



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

**DETERMINATION OF NON-SIGNIFICANCE**

**PROPONENT:** Marina Arakelyan, Project Manager City of Bellevue Transportation Department

**LOCATION OF PROPOSAL:** 124th Ave NE, Main St to Northup Way (Generally – See project area map)

**NAME & DESCRIPTION OF PROPOSAL:**

124th Avenue NE Corridor Project / SEPA review of 124 Ave NE Corridor Project

**FILE NUMBER:** 14-130765-LM

The Environmental Coordinator of the City of Bellevue has determined that this proposal does not have a probable significant adverse impact upon the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after the Bellevue Environmental Coordinator reviewed the completed environmental checklist and information filed with the Land Use Division of the Development Services Department. This information is referenced in the attached staff report and available to the public on request.

There is no comment period for this DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's office by 5:00 p.m. on \_\_\_\_\_.

This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS. There is a 14-day appeal period. Only persons who submitted written comments before the DNS was issued may appeal the decision. A written appeal must be filed in the City Clerk's Office by 5 p.m. on **October 2, 2014**.

This DNS is issued under WAC 197-11-340(2) and is subject to a 14-day comment period from the date below. Comments must be submitted by 5 p.m. on \_\_\_\_\_. This DNS is also subject to appeal. A written appeal must be filed in the City Clerk's Office by 5 p.m. on \_\_\_\_\_.

This DNS may be withdrawn at any time if the proposal is modified so that it is likely to have significant adverse environmental impacts; if there is significant new information indicating, or on, a proposals probable significant adverse environmental impacts (unless a non-exempt license has been issued if the proposal is a private project); or if the DNS was procured by misrepresentation or lack of material disclosure.

  
 Environmental Coordinator

September 18th, 2014  
 Date

- OTHERS TO RECEIVE THIS DOCUMENT:**  
 State Department of Fish and Wildlife  
 State Department of Ecology,  
 Army Corps of Engineers  
 Attorney General  
 Muckleshoot Indian Tribe



**City of Bellevue  
Development Services Department  
Environmental Review and State Environmental Policy Act (SEPA)  
Threshold Determination**

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Proposal Name: 124<sup>th</sup> Avenue NE Corridor Project

Proposal Address: 124th Ave NE, Main St to Northup Way (Generally – See project area map)

Proposal Description: The 124th Avenue NE Corridor project is a collector arterial street improvement project designed to establish, widen, and functionally improve 124th Avenue NE.

File Number: 14-130765-LM

Applicant: Marina Arakeylan, Project Manager  
City of Bellevue Transportation Department

Decisions Included: SEPA Threshold Determination  
Process II Administrative Decision  
LUC 20.35 & BCC 22.02

Planner: Drew Folsom, Assistant Land Use Planner  
Development Services Department

State Environmental Policy Act  
Threshold Determination: Determination of Non-Significance (DNS)  
  
Carol Helland, Environmental Coordinator  
Development Services Department

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Application Date: May 14, 2014

Notice of Application Publication Date: June 26, 2014

Renotice of Application Publication Date: July 3, 2014

Notice of Decision: September 18, 2014

Appeal Deadline: October 2, 2014

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## I. Proposal Description and Objectives

### A. Project Description

The 124th Avenue NE Corridor project is a collector arterial street improvement project designed to establish, widen, and functionally improve 124th Avenue NE. A project area map is included as **Figure 1** below.

**Figure 1 – Project Area**



Improved street designs follow three typical cross-section concepts including a standard five lane street design, a five lane street design with walls (on both or either sides – when cut or fill is required), and a two-lane street section for the southern portion of the project (Main Street to NE 12<sup>th</sup> Street). All of the design concepts include sidewalks and bike lanes (or multimodal paths), landscaping and design treatments, vehicle travel lanes, and turn lanes. Where slope cut or fill is required, retaining walls will be used to establish useable space. Additional design elements include new signalized intersections, street lighting, and crosswalks.

The project has been designed to be constructed in stages with each stage self-contained and (forward) compatible with both current and proposed conditions. The descriptions provided below incorporate the maximum footprint and features that are envisioned.

**124<sup>th</sup> Avenue NE from Main Street to NE 8<sup>th</sup> Street:** Improvements involve the installation of traffic calming and pedestrian safety enhancements within the existing right-of-way (ROW). Improvements include upgraded concrete crosswalks; pedestrian lighting at intersections; enhanced landscaping; median- and side-vegetated traffic islands to meander the road; pavement markings; gateway features at the NE 8<sup>th</sup> Street and 124<sup>th</sup> Avenue NE entrances to the Wilburton neighborhood; and traffic enforcement signs.

