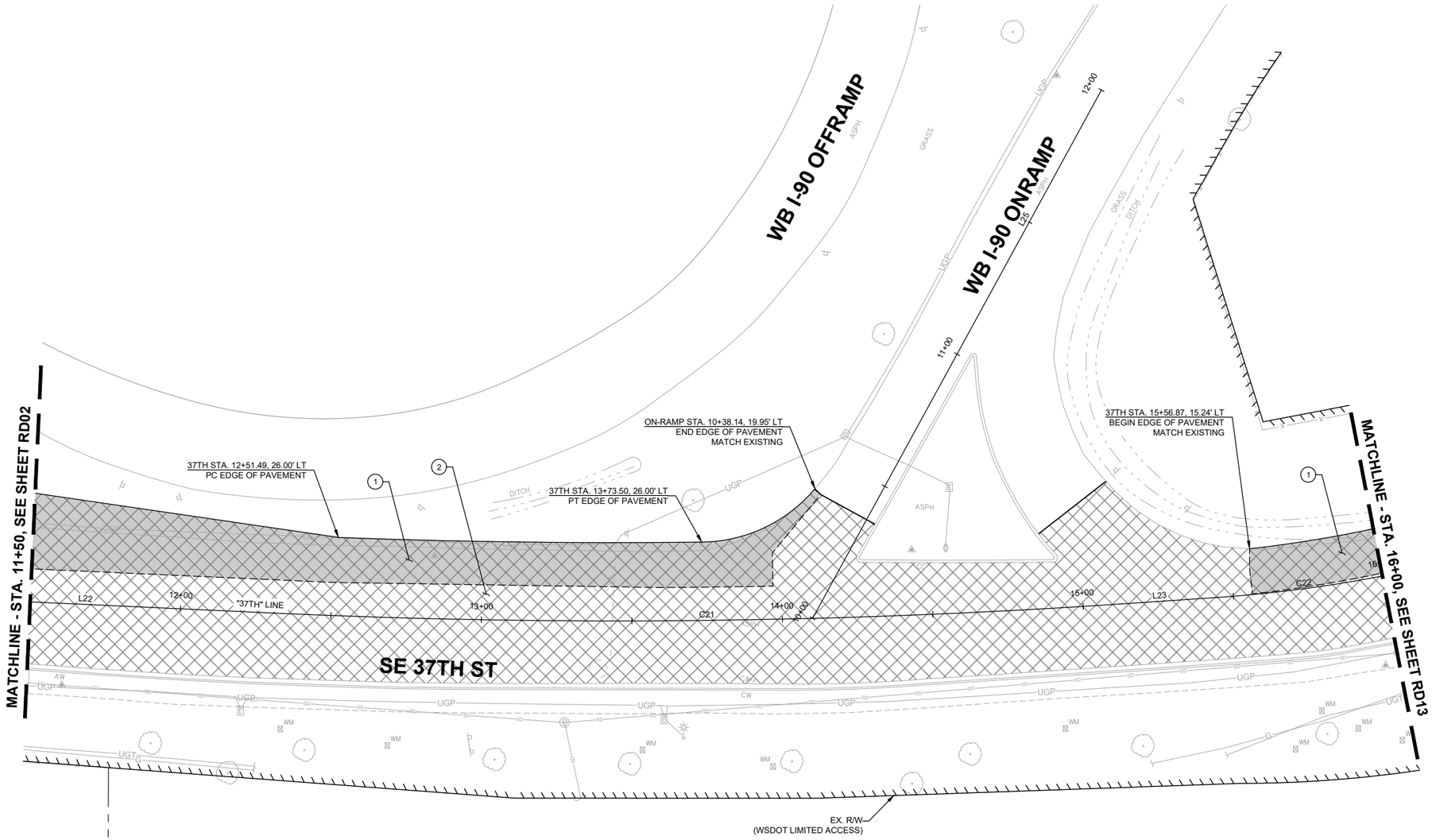
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
L22	SE 37TH ST	37TH 10+00.00		37TH 12+30.91		230.91	S87° 21' 36"E	EXST.
C21	SE 37TH ST	37TH 12+30.91	37TH 13+72.16	37TH 15+13.11	2489.00	282.19	6°29'45"	EXST.
L23	SE 37TH ST	37TH 15+13.11		37TH 15+44.82		31.71	N86° 08' 38"E	EXST.
C22	SE 37TH ST	37TH 15+44.82	37TH 16+76.63	37TH 18+01.27	450.00	256.45	32°39'08"	EXST.
L25	I-90 EB ON-RAMP	ON-RAMP 10+00.00		ON-RAMP 12+00.00		200.00	N28° 41' 18"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 13218 — REGISTERED PROFESSIONAL ENGINEER

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Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD12 SHT 38 OF 85

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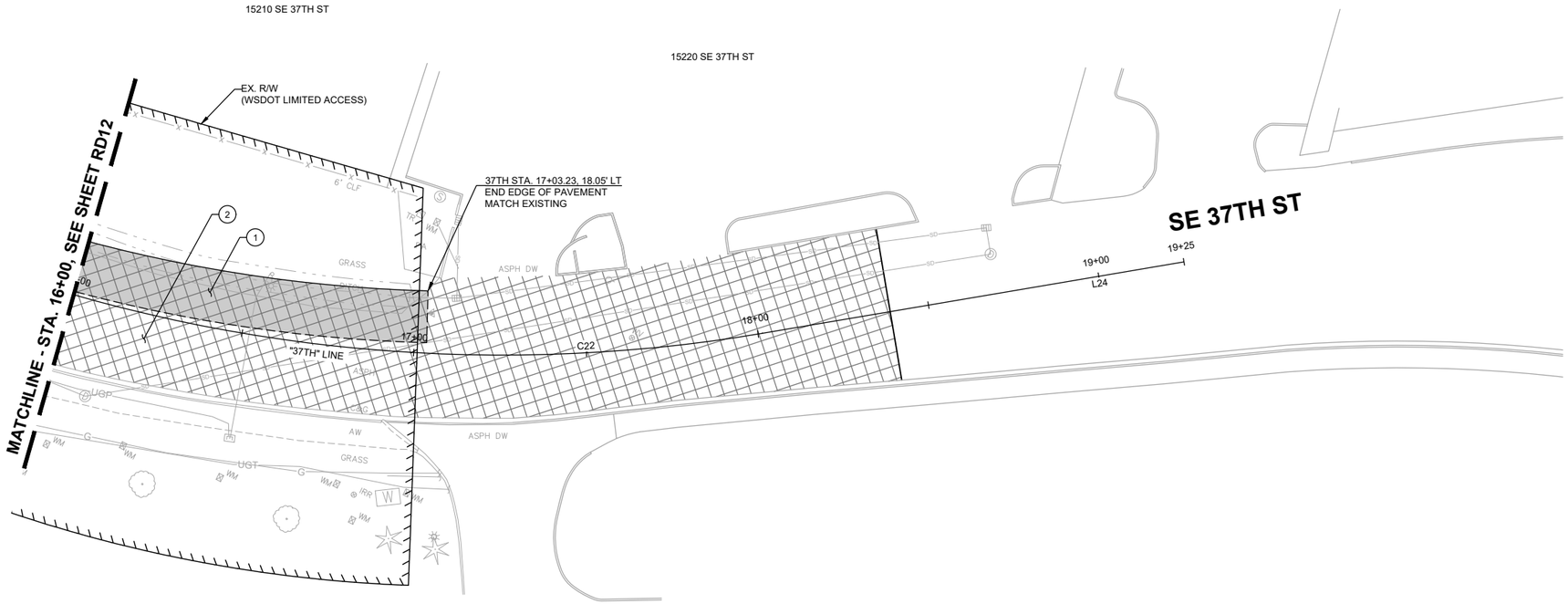
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
C22	SE 37TH ST	37TH 15+44.82	37TH 16+76.63	37TH 18+01.27	450.00	256.45	32°39'08"	EXST.
L24	SE 37TH ST	37TH 18+01.27		37TH 19+25.00		123.73	N53° 29' 31"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 19218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

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R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD13 SHT 39 OF 85

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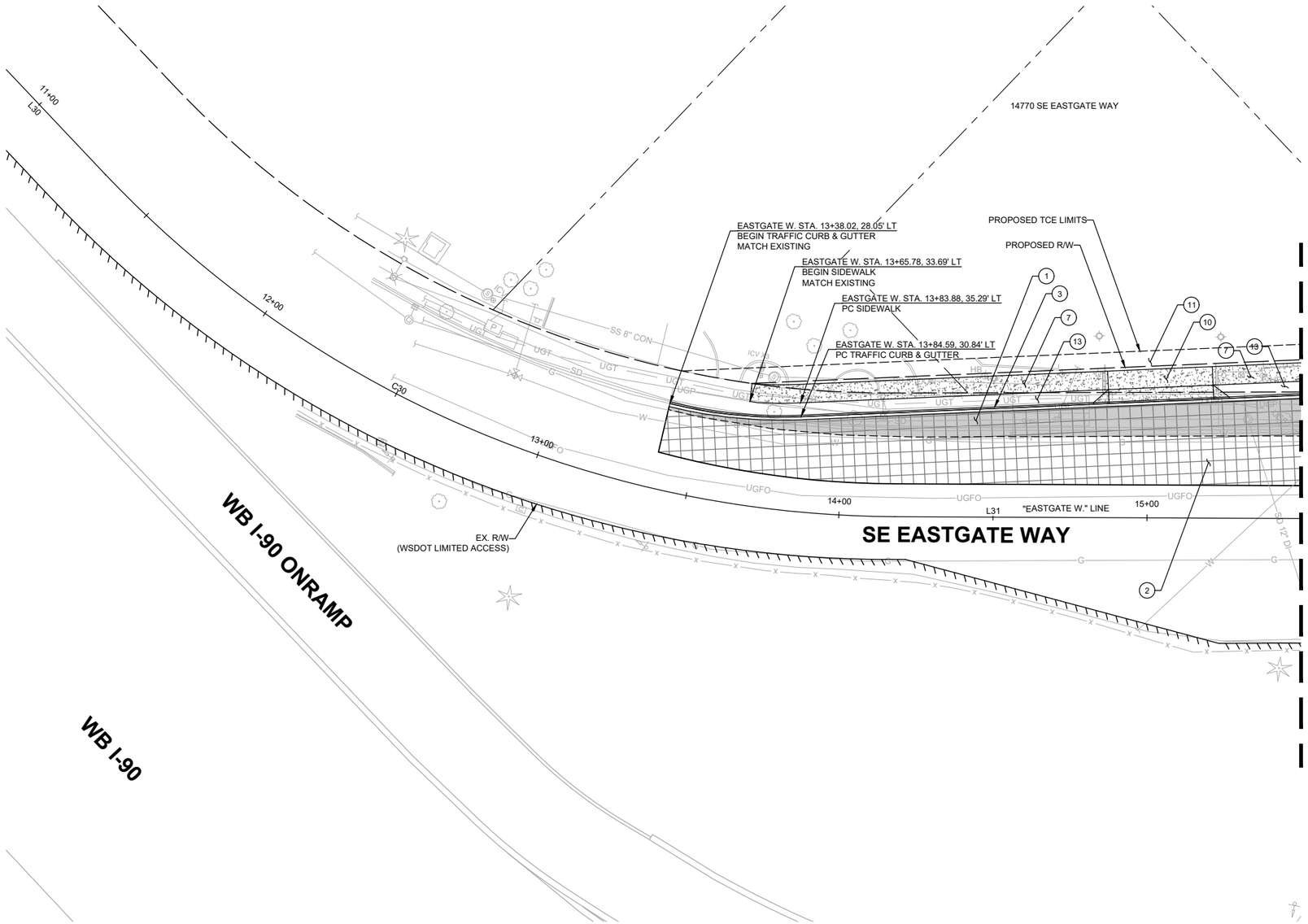
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
7. CONSTRUCT CEMENT CONCRETE SIDEWALK, 5" DEPTH, ATOP 4" COMPACTED CSBC PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND C.O.B. STD. DWG. SW-110-1.
10. CONSTRUCT CEMENT CONCRETE DRIVEWAY APPROACH (OPTION 4) PER COB STD. DWG. SW-170-1 .
11. CONSTRUCT HMA DRIVEWAY (PLAN/PROFILE TO BE PROVIDED AT 60% SUBMITTAL).
13. CONSTRUCT LANDSCAPE PLANTER STRIP PER COB STD. DWG. SW-130-1.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
L30	SE EASTGATE WAY - WEST	EASTGATE W. 10+00.00		EASTGATE W. 11+31.29		131.29	S85° 44' 37"E	EXST.
C30	SE EASTGATE WAY - WEST	EASTGATE W. 11+31.29	EASTGATE W. 12+83.12	EASTGATE W. 14+18.24	355.00	286.95	46°18'46"	EXST.
L31	SE EASTGATE WAY - WEST	EASTGATE W. 14+18.24		EASTGATE W. 17+07.01		288.77	N47° 56' 37"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 33218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

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R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD14 | SHT 40 OF 85

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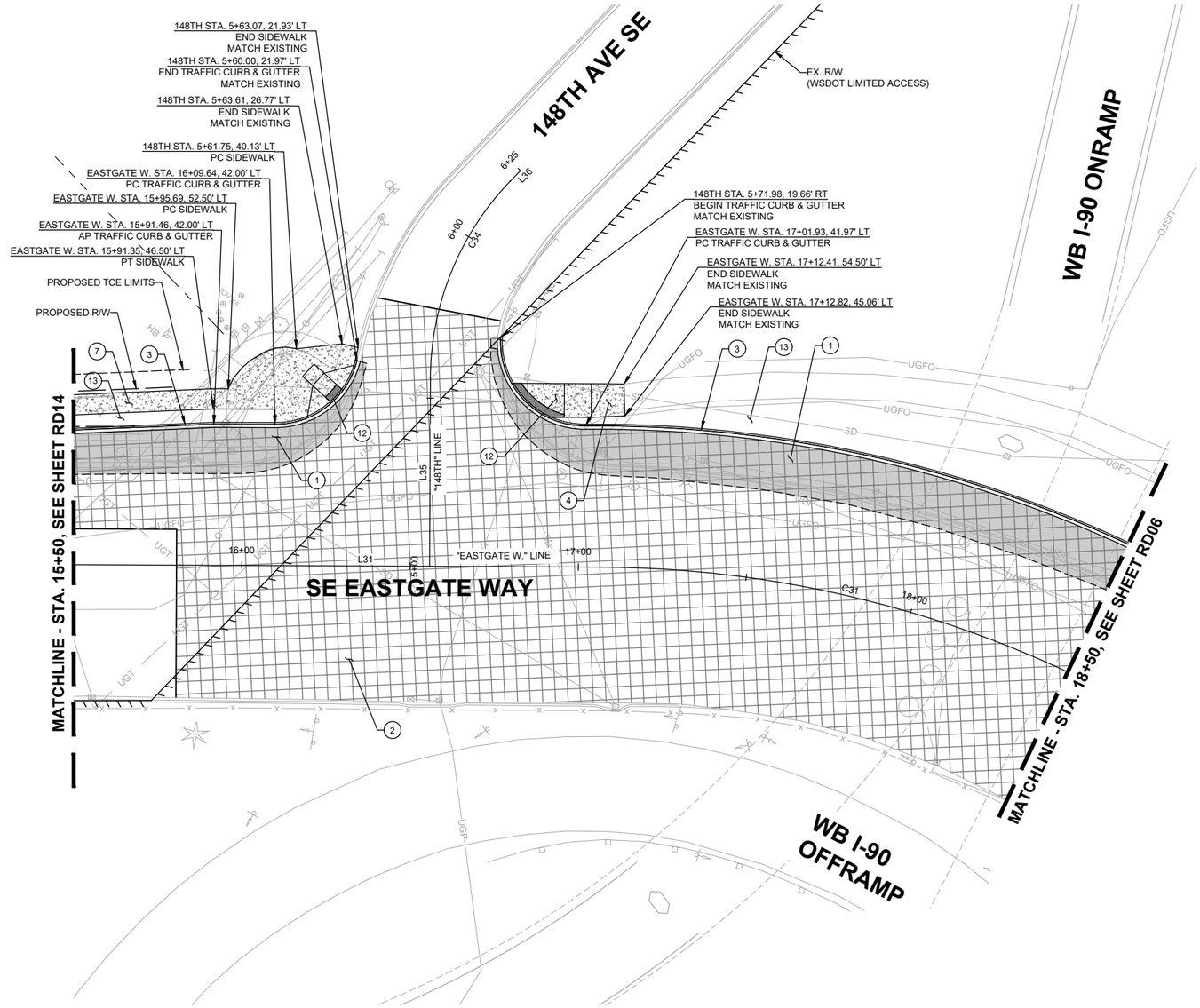
SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES:

1. CONSTRUCT 10" HMA CL. 1/2 IN. PG 58H-22 PER TYICAL ROADWAY SECTIONS ON SHEETS XS01-XS06 .
2. 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).
3. CEMENT CONCRETE TRAFFIC CURB AND GUTTER PER WSDOT STD. PLAN F-10.12-04.
4. CEMENT CONCRETE TRAFFIC CURB PER WSDOT STD. PLAN F-10.12-04.
7. CONSTRUCT CEMENT CONCRETE SIDEWALK, 5" DEPTH, ATOP 4" COMPACTED CSBC PER ROADWAY SECTIONS ON SHEETS XS01-XS06 AND C.O.B. STD. DWG. SW-110-1.
12. CONSTRUCT CURB RAMP PER CURB RAMP DETAILS (TO BE PROVIDED AT 60% SUBMITTAL). CURB RAMP TYPE IDENTIFIED IN DETAILS.
13. CONSTRUCT LANDSCAPE PLANTER STRIP PER COB STD. DWG. SW-130-1.

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

ALIGNMENT DATA

SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
L31	SE EASTGATE WAY - WEST	EASTGATE W. 14+18.24		EASTGATE W. 17+07.01		288.77	N47° 56' 37"E	EXST.
C31	SE EASTGATE WAY - WEST	EASTGATE W. 17+07.01	EASTGATE W. 18+11.96	EASTGATE W. 19+10.23	330.00	203.22	35°17'02"	EXST.
L35	148TH AVE SE	148TH 5+00.00		148TH 5+55.97		55.97	N42° 03' 23"W	EXST.
C34	148TH AVE SE	148TH 5+55.97	148TH 5+89.95	148TH 6+20.63	85.00	64.66	43°35'03"	EXST.
L36	148TH AVE SE	148TH 6+20.63		148TH 6+25.00		4.37	N1° 31' 40"E	EXST.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD15 SHT 41 OF 85

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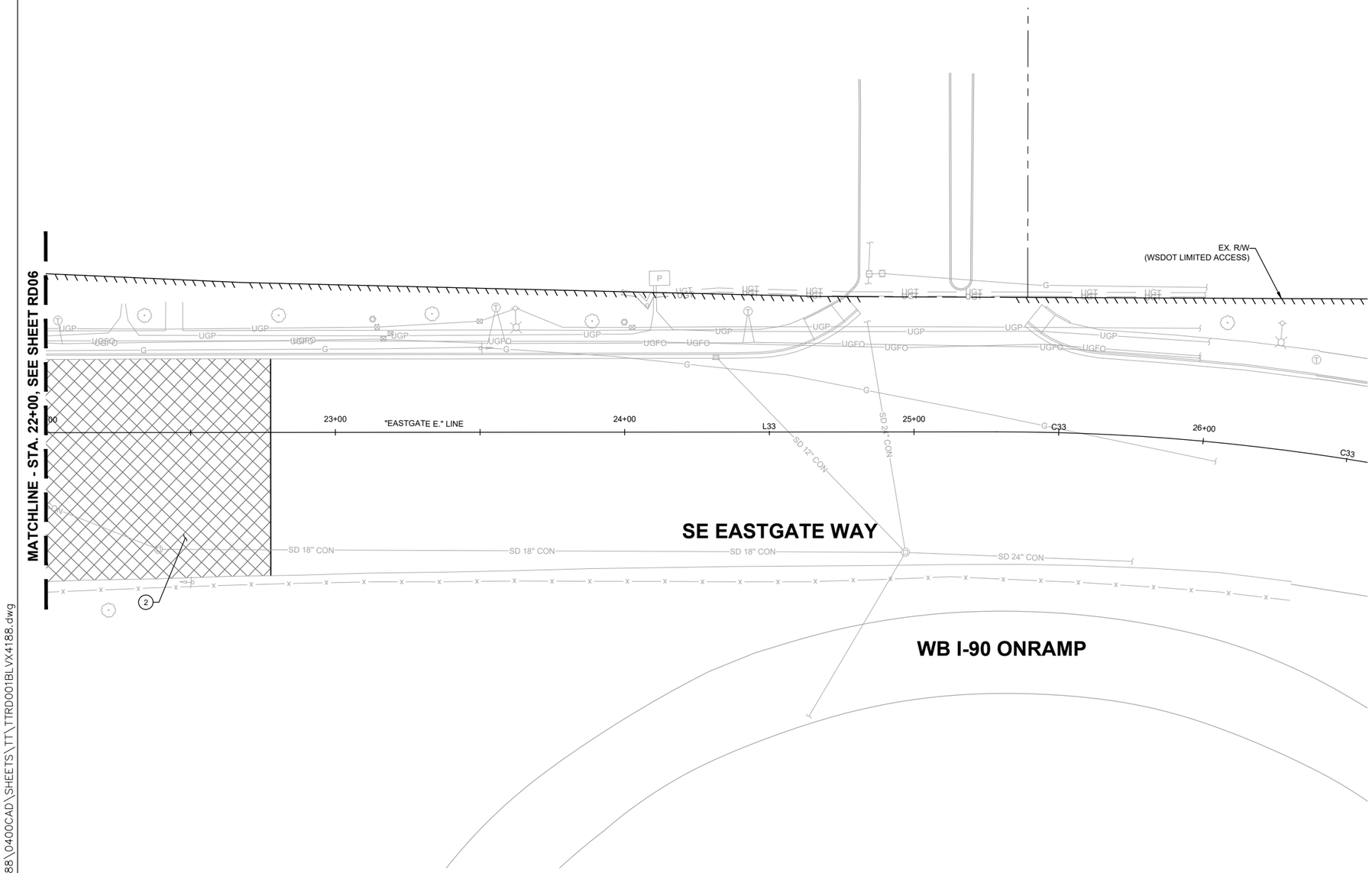

CONSTRUCTION NOTES:

(2) 2" GRIND AND 2" PAVEMENT OVERLAY (HMA CL. 1/2 IN. PG 58H-22).

GENERAL NOTES:

1. SEE SHEETS XS01-XS06 FOR TYPICAL ROADWAY SECTIONS.
2. SEE SHEETS SD01-SD16 FOR STORM PLANS AND UTILITY POTHOLE INFORMATION.
3. SEE SHEETS CH01-CH16 FOR CHANNELIZATION PLANS.
4. SEE SHEETS SG01-SG02 FOR TRAFFIC SIGNAL PLANS.

LEGEND:

- CUT — CUT LINE
- FILL — FILL LINE
- CURB
- FULL DEPTH HMA
- ASPHALT TRAFFIC ISLAND
- PAVEMENT GRINDING AND OVERLAY
- CONCRETE SIDEWALK

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

ALIGNMENT DATA								
SEGMENT	ALIGNMENT	BEGIN/PC STATION	PI STATION	END/PT STATION	RADIUS (FT)	LENGTH (FT)	DIRECTION/DELTA	SUPERELEVATION
L33	SE EASTGATE WAY - EAST	EASTGATE E. 20+98.92		EASTGATE E. 25+28.60		429.68	S88° 37' 37"E	EXST.
C33	SE EASTGATE WAY - EAST	EASTGATE E. 25+28.60	EASTGATE E. 26+64.99	EASTGATE E. 27+98.62	775.00	270.02	19°57'45"	EXST.
L34	SE EASTGATE WAY - EAST	EASTGATE E. 27+98.62		EASTGATE E. 28+50.00		51.38	S68° 39' 51"E	EXST.

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ROADWAY PLAN

RD16 SHT 42 OF 85

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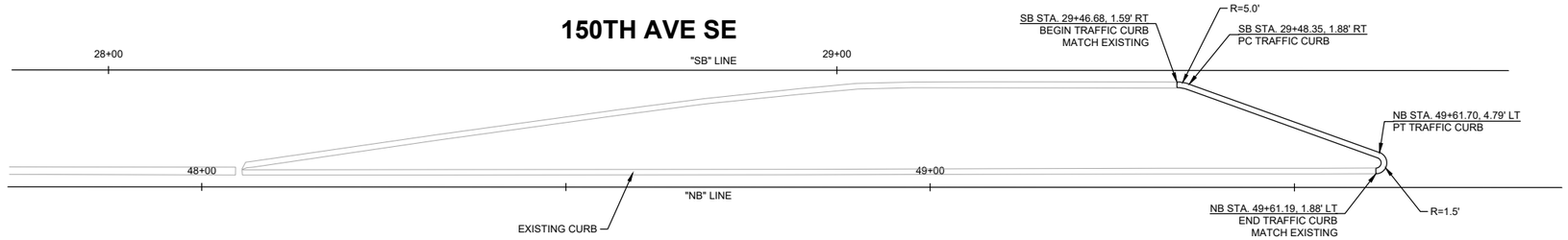
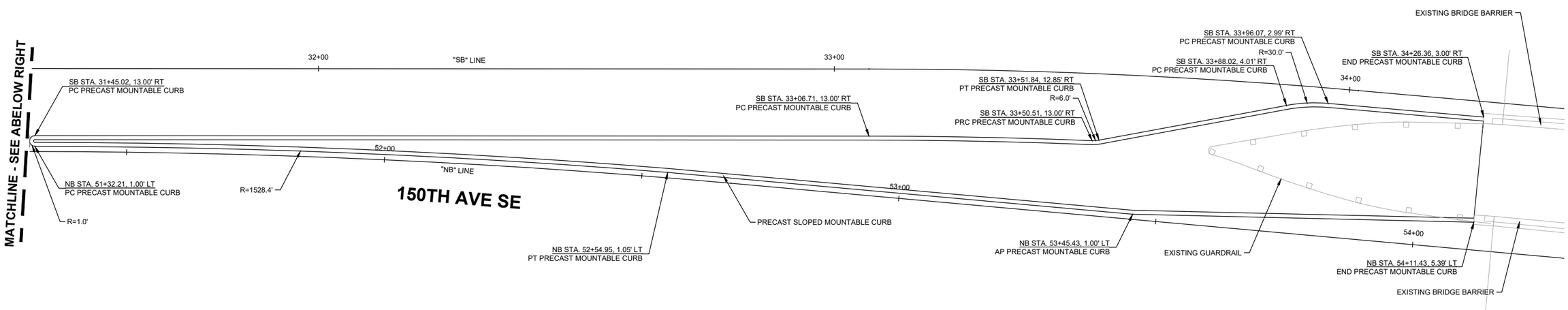
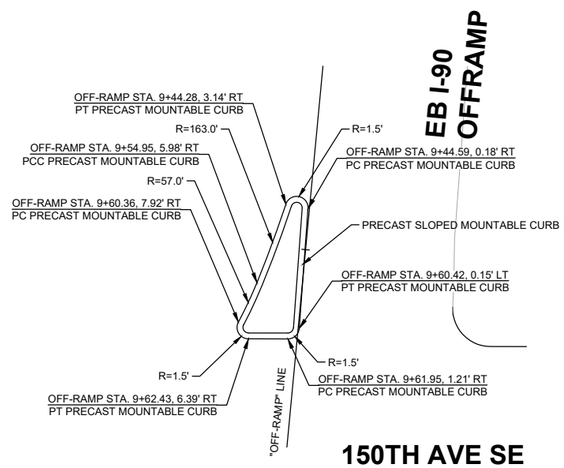
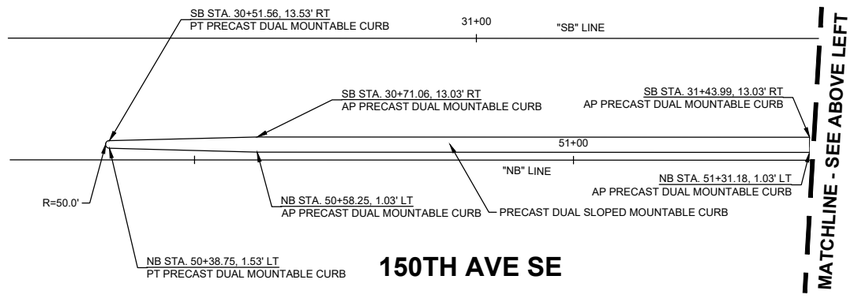
SEC.10 & 11, T.24N. R.5E. W.M.









30% SUBMITTAL

SCALE IN FEET
10 0 5 10 20

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
19218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TRAFFIC ISLAND DETAILS

DT01 SHT 43 OF 85

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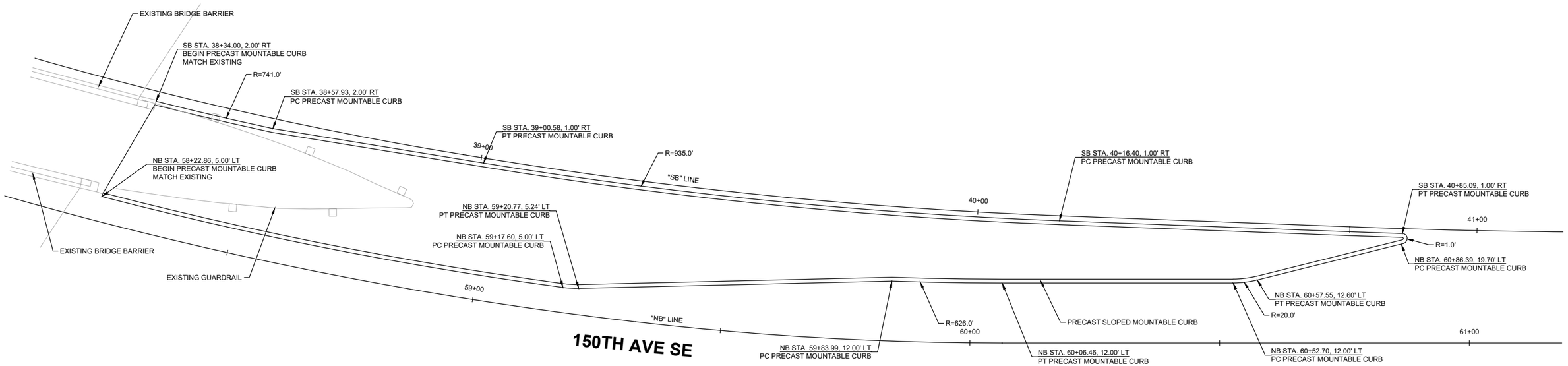
SEC.10 & 11, T.24N. R.5E. W.M.