**124<sup>th</sup> Avenue NE from NE 8<sup>th</sup> Street to NE 12<sup>th</sup> Street:** Improvements involve widening the non-motorized portion of the roadway by adding a 4-foot (1.2-meter) direction cycle track, an 8-foot (2.4-meter) sidewalk, and a 2-foot (0.6-meter) transitional paved buffer area between the sidewalk and cycle track on both sides of

the roadway between NE 8<sup>th</sup> Street and NE 12<sup>th</sup> Street. These improvements, which would widen the street by 14-feet (4.3 meters) in both lanes, would include the construction of curb, gutter, and 6-foot (1.8-meter) planting strips; modification of existing driveways; conversion of existing Seattle City Light transmission poles from lattice towers to monopoles; relocation of utilities; addition of bio-swales, rain gardens, and vaults; illumination; and installation of urban design elements (streetscape, gateways, way finding).

**124<sup>th</sup> Avenue NE from 12<sup>th</sup> Street to NE 14<sup>th</sup> Street:** Improvements involve widening 124<sup>th</sup> Avenue NE from three lanes to five lanes and adding a 4-foot (1.2-meter) direction cycle track, an 8-foot (2.4-meter) sidewalk, and a 2-foot (0.6-meter) transitional paved buffer area between the sidewalk and cycle track and multimodal non-motorized facilities on both sides of the roadway. These improvements would include the construction of curb, gutter, and 6-foot (1.8-meter) planting strips; installation of retaining walls to minimize private property impacts; conversion of existing Seattle City Light transmission poles from lattice towers to monopoles; relocation of utilities; addition of bio-swales, rain gardens, and vaults; illumination; construction of signalized T-intersection at NE 13<sup>th</sup> Street; and installation of urban design elements (streetscape, gateways, way finding).

**124<sup>th</sup> Avenue NE from NE 14<sup>th</sup> Street to Northup Way:** Improvements involve widening 124<sup>th</sup> Avenue NE between NE 14<sup>th</sup> Street and Northup Way. The existing roadway will be expanded from three lanes to five lanes, with a multipurpose pathway on the west side of the street from NE 14<sup>th</sup> Street to NE 18<sup>th</sup> Street. These improvements would include the construction of a 12-foot (3.6-meter) multipurpose non-motorized pathway on the west side of 124<sup>th</sup> Avenue NE from NE 14<sup>th</sup> Street to NE 18<sup>th</sup> Street and an 8-foot (2.4-meter) sidewalk on the east side of 124<sup>th</sup> Avenue NE; construction of curb, gutter, and 6-foot (1.8-meter) planting strips; installation of retaining walls to minimize private property impacts; addition of bio-swales and rain gardens for water quality and vaults for flow control; replacement of the existing 4-foot (1.22-meter) West Tributary Culvert with an 11.0-by-18.0-foot (3.3-by-5.5-meter) three-sided box culvert; wetland buffer mitigation; conversion of existing Seattle City Light transmission poles from lattice towers to monopoles; illumination; removal of the existing signalized intersection at NE 20<sup>th</sup> Street; the construction of a signalized intersection at NE 18<sup>th</sup> Street; and installation of urban design elements (e.g., streetscape, gateways, way finding).

### **Clearing and Grading Activities**

Approximately 6,000 cubic yards of excavation is expected for construction activities related to the project. The majority of the excavation will occur within areas that are already paved. Approximately 0.28 acres of vegetated wetland buffer will be disturbed during construction between NE 14<sup>th</sup> Street and Northup Way. An estimated 54,900 cubic yards of fill will be placed in the project corridor activities related to widening 124<sup>th</sup> Ave NE. The type of fill is common borrow, gravel borrow, and structural fill.

### **Vegetation Removal**

Vegetation in the project area is limited to roadside vegetation that mainly consists of mowed grasses and non-native ornamental trees and shrubs. However, native deciduous shrub and forest communities associated with wetland and the West Tributary are also present at the northern end of the corridor. All disturbed roadside vegetation will be replaced with native vegetation after construction is complete. Six-foot planting strips will be installed throughout the corridor. During construction between NE 14<sup>th</sup> Street and Northup Way, the project will remove 0.28 acres of upland vegetation within the wetland buffers. Wetland buffer areas are proposed to be enhanced as part of the project.

### **Stormwater Management**

Between Northup Way and NE 12<sup>th</sup> Street, the existing stormwater collection and conveyance system for 124<sup>th</sup> Ave NE consists of catch basins, inlets, pipes and ditches that collect and convey on-site stormwater runoff to the West Tributary Regional Detention Facility located east of the project area where the West Tributary flows through. Areas without existing curb and gutter include small ditches that collect and convey roadway runoff to the piped conveyance system.

The proposed project is required to meet on-site stormwater management, water quality treatment, and flow control practices in accordance with the *2012 Stormwater Management Manual for Western Washington* (Ecology 2012). To meet these requirements, the proposed project will incorporate bioretention swales, which will be located behind the curb and gutter of 124<sup>th</sup> Ave NE for sections on the west and east sides of the roadway.

Discharge from the bioretention facility underdrain and overflow pipes will be conveyed to proposed 152-foot-long, 31-foot-wide, and 6-foot-high modular detention vault system beneath 124<sup>th</sup> Avenue NE located south of the West Tributary crossing. This detention vault will provide flow control for portions of the site that are not routed to bioretention swales, as well as overflow and underdrain from the bioretention swales. The detention vault will discharge runoff into the West Tributary Regional Detention Facility through an architectural scupper and level flow spreader system.

The bioretention facilities described above will provide the required water quality treatment and serve to retrofit the replaced pollution generating hard surfaces. Overall, the bioretention facilities will treat 3.17 acres of impervious surface.

### **Culvert Replacement**

The proposed culvert replacement will occur during construction between NE 14<sup>th</sup> Street and Northup Way and will be constructed with a three-sided concrete box culvert measuring 10-feet-tall, 20-feet-wide, and 142-feet-long in conformance with Washington Department of Fish and Wildlife (WDFW) design criteria. The culvert will be installed to match the existing slope of the upstream channel, and engineered stream bed material will be placed within the culvert, varying in depth from 2.5 to 5-feet-thick. The King County Metro flow control structure immediately upstream of the

existing culvert will remain in place at the same location; however, the structure is anticipated to be removed in the future when the King County East Base Metro Facility is redeveloped. Three rock bands will be installed within the box culvert to form channel structures and maintain gradient with the culvert.

### **Retaining Walls**

Retaining walls have been incorporated into the project design to bring the roadway up to the proposed grade and limit the project footprint to sensitive areas and private properties.

## **B. Project Need**

The 124th Avenue NE Corridor project is designed to improve existing corridor conditions and was conceived as part of the Bel-Red and Wilburton subarea planning efforts. The project was designed in response to planned increases in intensity of land use (density) and is intended to improve safety, access, mobility, and circulation for local traffic. The 124<sup>th</sup> Avenue NE Corridor project is intended to upgrade transportation infrastructure elements essential to maintain concurrence with the planned future redevelopment of the Bel-Red and Wilburton subareas. The project has been designed to complement and support regional and local land use plans, accommodate forecasted travel demands, and provide additional non-motorized connections to future planned transit facilities. By using the existing 124th Ave NE corridor and right-of-way for a majority of the improvements, the project minimizes impacts to existing land uses and development patterns while facilitating anticipated future development.

The proposed project is consistent with the following local and regional planning efforts<sup>1</sup>

- Puget Sound Regional Council Regional Transportation Plan
  - Puget Sound Regional Council Regional Transportation Improvement Program
  - The Washington Statewide Transportation Improvement Program
  - City of Bellevue Comprehensive Plan:
    - Bel-Red Subarea
    - Wilburton Subarea
    - Transportation Element
    - Land Use Element
    - Environmental Element
  - City of Bellevue Transportation Facilities Plan
  - City of Bellevue 2011-2016 Transportation Improvement Program
  - City of Bellevue Mobility and Infrastructure Initiative and Finance Plan
  - City of Bellevue 2011-2017 Capital Investment Program
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### **C. Proposed Alignment and Final Design**

This analysis of potential impacts related to the selected alignment is a project level effort to identify and mitigate environmental impacts. The final design of the project will be refined and value engineered during the project construction permit process for each stage of the project and a reduction in impacts is expected with project refinement. Final project design will include adjustments in vertical and horizontal alignment and design features to:

- Meet private property access needs
- Minimize required right-of-way acquisition
- Minimize impact to the function of private property
- Balance street grading cut and fill
- Avoid (where feasible) impacting stream, wetland, and slope resources and associated buffers

As part of the final design process, final excavation quantities may increase or decrease, although impacts associated with the final design are expected to be consistent with or less than those identified in this report. Significant deviations from the proposed alignment and design not included in the project description considered with this analysis may require additional environmental review. As designed, the project would require approximately 60,900 cubic yards of excavation (cut/fill).

### **D. SEPA Review Required**

Bellevue City Code section BCC 22.02.033 requires submittal of an environmental checklist and any relevant supporting materials for any proposal that is not deemed to be exempt from SEPA review as listed in BCC 22.02.032. The 124th Avenue NE Corridor alignment project proposal includes more than 500 cubic yards of cut and fill excavation activity, is proposed to impact critical areas and associated critical area buffers, and is not exempt from SEPA review.