SCALE IN FEET
10 0 5 10 20

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
23218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TRAFFIC ISLAND DETAILS

DT02 SHT 44 OF 85

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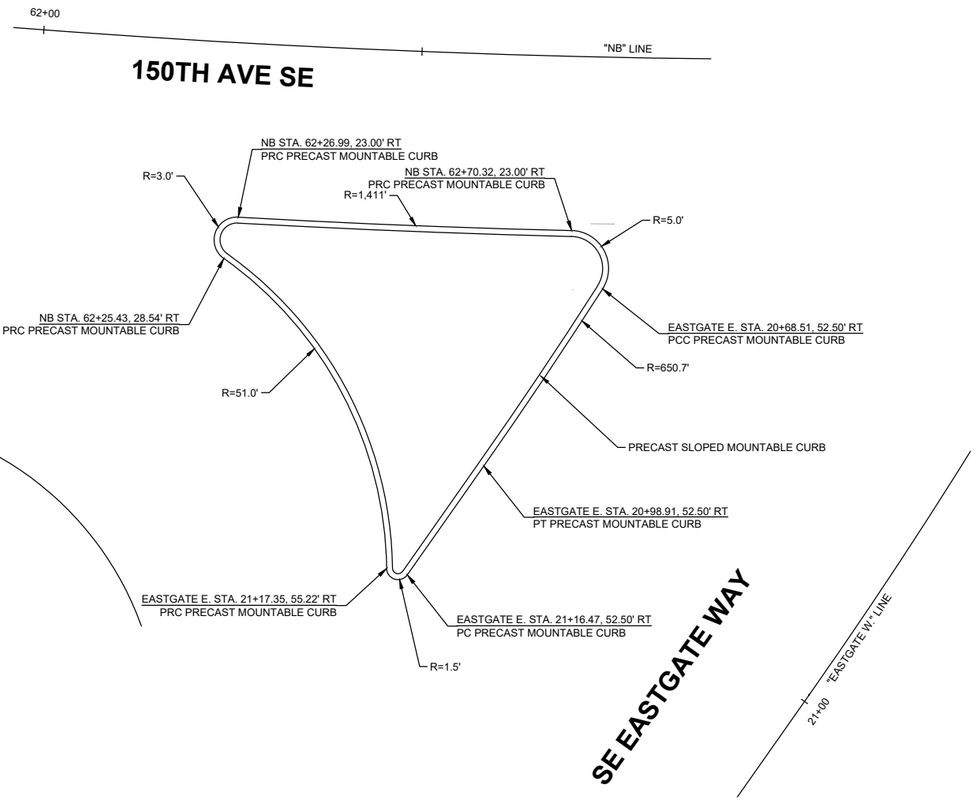
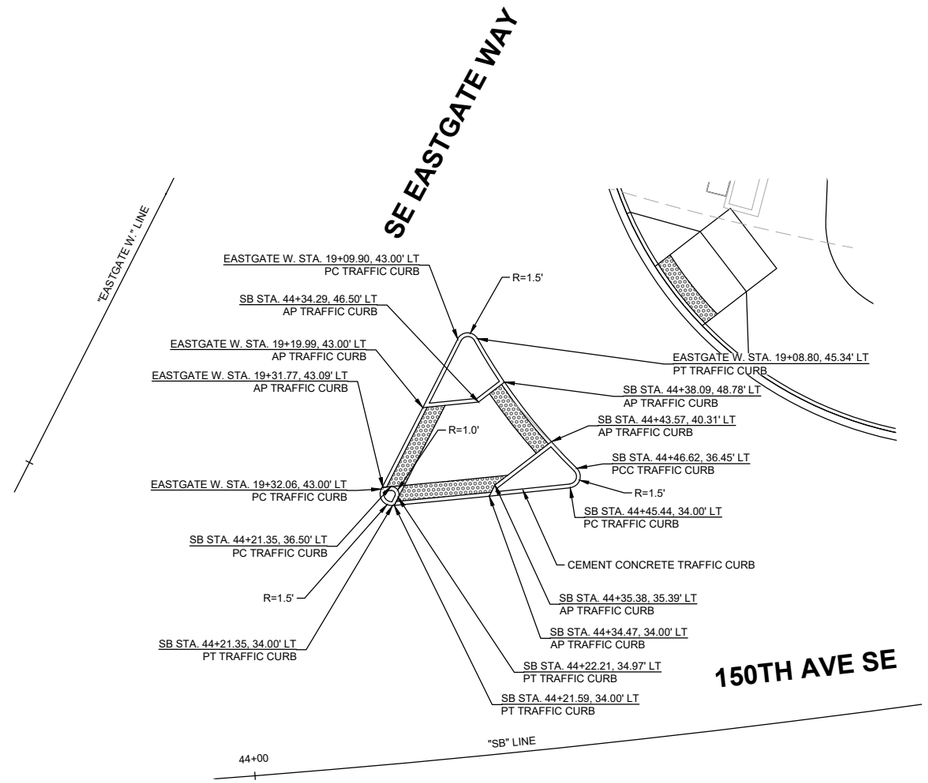
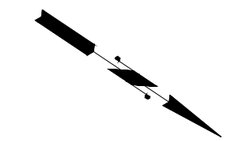




30% SUBMITTAL

PRELIMINARY



DAVID EVANS AND ASSOCIATES INC.
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NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER	DESIGNED BY	11/02/2022 DATE
O. AHRENSFELD	DRAWN BY	11/02/2022 DATE
S. SOISETH	CHECKED BY	11/02/2022 DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TRAFFIC ISLAND DETAILS

DT03

SHT 45 OF 85

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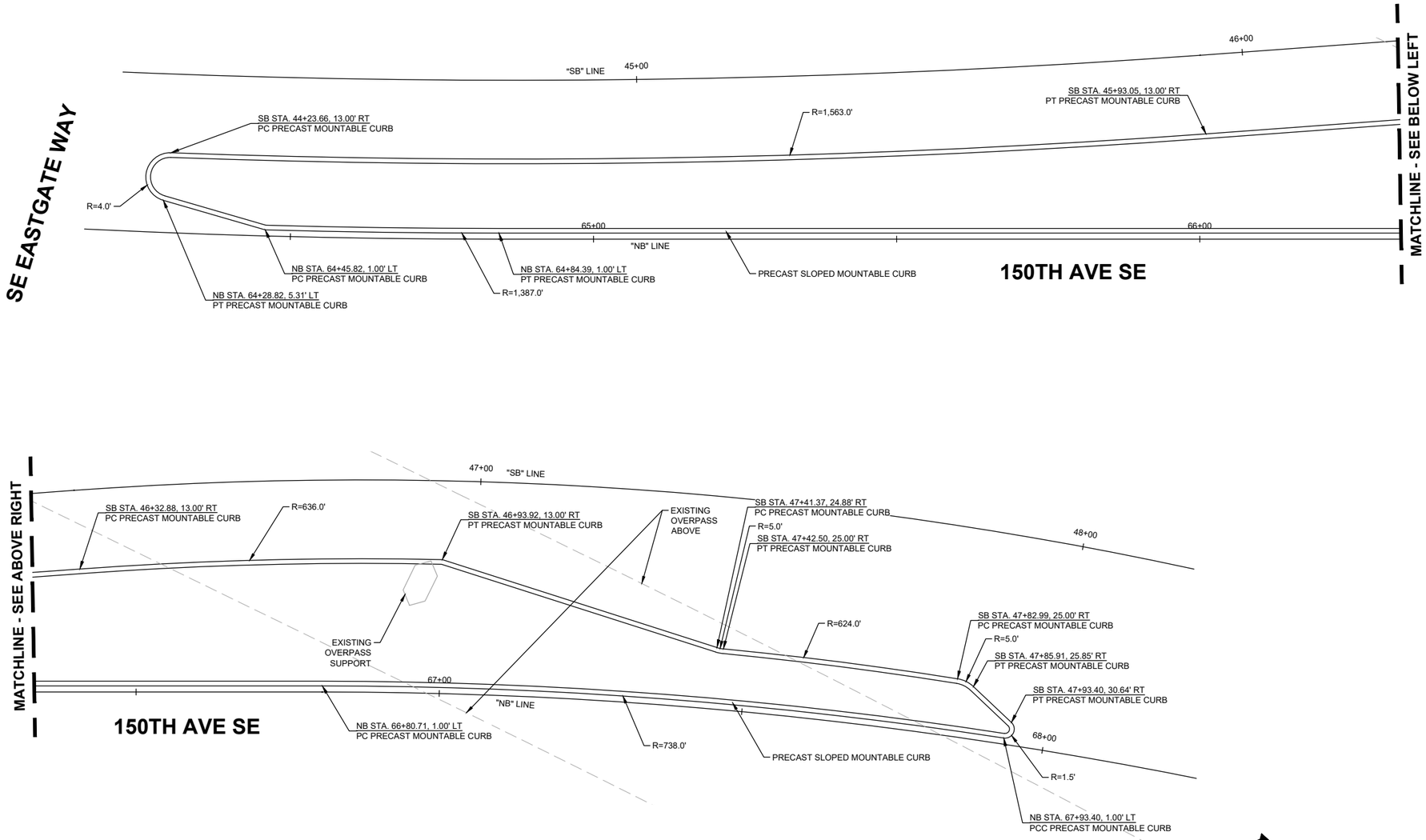
SEC.10 & 11, T.24N. R.5E. W.M.



30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
19218
REGISTERED
PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
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NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER	11/02/2022
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CHECKED BY	DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TRAFFIC ISLAND DETAILS

DT04 | SHT 46 OF 85

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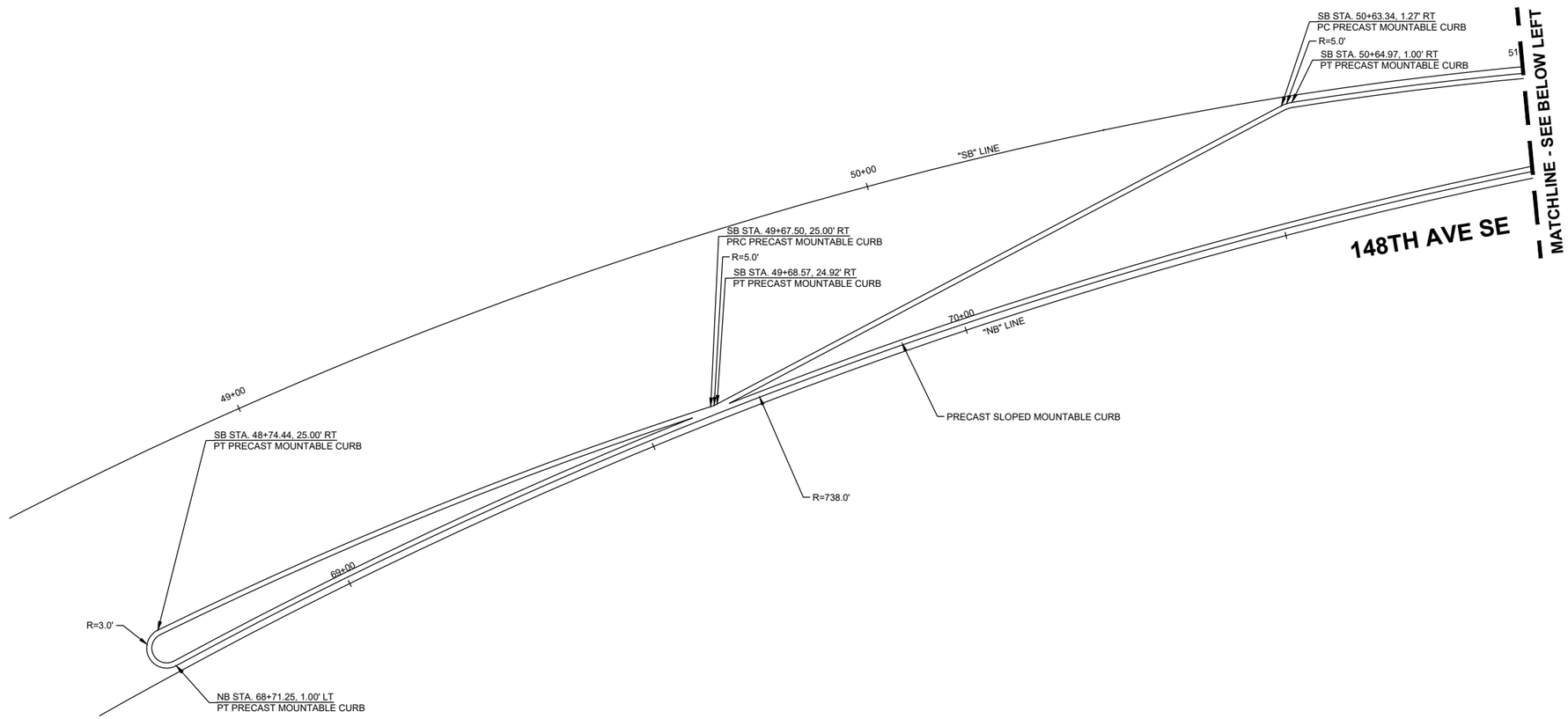
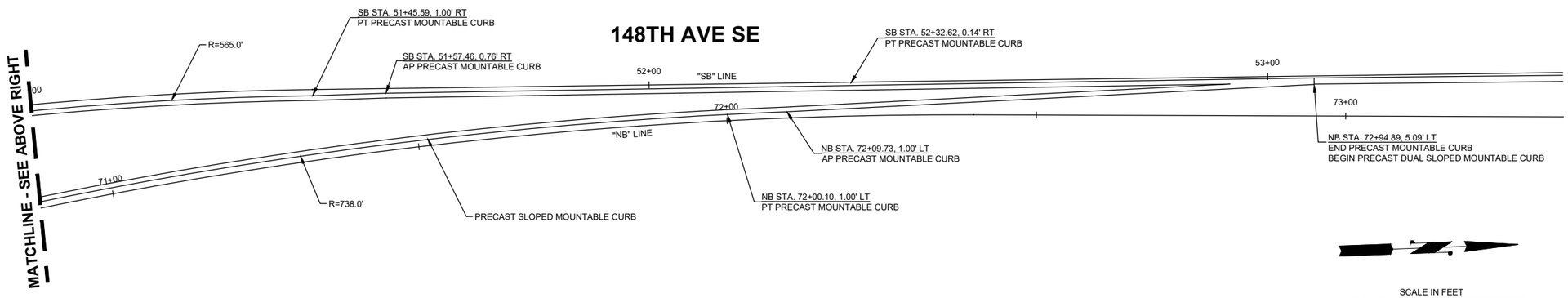
SEC.10 & 11, T.24N. R.5E. W.M.





30% SUBMITTAL

PRELIMINARY

SCALE IN FEET
10 0 5 10 20

SCOTT B. SOISETH
STATE OF WASHINGTON
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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

TRAFFIC ISLAND DETAILS

DT05 SHT 47 OF 85

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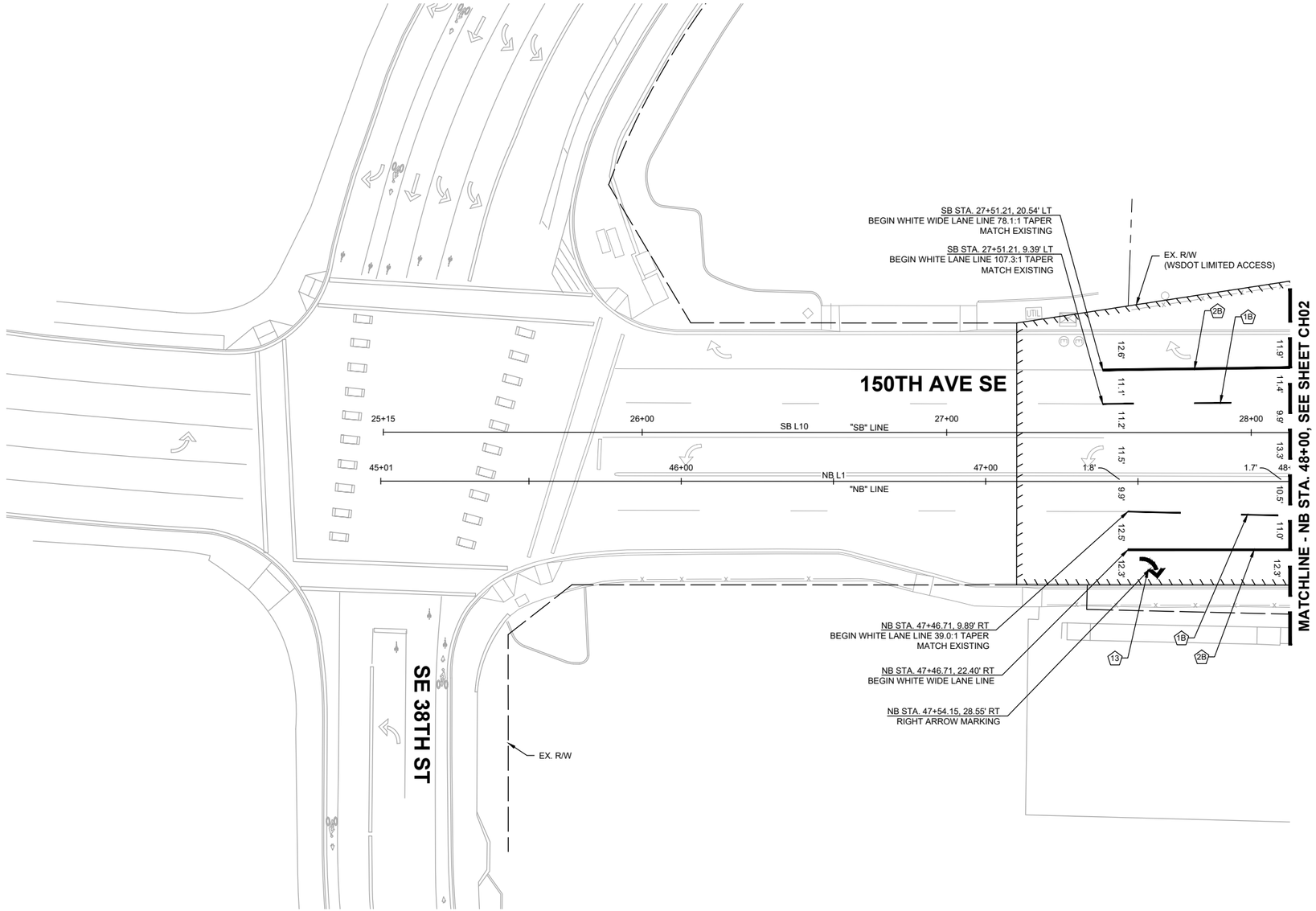
SEC.10 & 11, T.24N. R.5E. W.M.

CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.



GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 21618 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH01 SHT 48 OF 85

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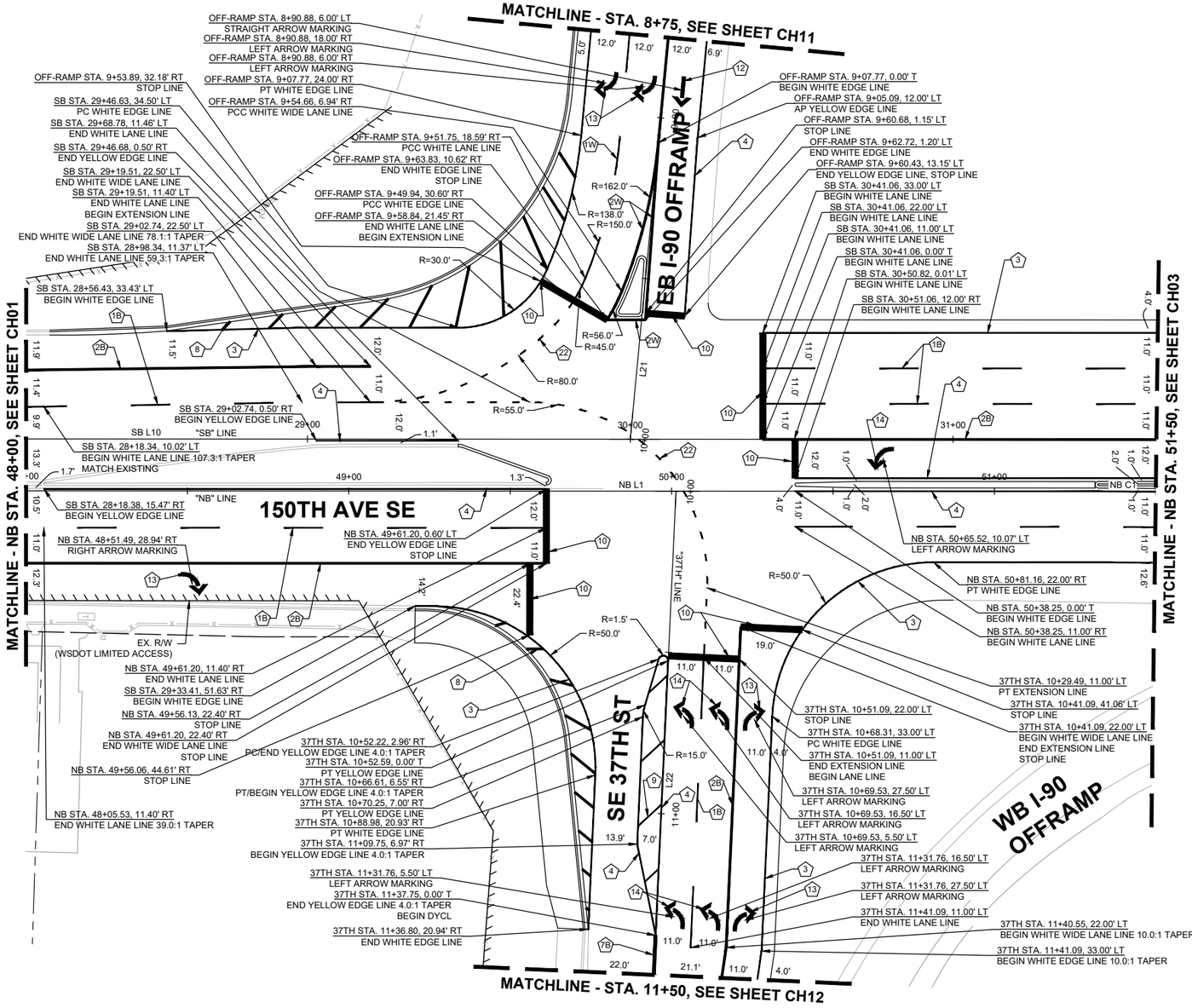

CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
8. WHITE CROSS HATCH MARKING PER WSDOT STD. PLAN M-24.60-04.
9. YELLOW CROSS HATCH MARKING PER WSDOT STD. PLAN M-24.60-04.
10. STOP LINE PER WSDOT STD. PLAN M-24.60-04.
12. DETAIL D - STRAIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
22. DASHED LINE (THROUGH INTERSECTION) PER C.O.B. STD. DWG CH-110-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 19218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH02 SHT 49 OF 85

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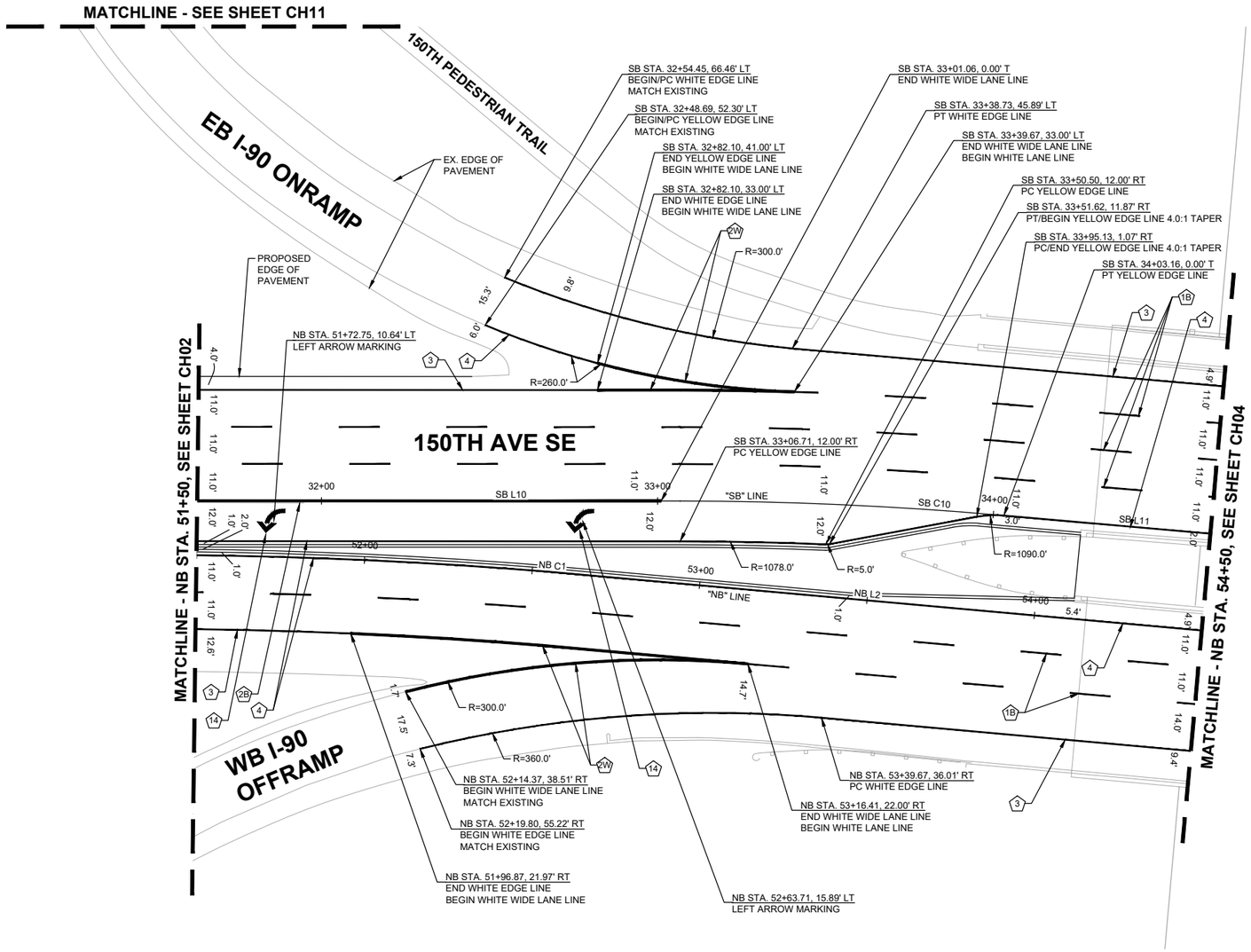
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
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30% SUBMITTAL

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH03 SHT 50 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

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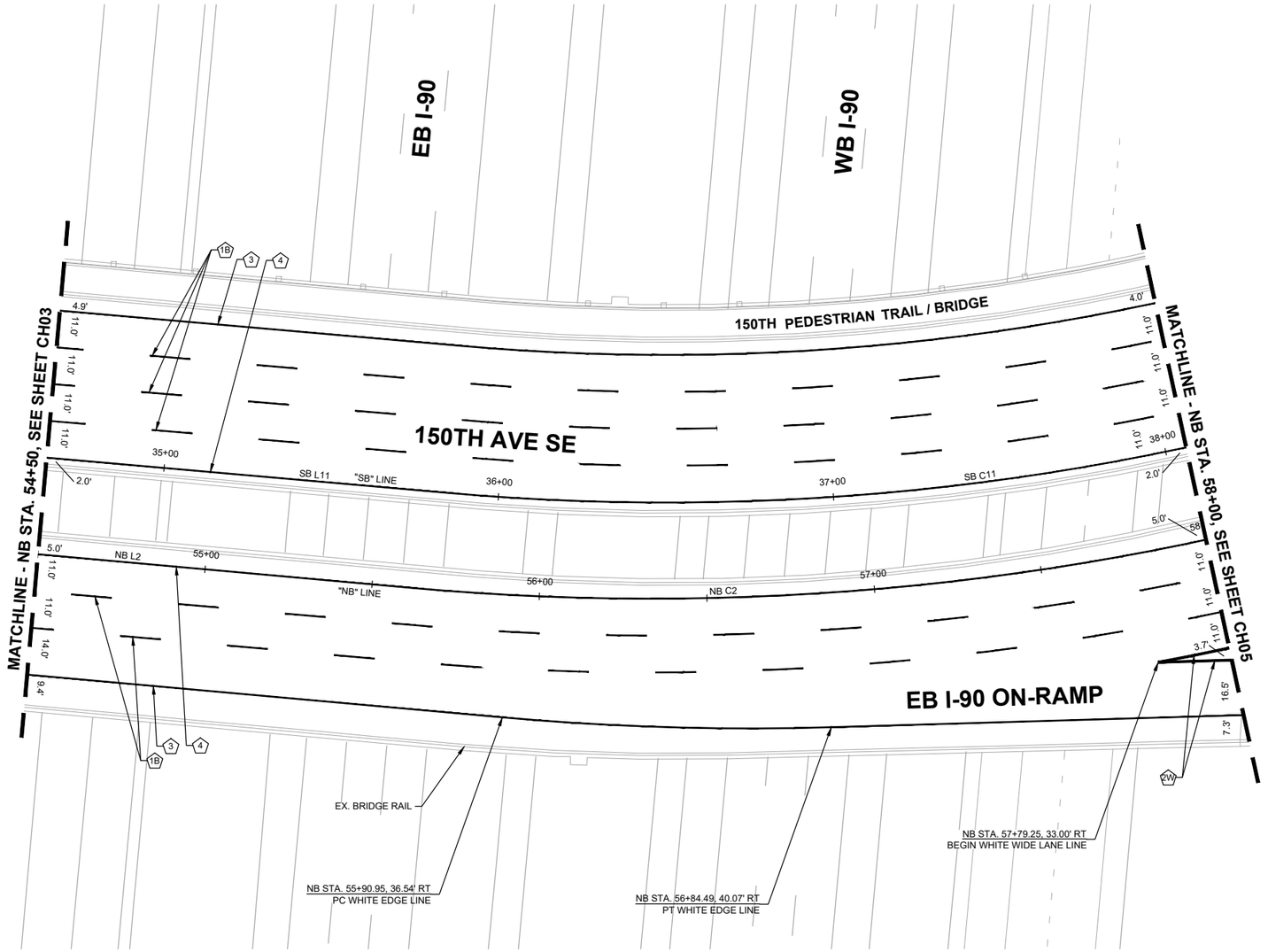
3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.