### **E. SEPA Review Objectives**

This report summarizes the environmental consequences that could result from the proposed 124th Avenue NE Corridor alignment and street design consistent with WAC 197-11-060(3). The alignment under review was selected after a subarea and transportation facilities planning process and subject to prior environmental review in the Transportation Facilities Plan EIS (as incorporated by reference in Section VII below). The purpose of this analysis is to allow decision makers to disclose, and mitigate where necessary, adverse environmental impacts associated with specific project design elements, and ensure compliance with City policies and codes.

## **F. Previous Program SEPA Review**

This project and the proposed alignment has been documented as part of two Final Environmental Impact Statements issued in support of the Bel –Red Corridor Project on July 19, 2007; and in support of the Transportation Facilities Plan (TFP) on March 5, 2009. These previous FEIS decisions were consulted as part of this environmental review process and are incorporated by reference as part of the project environmental record in Section VII below.

## **II. Existing Corridor Conditions**

### **A. 124th Ave NE Widening – Main St to Northup Way**

The 124th Ave NE expansion includes widening and/or improving 124th Ave NE from approximately Main Street north to Northup Way. The project increases the number of travel lanes to two northbound and two southbound from NE 12 Street to Northup way. The corridor is currently developed with a mix of office, commercial, and residential uses.

#### **Existing Conditions**

The condition of abutting properties where construction will occur varies throughout the corridor and is primarily characterized by maintained landscaping, driveways, and sidewalks. The area within project limits also includes clusters of significant trees, wetlands, streams, and steep slopes that are regulated as critical areas by the City's Critical Areas Ordinance. The existing street is primarily two travel lanes, increasing to 3 lanes at intersections. An aerial photograph of the project area demonstrating existing conditions and depicting the proposed alignment is included as Attachment 2. A complete inventory of the existing condition for this portion of the project is included in the project SEPA Checklist (Attachment 1) and in the project discipline reports referenced in Section VII of this staff report.

#### **Comprehensive Plan Land Use Designation**

The Comprehensive Plan Land Use Designations within the vicinity of 124th Ave NE varies by district. The south end of the project is located within the Wilburton/NE8th Street Subarea and Comprehensive Plan Land Use Designations include Single Family Medium, Multi-Family Low and Medium, Office and Professional Office. The north section of the project is within the Bel-Red Subarea and includes areas designated as Bel Red Residential and Bel-Red Office/Residential. The proposed expansion of the 124th Ave NE right-of-way and widening of the street does not change the zoning or Comprehensive Plan Land Use Designation. The proposed project is designed to implement the Comprehensive Plan, including development of the Spring District. A discussion on the corridors consistency and compatibility with the City of Bellevue Comprehensive Plan is included in Section III of this staff report.

### Zoning

The section of the 124th Ave NE corridor under review as part of this proposed development project includes several zoning designations. Stage 1 of the project which extends from approximately Main Street to NE 8<sup>th</sup> Street is zoned R-1, R-3.5, R-4, R10, and R-15. Stage 2 of the project from NE 8th Street to NE 12<sup>th</sup> Street is zoned R-20, O, PO, and BR-CR. Stage 3 of the project from NE 12<sup>th</sup> Street to NE 14<sup>th</sup> Street is zoned BR-OR, and BR-OR1. Stage 4 from NE 14<sup>th</sup> Street to Northup Way is zoned BR-OR, BR-OR1, BR-OR2, BR. The proposed right-of-way expansion and street widening does not affect the areas zoning designations and public roadways (highways and street right-of-ways) are considered as allowed uses. The proposed project is consistent with the areas zoning and is compatible with existing and potential area land uses.

### **III. Project Consistency with Comprehensive Plan Policies**

The proposed project is consistent with the goals and polices of the City of Bellevue Comprehensive Plan:

- The proposed project promotes future planned growth in the Bel-Red subarea and implements required infrastructure improvements identified in the City's TFP program.
- Improvements are expected to provide congestion relief at arterial intersections, improve access to adjacent businesses and districts, and enhance travel times for cars, transit, freight, pedestrians, and bikes.
- Project designs implement development of a transportation system that supports the regional and local land use visions.
- Pedestrian and bicycle facilities are included in project designs.
- Neighborhood character and context is considered through streetscape and urban design and will be implemented with construction of the expanded roadway.
- Project mitigation measures minimize the amount of through-traffic on local streets in residential areas.
- Street designs provide appropriate infrastructure to support freight movement regionally and through the City.
- Project designs and mitigation measures address air quality, noise, light/glare and other significant environmental factors.
- The project will not degrade the natural environment and has been found to be consistent with surrounding uses and existing development.

### **IV. PUBLIC COMMENT**

#### **A. Noticing**

Application for project SEPA review was submitted on May 14, 2014. Following initial review of project documentation, a notice of application and intent to issue DNS under the SEPA Optional Process was published on the June 26, 2014 in the

Seattle Times and Weekly Permit Bulletin. The project was re-noticed on July 3, 2014 to correct the project description and the initial comment period was held open for an additional 14 days. Comments were collected and a detailed review of environmental documentation completed.

Noticing for SEPA review has been completed as follows:

Application Date:	May 14, 2014
Determination of Complete Application	June 12, 2014
Initial Public Notice (Permit Bulletin):	June 26, 2014,
Re-notice	July 3, 2014
Minimum Comment Period:	July 3, 2014 – July 17, 2014 (14 Days)
Public Notice of SEPA DNS:	September 18, 2014
DNS Decision Appeal Period:	October 2, 2014 – September 25, 2014 (14 Days)

## **B. Public Comment Received**

To date a total of three comments have been received. Two of the comments asked for more information on the project. The third comment mentioned that the June 26, 2014 description was incorrect. The project was re-noticed on July 3, 2014 to rectify the project description. No comments or concerns about aspects of the project were received.

## **VI. Permits Required**

Following the issuance of this SEPA threshold determination and dependent on the availability of project funding, the City's Transportation Department may choose to pursue issuance of construction permits to proceed with the proposed project. The following is a general list of permits and approvals required to proceed with construction (construction cannot proceed until the following permits have been issued):

- **Critical Areas Land Use Permit (LUC 20.30P)**: Administrative permit required for any development activity within critical areas or critical area buffers. Critical Areas Land Use permits require issuance of a notice of application and a notice of decision in accordance with LUC 20.35.
- **Demolition Permit (BCC 23.10)**: Ministerial permit required to demolish existing structures to allow expansion of the Right-of-Way.

- **Clearing and Grading Permit (BCC 23.76)**: Ministerial permit required for excavation and grading activity. Includes review of all grading activity and proposed site management practices during construction (CSWPPP, TESC Plan, and construction management BMPs).
- **Utility Developer Extension Permit (BCC 24.06)**: Required for the design review, plan approval and field inspection of detention and/or water quality systems. Storm drainage infrastructure must be designed by a professional civil engineer to the current Bellevue Utility Codes and Storm Drainage Engineering Standards.

Approvals and permits by needed by other government agencies:

- **Corps of Engineers Section 404, Nationwide Type 14**
- **Hydraulics Project Approval**
- **State Waste Discharge Permit**

## **VII. Environmental Summary**

Review of the environmental record suggests no probability of significant adverse environmental impact occurring as a result of the 124<sup>th</sup> Ave Corridor proposal, provided that all applicable city codes and standards (including but not limited to those governing land use, utilities, clearing and grading, building, parking, traffic mitigation, and transportation demand management) and contingency mitigation measures are implemented. Therefore, issuance of a Determination of Non-Significance (DNS) is the appropriate threshold determination under the State Environmental Policy Act (SEPA) requirements.

### **A. Environmental Record**

Environmental review consists of analysis of the following documents, studies, and public comments submitted into the environmental record (included as an attachment to this staff report) or, if noted, incorporated by reference:

- City of Bellevue Comprehensive Plan – Volume 1 and 2 (Incorporated by reference)
- City of Bellevue 2012-2017 Transportation Improvement Program (Incorporated by reference)
- City of Bellevue 2011-2017 Capital Investment Program Plan (Incorporated by reference)
- City of Bellevue Bel-Red Corridor Project Final Environmental Impact Statement (Incorporated by reference)
- City of Bellevue Downtown Mobility Plan (Incorporated by reference)
- City of Bellevue 2009-2020 Transportation Facilities Plan EIS (Incorporated by reference)
- Project Environmental Checklist – Final revised version submitted on May 14, 2014 (See Attachment 1)

- Geotechnical Report – April 2014 (In File)
- Traffic Analysis – February 2014 (In File)
- Draft Drainage Report – February 2014 (In File)
- Air Quality Report – February 2014 (In File)
- ESA No Effect Letter – February 2014 (In File)
- Critical Areas Report – February 2014 (In File)
- Cultural Resources Assessment – February 2014 (In File)
- Fish Passage Culvert Design Memo – July 2013 (In File)
- Hazardous Materials Assessment – April 2014 (In File)
- Street Noise Report – February 2014 (in File)

Impacts discussed are based on a conservative conceptual design (alignment) and are the worst case scenario for the project. Additional efforts will be made during preliminary and final engineering to reduce the impacts to the extent possible, although impacts beyond those identified in this analysis are not expected. Adverse impacts that are less than significant are usually subject to City Code or Standards intended to mitigate those impacts. Where such impacts and related regulatory items correspond, no further documentation is necessary. Other prescriptive mitigation will be applied through the project Critical Areas Land Use Permit and associated construction permits (Utility Developer Extension Agreement, Demolition Permit, Clearing and Grading Permit).