GENERAL NOTES:

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2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 33218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH04 SHT 51 OF 85

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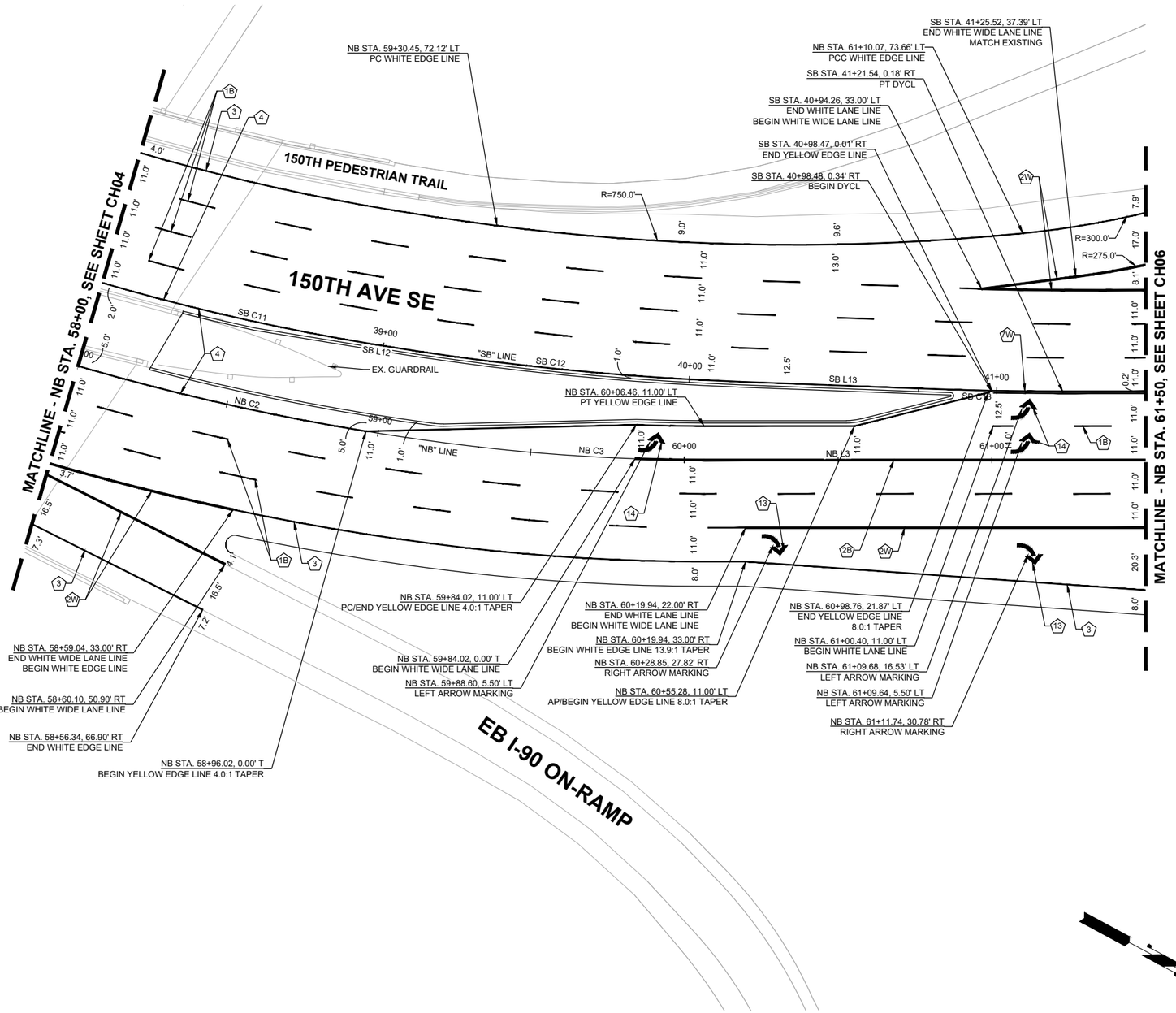
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

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3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
7. YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

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30% SUBMITTAL

PRELIMINARY
SCOTT B. SOISETH
STATE OF WASHINGTON
21618
REGISTERED
PROFESSIONAL ENGINEER

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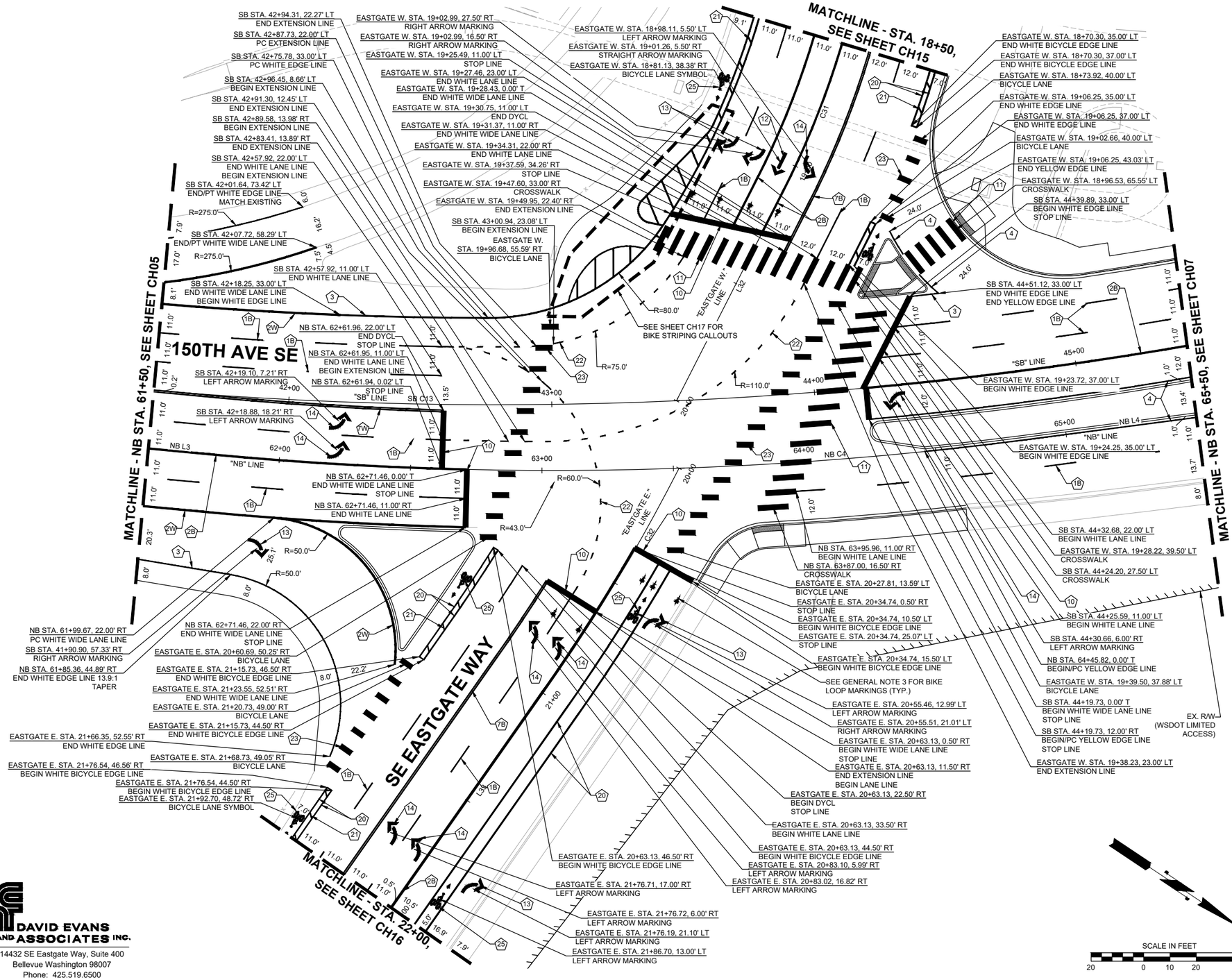
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH05 SHT 52 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

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3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
7. YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
10. STOP LINE PER WSDOT STD. PLAN M-24.60-04.
11. CROSSWALK PER WSDOT STD. PLAN M-15.10-01.
12. DETAIL D - STRAIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
20. WHITE 6" BUFFERED BICYCLE LANE EDGE LINE PER C.O.B. STD. DWG CH-240-1.
21. WHITE 6" PLASTIC GORE STRIPE PER C.O.B. STD. DWG CH-240-1.
22. DASHED LINE (THROUGH INTERSECTION) PER C.O.B. STD. DWG CH-110-1.
23. BICYCLE LANE MARKING (THROUGH INTERSECTION) PER C.O.B. STD. DWG CH-110-1.
25. BICYCLE LANE SYMBOL PER WSDOT STD. PLAN M-09.50-02.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 19218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
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Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

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DESIGNED BY	DATE
O. AHRENSFELD	11/02/2022
DRAWN BY	DATE
S. SOISETH	11/02/2022
CHECKED BY	DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH06 SHT 53 OF 85

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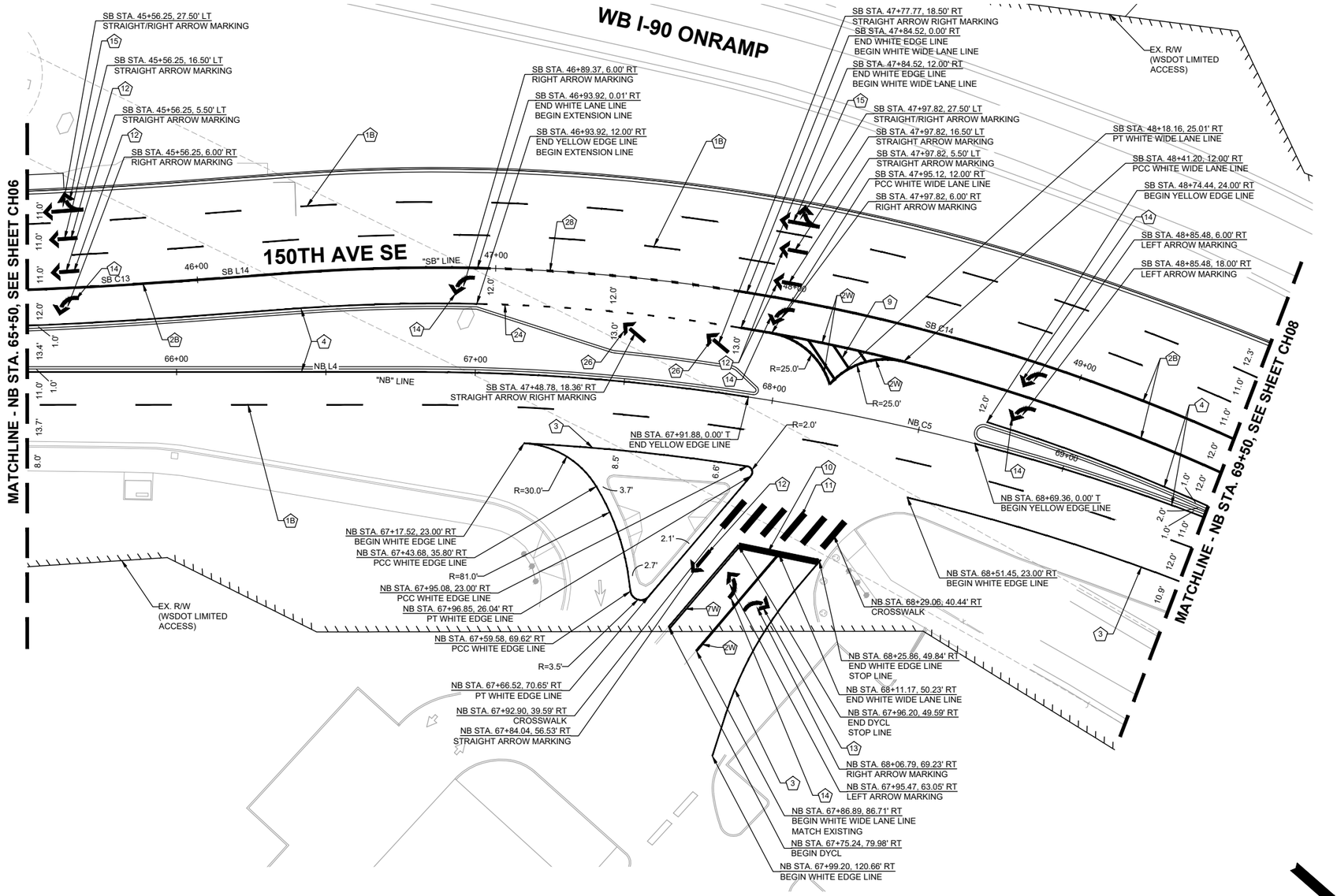
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
7. YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
9. YELLOW CROSS HATCH MARKING PER WSDOT STD. PLAN M-24.60-04.
10. STOP LINE PER WSDOT STD. PLAN M-24.60-04.
11. CROSSWALK PER WSDOT STD. PLAN M-15.10-01.
12. DETAIL D - STRAIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
15. DETAIL E (MIRRORED) STRAIGHT/RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
24. DASHED LINE (DROP LANE) PER C.O.B. STD. DWG CH-110-1.
26. DETAIL D - STRAIGHT ARROW MARKING ROTATED 30 DEGREE RIGHT PER C.O.B. STD. DWG C-170-1.
28. DASHED LINE RPM'S (DROP LANE) PER C.O.B. STD. DWG CH-110-1.

GENERAL NOTES:

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SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 33218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH07 SHT 54 OF 85

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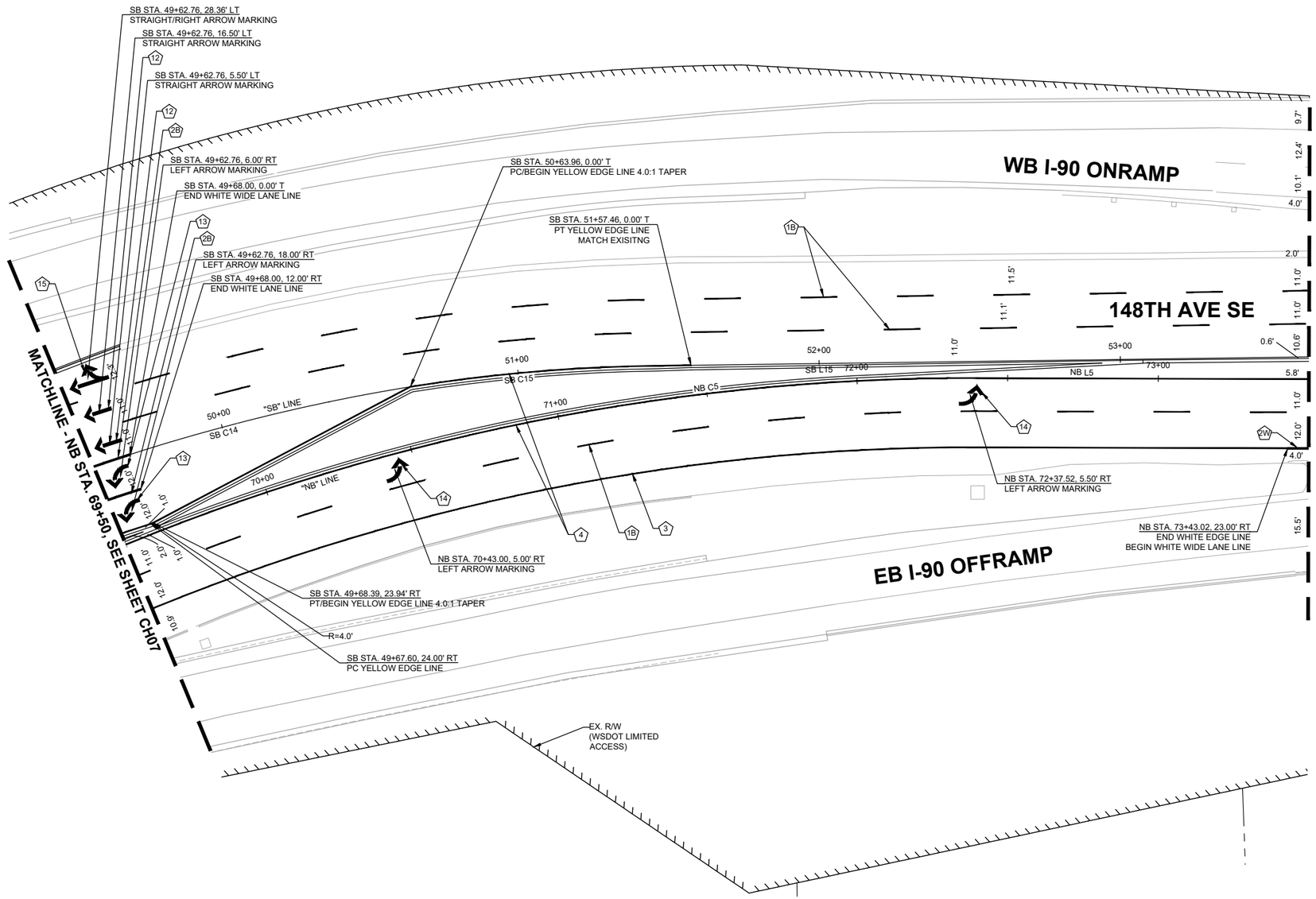
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

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14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
15. DETAIL E (MIRRORED) STRAIGHT/RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.

GENERAL NOTES:

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH08 SHT 55 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

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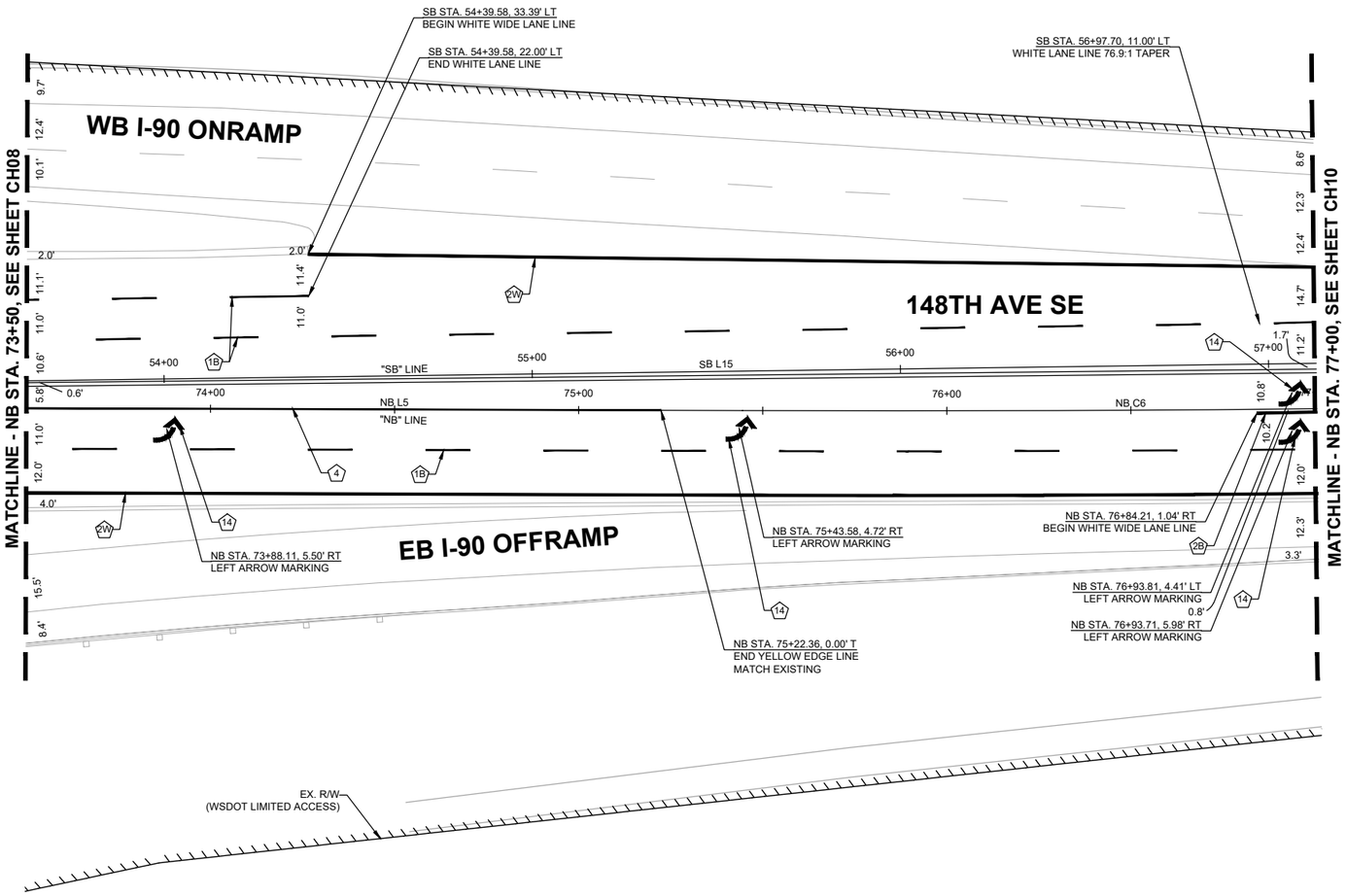
(2) WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.

(4) YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.

(14) DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.



GENERAL NOTES:

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH09 SHT 56 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

CHANNELIZATION NOTES:

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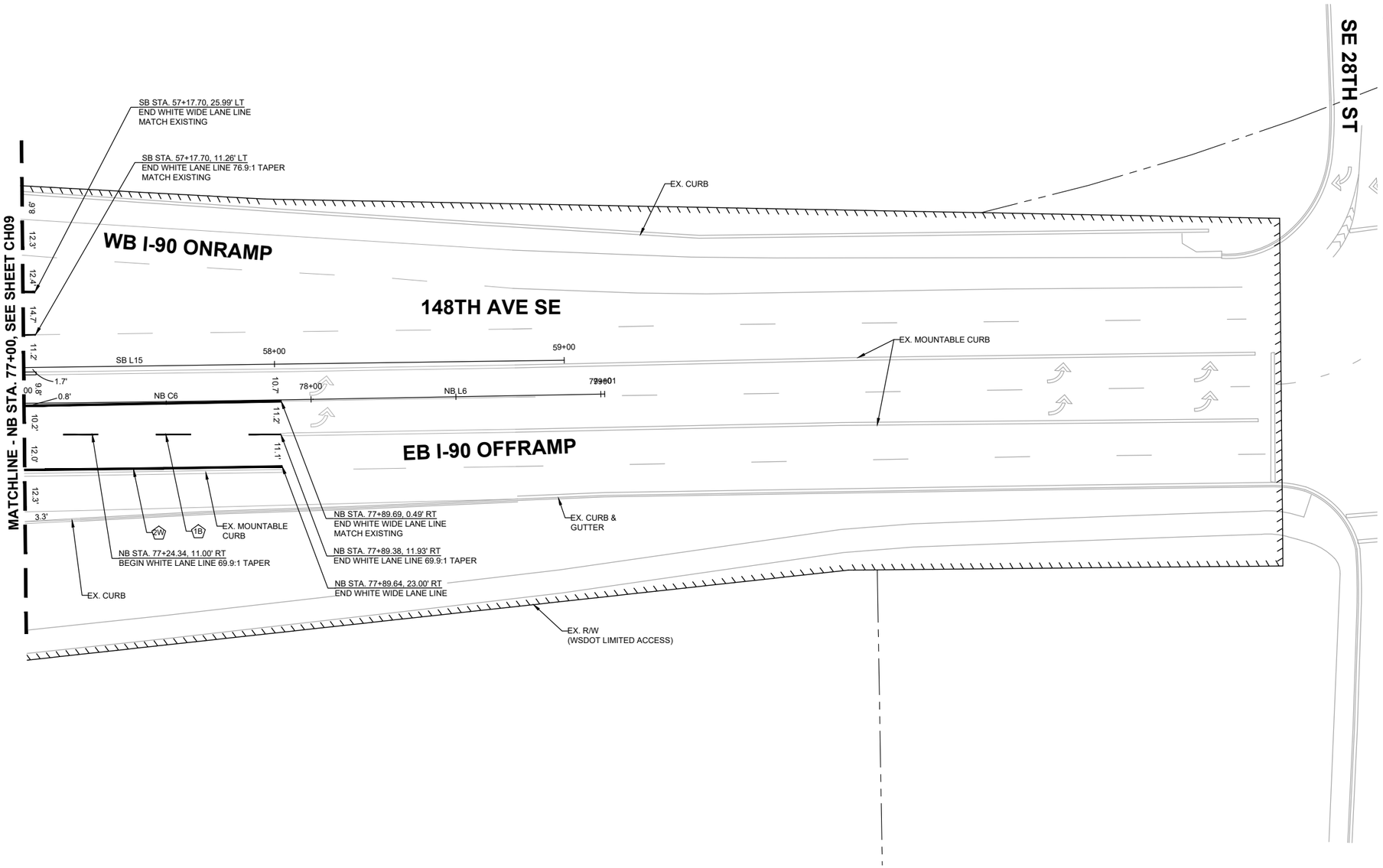

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SCOTT B. SOISETH — STATE OF WASHINGTON — 33218 — REGISTERED PROFESSIONAL ENGINEER

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH10 — SHT 57 OF 85

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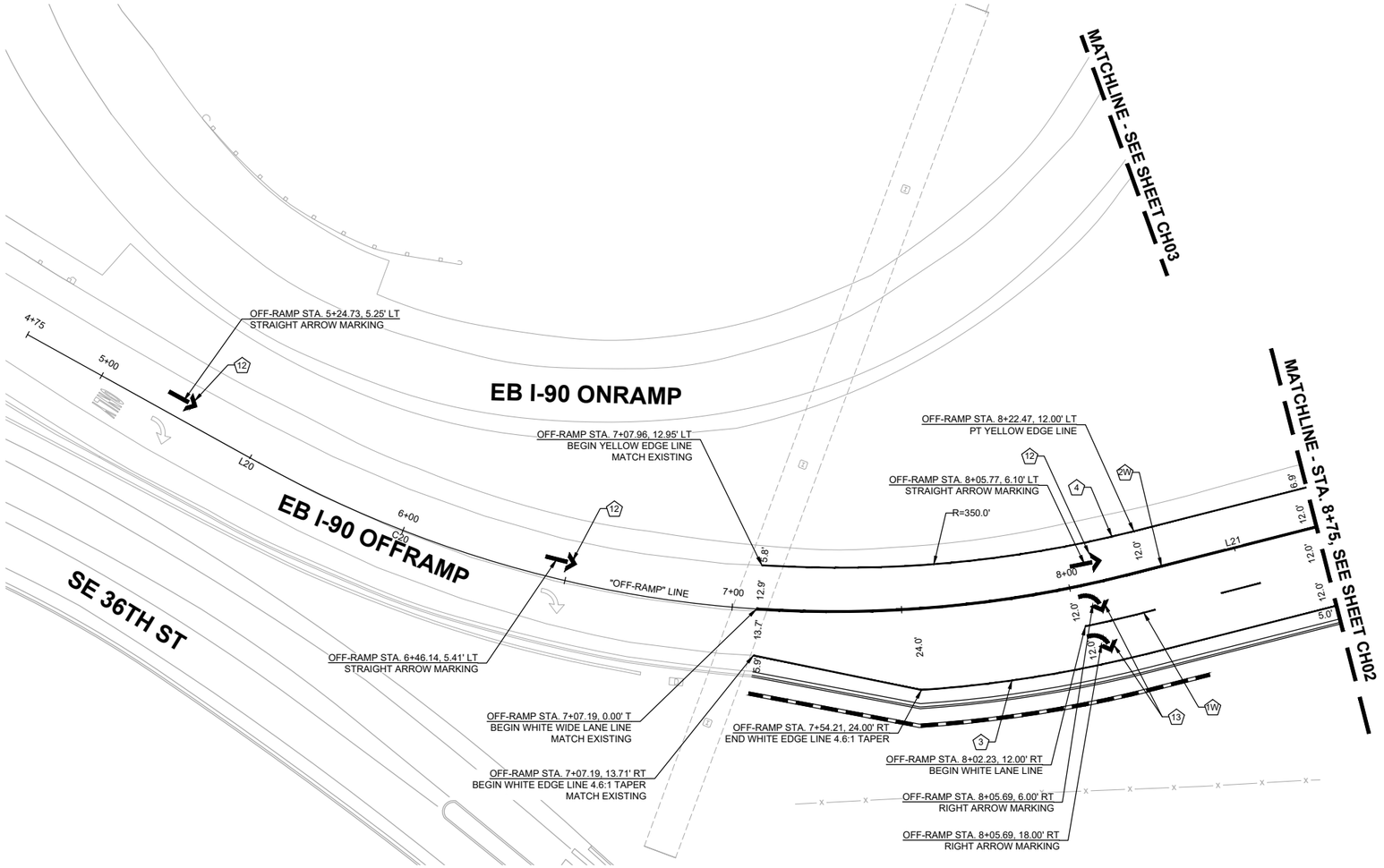
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

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13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.

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PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 23218 — REGISTERED PROFESSIONAL ENGINEER

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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH11 SHT 58 OF 85

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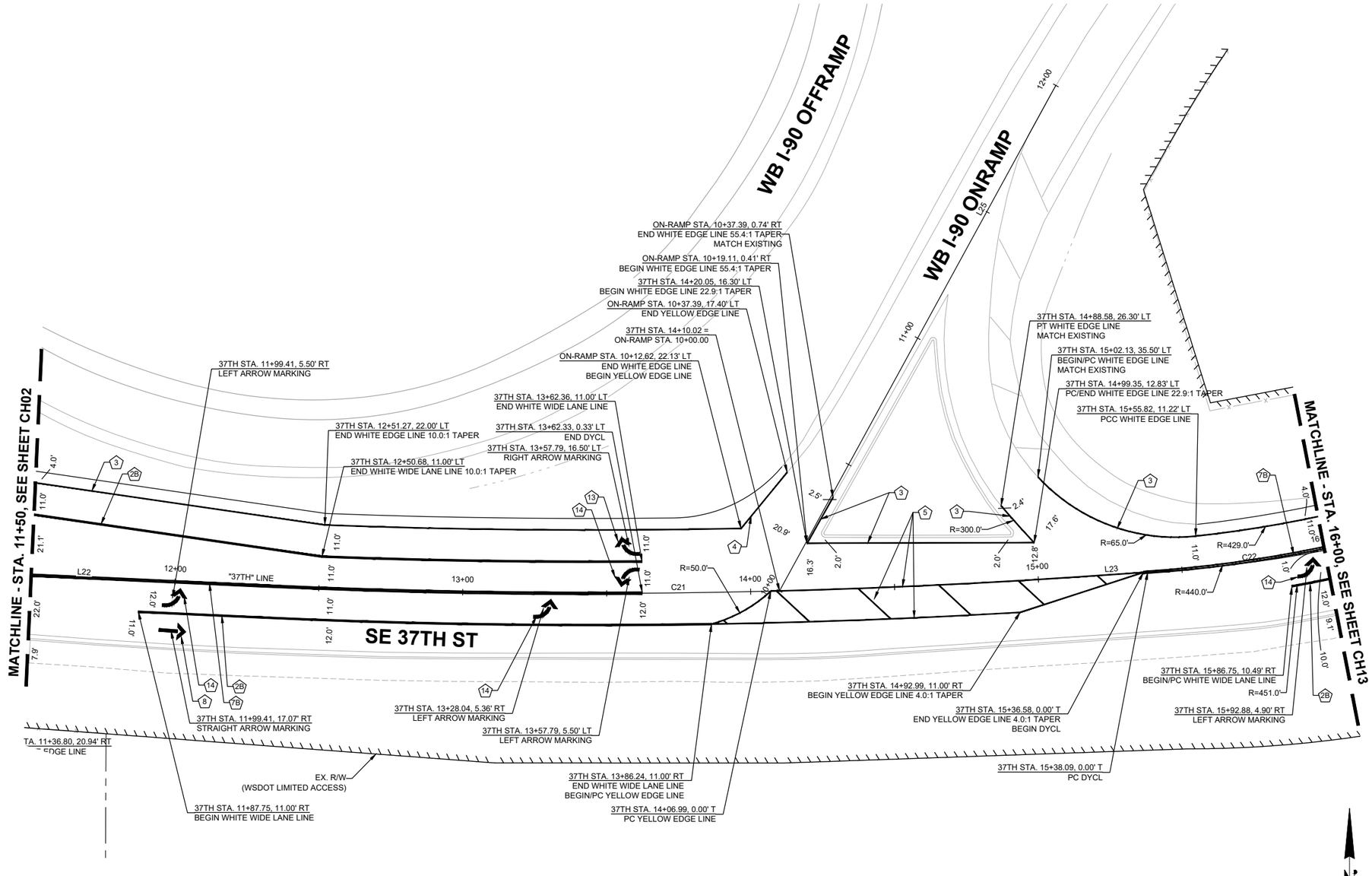

CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
3. WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
4. YELLOW EDGE LINE PER WSDOT STD. PLAN M-20.10-03.
5. SOLID LANE LANE PER C.O.B. STD. DWG CH-100-1.
7. YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
8. WHITE CROSS HATCH MARKING PER WSDOT STD. PLAN M-24.60-04.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 13218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER	11/02/2022
DESIGNED BY	DATE
O. AHRENSFELD	11/02/2022
DRAWN BY	DATE
S. SOISETH	11/02/2022
CHECKED BY	DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH12 | SHT 59 OF 85

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SEC.10 & 11, T.24N. R.5E. W.M.

CHANNELIZATION NOTES:

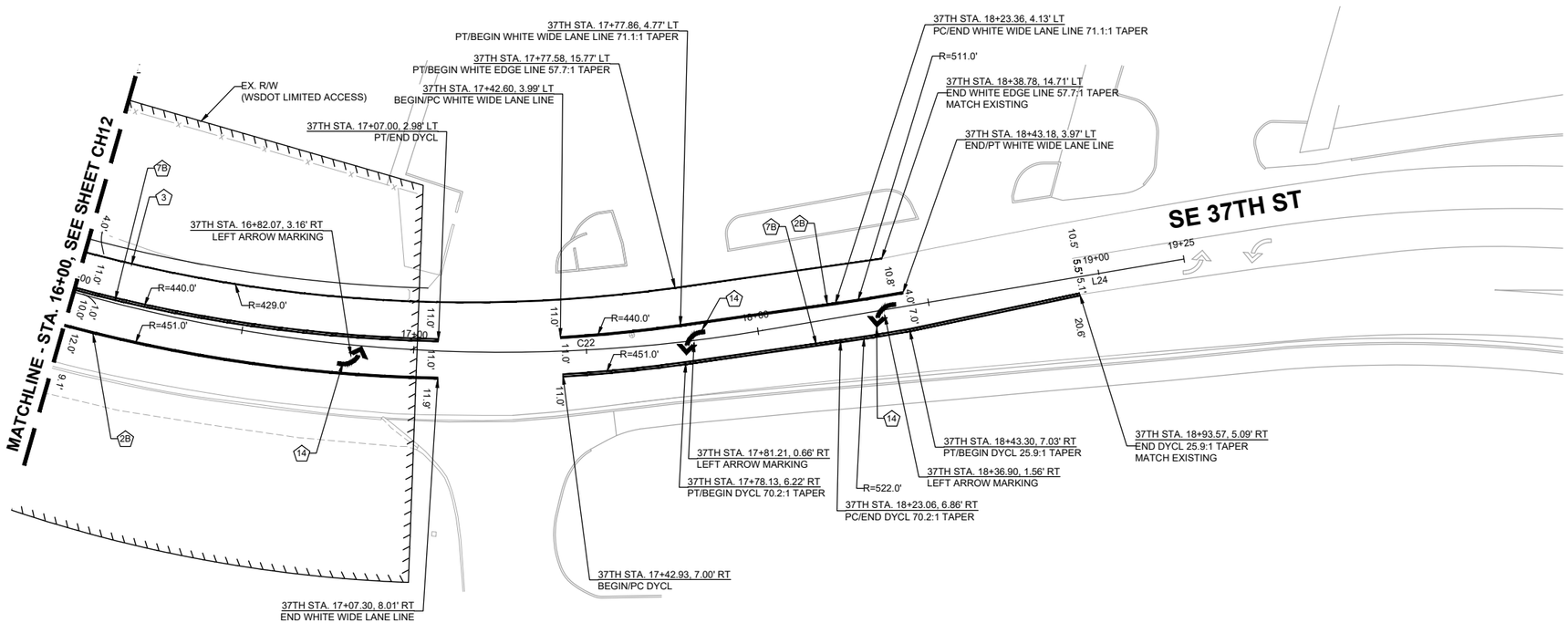
NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

(2) WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.

(3) WHITE EDGE LINE PER WSDOT STD. PLAN M-20.10-03.

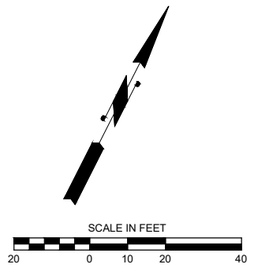
(7) YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.

(14) DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.



GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.



30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH
STATE OF WASHINGTON
23218
REGISTERED
PROFESSIONAL ENGINEER

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O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH13 SHT 60 OF 85

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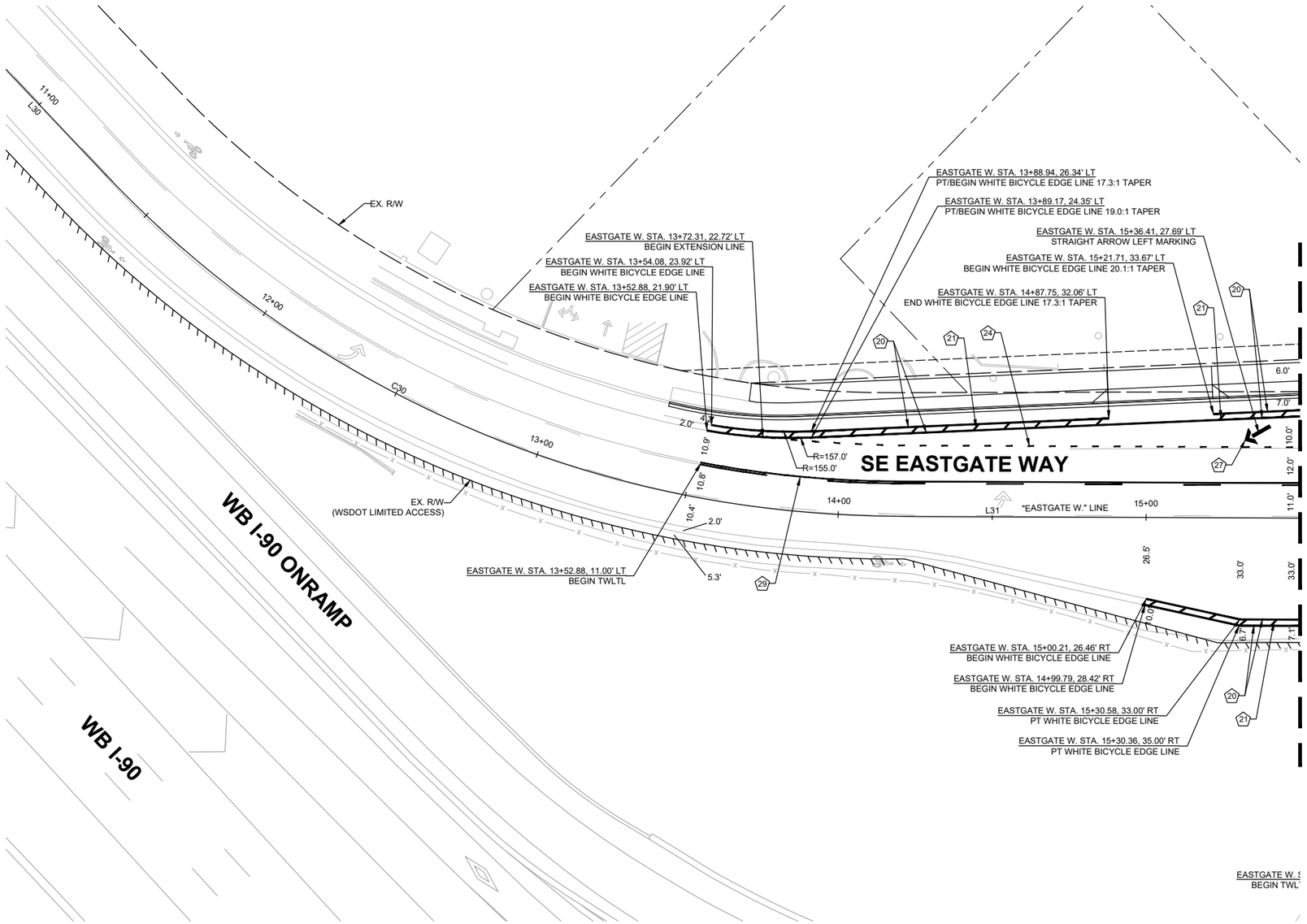
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

20 WHITE 6" BUFFERED BICYCLE LANE EDGE LINE PER C.O.B. STD. DWG CH-240-1.

21 WHITE 6" PLASTIC GORE STRIPE PER C.O.B. STD. DWG CH-240-1.

24 DASHED LINE (DROP LANE) PER C.O.B. STD. DWG CH-110-1.

27 DETAIL D - STRAIGHT ARROW MARKING ROTATED 30 DEGREE LEFT PER C.O.B. STD. DWG C-170-1.

29 TWO-WAY LEFT TURN LANE PER C.O.B. STD. DWG CH-1200-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 33218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
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S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH14 SHT 61 OF 85

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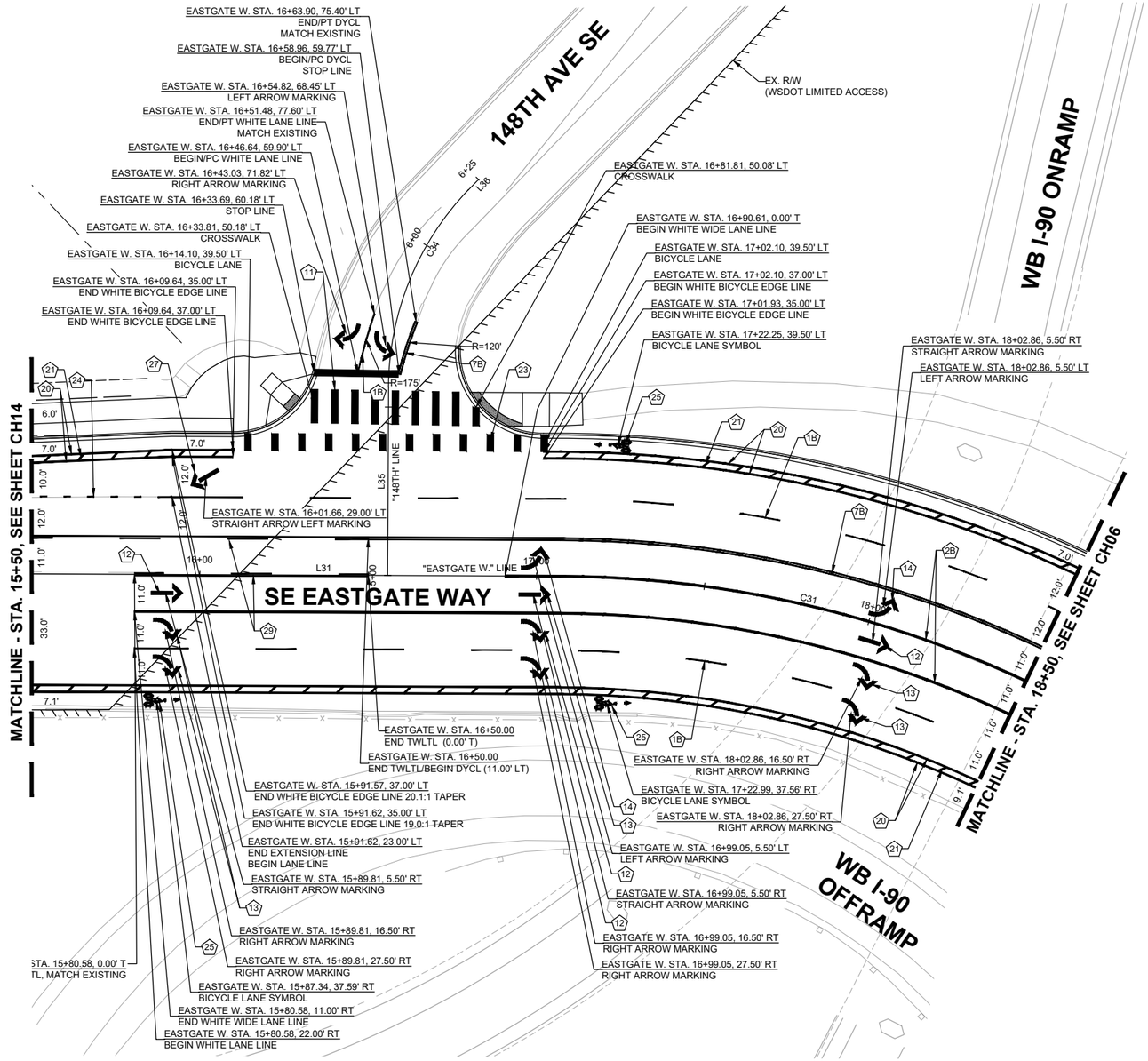
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
7. YELLOW DOUBLE CENTERLINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
11. CROSSWALK PER WSDOT STD. PLAN M-15.10-01.
12. DETAIL D - STRAIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
13. DETAIL B - RIGHT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
14. DETAIL A - LEFT ARROW MARKING PER C.O.B. STD. DWG C-170-1.
20. WHITE 6" BUFFERED BICYCLE LANE EDGE LINE PER C.O.B. STD. DWG CH-240-1.
21. WHITE 6" PLASTIC GORE STRIPE PER C.O.B. STD. DWG CH-240-1.
23. BICYCLE LANE MARKING (THROUGH INTERSECTION) PER C.O.B. STD. DWG CH-110-1.
24. DASHED LINE (DROP LANE) PER C.O.B. STD. DWG CH-110-1.
25. BICYCLE LANE SYMBOL PER WSDOT STD. PLAN M-09.50-02.
27. DETAIL D - STRAIGHT ARROW MARKING ROTATED 30 DEGREE LEFT PER C.O.B. STD. DWG C-170-1.
29. TWO-WAY LEFT TURN LANE PER C.O.B. STD. DWG CH-1200-1.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH STATE OF WASHINGTON 23218 REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
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NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

CH15 SHT 62 OF 85

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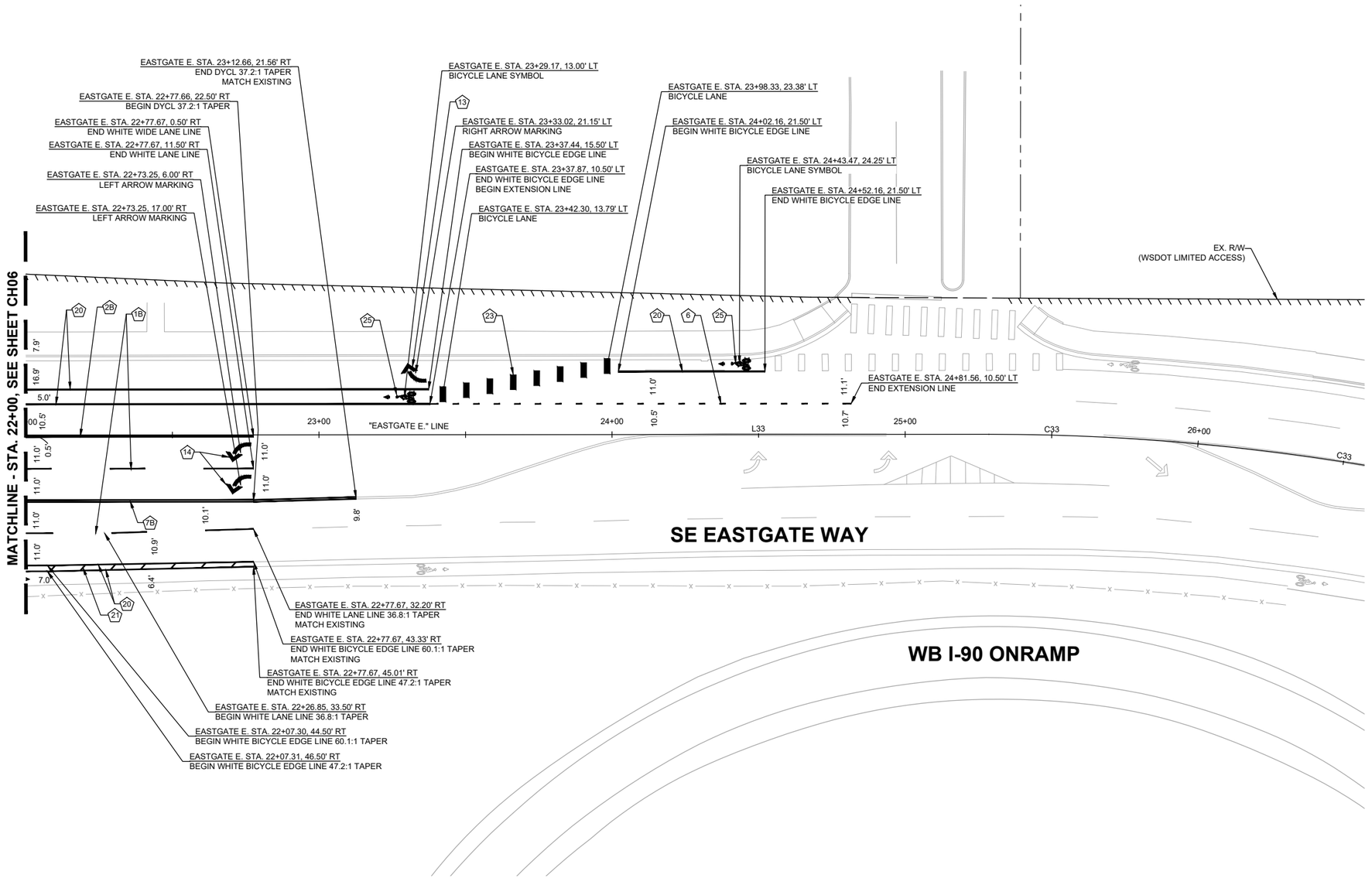
SEC.10 & 11, T.24N. R.5E. W.M.



CHANNELIZATION NOTES:

NOTE: CONSTRUCTION NOTES WITH "#W" AND "#B" CORRESPOND TO WSDOT STD. PLAN. AND TO C.O.B. STD. DWG, RESPECTIVELY.

1. WHITE (BROKEN) LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
2. WHITE WIDE SOLID LANE LINE PER WSDOT STD. PLAN M-20.10-03/C.O.B. STD. DWG CH-100-1.
6. WHITE WIDE DOTTED EXTENSION LINE PER WSDOT STD. PLAN M-20.10-03.
20. WHITE 6" BUFFERED BICYCLE LANE EDGE LINE PER C.O.B. STD. DWG CH-240-1.
21. WHITE 6" PLASTIC GORE STRIPE PER C.O.B. STD. DWG CH-240-1.
23. BICYCLE LANE MARKING (THROUGH INTERSECTION) PER C.O.B. STD. DWG CH-110-1.
25. BICYCLE LANE SYMBOL PER WSDOT STD. PLAN M-09.50-02.

GENERAL NOTES:

1. CONTRACTOR SHALL REMOVE ALL EXISTING CONFLICTING CHANNELIZATION MARKINGS.
2. NO STATION/OFFSET PROVIDED FOR BICYCLE MARKING LOOP DETECTOR SYMBOLS INSTALLED IN TRAFFIC LOOP PER C.O.B. STD. DWG SL-290-1 LOCATED AT DETECTION LOOP PER STD. DWG.

SCALE IN FEET
20 0 10 20 40

30% SUBMITTAL

PRELIMINARY

SCOTT B. SOISETH — STATE OF WASHINGTON — 19218 — REGISTERED PROFESSIONAL ENGINEER

DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION PLAN

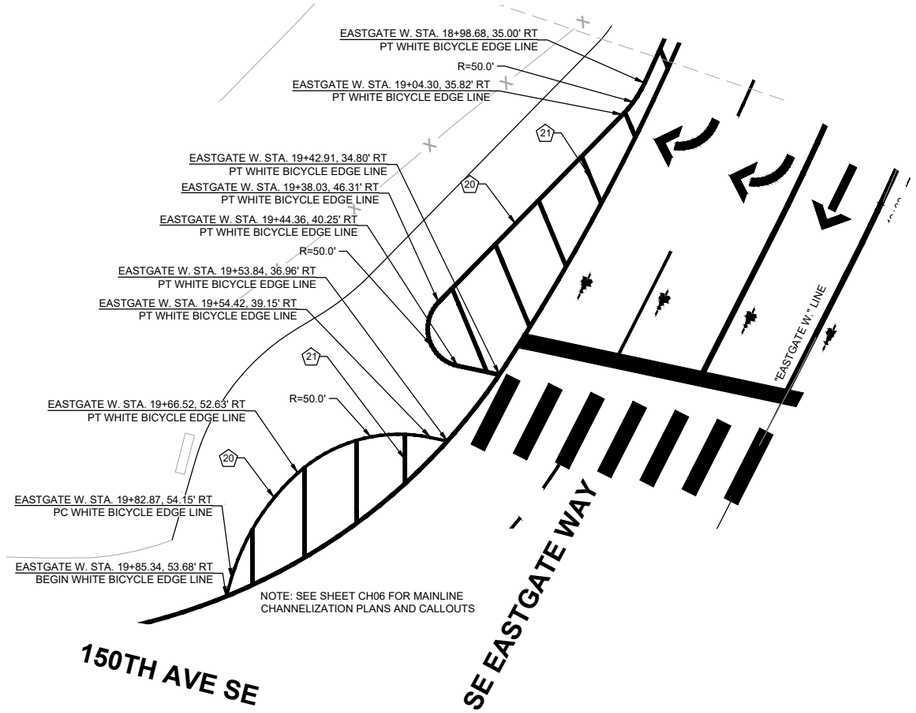
CH16 SHT 63 OF 85

Oxa 01/04/23 1:06am — P:\B\BLVX00004188\0400CAD\SHEETS\TT\TTCH001BLVX4188.dwg

CHANNELIZATION NOTES:

20 WHITE 6" BUFFERED BICYCLE LANE EDGE LINE PER C.O.B. STD. DWG CH-240-1.

21 WHITE 6" PLASTIC GORE STRIPE PER C.O.B. STD. DWG CH-240-1.



DAVID EVANS AND ASSOCIATES INC.
14432 SE Eastgate Way, Suite 400
Bellevue Washington 98007
Phone: 425.519.6500

SCALE IN FEET
10 0 5 10 20

30% SUBMITTAL

PRELIMINARY
SCOTT B. SOISETH
STATE OF WASHINGTON
REGISTERED PROFESSIONAL ENGINEER

NO.	DATE	BY	APPR.	REVISIONS

R. KOESTER 11/02/2022 DESIGNED BY DATE
O. AHRENSFELD 11/02/2022 DRAWN BY DATE
S. SOISETH 11/02/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

CHANNELIZATION DETAILS

CH17 SHT 64 OF 85

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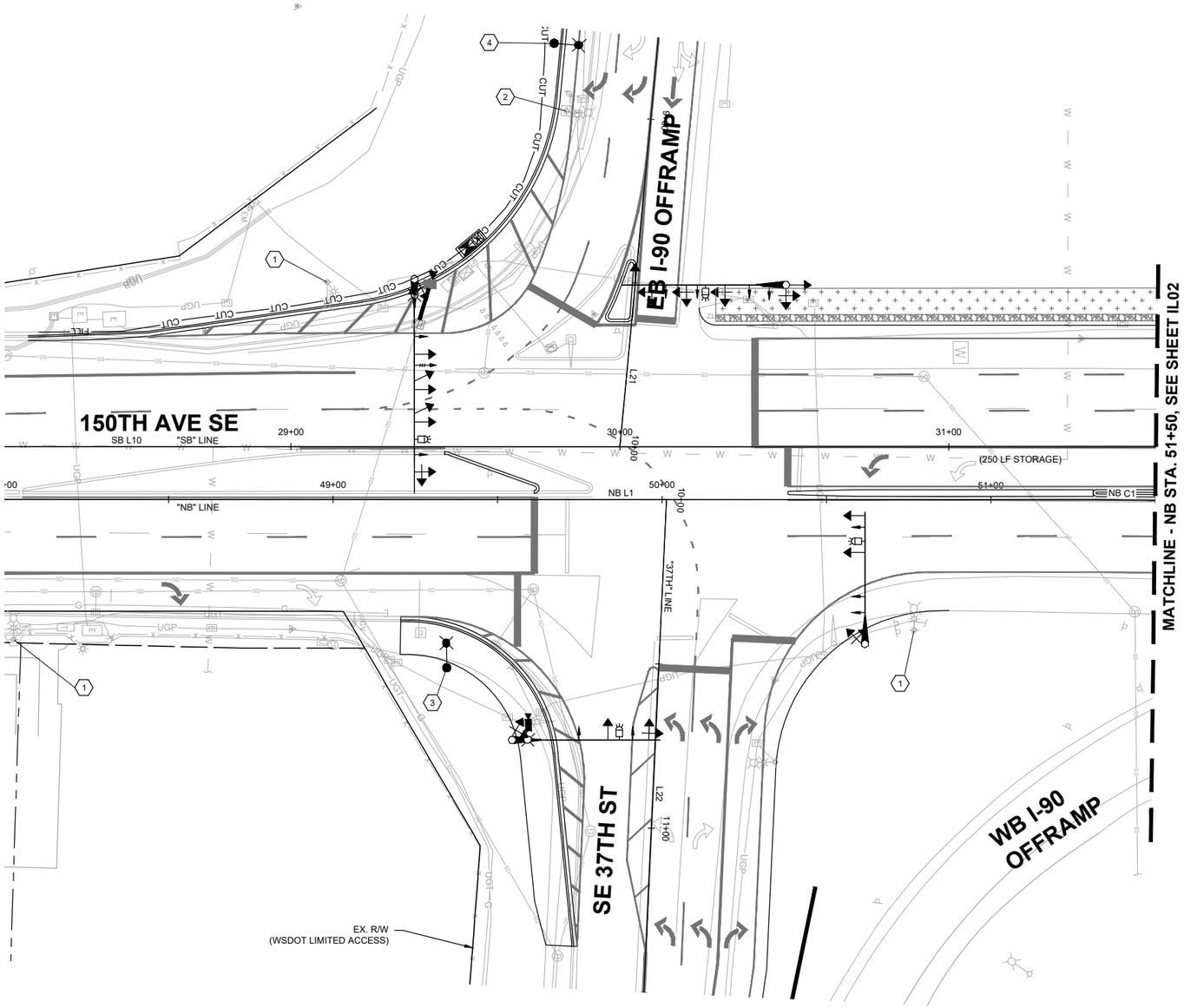
SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

1. REMOVE EXISTING FIXTURE. INSTALL NEW CITY OF BELLEVUE STANDARD LED FIXTURE ON EXISTING LIGHT POLE.
2. REMOVE EXISTING LIGHT POLE, LIGHT POLE ARM, AND FIXTURE.
3. CONSTRUCT FOUNDATION PER CITY OF BELLEVUE STANDARD PLAN SL-105-1. FURNISH AND INSTALL NEW CITY OF BELLEVUE LIGHT POLE PER STANDARD DRAWING SL-100-2 AND INSTALL CITY OF BELLEVUE STANDARD LED FIXTURE.
4. CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-28.22-00 (SLIP BASE). FURNISH AND INSTALL NEW WSDOT STANDARD LIGHT POLE PER WSDOT STANDARD PLAN J-28.10-22 INCLUDING LUMINAIRE ARM AND LED FIXTURE.



SCALE IN FEET
20 0 10 20 40

DKS
719 Second Ave, Suite 1250
Seattle, WA 98104
(206) 382-9800
www.dksassociates.com

NO.	DATE	BY	APPR.	REVISIONS

KCK 11/2/2022 DESIGNED BY DATE
RAS 11/2/2022 DRAWN BY DATE
EHS 11/2/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

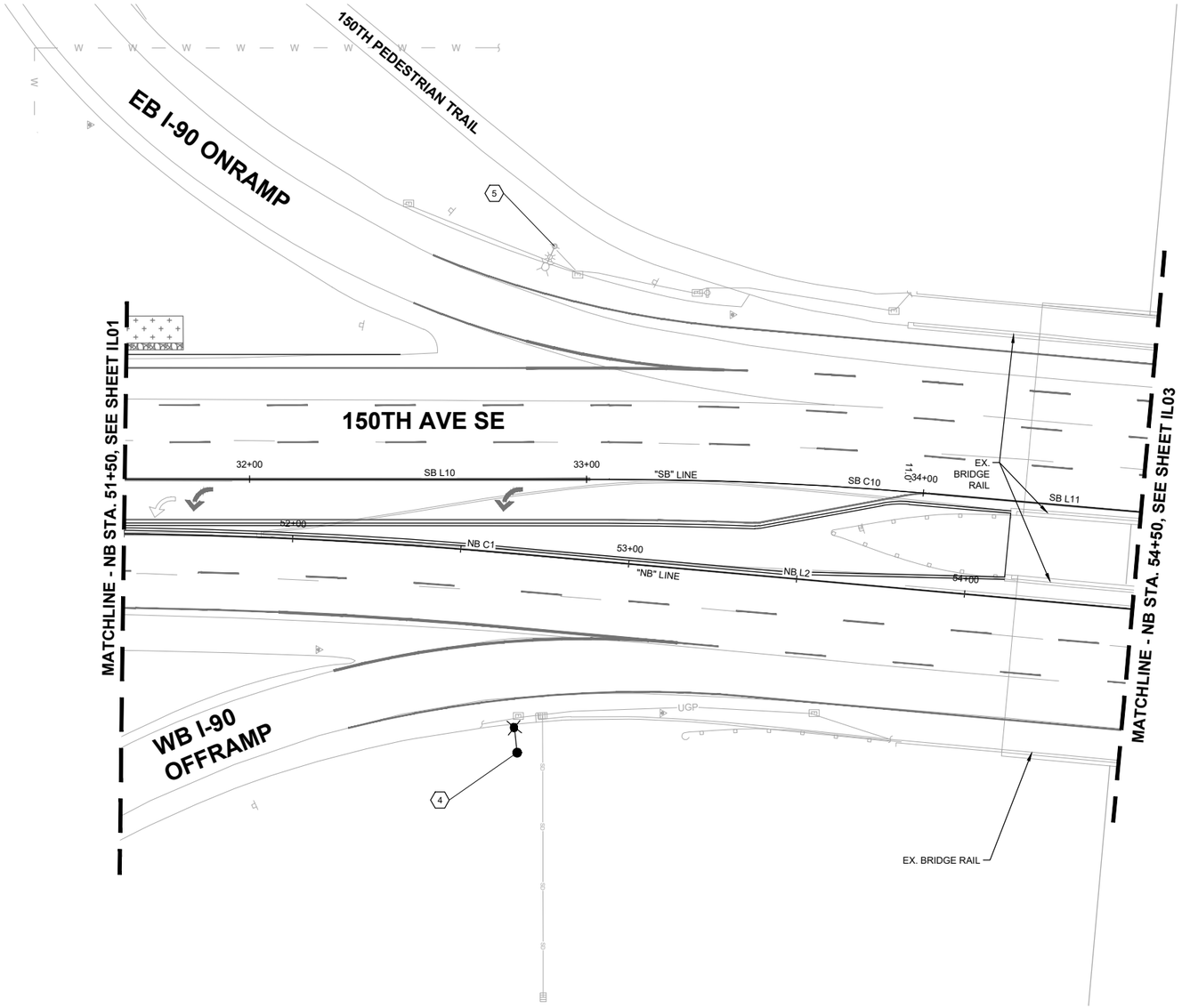
IL01 SHT 65 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

4. CONSTRUCT FOUNDATION PER WSDOT STANDARD PLAN J-28.22-00 (SLIP BASE). FURNISH AND INSTALL NEW WSDOT STANDARD LIGHT POLE PER WSDOT STANDARD PLAN J-28.10-22 INCLUDING LUMINAIRE ARM AND LED FIXTURE.