As outlined in Section I above, the implementation of the 124<sup>th</sup> Ave Corridor proposal contains uncertainty surrounding construction sequencing and timing. Some of the notable factors that will affect the implementation of the construction program and which stages receive priority for implementation include the allocation of funding, and the advancement of other regional projects (Sound Transit East Link Project, Bel-Red and Wilburton Subarea Redevelopment, 120th Ave NE Corridor, NE 15<sup>th</sup> /NE 16<sup>th</sup> Streets, etc.).

To address this uncertainty, the corridor has been divided into stages. The design of each stage is forward compatible with the other stages and is eligible to pursue construction permits independent of the other stages in the corridor project. Where impacts to critical areas are proposed, a Critical Areas Land Use Permit is required. Regardless of the sequencing of construction, environmental impacts presented in this analysis remain consistent.

## **B. Earth**

The topography of the project corridor varies. From Main to NE 14<sup>th</sup> Street the corridor is fairly level. From NE 14<sup>th</sup> to the West Tributary culvert the site slopes downhill approximately 40 feet, then rises consistently (approximately 60 feet) to Northup Way. Steep slopes are located in areas both west and east of the corridor between Ne 14<sup>th</sup> Street and Northup way.

Soil types along the project corridor consist of recessional outwash and glacial till. Fill soils associated with road construction, site development and utilities are also anticipated. Transitional bed deposits are described as laminated to massive silt, clayey silt, and silted clay.

Approximately 6,000 cubic yards of excavation is expected for construction activities related to the project. The majority of the excavation will occur within areas that are already paved. Approximately 0.28 acres of vegetated wetland buffer will be disturbed during construction between NE 14<sup>th</sup> Street and Northup Way. An estimated 54,900 cubic yards of fill will be placed in the project corridor activities related to widening 124<sup>th</sup> Ave NE. The type of fill is common borrow, gravel borrow, and structural fill.

The City of Bellevue's rules and regulations that govern temporary erosion and sedimentation control, geotechnical evaluation of earth work and development in geologic hazard areas and construction best management practices will be enforced for all development activities associated with construction of the corridor. Proposed construction activities would include the preparation of a Construction Stormwater Pollution Prevention Plan (CWSPPP) and a Temporary Erosion and Sediment Control (TESC) Plan to address and mitigate any potential erosion. Erosion and sediment control measures are also required during construction to control erosion and prevent transport of sediment to the West Tributary of Kelsey Creek, and other nearby water bodies. Retaining walls will be constructed and fill would be used to minimize effects to the surrounding steep slopes. These rules are enumerated in the Clearing and Grading chapter of the Bellevue City Code (BCC) Chapter 23.76. The enforcement of these rules will mitigate for any potential significant adverse impacts related to construction activity.

### **C. Air**

As a corridor expansion project that is expected to increase the number of vehicle trips, the Transportation Department has prepared an Air Quality Technical Report including an inventory of existing conditions contrasted with future modeled conditions at full build out and under the no-build alternative. The Air Quality Technical Report is included as Attachment 6. Findings of the Air Quality Technical Report are summarized below.

#### Temporary Construction Impacts

Construction of the proposed project would have the potential to result in fugitive dust emissions and construction equipment emissions. Dust is mitigated through the application of water to the area to control dust as a requirement of the Clearing and Grading Code (BCC 23.76). Construction and vehicle emissions are regulated by standards for non-road engines, equipment, and vehicles (WAC 173-400). Emissions from road use vehicle are regulated by WAC 173-421. Mitigation measures related to construction are typically required through clearing and grading and building permits.

Aside from BMPs to be used during construction activities, the proposed project is not anticipated to require any further mitigation measures regarding air quality during construction.

### Long Term Impacts

The project is not predicted to cause or exacerbate a violation of the applicable ambient air quality standards. As such, it complies with the U.S. Environmental Protection Agency's (EPA) local (microscale) requirements under its Conformity Rule for a project located in a CO maintenance area.

By improving traffic signalization and by implementing transportation network efficiencies the proposed project is anticipated to reduce emissions. Improvements primarily come in the form of added street capacity that could yield significant reductions in arterial street congestion and intersection delay and improve travel times for transit increasing ridership. Additional improvements include improved bicycle and pedestrian facilities and support for future transit-oriented mixed-used development. A complete analysis of impacts to air quality is included in the project Air Quality Technical Report included as Attachment 6.