5. REMOVE EXISTING FIXTURE. INSTALL NEW WSDOT STANDARD LED FIXTURE ON EXISTING LIGHT POLE.



SCALE IN FEET
20 0 10 20 40

DKS
719 Second Ave, Suite 1250
Seattle, WA 98104
(206) 382-9800
www.dksassociates.com

NO.	DATE	BY	APPR.	REVISIONS

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

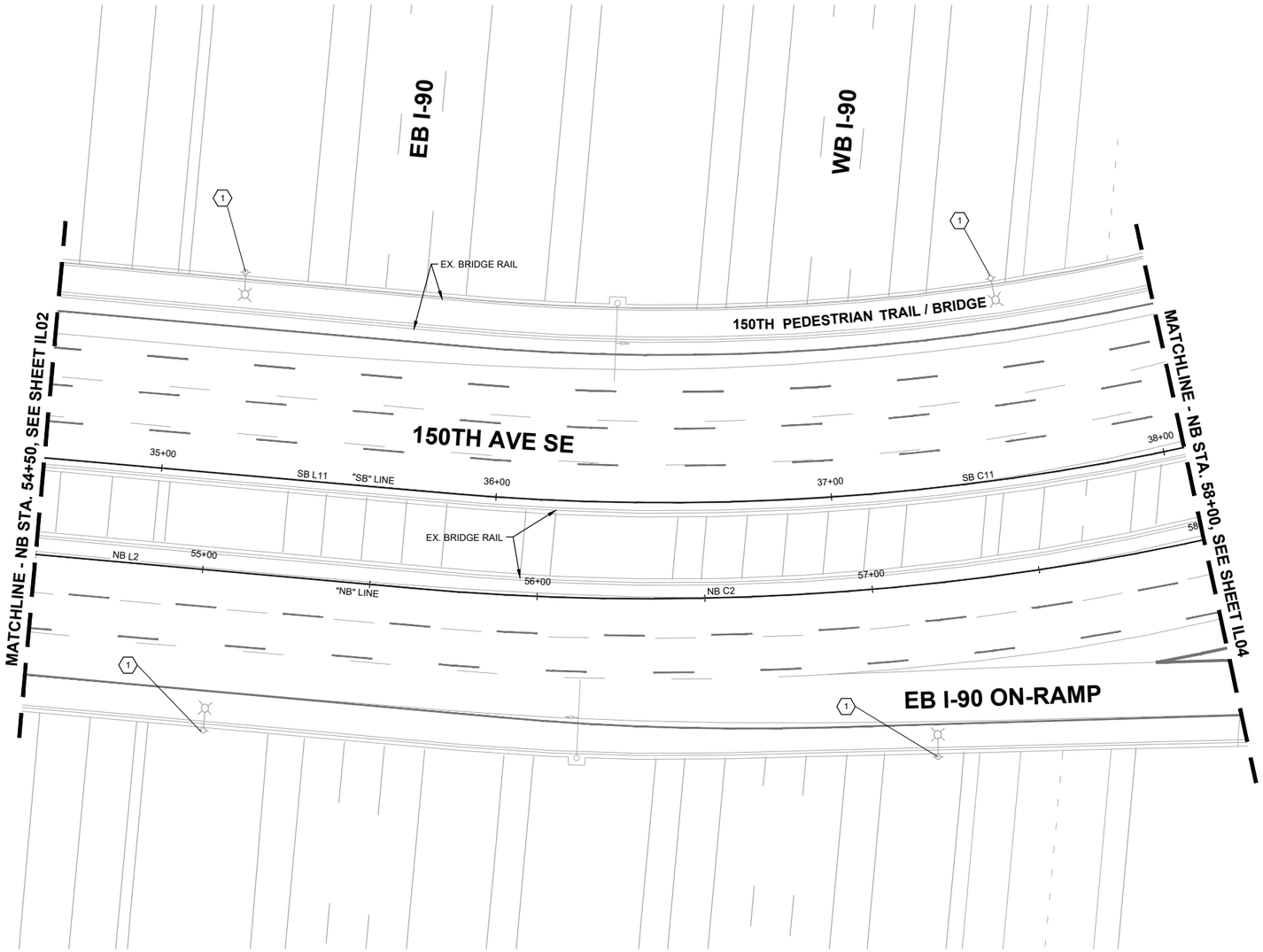
ILLUMINATION PLAN

IL02 SHT 66 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

1. REMOVE EXISTING FIXTURE. INSTALL NEW CITY OF BELLEVUE STANDARD LED FIXTURE ON EXISTING LIGHT POLE.



SCALE IN FEET
20 0 10 20 40

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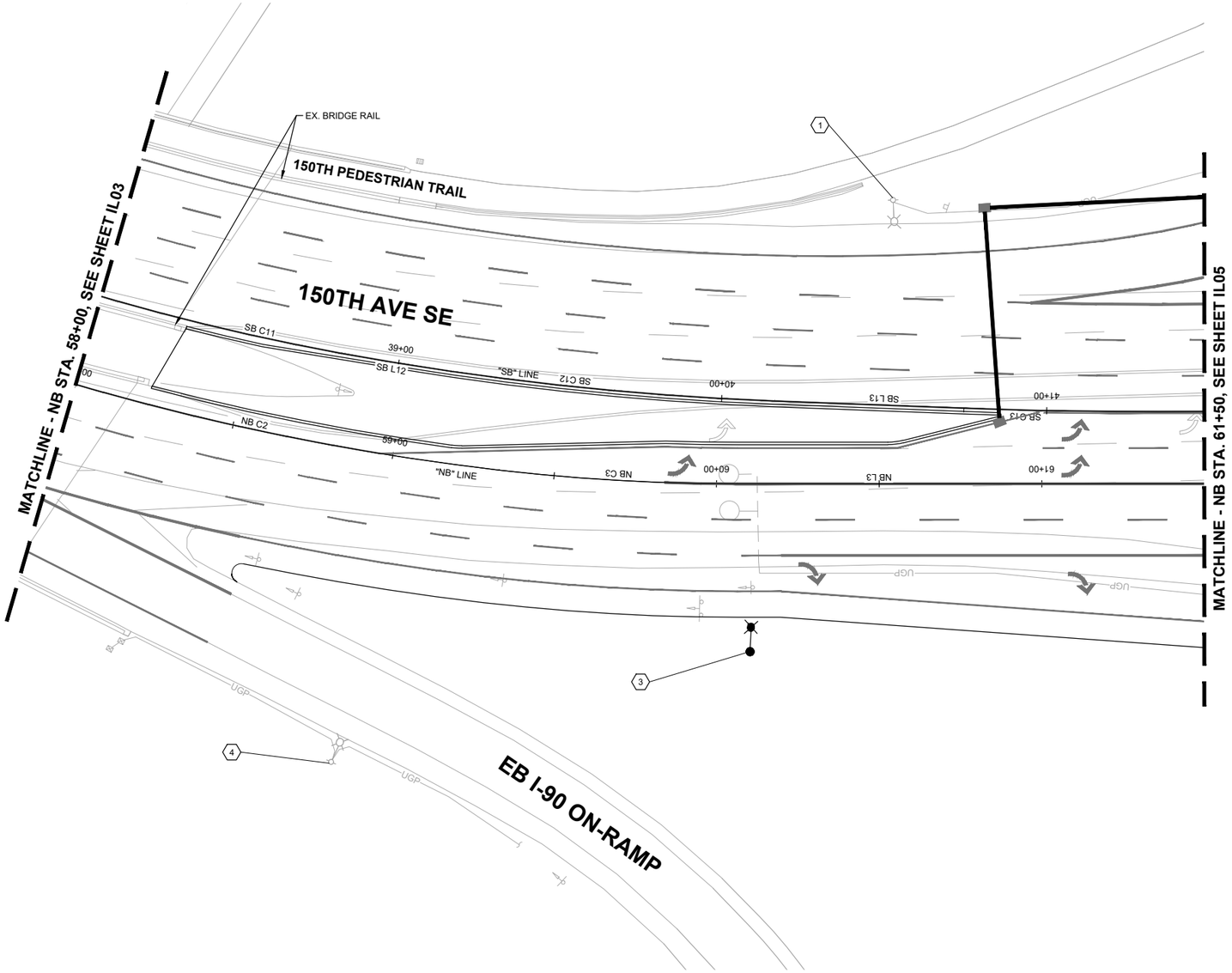
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

IL03 SHT 67 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES

1. REMOVE EXISTING FIXTURE. INSTALL NEW CITY OF BELLEVUE STANDARD LED FIXTURE ON EXISTING LIGHT POLE.
3. CONSTRUCT FOUNDATION PER CITY OF BELLEVUE STANDARD PLAN SL-105-1. FURNISH AND INSTALL NEW CITY OF BELLEVUE LIGHT POLE PER STANDARD DRAWING SL-100-2 AND INSTALL CITY OF BELLEVUE STANDARD LED FIXTURE.
4. REMOVE EXISTING FIXTURE. INSTALL NEW WSDOT STANDAD LED FIXTURE ON EXISTING LIGHT POLE.

SCALE IN FEET
20 0 10 20 40

DKS
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EHS 11/2/2022 CHECKED BY DATE

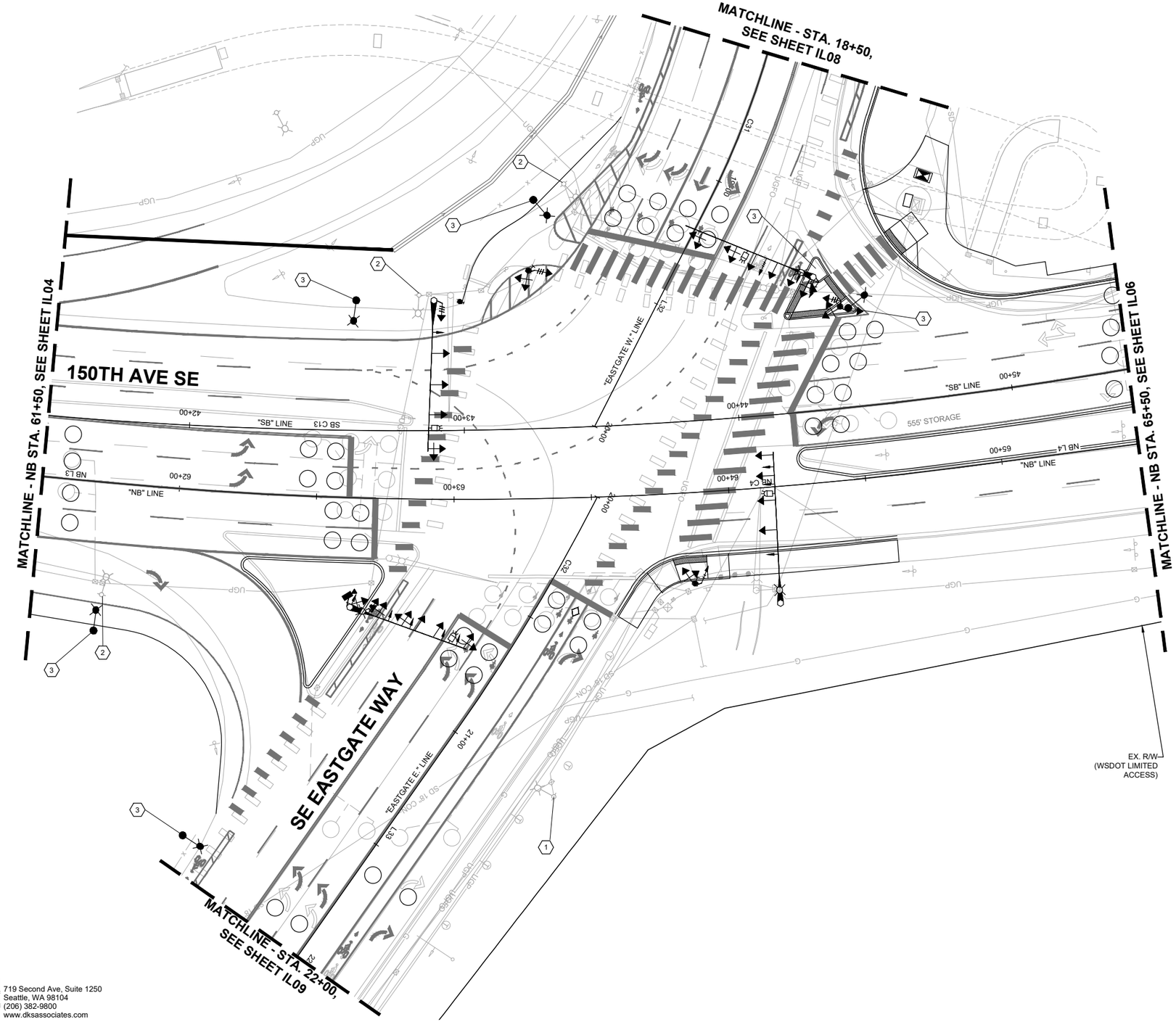
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

IL04 SHT 68 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES

1. REMOVE EXISTING FIXTURE. INSTALL NEW CITY OF BELLEVUE STANDARD LED FIXTURE ON EXISTING LIGHT POLE.
2. REMOVE EXISTING LIGHT POLE, LIGHT POLE ARM, AND FIXTURE.
3. CONSTRUCT FOUNDATION PER CITY OF BELLEVUE STANDARD PLAN SL-105-1. FURNISH AND INSTALL NEW CITY OF BELLEVUE LIGHT POLE PER STANDARD DRAWING SL-100-2 AND INSTALL CITY OF BELLEVUE STANDARD LED FIXTURE.

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

IL05

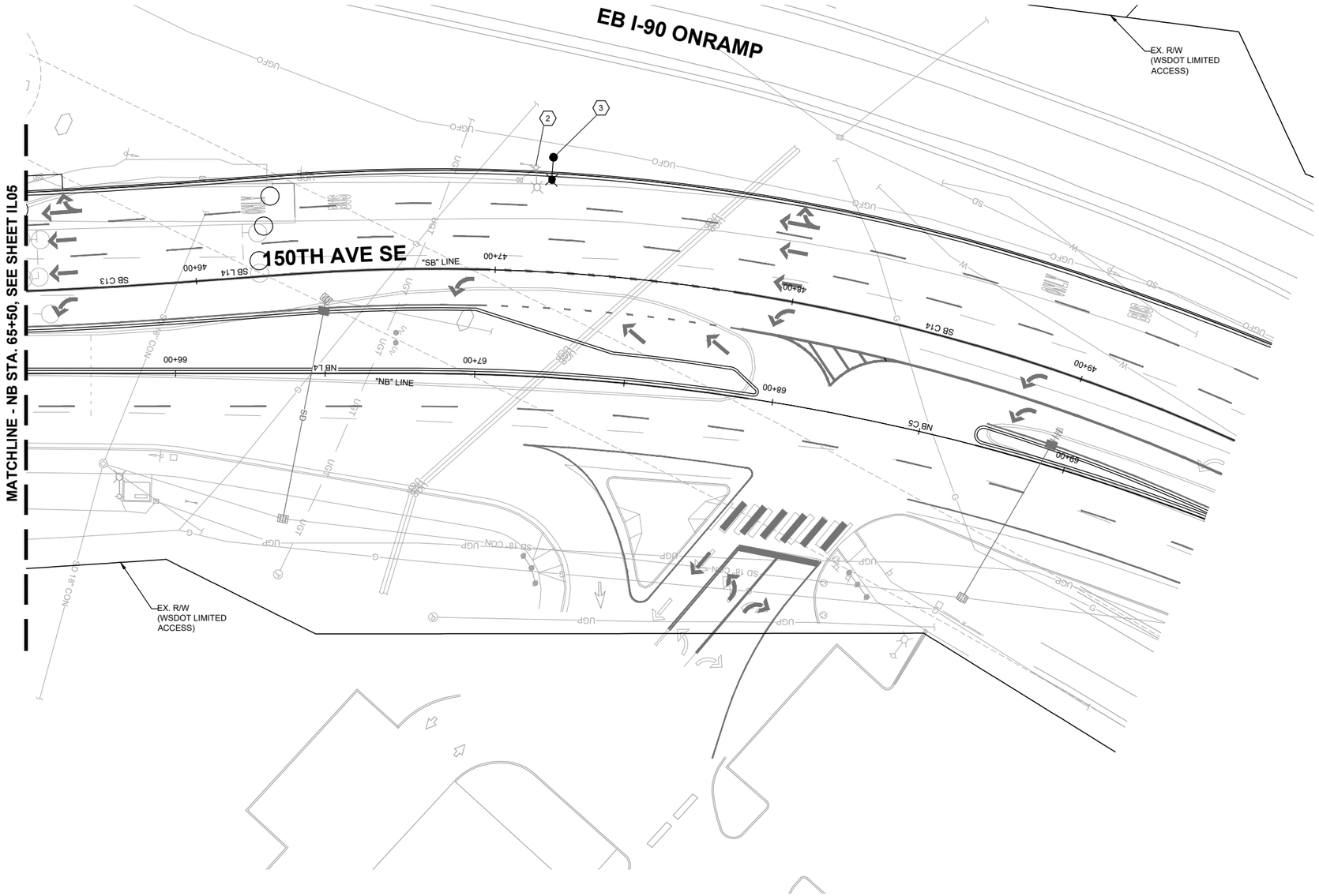
SHT 69 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

(2) REMOVE EXISTING LIGHT POLE, LIGHT POLE ARM, AND FIXTURE.

(3) CONSTRUCT FOUNDATION PER CITY OF BELLEVUE STANDARD PLAN SL-105-1. FURNISH AND INSTALL NEW CITY OF BELLEVUE LIGHT POLE PER STANDARD DRAWING SL-100-2 AND INSTALL CITY OF BELLEVUE STANDARD LED FIXTURE.



SCALE IN FEET
20 0 10 20 40

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

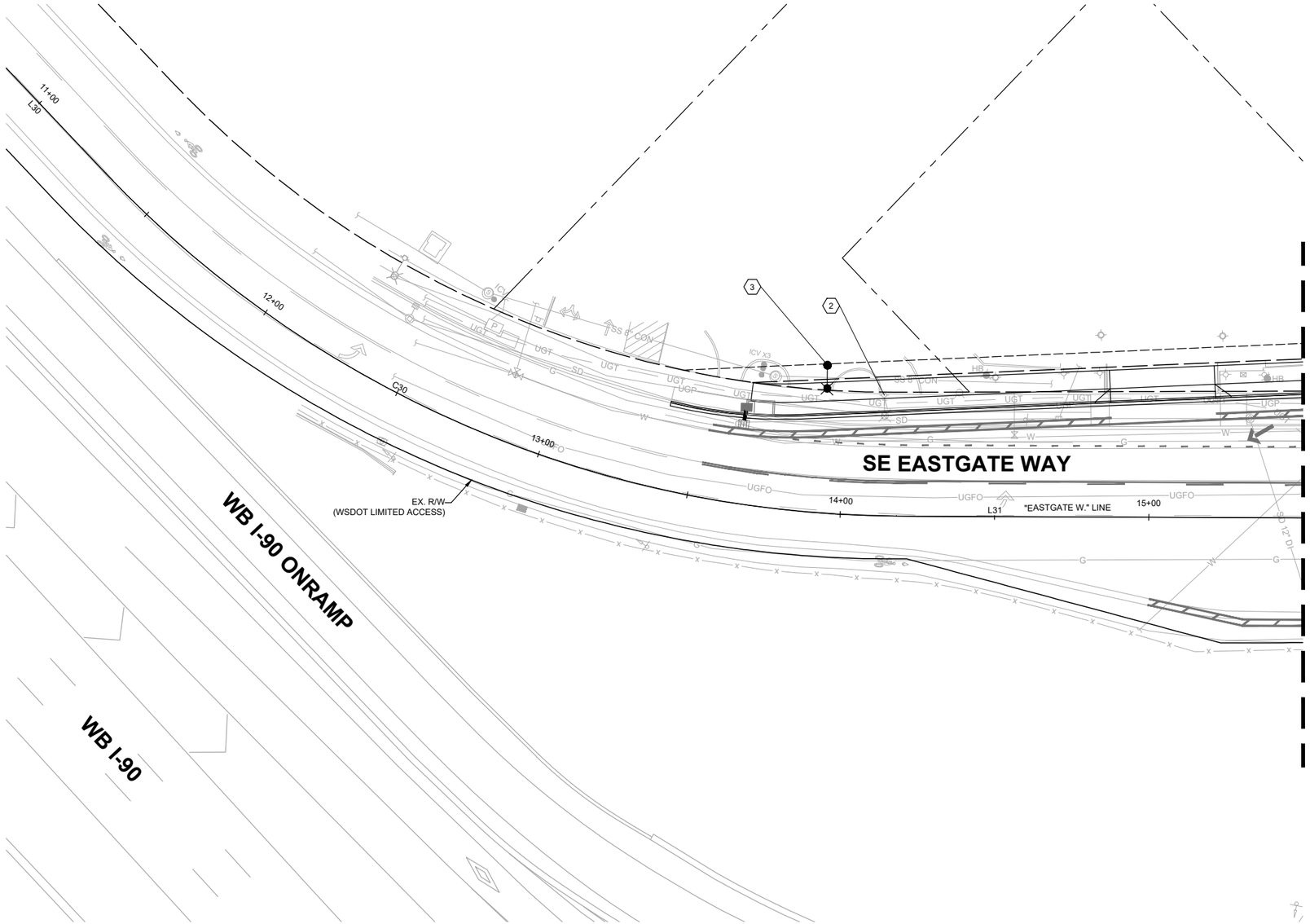
IL06 SHT 70 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

2. REMOVE EXISTING LIGHT POLE, LIGHT POLE ARM, AND FIXTURE.

3. FURNISH AND INSTALL NEW CITY OF BELLEVUE STANDARD LIGHT POLE, FOUNDATION, AND LED FIXTURE.



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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

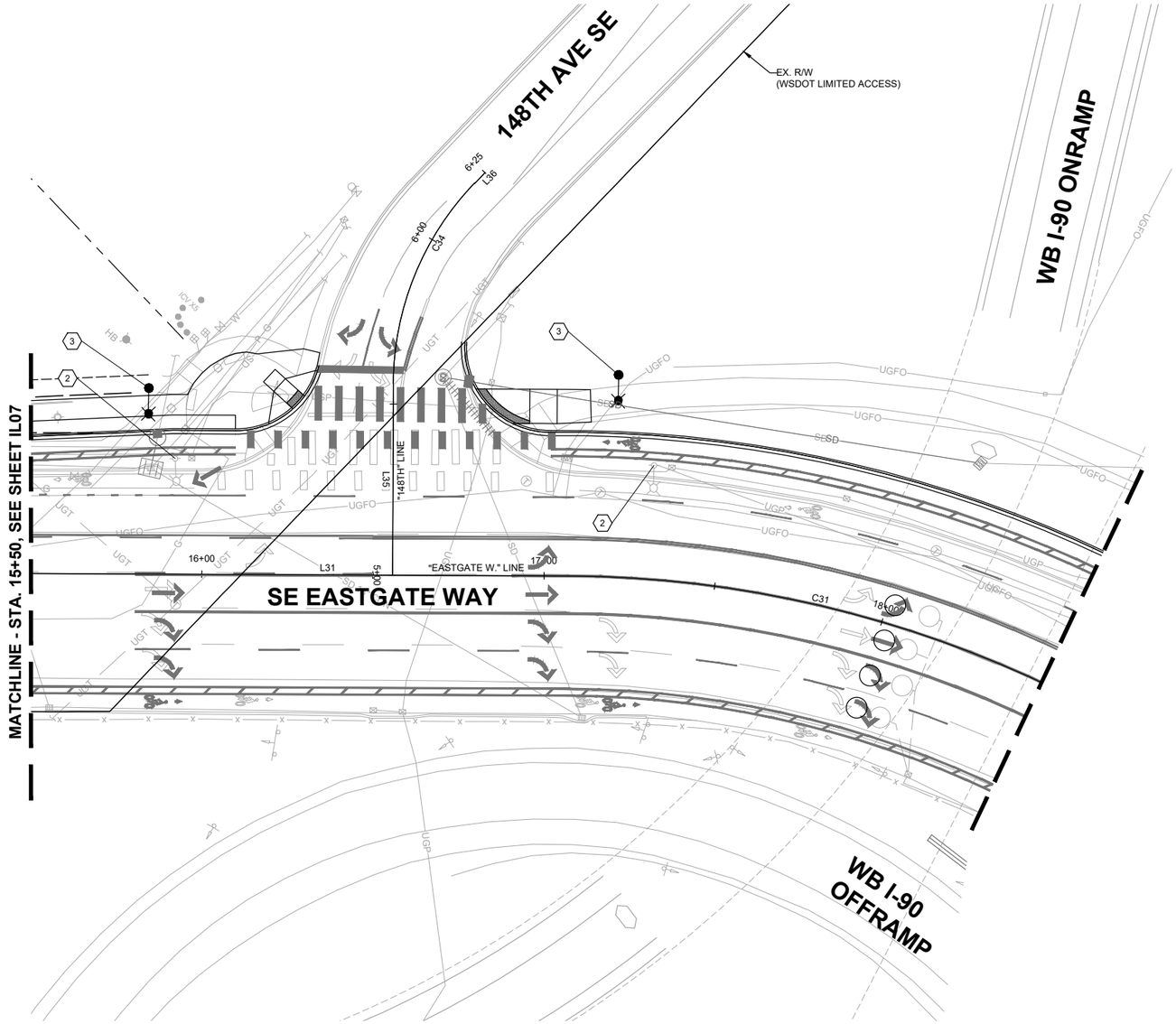
ILLUMINATION PLAN

IL07 SHT 71 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

CONSTRUCTION NOTES

2. REMOVE EXISTING LIGHT POLE, LIGHT POLE ARM, AND FIXTURE.
3. FURNISH AND INSTALL NEW CITY OF BELLEVUE STANDARD LIGHT POLE, FOUNDATION, AND LED FIXTURE.



SCALE IN FEET
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NO.	DATE	BY	APPR.	REVISIONS

KCK 11/2/2022 DESIGNED BY DATE
RAS 11/2/2022 DRAWN BY DATE
EHS 11/2/2022 CHECKED BY DATE

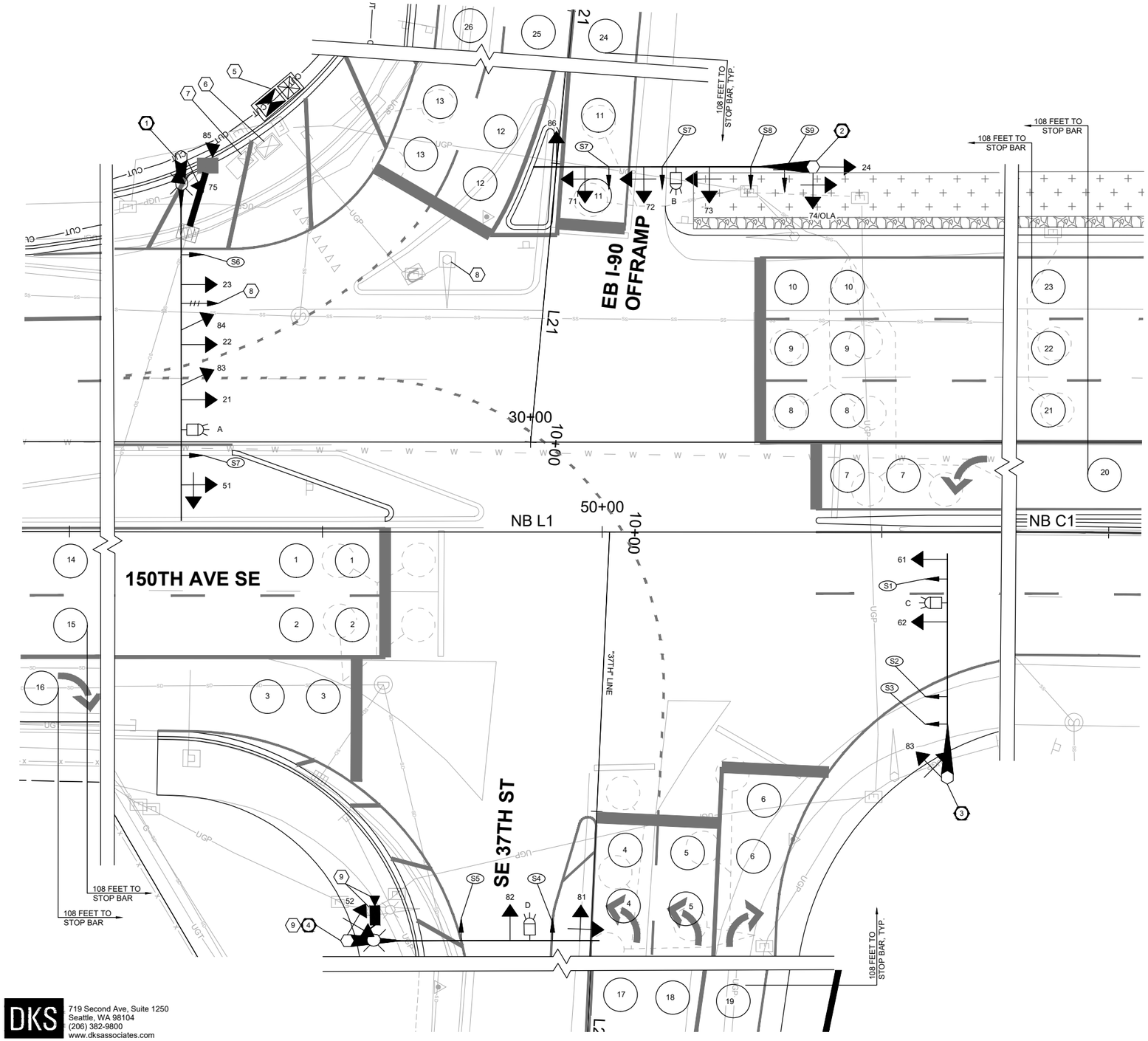
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ILLUMINATION PLAN

IL08 SHT 72 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

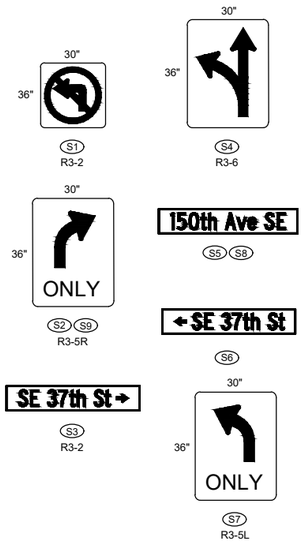


SIGNAL AND ELECTRICAL NOTES

1. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 65FT MAST ARM. PROVIDE AND INSTALL SIX VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), TWO VEHICLE SIGNAL HEADS (TYPE H MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR AND ONE STREET NAME SIGN. INSTALL ONE LEOTEK LUMINAIRE MODEL GC2-96G-MV-NW-3R-GY-800-PCR7-SC-WL ON 15FT LUMINAIRE ARM.
2. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE II SIGNAL STANDARD WITH 50FT MAST ARM. PROVIDE AND INSTALL FOUR VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), TWO VEHICLE SIGNAL HEADS (TYPE H MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, TWO R3-5 SIGNS, ONE R3-5R SIGN, AND ONE STREET NAME SIGN.
3. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' RT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE II SIGNAL STANDARD WITH 50FT MAST ARM. PROVIDE AND INSTALL TWO VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, ONE R3-2 SIGN, ONE R3-5R SIGN, AND ONE STREET NAME SIGN.
4. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' RT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 50FT MAST ARM. PROVIDE AND INSTALL TWO VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, ONE R3-6 SIGN, AND ONE STREET NAME SIGN.
5. CONSTRUCT TRAFFIC SIGNAL CONTROLLER AND SERVICE CABINET FOUNDATION PER BELLEVUE STD DWG NO. SL-210-1. INSTALL CITY PROVIDED TRAFFIC SIGNAL CONTROLLER CABINET ON NEW FOUNDATION. INSTALL SERVICE CABINET PER BELLEVUE STD DWG NO. SL-220-1.
6. REMOVE EXISTING SIGNAL CABINET AND FOUNDATION. SALVAGE SIGNAL CABINET TO THE CITY OF BELLEVUE AS DIRECTED IN THE SPECIAL PROVISIONS.
7. REMOVE EXISTING SERVICE CABINET AND FOUNDATION. SALVAGE SERVICE CABINET TO THE CITY OF BELLEVUE AS DIRECTED IN THE SPECIAL PROVISIONS.
8. RELOCATE EXISTING OPTICOM TSP PREEMPTION UNIT FROM EXISTING TRAFFIC SIGNAL MAST ARM TO NEW TRAFFIC SIGNAL MAST ARM ON NEW POLE. REINSTALL ALL ASSOCIATED EQUIPMENT FROM THE REMOVED TRAFFIC SIGNAL CABINET TO NEW TRAFFIC SIGNAL CABINET.
9. RELOCATE EXISTING VIDEO CAMERA AND MOUNT FROM EXISTING LUMINAIRE MAST ARM TO NEW LUMINAIRE MAST ARM ON NEW POLE PER BELLEVUE STD DWG NO. SL-260-1. REINSTALL ALL ASSOCIATED EQUIPMENT FROM THE REMOVED TRAFFIC SIGNAL CABINET TO NEW TRAFFIC SIGNAL CABINET.

GENERAL NOTES

1. THE GROUNDWATER AND SOILS AT THIS LOCATION TO BE CHECKED WITH GEOTECH TEAM FOR ANY SPECIAL CONSIDERATIONS.
2. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
3. ALL POLE PENETRATIONS SHALL BE MADE IN THE FIELD.
4. OPTICOM SENSORS SHALL BE MOUNTED HIGHER THAN STREET NAME SIGNS.
5. POLE LOCATIONS SHALL BE STAKED IN THE FIELD BY THE ENGINEER PRIOR TO CONSTRUCTION.
6. THE LOCATIONS OF CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHIC REPRESENTATION ONLY. EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD.
7. ALL SIGNAL POLES SHALL BE INSTALLED A MINIMUM OF 3FT FROM THE FACE OF CURB.
8. TUNNEL VISORS AND BACKPLATES SHALL BE USED FOR VEHICLE HEADS.
9. ALL EXISTING FIELD WIRING SHALL BE REMOVED AFTER NEW SIGNAL TURN ON.