## **D. Water**

Impacts to water resources associated with this Corridor expansion project are primarily associated with the increase in impervious surface required for additional street travel lanes and include an increase in storm water runoff, replacement of a stream culvert, and impacts to wetland buffers. To identify potential impacts to water resources, including streams and wetlands, the Transportation Department has prepared a Critical Areas Land Use Report (Attachment 8), and has provided preliminary storm drainage reports related to each Stage of the Corridor proposal. Impacts to water resources are anticipated to be mitigated through application of the City's Surface Water Engineering Standards and Critical Areas rules. The project must provide appropriate storm water mitigation and must demonstrate that impacts to critical areas are mitigated in compliance with City codes and policies.

### Streams

The proposed alignment crosses the West Tributary of Kelsey Creek. The existing non-fish-passable culvert at the 120th Avenue NE crossing will be replaced with a fish-passable culvert that will be large enough to allow for some wildlife passage. The new culvert will be self-mitigating for the temporary disturbance during construction by providing for improved fish passage, habitat and water quality benefits, and scour and sedimentation control.

### Wetlands

There are three wetlands in the immediate vicinity of the proposed project along 124th Ave NE:

- **Wetland A:** Located near west of 124<sup>th</sup> Ave NE between the Metro parking lot and the Safeway distribution center. Wetland A is a .07-acre, Palustrine Forested, Category IV wetland.
- **Wetland B:** Located west of 124<sup>th</sup> Avenue NE along the banks of the West Tributary. Wetland B is a .42-acre, Palustrine scrub-scrub, Category III wetland.
- **Wetland 1:** Located east of 124<sup>th</sup> Avenue NE and north of NE 14<sup>th</sup> Street. Wetland 1 is an approximately 6-acre, Palustrine emergent/forested, Category II wetland.

The proposed alignment will impact a combined total of .28 acres of within all three wetland buffers. To mitigate the buffer impact approximately .28 acres of degraded wetland buffer of Wetland 1 will be enhanced with the establishment native woody vegetation. This mitigation will increase buffer functions by slowing down water flow, limiting erosion, and providing vegetative screening and wildlife cover.

The proposed culvert replacement will impact .02 acres of wetland within Wetland 1. Grading would occur within Wetland 1 to create a new submerged channel of the West Tributary as the new culvert will be located slightly south of the existing channel. The new channel will be approximately 20 feet wide and 52 feet long. The new channel will be stabilized with engineered stream bed material. It is anticipated that the disturbance would be minimal and short in duration and the new channel would not lose any functions the wetland was providing.

A complete assessment of stream and wetland impacts and proposed mitigation measures are identified in the preliminary Critical Areas Report as Attachment 8. Critical Areas Land Use permits are required when impacts to Critical Areas are proposed. As part of the Critical Areas Land Use Permit process, the applicant must demonstrate that there is no viable alternative with less impact to Critical Areas and must include adequate mitigation measures designed to replace or replicate lost functions. Through application of the City's development standards, required mitigation measures, and required best management practices, it is expected that any adverse environmental impacts to streams and wetlands will be minimized and mitigated for impacts to critical areas within the project vicinity.

## **E. Plants and Animals**

To properly characterize the project area and identify potential impacts to sensitive resources, the Transportation Department has prepared a Critical Areas Report (See Attachment 8). The report, prepared by a qualified professional, includes an inventory of site resources, a discussion of project objectives, and a summary of anticipated impacts associated with project implementation.

Habitat resources known to support specific species are protected under the requirements of the Washington State Growth Management Act and implemented through the City of Bellevue Land Use Code Critical Areas requirements. LUC 20.25H.150 identifies different species of local importance and includes performance standards intended to manage habitat resources that support these species.

To avoid impacts to species of local importance, project biologists and design engineers discussed ways to avoid and minimize impacts to the wetlands, stream, and forested areas in the project corridor. The design team concluded that filling buffer areas of Wetlands A, B, and 1 would be required and is unavoidable for the project to be constructed. To receive construction permits, the applicant must demonstrate that the proposed alignment constitutes the minimum necessary impact to critical areas and that impacts, where necessary, have been accounted for in a complete mitigation plan.

Mitigation measures include avoiding and minimizing clearing, grading, and filling of project corridor wetlands, streams, and forested areas during preliminary engineering design; protecting these habitats during construction; and mitigating unavoidable impacts to the areas after construction is complete. The proposed project includes replacement of the existing non-fish passable culvert at the 124th Avenue NE crossing with a fish-passable culvert to facilitate potential future fish use. There are no fish species currently in this portion of the West Tributary of Kelsey Creek because of existing downstream fish passage barriers. The project's replacement of the non-fish passable culvert at the 124th Avenue NE crossing with a fish-passable culvert would allow for fish passage once the downstream barriers are replaced with fish-passable systems, which is in the City's long range plans. To mitigate for impacts to pileated woodpecker, snags and native tree species should be installed in the mitigation area to provide immediate and future habitat for this species.