SIGN DETAILS AND LEGEND

SEE STD DWG NO. SG-170-01

SCALE IN FEET

10 0 5 10 20

DKS
719 Second Ave, Suite 1250
Seattle, WA 98104
(206) 382-9800
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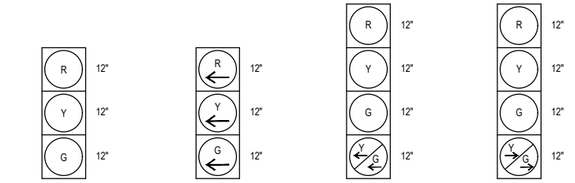
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

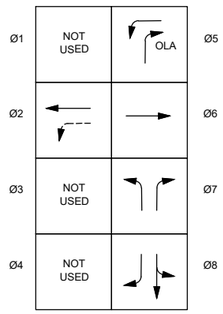
SIGNAL PLAN
150TH AVE SE & SE 37TH ST

TSP01 SHT 73 OF 85

SIGNAL HEAD ASSIGNMENTS



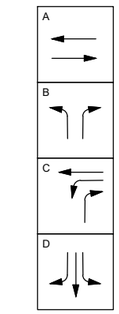
PHASE DIAGRAM



PROTECTED VEHICLE MOVEMENT

PERMISSIVE VEHICLE MOVEMENT

SCATS PHASING



PROTECTED VEHICLE MOVEMENT

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Transportation Department

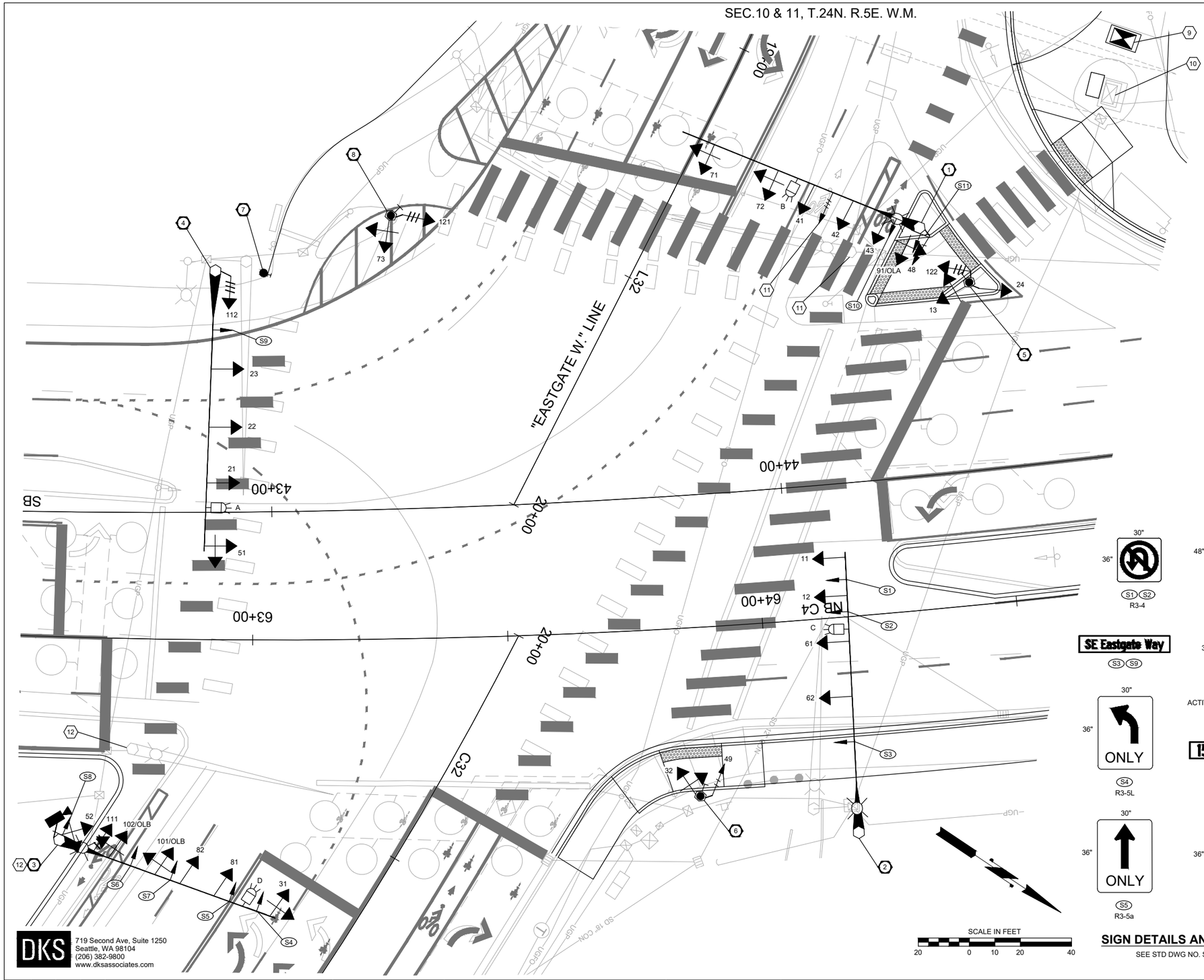
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

SIGNAL DETAILS
150TH AVE SE & SE 37TH ST

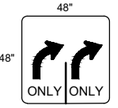
TSP02

SHT 74 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

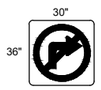


S1 S2
R3-4



S6
R3-5R (MODIFIED)

S3 S9

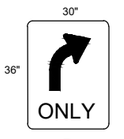


S7
R3-1
ACTIVATED BLANK OUT SIGN

S4
R3-5L

S8 S11

S5
R3-5a



S10
R3-5R

SCALE IN FEET
20 0 10 20 40

SIGNAL AND ELECTRICAL NOTES

1. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 50FT MAST ARM. PROVIDE AND INSTALL FIVE VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE PEDESTRIAN SIGNAL HEAD, ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, ONE R3-5R SIGN AND ONE STREET NAME SIGN. PROVIDE AND INSTALL ONE POLARA AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY. INSTALL ONE LEOTEK LUMINAIRE MODEL GC2-96G-MV-NW-3R-GY-800-PCR7-SC-WL ON 15FT LUMINAIRE ARM.
2. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' RT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 55FT MAST ARM. PROVIDE AND INSTALL FOUR VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, TWO R3-4 SIGNS AND ONE STREET NAME SIGN. INSTALL ONE LEOTEK LUMINAIRE MODEL GC2-96G-MV-NW-3R-GY-800-PCR7-SC-WL ON 15FT LUMINAIRE ARM.
3. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' RT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 45FT MAST ARM. PROVIDE AND INSTALL SIX VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, ONE R3-1 LED BLANK-OUT SIGN, ONE R3-5a SIGN, ONE MODIFIED R35R SIGN (SEE SIGN DETAILS AND LEGEND ON THIS SHEET), ONE R3-5L SIGN, AND ONE STREET NAME SIGN. INSTALL ONE LEOTEK LUMINAIRE MODEL GC2-96G-MV-NW-3R-GY-800-PCR7-SC-WL ON 15FT LUMINAIRE ARM.
4. EXCAVATE AND CONSTRUCT TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' RT PER POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TYPE III SIGNAL STANDARD WITH 50FT MAST ARM. PROVIDE AND INSTALL FOUR VEHICLE SIGNAL HEADS (TYPE M MOUNTING PER WSDOT STD PLAN NO. J-75.20-01), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE TERMINAL CABINET, ONE EMERGENCY PREEMPTION DETECTOR, AND ONE STREET NAME SIGN. INSTALL ONE LEOTEK LUMINAIRE MODEL GC2-96G-MV-NW-3R-GY-800-PCR7-SC-WL ON 15FT LUMINAIRE ARM.
5. EXCAVATE AND CONSTRUCT TYPE I TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER WSDOT STD PLAN NO. J-21.10-04 AND POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TWO VEHICLE SIGNAL HEADS (TYPE F MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), ONE VEHICLE SIGNAL HEAD (TYPE K MOUNTING PER WSDOT STD PLAN NO. J-75.10-02), AND ONE PEDESTRIAN HEAD (TYPE E MOUNTING PER WSDOT STD PLAN NO. J-75.10-02). PROVIDE AND INSTALL ONE POLARA AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY.
6. EXCAVATE AND CONSTRUCT TYPE I TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER WSDOT STD PLAN NO. J-21.10-04 AND POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL ONE SIGNAL HEAD AND ONE POLARA AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY PER WSDOT STD PLAN NO. J-21.15-01.
7. PROVIDE AND INSTALL TYPE PPB POST AND FOUNDATION (PER WSDOT STD PLAN NO. J-20.16-01) STA. XX+XX, XX' LT. PROVIDE AND INSTALL ONE POLARA AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY.
8. EXCAVATE AND CONSTRUCT TYPE I TRAFFIC SIGNAL POLE FOUNDATION STA. XX+XX, XX' LT PER WSDOT STD PLAN NO. J-21.10-04 AND POLE SCHEDULE, SHEET 2. PROVIDE AND INSTALL TWO VEHICLE SIGNAL HEADS (TYPE F MOUNTING PER WSDOT STD PLAN NO. J-75.10-02). PROVIDE AND INSTALL ONE POLARA AUDIBLE PEDESTRIAN PUSH BUTTON ASSEMBLY.
9. CONSTRUCT TRAFFIC SIGNAL CONTROLLER CABINET FOUNDATION PER BELLEVUE STD DWG NO. SL-200-1. RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER CABINET ON NEW FOUNDATION.
10. REMOVE EXISTING SIGNAL CABINET AND FOUNDATION. RELOCATE EXISTING SIGNAL CABINET ON NEW FOUNDATION.
11. RELOCATE EXISTING OPTICOM TSP PREEMPTION UNIT FROM EXISTING TRAFFIC SIGNAL MAST ARM TO NEW TRAFFIC SIGNAL MAST ARM ON NEW POLE. REINSTALL ALL ASSOCIATED EQUIPMENT FROM THE REMOVED TRAFFIC SIGNAL CABINET TO NEW TRAFFIC SIGNAL CABINET.
12. RELOCATE EXISTING VIDEO CAMERA AND MOUNT FROM EXISTING LUMINAIRE MAST ARM TO NEW LUMINAIRE MAST ARM ON NEW POLE PER BELLEVUE STD DWG NO. SL-260-1. REINSTALL ALL ASSOCIATED EQUIPMENT FROM THE REMOVED TRAFFIC SIGNAL CABINET TO NEW TRAFFIC SIGNAL CABINET.

GENERAL NOTES

1. THE GROUNDWATER AND SOILS AT THIS LOCATION TO BE CHECKED WITH GEOTECH TEAM FOR ANY SPECIAL CONSIDERATIONS.
2. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
3. ALL POLE PENETRATIONS SHALL BE MADE IN THE FIELD.
4. OPTICOM SENSORS SHALL BE MOUNTED HIGHER THAN STREET NAME SIGNS.
5. POLE LOCATIONS SHALL BE STAKED IN THE FIELD BY THE ENGINEER PRIOR TO CONSTRUCTION.
6. THE LOCATIONS OF CONDUITS AND JUNCTION BOXES SHOWN ON THE PLANS ARE FOR GRAPHIC REPRESENTATION ONLY. EXACT LOCATIONS WILL BE DETERMINED IN THE FIELD.
7. ALL SIGNAL POLES SHALL BE INSTALLED A MINIMUM OF 3FT FROM THE FACE OF CURB.
8. TUNNEL VISORS AND BACKPLATES SHALL BE USED FOR VEHICLE HEADS.
9. ALL EXISTING FIELD WIRING SHALL BE REMOVED AFTER NEW SIGNAL TURN ON.

SIGN DETAILS AND LEGEND

SEE STD DWG NO. SG-170-01

DKS
719 Second Ave, Suite 1250
Seattle, WA 98104
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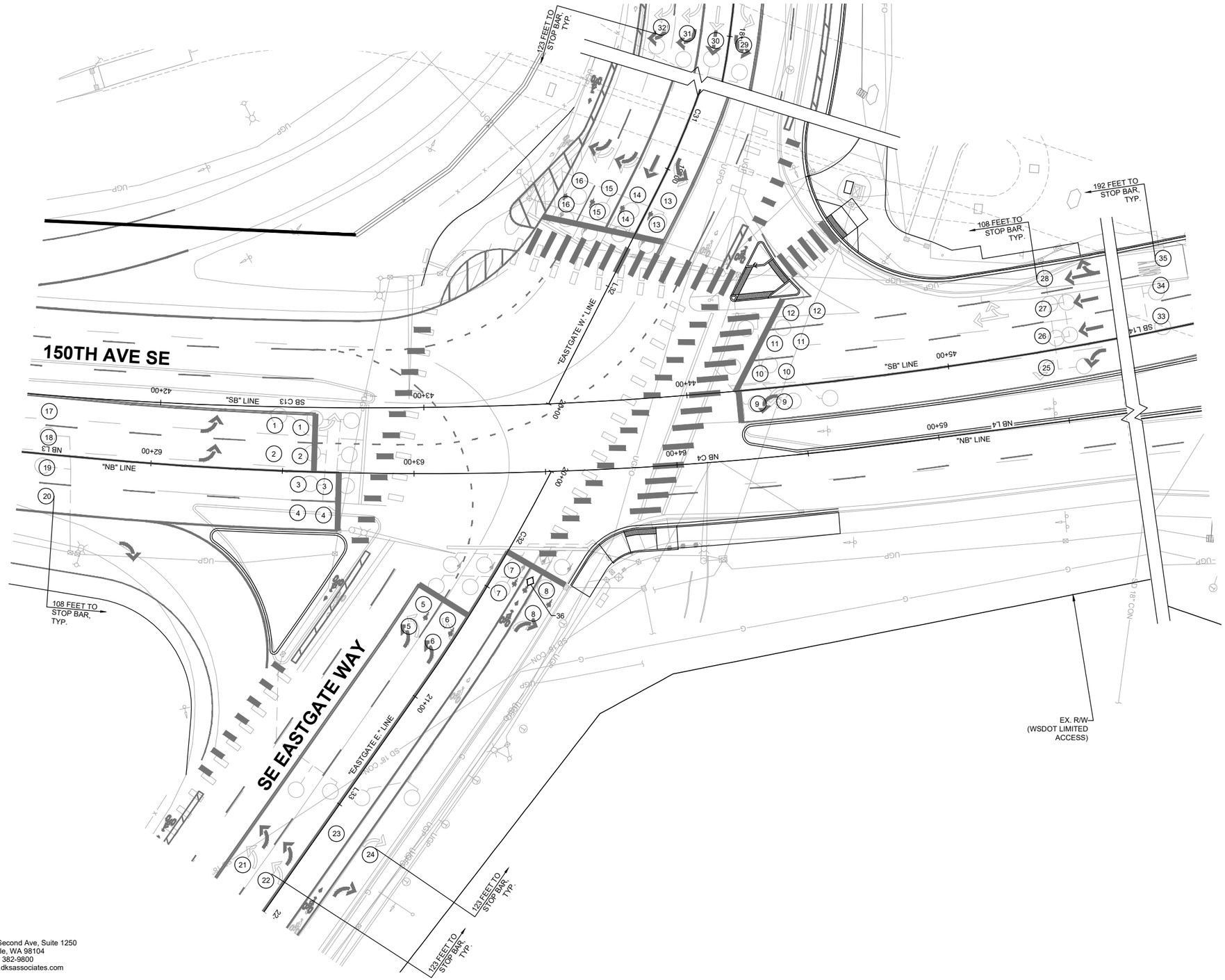
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

SIGNAL PLAN
150TH AVE SE & EASTGATE WAY

TSP03 SHT 75 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



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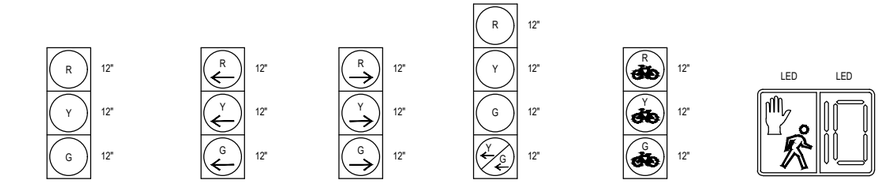
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

DETECTION PLAN
150TH AVE SE & EASTGATE WAY

TSP04

SIGNAL HEAD ASSIGNMENTS (LED)



HEADS NO.
21, 22, 23, 24, 41, 42,
61, 62, 82, 83, 84, 85, 86

HEADS NO.
11, 12, 31, 32,
71, 72, 73

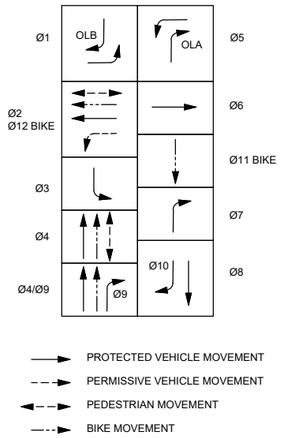
HEADS NO.
101/OLB, 102/OLB

HEADS NO.
51, 52, 91/OLA

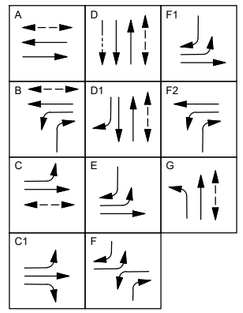
HEADS NO.
111, 112, 121, 122

HEADS NO.
48, 49

PHASE DIAGRAM



SCATS PHASE DIAGRAM



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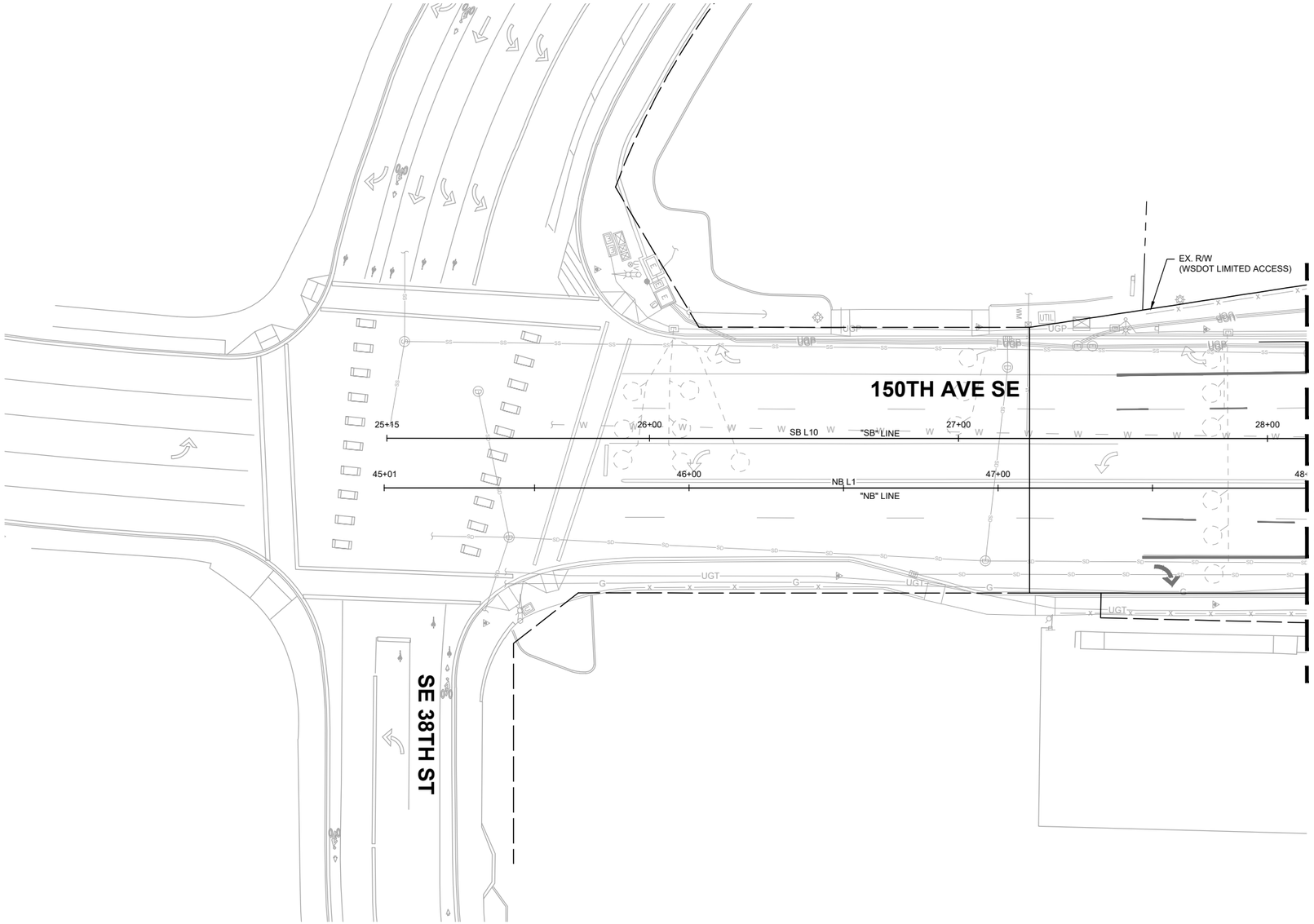
City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

SIGNAL DETAILS
150TH AVE SE & EASTGATE WAY

TSP05

SEC.10 & 11, T.24N. R.5E. W.M.



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SCALE IN FEET
20 0 10 20 40

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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

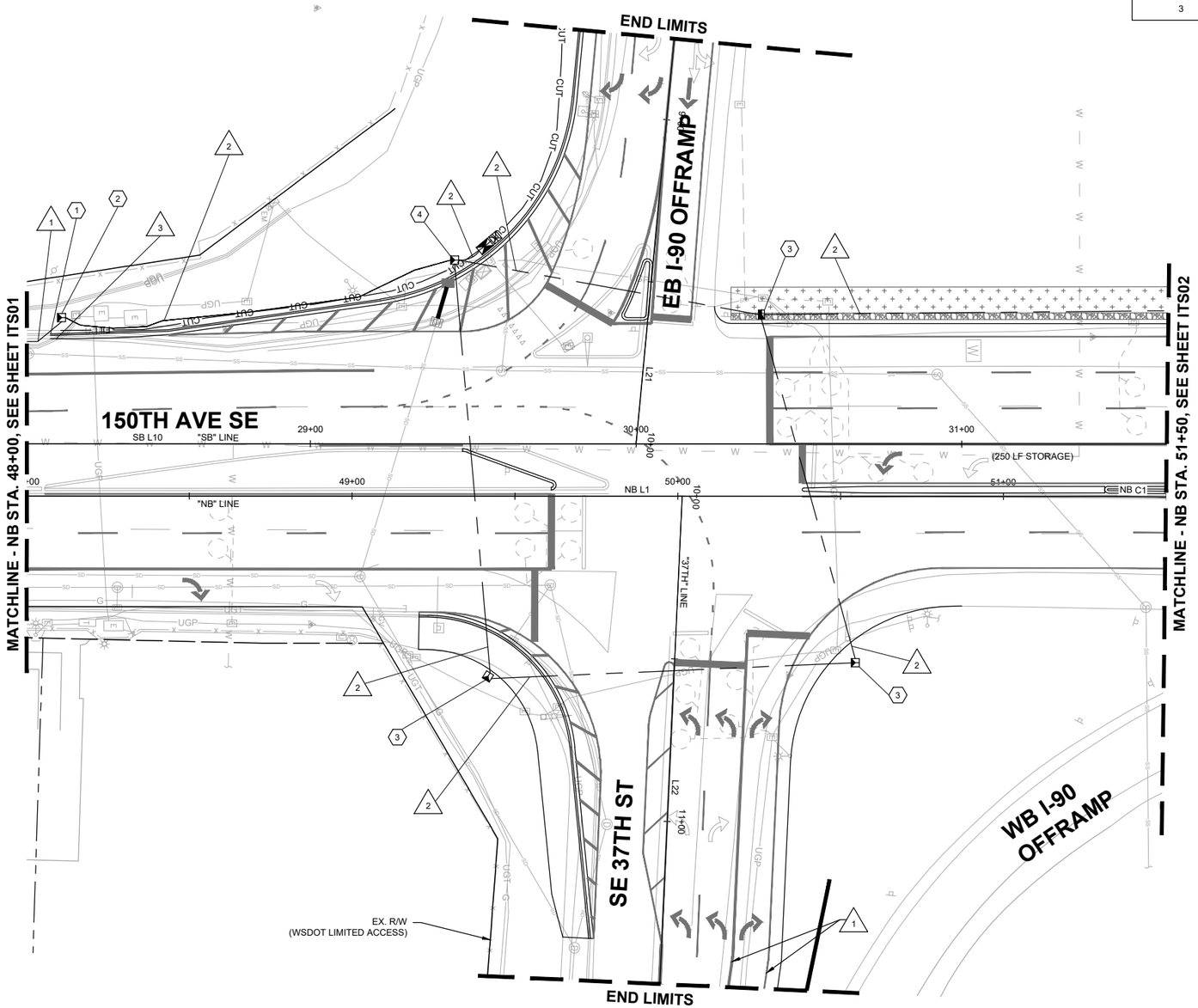
ITS01 SHT 78 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

WIRE SCHEDULE			
WIRE NO.	CONDUIT SIZE	12-SMFO	NOTES
1	EX 2"		
2	3"		
	3"		
3	3"		

CONSTRUCTION NOTES

1. INTERCEPT EXISTING CONDUIT WITH NEW CONDUIT.
2. INSTALL COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-180-1.
3. INSTALL LARGE COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-181-1.
4. INSTALL FIBER OPTIC VAULT PER CITY OF BELLEVUE STANDARD PLAN SL-190-1.



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City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

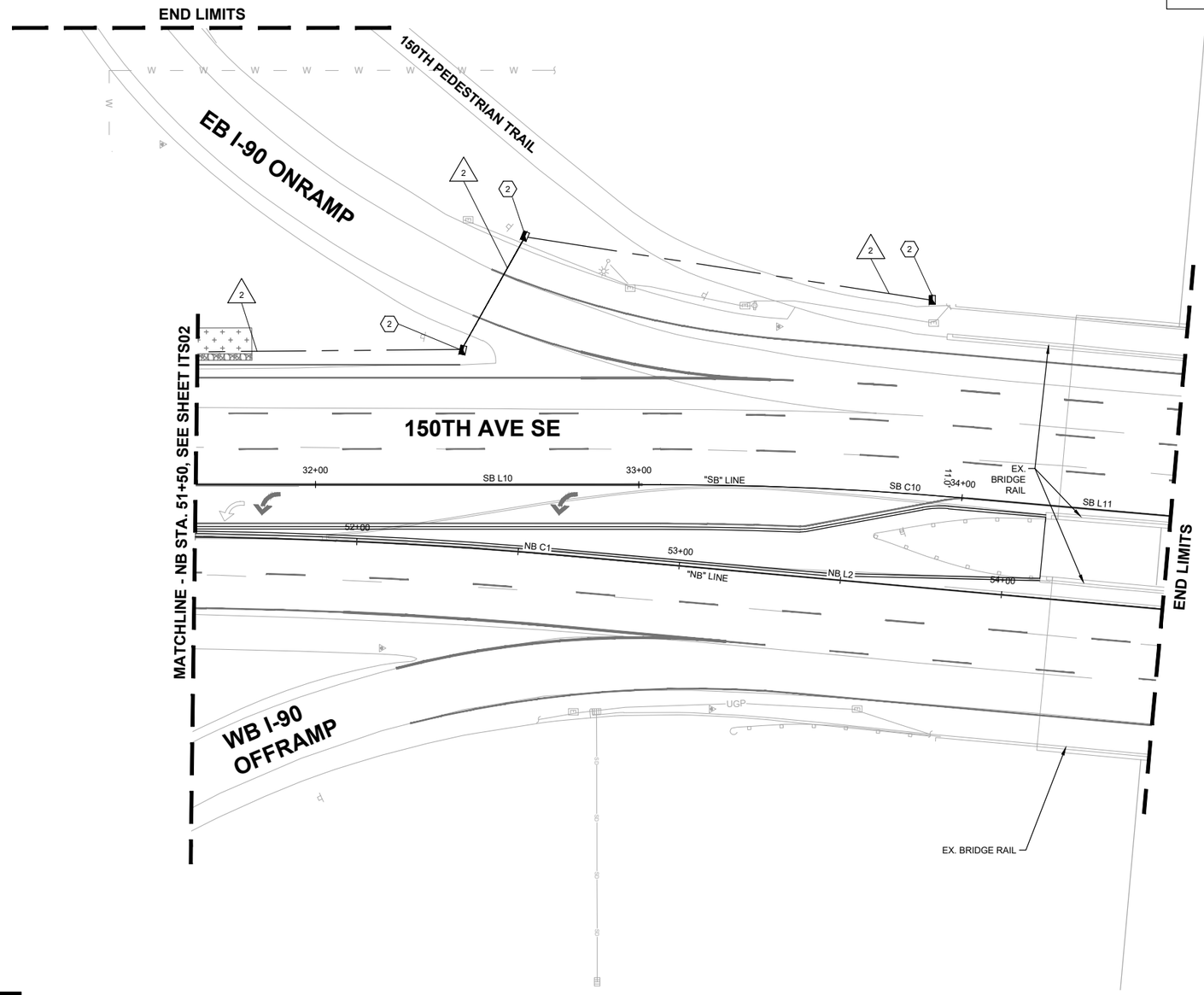
ITS02 SHT 79 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

WIRE SCHEDULE			
WIRE NO.	CONDUIT SIZE	12-SMFO	NOTES
1	EX 2"		
2	3"		
	3"		
3	3"		

CONSTRUCTION NOTES

(2) INSTALL COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-180-1.



SCALE IN FEET
20 0 10 20 40

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Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

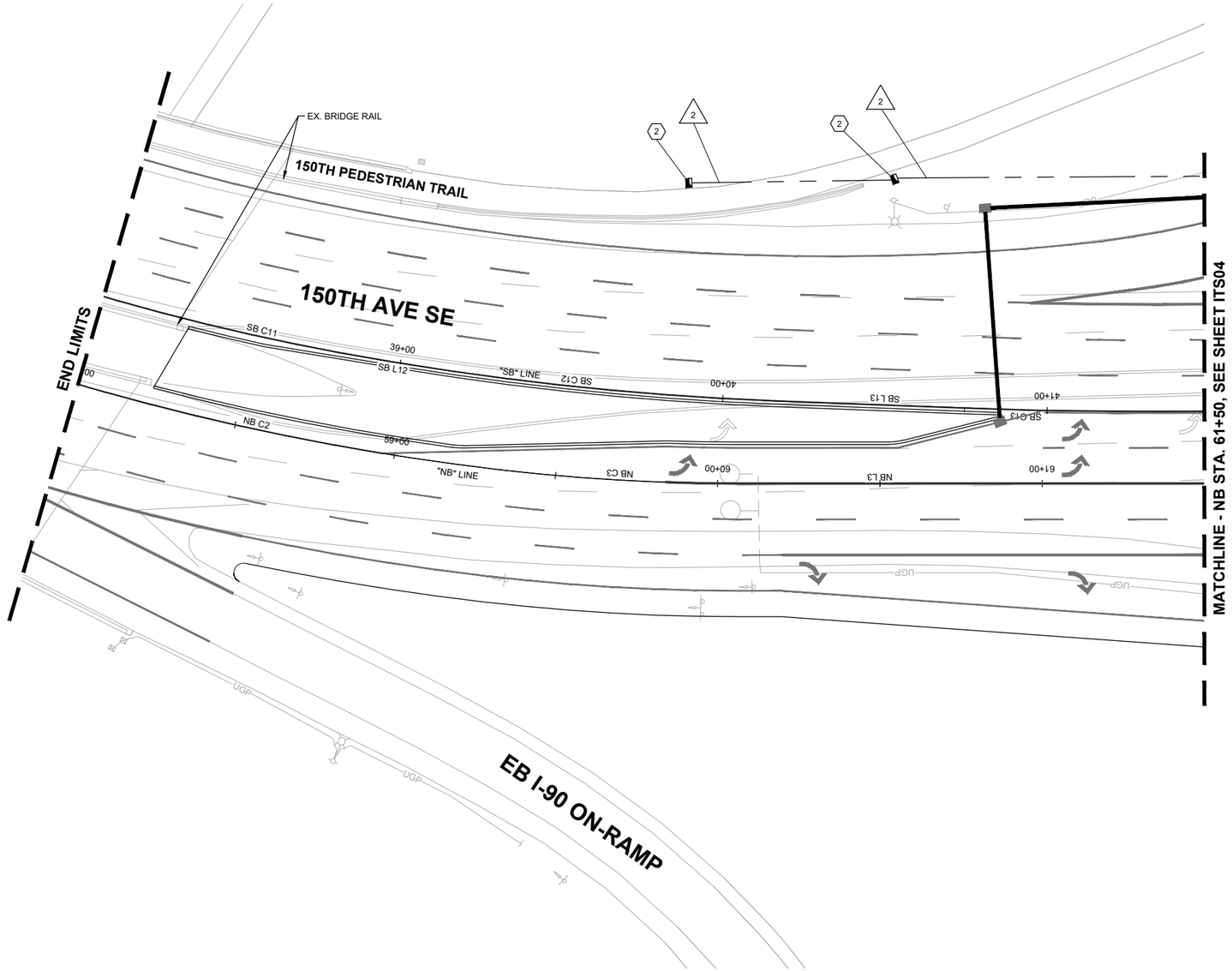
ITS03 SHT 80 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

WIRE SCHEDULE			
WIRE NO.	CONDUIT SIZE	12-SMFO	NOTES
1	EX 2"		
2	3"		
	3"		
3	3"		

CONSTRUCTION NOTES

(2) INSTALL COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-180-1.



SCALE IN FEET
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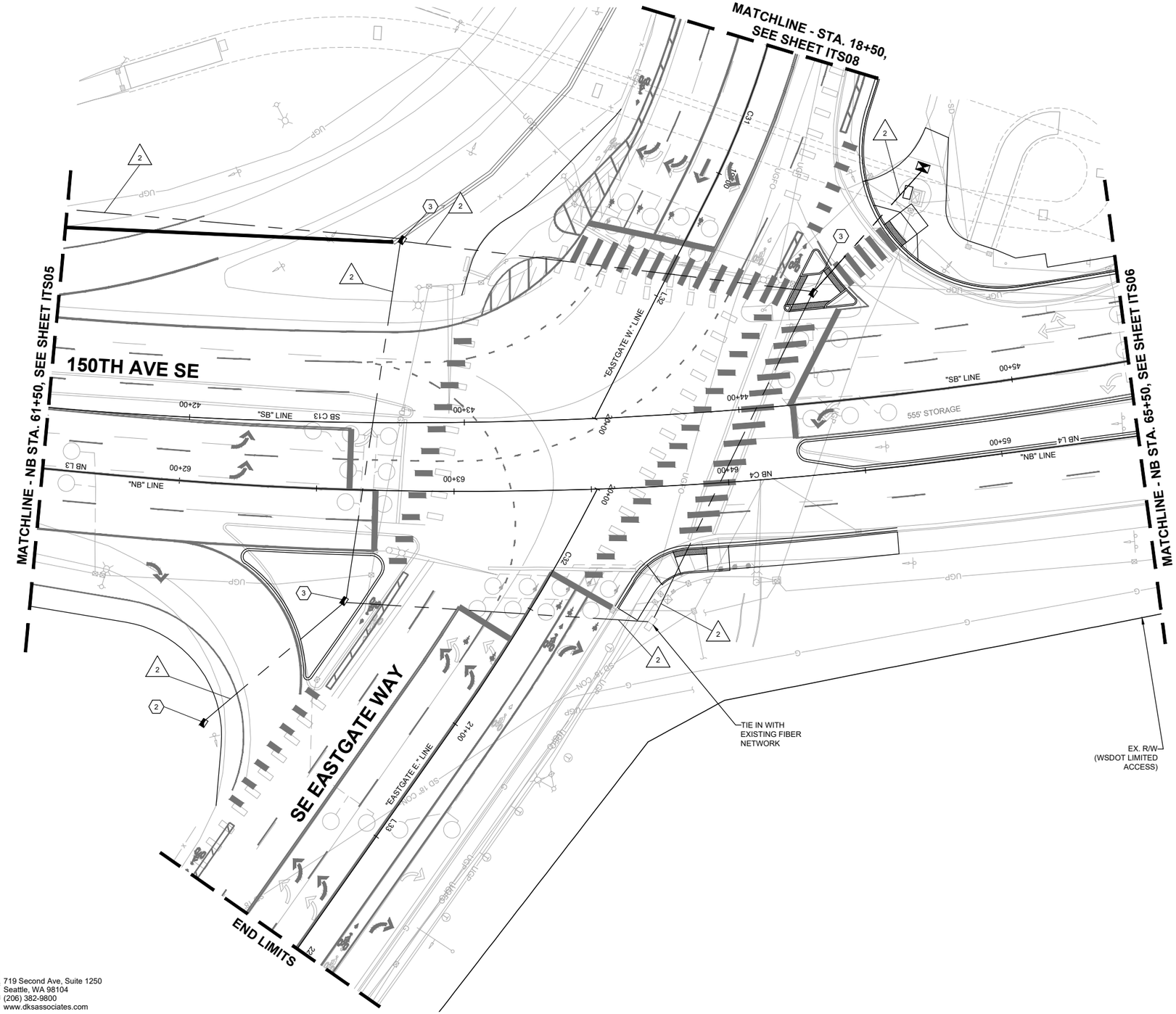
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

ITS04 SHT 81 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



CONSTRUCTION NOTES

2. INSTALL COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-180-1.
3. INSTALL LARGE COMMUNICATION JUNCTION BOX PER CITY OF BELLEVUE STANDARD PLAN SL-181-1.
4. INSTALL FIBER OPTIC VAULT PER CITY OF BELLEVUE STANDARD PLAN SL-190-1.

WIRE SCHEDULE

WIRE NO.	CONDUIT SIZE	12-SMFO	NOTES
1	EX 2"		
2	3"		
	3"		
3	3"		

SCALE IN FEET
20 0 10 20 40

DKS
719 Second Ave, Suite 1250
Seattle, WA 98104
(206) 382-9800
www.dksassociates.com

NO.	DATE	BY	APPR.	REVISIONS

KCK 11/2/2022 DESIGNED BY DATE
RAS 11/2/2022 DRAWN BY DATE
EHS 11/2/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

ITS05 SHT 82 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.

SCALE IN FEET
20 0 10 20 40

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NO.	DATE	BY	APPR.	REVISIONS

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CHECKED BY	DATE

City of Bellevue
Transportation Department

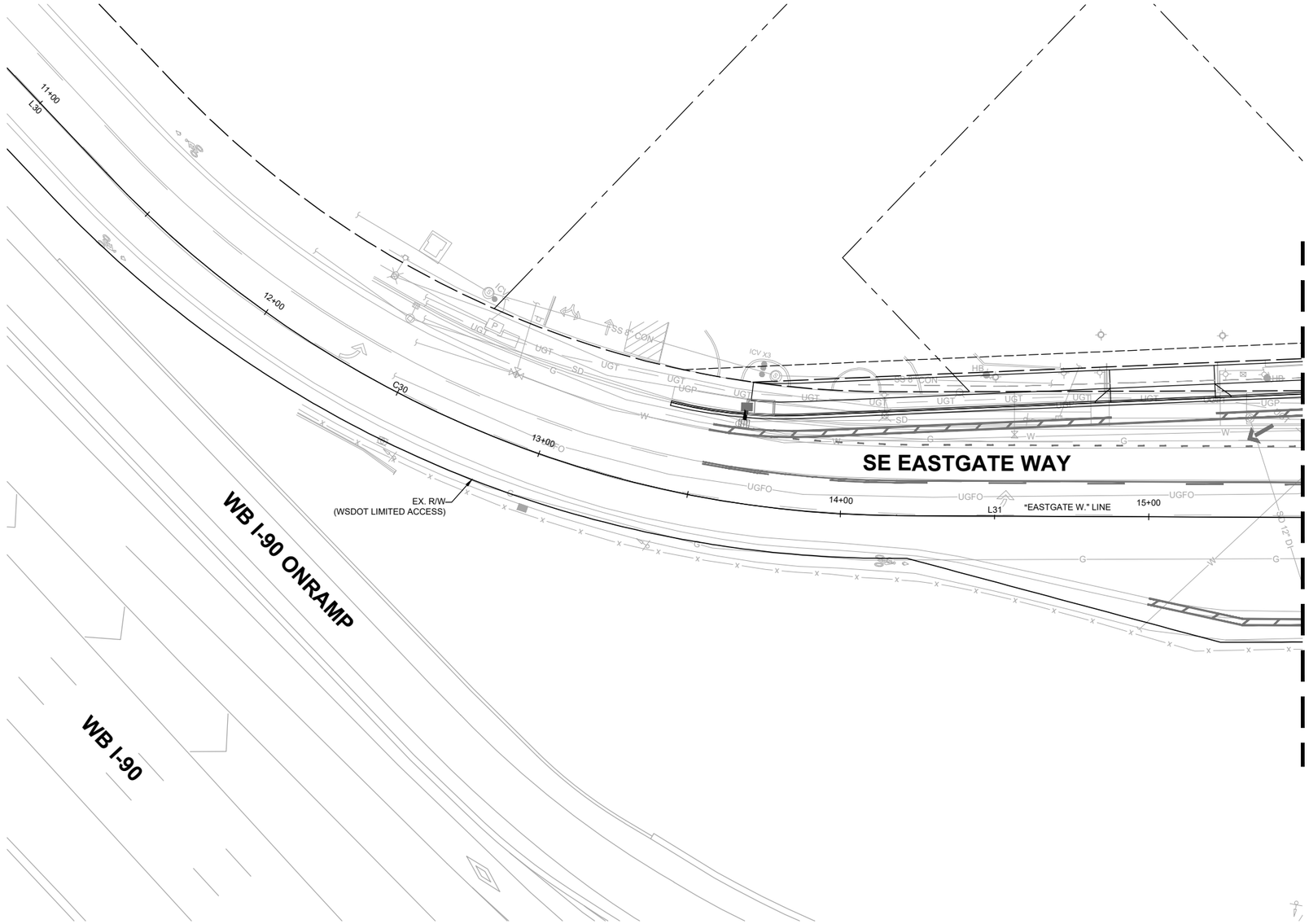
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

ITS06

SHT 83 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



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20 0 10 20 40

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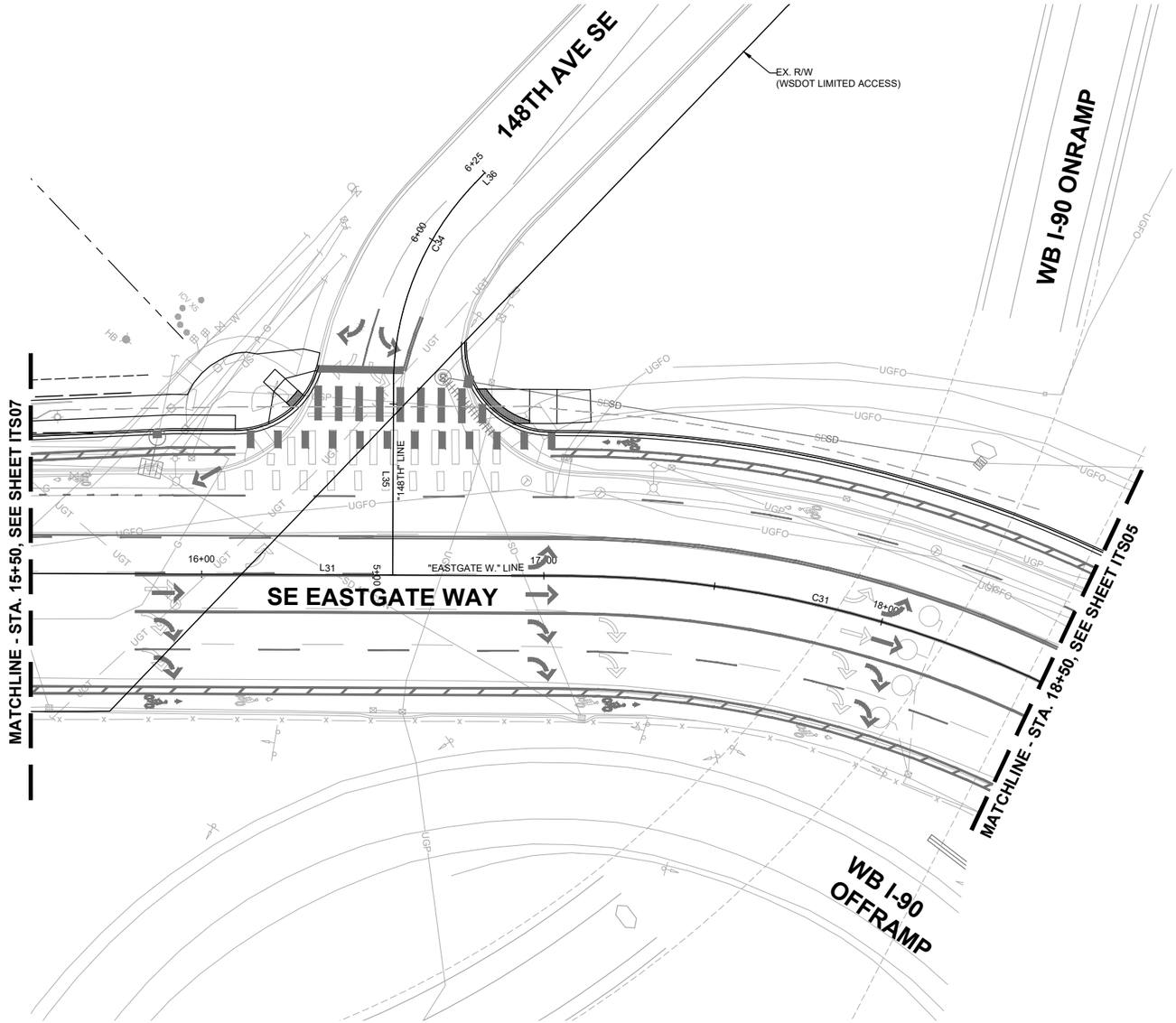
150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

ITS07 SHT 84 OF 85

SEC.10 & 11, T.24N. R.5E. W.M.



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SCALE IN FEET
20 0 10 20 40

NO.	DATE	BY	APPR.	REVISIONS

KCK 11/2/2022 DESIGNED BY DATE
RAS 11/2/2022 DRAWN BY DATE
EHS 11/2/2022 CHECKED BY DATE

City of Bellevue
Transportation Department

150TH AVENUE SE MOBILITY PROJECT
SE 28TH STREET TO SE 38TH STREET

ITS PLAN

ITS08 SHT 85 OF 85

APPENDIX B - Wetland Data Sheets

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Belleve 150th | City/County: Bellevue/King County | Sampling Date: 10/10/2022

Applicant/Owner: City of Bellevue | State: WA | Sampling Point: W1-DP-1

Investigator(s): Rick Pratt | Section, Township, Range: Section 11 Township 24 North Range 05 East

Landform (hillslope, terrace, etc.): depression | Local relief (concave, convex, none): concave | Slope (%): 0

Subregion (LRR): A | Lat: 47.57839 | Long: -122.14079 | Datum: NAD83HARN

Soil Map Unit Name: Arents, Everett Material | NWI Classification: PEM

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [✓], Soil [✓], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	(●) Yes	( ) No	**Is the Sampled Area within a Wetland?**	(●) Yes ( ) No
Hydric Soil Present?	(●) Yes	( ) No		
Wetland Hydrology Present?	(●) Yes	( ) No		

Remarks:
Wetland located adjacent to Eastbound I-90 offramp. Wetland is within maintained WSDOT right of way.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1.				
2.				
3.				
4.				
	= Total Cover			
Sapling/Shrub Stratum (Plot size:)				
1. *Rubus armeniacus*	5	**Y**	100.0	FAC
2.				
3.				
4.				
5.				
	5 = Total Cover			
Herb Stratum (Plot size:)				
1. *Juncus effusus*	80	**Y**	80.0	FACW
2. *Holcus lanatus*	10	N	10.0	FAC
3. *Agrostis capillaris*	10	N	10.0	FAC
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	100 = Total Cover			
Woody Vine Stratum (Plot size:)				
1.				
2.				
	= Total Cover			

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	80	x 2 =	160
FAC species	25	x 3 =	75
FACU species	0	x 4 =	0
UPL species	0	x 5 =	0
Column Totals:	105 (A)		235 (B)

Prevalence Index = B/A = 2.238

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [✓] 2 - Dominance Test is >50%
- [✓] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? (●) Yes ( ) No

Remarks:

SOIL

Sampling Point: W1-DP-1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	10YR 3/1	100					Loam	
4+							gravel	restrictive layer

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☑ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: gravel

Depth (inches): 4

Hydric Soil Present? ◉ Yes ○ No

Remarks:

Adjacent to clover leaf off ramp. Subsoil is compacted and high in gravel. No sample was accessable past 4 inches because of restrictive layer. It is assumed that the soils below 4 inches include depleted matrix characteristics.

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☑ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☑ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ◉ Yes ○ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Western Mountains, Valleys, and Coast Region

Project/Site: Bellevue 150th | City/County: Bellevue/King County | Sampling Date: 10/10/2022

Applicant/Owner: City of Bellevue | State: WA | Sampling Point: W1-DP-2

Investigator(s): Rick Pratt | Section, Township, Range: Section 11 Township 24 North Range 05 East

Landform (hillslope, terrace, etc.): depression | Local relief (concave, convex, none): concave | Slope (%): 0

Subregion (LRR): A | Lat: 47.57839 | Long: -122.14079 | Datum: NAD83HARN

Soil Map Unit Name: Arents, Everett Material | NWI Classification: upland

Are climatic / hydrologic conditions on the site typical for this time of year? (●) Yes ( ) No (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? (●) Yes ( ) No

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	( ) Yes	(●) No	**Is the Sampled Area within a Wetland?** ( ) Yes (●) No
Hydric Soil Present?	( ) Yes	(●) No	
Wetland Hydrology Present?	( ) Yes	(●) No	

Remarks:

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size:)	Absolute % Cover	Dom. Sp.?	Relative % Cover	Indicator Status
1. *Pseudotsuga menziesii*	35	Y	63.6	FACU
2. *Acer Spp.*	20	Y	36.4	#N/A
3.				
4.				
	55	= Total Cover		
Sapling/Shrub Stratum (Plot size:)				
1. *Cytisus scoparius*	5	Y	100.0	UPL
2.				
3.				
4.				
5.				
	5	= Total Cover		
Herb Stratum (Plot size:)				
1. *Agrostis capillaris*	75	Y	83.3	FAC
2. *Holcus lanatus*	15	N	16.7	FAC
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
	90	= Total Cover		
Woody Vine Stratum (Plot size:)				
1.				
2.				
		= Total Cover		

% Bare Ground in Herb Stratum

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 25.0% (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	90	x 3 =	270
FACU species	35	x 4 =	140
UPL species	5	x 5 =	25
Column Totals:	130 (A)		435 (B)

Prevalence Index = B/A = 3.346

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] 5 - Wetland Non-Vascular Plants[1]
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? ( ) Yes (●) No

Remarks:

SOIL

Sampling Point: W1-DP-2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-6	10YR 3/3	100					Gravelly loam	
6+							Dense Gravel	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1) (except MLRA 1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ 2 cm Muck (A10)
- ☐ Red Parent Material (TF2)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if present):

Type: Gravel

Depth (inches): 6

Hydric Soil Present? ○ Yes ◉ No

Remarks:
Dense gravel at 6", no sample taken

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9) (except MLRA 1, 2, 4A, and 4B)
- ☐ Salt Crust (B11)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Stunted or Stressed Plants (D1) (LRR A)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water-Stained Leaves (B9) (MLRA 1, 2, 4A, and 4B)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Geomorphic Position (D2)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)
- ☐ Raised Ant Mounds (D6) (LRR A)
- ☐ Frost-Heave Hummocks (D7)

Field Observations:

Surface Water Present? ○ Yes ◉ No Depth (inches): _____

Water Table Present? ○ Yes ◉ No Depth (inches): _____

Saturation Present? (includes capillary fringe) ○ Yes ◉ No Depth (inches): _____

Wetland Hydrology Present? ○ Yes ◉ No

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:
None

APPENDIX C - Wetland Rating Forms

Wetland name or number W1

RATING SUMMARY – Western Washington

Name of wetland (or ID #): Wetland W1 Date of site visit: 10/10/2022

Rated by Rick Pratt Trained by Ecology? x Yes ___No Date of training 2014

HGM Class used for rating Depressional Wetland has multiple HGM classes?___Y x N

NOTE: **Form is not complete without the figures requested** *(figures can be combined)*.
Source of base aerial photo/map _____

OVERALL WETLAND CATEGORY IV (based on functions x or special characteristics___)

1. Category of wetland based on FUNCTIONS

_____**Category I** – Total score = 23 - 27

_____**Category II** – Total score = 20 - 22

_____**Category III** – Total score = 16 - 19

x **Category IV** – Total score = 9 - 15

FUNCTION	Improving Water Quality	Hydrologic	Habitat	
	Circle the appropriate ratings			
Site Potential	H M (L)	H M (L)	H M (L)	
Landscape Potential	H (M) L	(H) M L	H M (L)	
Value	(H) M L	H (M) L	H M (L)	**TOTAL**
Score Based on Ratings	6	6	3	15

Score for each function based on three ratings *(order of ratings is not important)*

9 = H,H,H
8 = H,H,M
7 = H,H,L
7 = H,M,M
6 = H,M,L
6 = M,M,M
5 = H,L,L
5 = M,M,L
4 = M,L,L
3 = L,L,L

2. Category based on SPECIAL CHARACTERISTICS of wetland

CHARACTERISTIC	CATEGORY
Estuarine	**I II**
Wetland of High Conservation Value	**I**
Bog	**I**
Mature Forest	**I**
Old Growth Forest	**I**
Coastal Lagoon	**I II**
Interdunal	**I II III IV**
None of the above	

Wetland name or number W1

Maps and figures required to answer questions correctly for Western Washington

Depressional Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	D 1.3, H 1.1, H 1.4	X
Hydroperiods	D 1.4, H 1.2	
Location of outlet (*can be added to map of hydroperiods)*	D 1.1, D 4.1	
Boundary of area within 150 ft of the wetland *(can be added to another figure)*	D 2.2, D 5.2	
Map of the contributing basin	D 4.3, D 5.3	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	D 3.1, D 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	D 3.3	

Riverine Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Ponded depressions	R 1.1	
Boundary of area within 150 ft of the wetland *(can be added to another figure)*	R 2.4	
Plant cover of trees, shrubs, and herbaceous plants	R 1.2, R 4.2	
Width of unit vs. width of stream *(can be added to another figure)*	R 4.1	
Map of the contributing basin	R 2.2, R 2.3, R 5.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	R 3.1	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	R 3.2, R 3.3	

Lake Fringe Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	L 1.1, L 4.1, H 1.1, H 1.4	
Plant cover of trees, shrubs, and herbaceous plants	L 1.2	
Boundary of area within 150 ft of the wetland *(can be added to another figure)*	L 2.2	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	L 3.1, L 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	L 3.3	

Slope Wetlands

Map of:	To answer questions:	Figure #
Cowardin plant classes	H 1.1, H 1.4	
Hydroperiods	H 1.2	
Plant cover of **dense** trees, shrubs, and herbaceous plants	S 1.3	
Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants (*can be added to figure above)*	S 4.1	
Boundary of 150 ft buffer (can be added to another figure)	S 2.1, S 5.1	
1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat	H 2.1, H 2.2, H 2.3	
Screen capture of map of 303(d) listed waters in basin (from Ecology website)	S 3.1, S 3.2	
Screen capture of list of TMDLs for WRIA in which unit is found (from web)	S 3.3	

Wetland name or number W1

HGM Classification of Wetlands in Western Washington

For questions 1-7, the criteria described must apply to the entire unit being rated.

If the hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1-7 apply, and go to Question 8.

1. Are the water levels in the entire unit usually controlled by tides except during floods?

   NO – go to 2 **YES** – the wetland class is **Tidal Fringe** – go to 1.1

   1.1 Is the salinity of the water during periods of annual low flow below 0.5 ppt (parts per thousand)?

   NO – Saltwater Tidal Fringe (Estuarine) **YES – Freshwater Tidal Fringe**
   *If your wetland can be classified as a Freshwater Tidal Fringe use the forms for **Riverine** wetlands. If it is Saltwater Tidal Fringe it is an **Estuarine** wetland and is not scored. This method **cannot** be used to score functions for estuarine wetlands.*

2. The entire wetland unit is flat and precipitation is the only source (>90%) of water to it. Groundwater and surface water runoff are NOT sources of water to the unit.

   NO – go to 3 **YES** – The wetland class is **Flats**
   *If your wetland can be classified as a Flats wetland, use the form for **Depressional** wetlands.*

3. Does the entire wetland unit **meet all** of the following criteria?
   ___The vegetated part of the wetland is on the shores of a body of permanent open water (without any plants on the surface at any time of the year) at least 20 ac (8 ha) in size;
   ___At least 30% of the open water area is deeper than 6.6 ft (2 m).

   NO – go to 4 **YES –** The wetland class is **Lake Fringe** (Lacustrine Fringe)

4. Does the entire wetland unit **meet all** of the following criteria?
   _x_The wetland is on a slope (*slope can be very gradual*),
   ___The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks,
   ___The water leaves the wetland **without being impounded**.

   NO – go to 5 **YES –** The wetland class is **Slope**

   NOTE: Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 ft deep).

5. Does the entire wetland unit **meet all** of the following criteria?
   ___The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river,
   ___The overbank flooding occurs at least once every 2 years.

Wetland name or number W1

NO – go to 6 **YES** – The wetland class is **Riverine**

NOTE: The Riverine unit can contain depressions that are filled with water when the river is not flooding

6. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year? *This means that any outlet, if present, is higher than the interior of the wetland.*

NO – go to 7 **YES** – The wetland class is **Depressional**

7. Is the entire wetland unit located in a very flat area with no obvious depression and no overbank flooding? The unit does not pond surface water more than a few inches. The unit seems to be maintained by high groundwater in the area. The wetland may be ditched, but has no obvious natural outlet.

NO – go to 8 **YES** – The wetland class is **Depressional**

8. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-7 APPLY TO DIFFERENT AREAS IN THE UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

NOTE: Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the unit; classify the wetland using the class that represents more than 90% of the total area.

HGM classes within the wetland unit being rated	HGM class to use in rating
Slope + Riverine	Riverine
Slope + Depressional	Depressional
Slope + Lake Fringe	Lake Fringe
Depressional + Riverine along stream within boundary of depression	Depressional
Depressional + Lake Fringe	Depressional
Riverine + Lake Fringe	Riverine
Salt Water Tidal Fringe and any other class of freshwater wetland	Treat as ESTUARINE

*If you are still unable to determine which of the above criteria apply to your wetland, or if you have **more than 2 HGM classes** within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number W1

DEPRESSIONAL AND FLATS WETLANDS

Water Quality Functions - Indicators that the site functions to improve water quality

D 1.0. Does the site have the potential to improve water quality?	
D 1.1. Characteristics of surface water outflows from the wetland: Wetland is a depression or flat depression (QUESTION 7 on key) with no surface water leaving it (no outlet). points = 3 Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet. points = 2 Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing points = 1 Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch. points = 1	2
D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic *(use NRCS definitions)*. Yes = 4 No = 0	0
D 1.3. Characteristics and distribution of persistent plants (Emergent, Scrub-shrub, and/or Forested Cowardin classes): Wetland has persistent, ungrazed, plants > 95% of area points = 5 Wetland has persistent, ungrazed, plants > ½ of area points = 3 Wetland has persistent, ungrazed plants > $^1/_{10}$ of area points = 1 Wetland has persistent, ungrazed plants < $^1/_{10}$ of area points = 0	3
D 1.4. Characteristics of seasonal ponding or inundation: *This is the area that is ponded for at least 2 months. See description in manual.* Area seasonally ponded is > ½ total area of wetland points = 4 Area seasonally ponded is > ¼ total area of wetland points = 2 Area seasonally ponded is < ¼ total area of wetland points = 0	0
Total for D 1 Add the points in the boxes above	5

Rating of Site Potential If score is: ___ **12-16 = H** ___ **6-11 = M** X **0-5 = L** *Record the rating on the first page*

D 2.0. Does the landscape have the potential to support the water quality function of the site?	
D 2.1. Does the wetland unit receive stormwater discharges? Yes = 1 No = 0	1
D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants? Yes = 1 No = 0	1
D 2.3. Are there septic systems within 250 ft of the wetland? Yes = 1 No = 0	0
D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1-D 2.3? Source_____ Yes = 1 No = 0	0
Total for D 2 Add the points in the boxes above	2

Rating of Landscape Potential If score is: ___ **3 or 4 = H** X **1 or 2 = M** ___ **0 = L** *Record the rating on the first page*

D 3.0. Is the water quality improvement provided by the site valuable to society?	
D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, lake, or marine water that is on the 303(d) list? Yes = 1 No = 0	1
D 3.2. Is the wetland in a basin or sub-basin where an aquatic resource is on the 303(d) list? Yes = 1 No = 0	1
D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the basin in which the unit is found*)? Yes = 2 No = 0	0
Total for D 3 Add the points in the boxes above	2

Rating of Value If score is: X **2-4 = H** ___ **1 = M** ___ **0 = L** *Record the rating on the first page*

Wetland name or number W1

DEPRESSIONAL AND FLATS WETLANDS

Hydrologic Functions - Indicators that the site functions to reduce flooding and stream degradation

D 4.0. Does the site have the potential to reduce flooding and erosion?

D 4.1. Characteristics of surface water outflows from the wetland:

Wetland is a depression or flat depression with no surface water leaving it (no outlet)	points = 4	2
Wetland has an intermittently flowing stream or ditch, OR highly constricted permanently flowing outlet	points = 2	
Wetland is a flat depression (QUESTION 7 on key), whose outlet is a permanently flowing ditch	points = 1	
Wetland has an unconstricted, or slightly constricted, surface outlet that is permanently flowing	points = 0	

D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or if dry, the deepest part.*

Marks of ponding are 3 ft or more above the surface or bottom of outlet	points = 7	3
Marks of ponding between 2 ft to < 3 ft from surface or bottom of outlet	points = 5	
Marks are at least 0.5 ft to < 2 ft from surface or bottom of outlet	points = 3	
The wetland is a "headwater" wetland	points = 3	
Wetland is flat but has small depressions on the surface that trap water	points = 1	
Marks of ponding less than 0.5 ft (6 in)	points = 0	

D 4.3. Contribution of the wetland to storage in the watershed: *Estimate the ratio of the area of upstream basin contributing surface water to the wetland to the area of the wetland unit itself.*

The area of the basin is less than 10 times the area of the unit	points = 5	0
The area of the basin is 10 to 100 times the area of the unit	points = 3	
The area of the basin is more than 100 times the area of the unit	points = 0	
Entire wetland is in the Flats class	points = 5	

Total for D 4	Add the points in the boxes above	5

Rating of Site Potential If score is: ___ **12-16 = H** ___ **6-11 = M** X **0-5 = L** *Record the rating on the first page*

D 5.0. Does the landscape have the potential to support hydrologic functions of the site?

D 5.1. Does the wetland receive stormwater discharges?	Yes = 1 No = 0	1
D 5.2. Is >10% of the area within 150 ft of the wetland in land uses that generate excess runoff?	Yes = 1 No = 0	1
D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses (residential at >1 residence/ac, urban, commercial, agriculture, etc.)?	Yes = 1 No = 0	1
Total for D 5	Add the points in the boxes above	3

Rating of Landscape Potential If score is: X **3 = H** ___ **1 or 2 = M** ___ **0 = L** *Record the rating on the first page*

D 6.0. Are the hydrologic functions provided by the site valuable to society?

D 6.1. The unit is in a landscape that has flooding problems. *Choose the description that best matches conditions around the wetland unit being rated. Do not add points. Choose the highest score if more than one condition is met.*

The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or salmon redds):		1
• Flooding occurs in a sub-basin that is immediately down-gradient of unit.	points = 2	
• Surface flooding problems are in a sub-basin farther down-gradient.	points = 1	
Flooding from groundwater is an issue in the sub-basin.	points = 1	
The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood. *Explain why* _____	points = 0	
There are no problems with flooding downstream of the wetland.	points = 0	

D 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan?	Yes = 2 No = 0	0
Total for D 6	Add the points in the boxes above	1

Rating of Value If score is: ___ **2-4 = H** X **1 = M** ___ **0 = L** *Record the rating on the first page*

Wetland name or number W1

These questions apply to wetlands of all HGM classes.

HABITAT FUNCTIONS - Indicators that site functions to provide important habitat

H 1.0. Does the site have the potential to provide habitat?

H 1.1. Structure of plant community: *Indicators are Cowardin classes and strata within the Forested class.* Check the Cowardin plant classes in the wetland. *Up to 10 patches may be combined for each class to meet the threshold of ¼ ac or more than 10% of the unit if it is smaller than 2.5 ac. Add the number of structures checked.*

____Aquatic bed	4 structures or more: points = 4
__X__Emergent	3 structures: points = 2
____Scrub-shrub (areas where shrubs have > 30% cover)	2 structures: points = 1
____Forested (areas where trees have > 30% cover)	1 structure: points = 0

If the unit has a Forested class, check if:

____The Forested class has 3 out of 5 strata (canopy, sub-canopy, shrubs, herbaceous, moss/ground-cover) that each cover 20% within the Forested polygon

0

H 1.2. Hydroperiods

Check the types of water regimes (hydroperiods) present within the wetland. The water regime has to cover more than 10% of the wetland or ¼ ac to count (*see text for descriptions of hydroperiods*).

____Permanently flooded or inundated	4 or more types present: points = 3
__X__Seasonally flooded or inundated	3 types present: points = 2
____Occasionally flooded or inundated	2 types present: points = 1
__X__Saturated only	1 type present: points = 0
____Permanently flowing stream or river in, or adjacent to, the wetland	
____Seasonally flowing stream in, or adjacent to, the wetland	
____**Lake Fringe wetland**	**2 points**
____**Freshwater tidal wetland**	**2 points**

1

H 1.3. Richness of plant species

Count the number of plant species in the wetland that cover at least 10 ft^2.

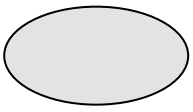
Different patches of the same species can be combined to meet the size threshold and you do not have to name the species. ***Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Canadian thistle***

If you counted: > 19 species	points = 2
5 - 19 species	points = 1
< 5 species	points = 0

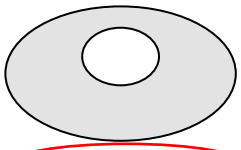
1

H 1.4. Interspersion of habitats

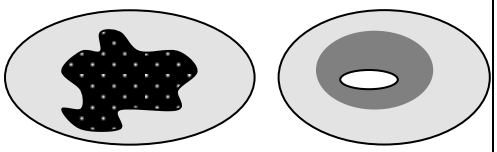
Decide from the diagrams below whether interspersion among Cowardin plants classes (described in H 1.1), or the classes and unvegetated areas (can include open water or mudflats) is high, moderate, low, or none. *If you have four or more plant classes or three classes and open water, the rating is always high.*



None = 0 points

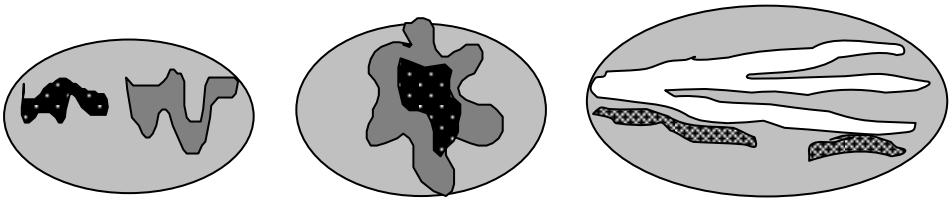


Low = 1 point



Moderate = 2 points

All three diagrams in this row are **HIGH** = 3points



1

Wetland name or number W1

H 1.5. Special habitat features: Check the habitat features that are present in the wetland. *The number of checks is the number of points.* ____Large, downed, woody debris within the wetland (> 4 in diameter and 6 ft long). ____Standing snags (dbh > 4 in) within the wetland ____Undercut banks are present for at least 6.6 ft (2 m) **and/or** overhanging plants extends at least 3.3 ft (1 m) over a stream (or ditch) in, or contiguous with the wetland, for at least 33 ft (10 m) ____Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 30 degree slope) OR signs of recent beaver activity are present *(cut shrubs or trees that have not yet weathered where wood is exposed)* ____At least ¼ ac of thin-stemmed persistent plants or woody branches are present in areas that are permanently or seasonally inundated *(structures for egg-laying by amphibians)* X ____Invasive plants cover less than 25% of the wetland area in every stratum of plants (*see H 1.1 for list of strata*)	1
Total for H 1 Add the points in the boxes above	4

Rating of Site Potential If score is:___**15-18 = H** ___**7-14 = M** X **0-6 = L** *Record the rating on the first page*

H 2.0. Does the landscape have the potential to support the habitat functions of the site?	
H 2.1. Accessible habitat (include *only habitat that directly abuts wetland unit*). *Calculate:* 0 % undisturbed habitat___ + [(% moderate and low intensity land uses)/2] 0 = 0 % If total accessible habitat is: > 1/3 (33.3%) of 1 km Polygon — 0 Acres accessible habitat. = 0 % — points = 3 20-33% of 1 km Polygon — 0 Acres Accessible moderate/low intensity land use hab. = 0 % — points = 2 10-19% of 1 km Polygon — points = 1 < 10% of 1 km Polygon — points = 0	0
H 2.2. Undisturbed habitat in 1 km Polygon around the wetland. *Calculate:* 12 % undisturbed habitat 0 + [(% moderate and low intensity land uses)/2] 0 = 12 % Undisturbed habitat > 50% of Polygon — points = 3 Undisturbed habitat 10-50% and in 1-3 patches — 87 acres habitat / 770 acres — points = 2 Undisturbed habitat 10-50% and > 3 patches — points = 1 Undisturbed habitat < 10% of 1 km Polygon — points = 0	1
H 2.3. Land use intensity in 1 km Polygon: If > 50% of 1 km Polygon is high intensity land use — points = (- 2) ≤ 50% of 1 km Polygon is high intensity — points = 0	-2
Total for H 2 Add the points in the boxes above	-1

Rating of Landscape Potential If score is:___**4-6 = H** ___**1-3 = M** X **< 1 = L** *Record the rating on the first page*

H 3.0. Is the habitat provided by the site valuable to society?	
H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose only the highest score that applies to the wetland being rated.* Site meets ANY of the following criteria: — points = 2 — It has 3 or more priority habitats within 100 m (see next page) — It provides habitat for Threatened or Endangered species (any plant or animal on the state or federal lists) — It is mapped as a location for an individual WDFW priority species — It is a Wetland of High Conservation Value as determined by the Department of Natural Resources — It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan Site has 1 or 2 priority habitats (listed on next page) within 100 m — points = 1 Site does not meet any of the criteria above — points = 0	0

Rating of Value If score is:___**2 = H** ___**1 = M** X **0 = L** *Record the rating on the first page*

Wetland name or number W1

WDFW Priority Habitats

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp. http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here: http://wdfw.wa.gov/conservation/phs/list/)

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland unit: ***NOTE:*** *This question is independent of the land use between the wetland unit and the priority habitat.*

— **Aspen Stands:** Pure or mixed stands of aspen greater than 1 ac (0.4 ha).

— **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).

— **Herbaceous Balds:** Variable size patches of grass and forbs on shallow soils over bedrock.

— **Old-growth/Mature forests:** Old-growth west of Cascade crest – Stands of at least 2 tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) > 32 in (81 cm) dbh or > 200 years of age. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west of the Cascade crest.

— **Oregon White Oak:** Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).

— **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.

— **Westside Prairies:** Herbaceous, non-forested plant communities that can either take the form of a dry prairie or a wet prairie (*full descriptions in WDFW PHS report p. 161 – see web link above*).

— **Instream:** The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.

— **Nearshore**: Relatively undisturbed nearshore habitats. These include Coastal Nearshore, Open Coast Nearshore, and Puget Sound Nearshore. (*full descriptions of habitats and the definition of relatively undisturbed are in WDFW report – see web link on previous page).*

— **Caves:** A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.

— **Cliffs:** Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.

— **Talus:** Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.

— **Snags and Logs:** Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 20 in (51 cm) in western Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm) in diameter at the largest end, and > 20 ft (6 m) long.

Note: All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

Wetland name or number W1

CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

Wetland Type *Check off any criteria that apply to the wetland. Circle the category when the appropriate criteria are met.*	**Category**
SC 1.0. Estuarine wetlands Does the wetland meet the following criteria for Estuarine wetlands? — The dominant water regime is tidal, — Vegetated, and — With a salinity greater than 0.5 ppt Yes –Go to **SC 1.1** (No) = **Not an estuarine wetland**	
SC 1.1. Is the wetland within a National Wildlife Refuge, National Park, National Estuary Reserve, Natural Area Preserve, State Park or Educational, Environmental, or Scientific Reserve designated under WAC 332-30-151? Yes = **Category I** No - Go to **SC 1.2**	**Cat. I**
SC 1.2. Is the wetland unit at least 1 ac in size and meets at least two of the following three conditions? — The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing, and has less than 10% cover of non-native plant species. (If non-native species are *Spartina*, see page 25) — At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. — The wetland has at least two of the following features: tidal channels, depressions with open water, or contiguous freshwater wetlands. Yes = **Category I** No = **Category II**	**Cat. I** **Cat. II**
SC 2.0. Wetlands of High Conservation Value (WHCV) SC 2.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? Yes – Go to **SC 2.2** (No) – Go to **SC 2.3** SC 2.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value? Yes = **Category I** No = **Not a WHCV** SC 2.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland? http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf Yes – **Contact WNHP/WDNR and go to SC 2.4** No = **Not a WHCV** SC 2.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and listed it on their website? Yes = **Category I** No = **Not a WHCV**	**Cat. I**
SC 3.0. Bogs Does the wetland (or any part of the unit) meet both the criteria for soils and vegetation in bogs? *Use the key below.* ***If you answer YES you will still need to rate the wetland based on its functions.*** SC 3.1. Does an area within the wetland unit have organic soil horizons, either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? Yes – Go to **SC 3.3** (No) – Go to **SC 3.2** SC 3.2. Does an area within the wetland unit have organic soils, either peats or mucks, that are less than 16 in deep over bedrock, or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? Yes – Go to **SC 3.3** No = **Is not a bog** SC 3.3. Does an area with peats or mucks have more than 70% cover of mosses at ground level, AND at least a 30% cover of plant species listed in Table 4? Yes = **Is a Category I bog** No – Go to **SC 3.4** **NOTE:** If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 4 are present, the wetland is a bog. SC 3.4. Is an area with peats or mucks forested (> 30% cover) with Sitka spruce, subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 4 provide more than 30% of the cover under the canopy? Yes = **Is a Category I bog** No = **Is not a bog**	**Cat. I**

Wetland name or number W1

SC 4.0. Forested Wetlands Does the wetland have at least 1 contiguous acre of forest that meets one of these criteria for the WA Department of Fish and Wildlife's forests as priority habitats? ***If you answer YES you will still need to rate the wetland based on its functions.*** — **Old-growth forests** (west of Cascade crest): Stands of at least two tree species, forming a multi-layered canopy with occasional small openings; with at least 8 trees/ac (20 trees/ha) that are at least 200 years of age OR have a diameter at breast height (dbh) of 32 in (81 cm) or more. — **Mature forests** (west of the Cascade Crest): Stands where the largest trees are 80- 200 years old OR the species that make up the canopy have an average diameter (dbh) exceeding 21 in (53 cm). Yes = **Category I** No = **Not a forested wetland for this section**	**Cat. I**
SC 5.0. Wetlands in Coastal Lagoons Does the wetland meet all of the following criteria of a wetland in a coastal lagoon? — The wetland lies in a depression adjacent to marine waters that is wholly or partially separated from marine waters by sandbanks, gravel banks, shingle, or, less frequently, rocks — The lagoon in which the wetland is located contains ponded water that is saline or brackish (> 0.5 ppt) during most of the year in at least a portion of the lagoon *(needs to be measured near the bottom)* Yes – Go to **SC 5.1** No = **Not a wetland in a coastal lagoon** SC 5.1. Does the wetland meet all of the following three conditions? — The wetland is relatively undisturbed (has no diking, ditching, filling, cultivation, grazing), and has less than 20% cover of aggressive, opportunistic plant species (see list of species on p. 100). — At least ¾ of the landward edge of the wetland has a 100 ft buffer of shrub, forest, or un-grazed or un-mowed grassland. — The wetland is larger than $^{1}/_{10}$ ac (4350 ft^2) Yes = **Category I** No = **Category II**	**Cat. I** **Cat. II**
SC 6.0. Interdunal Wetlands Is the wetland west of the 1889 line (also called the Western Boundary of Upland Ownership or WBUO)? ***If you answer yes you will still need to rate the wetland based on its habitat functions.*** In practical terms that means the following geographic areas: — Long Beach Peninsula: Lands west of SR 103 — Grayland-Westport: Lands west of SR 105 — Ocean Shores-Copalis: Lands west of SR 115 and SR 109 Yes – Go to **SC 6.1** No = **not an interdunal wetland for rating** SC 6.1. Is the wetland 1 ac or larger and scores an 8 or 9 for the habitat functions on the form (rates H,H,H or H,H,M for the three aspects of function)? Yes = **Category I** No – Go to **SC 6.2** SC 6.2. Is the wetland 1 ac or larger, or is it in a mosaic of wetlands that is 1 ac or larger? Yes = **Category II** No – Go to **SC 6.3** SC 6.3. Is the unit between 0.1 and 1 ac, or is it in a mosaic of wetlands that is between 0.1 and 1 ac? Yes = **Category III** No = **Category IV**	**Cat I** **Cat. II** **Cat. III** **Cat. IV**
Category of wetland based on Special Characteristics If you answered No for all types, enter "Not Applicable" on Summary Form	

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Wetland Rating System Figures

Wetland Name: W1

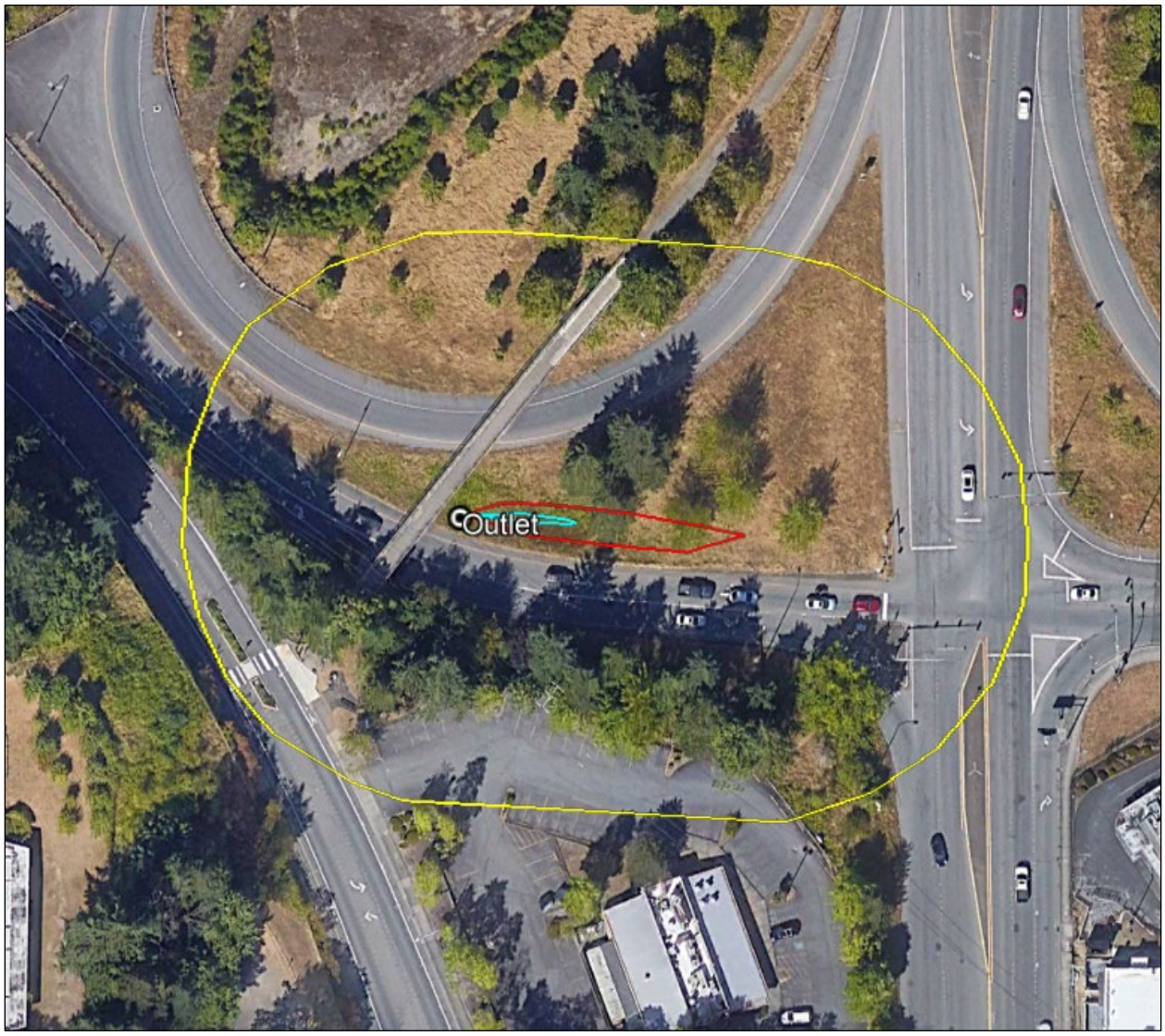
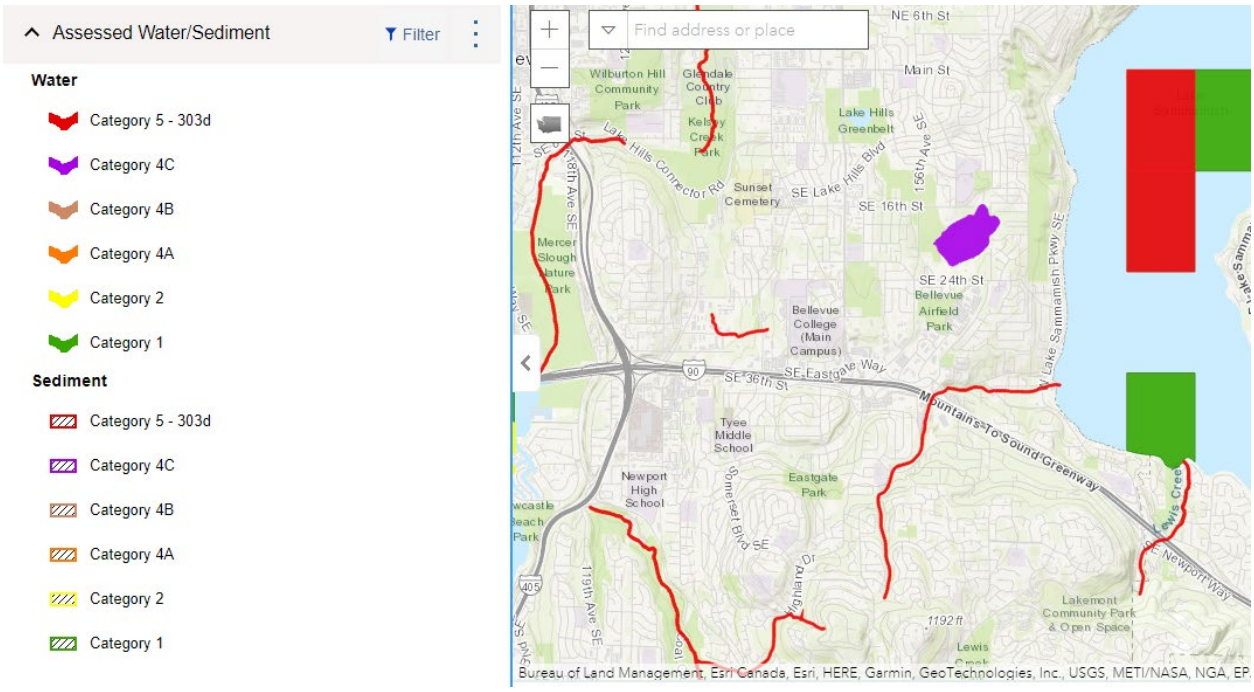


Figure 1. Detail of Cowardin Classes for Wetland W1 (red outline is the wetland and yellow is 150-foot boundary). Hydroperiods are seasonal ponding near the outlet in blue, while the remaining wetland is saturated.

Figure 2. 1 km view (red outline is wetland and yellow outer outline is 1 km polygon). Green lines are habitat polygons. Habitat polygons total 0 adjacent acres, and 87 acres of other habitat. The 1 km polygon is 770 acres. Percent undisturbed habitat is 12 percent.



Water quality improvement projects

Select the waterbody or pollutant name to find more information about the specific project.

Waterbody Name(s)	Pollutant(s)	Status	Project Lead(s)
Bear-Evans Creek Basin	Fecal Coliform	EPA approved	Ralph Svrjcek 425-649-7165
Bear-Evans Creek Basin	Dissolved Oxygen Temperature	EPA approved	Ralph Svrjcek 425-649-7165
Cottage Lake	Total Phosphorus	EPA approved	Tricia Shoblom 425-649-7288
Duwamish and Lower Green River	Ammonia-N	EPA approved	Ralph Svrjcek 425-649-7165
Duwamish and Green River	Pollutant loading	Working with technical advisory group	Rachel McCrea 425-649-7033
Fauntleroy Creek	Fecal Coliform	EPA approved	Ralph Svrjcek 425-649-7165
Fenwick Lake	Total Phosphorus	EPA approved	Tricia Shoblom 425-649-7288
Green River and Newaukum Creek	Dissolved Oxygen Temperature	EPA approved	Ralph Svrjcek 425-649-7165
Issaquah Creek Basin	Fecal Coliform	EPA approved	Ralph Svrjcek 425-649-7165
Lake Sawyer	Total Phosphorus	EPA approved	Tricia Shoblom 425-649-7288
Little Bear Creek	Fecal Coliform	EPA approved	Ralph Svrjcek 425-649-7165
Newaukum Creek	Bacteria	Under development	Ralph Svrjcek 425-649-7165
North Creek	Fecal Coliform	EPA approved and Has an implementation plan	Ralph Svrjcek 425-649-7165
Pipers Creek	Fecal Coliform	EPA approved	Ralph Svrjcek 425-649-7165
Sammamish River	Dissolved Oxygen Temperature	Under development	Ralph Svrjeck 425-649-7165
Snoqualmie River	Ammonia-N BOD (5-day) Fecal Coliform	EPA approved	Ralph Svrjeck 425-649-7165
Snoqualmie River	Temperature	EPA approved and Has an implementation plan	Ralph Svrjeck 425-649-7165
Soos Creek	Fecal Coliform	Under Development	Ralph Svrjcek 425-649-7165
Soos Creek	Aquatic Habitat Dissolved Oxygen Temperature	Under Development	Ralph Svrjcek 425-649-7165

To request ADA accommodation, call Ecology at 360-407-7668, 711 (relay service), or 877-833-6341 (TTY). More about our accessibility services.

Figure 3. Assessed Waters/Sediment and TMDL projects data per Washington Department of Ecology.

Figure 4. Contributing Basin.

APPENDIX D - Photographs

Photolog – 150th Street SE Mobility Project

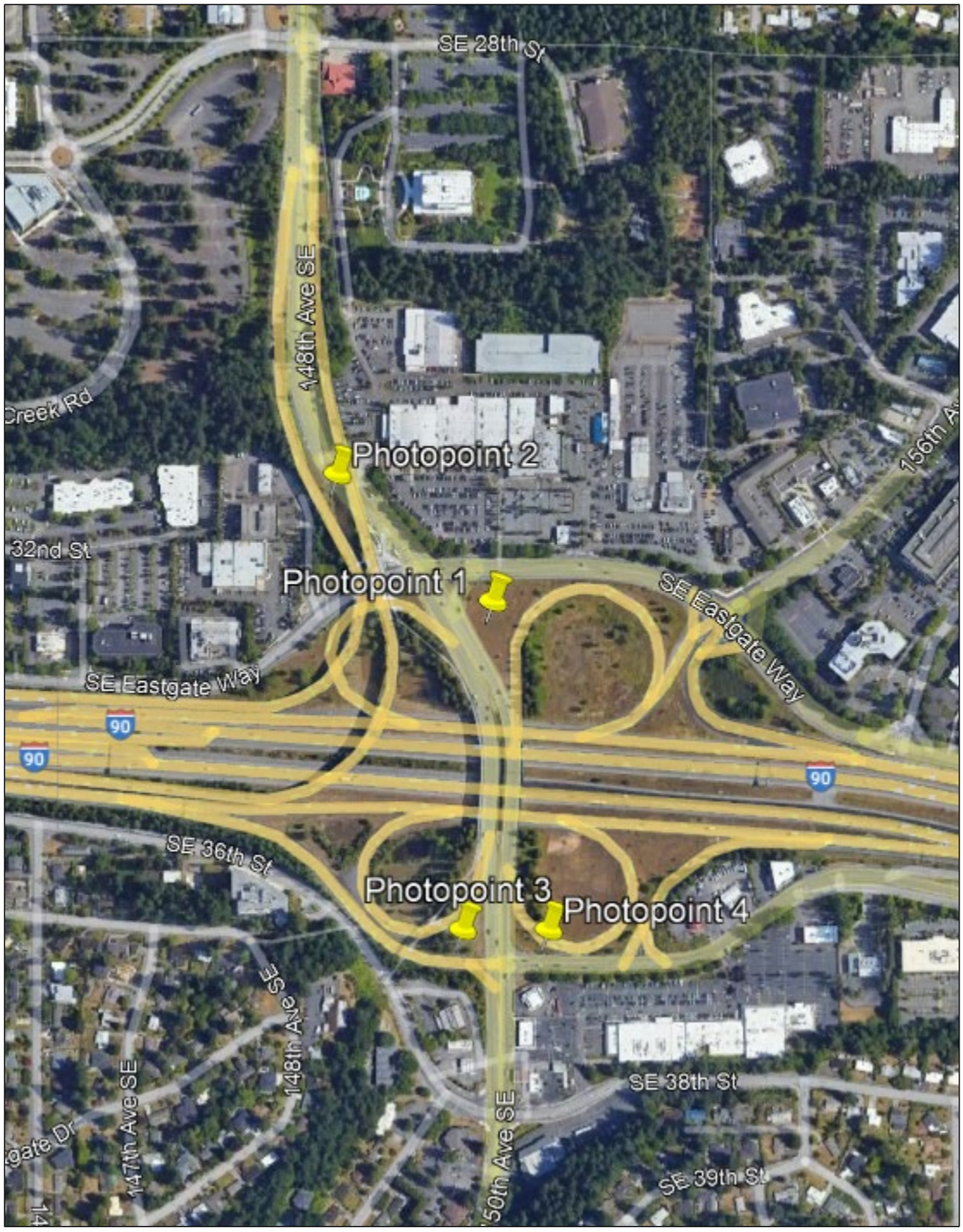


Photo 1: Photopoint 1 looking north

Photo 2: Photopoint 1 looking south

Photo 3: Photopoint 2 looking north

Photo 4: Photopoint 2 looking south

Photo 5: Photopoint 3 looking east near wetland W1

Photo 6: Photopoint 3 looking west near wetland W1

Photo 7: Photopoint 3 wetland W1

Photo 8: Photopoint 3 wetland W1

Photo 9: Photopoint 4 looking west

Photo 10: Photopoint 4 looking east

APPENDIX E - USFWS Species List

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
Phone: (360) 753-9440 Fax: (360) 753-9405

In Reply Refer To:
Project Code: 2023-0026809
Project Name: 150th Avenue SE Mobility Project

December 19, 2022

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological

evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Washington Fish And Wildlife Office
510 Desmond Drive Se, Suite 102
Lacey, WA 98503-1263
(360) 753-9440

Project Summary

Project Code: 2023-0026809
Project Name: 150th Avenue SE Mobility Project
Project Type: Mixed-Use Construction
Project Description: The 150th Avenue SE Mobility Project (SE 28th Street to SE 38th Street) proposes to make several improvements to the 150th Avenue SE corridor to address traffic mobility and safety issues that are causing the area around the I-90 interchange to operate at an unacceptable level of service. To address mobility and safety hazards, solutions include improvements in three areas of the 150th Ave SE corridor: (1) the intersection of 150th/ Eastgate Way (north of 1-90), (2) SE 37th Street/150th Avenue SE, and (3) SE 37th at the 1-90 eastbound on-ramp (south of 1-90).
Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@47.58065085,-122.13992850967757,14z

Counties: King County, Washington

Endangered Species Act Species

There is a total of 5 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
North American Wolverine *Gulo gulo luscus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/5123	Proposed Threatened

Birds

NAME	STATUS
Marbled Murrelet *Brachyramphus marmoratus* Population: U.S.A. (CA, OR, WA) There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/4467	Threatened
Yellow-billed Cuckoo *Coccyzus americanus* Population: Western U.S. DPS There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/3911	Threatened

Fishes

NAME	STATUS
Bull Trout *Salvelinus confluentus* Population: U.S.A., conterminous, lower 48 states There is **final** critical habitat for this species. Your location does not overlap the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/8212	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus*	Candidate

No critical habitat has been designated for this species.
Species profile: https://ecos.fws.gov/ecp/species/9743

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

IPaC User Contact Information

Agency: Bellevue city
Name: Bryan Darby
Address: 14432 SE Eastgate Way Ste 400
City: Bellevue
State: WA
Zip: 98007
Email bryan.darby@deainc.com
Phone: 2536770783

Lead Agency Contact Information

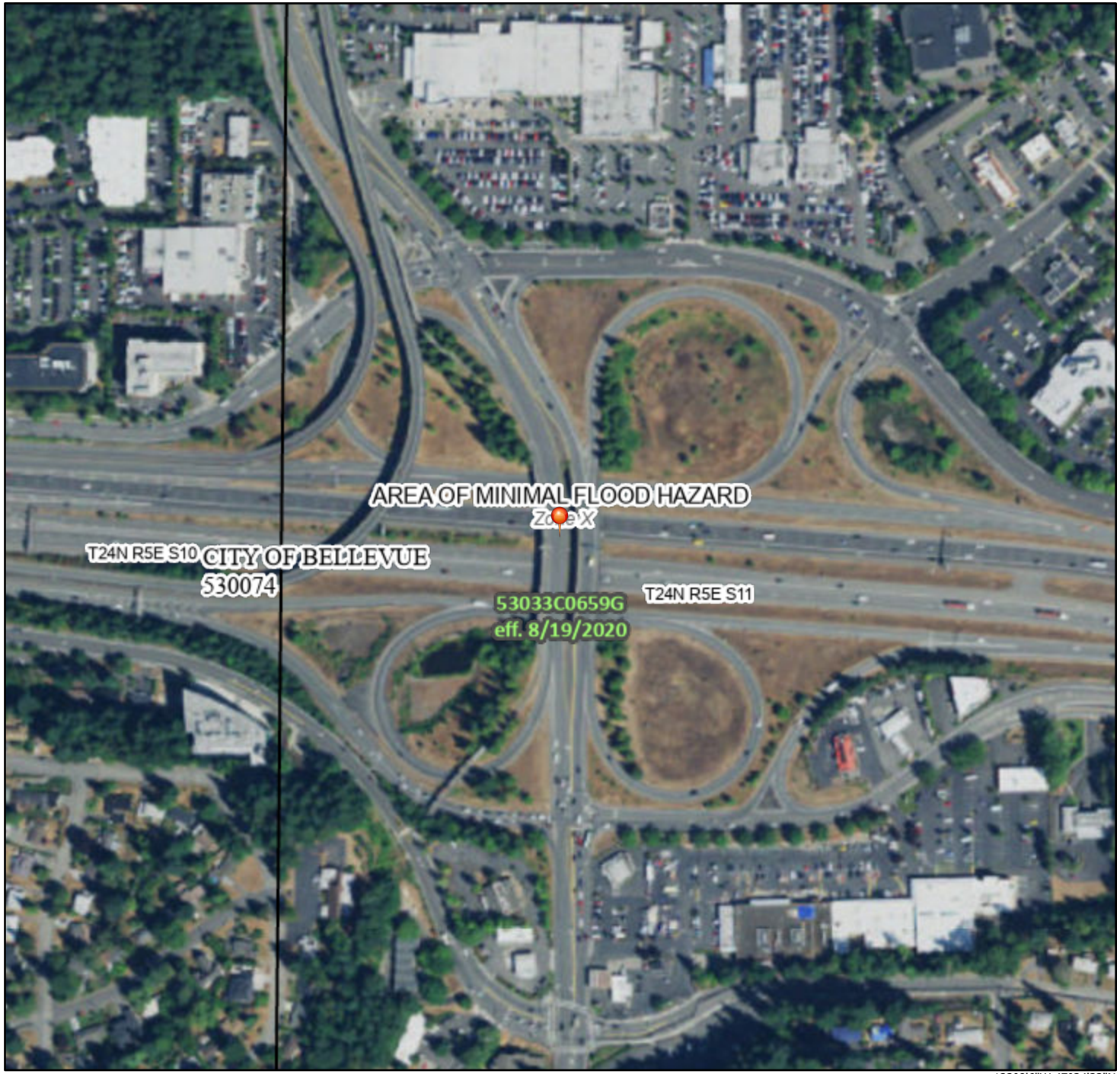
Lead Agency: Department of Transportation

APPENDIX F - FEMA Flood Insurance Rate Map

National Flood Hazard Layer FIRMette

FEMA

122°8'44"W 47°34'57"N



122°8'6"W 47°34'32"N

Feet 1:6,000

0 250 500 1,000 1,500 2,000

Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 Cross Sections with 1% Annual Chance
- 17.5 Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 12/19/2022 at 6:15 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.