If other species of local importance are proven to utilize the site during future review done as part of the critical areas land use permit process, compliance with the City's Critical Areas Overlay District performance standards (LUC 20.25H) must be demonstrated. Through application of the City's development standards, required mitigation measures, and required best management practices, it is expected that any adverse environmental impacts will be minimized and mitigated for any species identified in the project vicinity.

## **F. Noise**

Phases of the proposal are adjacent to single-family residences whose residents are most sensitive to disturbance from noise during evening, late night and weekend hours when they are likely to be at home. Equipment is proposed to be operated during the core business hours and night time work is not anticipated. Construction noise will be limited by the City's Noise Ordinance (Chapter 9.18 BCC) which regulates construction hours and noise levels.

## **G. Transportation**

Impacts to transportation systems from street expansion projects are primarily identified through traffic volume increases, impacts to intersection level of service, and impacts to transit and freight mobility. To adequately address potential impacts associated with the proposed Corridor project, the Transportation Department prepared a Traffic Analysis (Attachment 4) that documents existing conditions within the corridor and compares them to short and long term build out conditions.

The analysis generally concludes that volume increases and intersection delays are consistent with those forecasted through local and regional traffic demand projections as based on land use planning assumptions. In this case, the Bel-Red and Wilburton subareas are planned for significant increases in density through redevelopment (such as the Spring District redevelopment project) and the 124th Ave NE project is designed, in part, to accommodate the planned increase in vehicle trips anticipated with the redevelopment of these areas.

The City's transportation system is subject to ongoing traffic analysis and network management and when intersection delays increase due to higher traffic volumes and congestion the Transportation Department implements contingency measures, such as the addition of new intersection signals, signal timing and traffic synchronization, the addition or expansion of intersection turn pocket quieting lanes, traffic calming measures, and signage. The redevelopment of the Bel-Red and Wilburton/NE 8<sup>th</sup> Street subareas will increase the number of vehicle trips, although the increase will be delayed in relation to the actual implementation of development plans. As traffic volumes increase, the Transportation Department will continue to make network improvements to retain the efficiencies gained through this corridor project.

Through application of the City's Transportation Design Standards and implementation of appropriate contingency mitigation measures it is expected that adverse environmental impacts to the City's transportation system will be minimized and mitigated.

## **H. Built Environment**

The project will impact adjacent properties through reduction to currently available parking, reduction of lot size and available setback, and the reduction of area available for landscaping. The proposed project will not displace any residences. Project plans identify the demolition and replacement of two Seattle City Light distribution towers.

The proposed project includes impacts to the functionality of existing commercial properties. These impacts result in the reduction of the frontage of existing commercial properties including landscaping, parking, and points of access. These impacts are required to facilitate the expanded right-of-way and integrate with the

expanded corridor design. This ROW acquisition affects the viability of approximately 58 parking spaces corridor-wide.

Reductions to currently available parking, reductions of lot size and available setback, and reductions of area available for landscaping may result in the sites and structures along the corridor being placed in a status as nonconforming. Future expansions or renovations to these sites or buildings may trigger compliance with current standards including design guidelines, setbacks, parking, and landscaping, although improvements and compliance would only be required if specific thresholds are exceeded.

The project is currently in the preliminary design phase. As it progresses through final design phases, efforts will be made to minimize impacts to the extent possible. Where acquisition causes the displacement of parking, adverse effects on loading dock facilities, and/or changes in property access, the extent of these impacts would be considered in the services offered as part of the project.

### **VIII. Conclusion and Determination**

For the proposed project action, review of the environmental record indicates no probability of significant adverse environmental impacts, provided that applicable city codes and standards, including (but not limited to) those governing critical areas, noise, signage, lighting, land use, building, clearing and grading, parking, traffic mitigation, and transportation demand management are implemented for whatever alternative is ultimately proposed for construction. Therefore, issuance of a Determination of Non-Significance pursuant to WAC 197-11-340 and Bellevue City code 22.02.034 is appropriate.

Other adverse impacts that are less than significant may be mitigated pursuant to Bellevue City Code 22.02.140, RCW 43.21C.060, and WAC 197-11-660.

### **IX. Mitigation Measures**

The lead agency has determined that the requirements for environmental mitigation have been adequately addressed in the development regulations and comprehensive plans adopted under Chapter 36.70A RCW and in other applicable local, state or federal laws or rules, as provided by RCW 42.21C.240 and WAC 197-11-158. As identified in this SEPA analysis, the City's Comprehensive Plan, Land Use Code, Clearing and Grading Code, Stormwater Code, and Transportation Code include provisions designed to avoid and minimize environmental impacts through design. When impacts are unavoidable specific mitigation is prescribed by applicable codes and designed to offset impacts. Consequently, no specific SEPA mitigation measures are required for this Threshold Determination.

## **Attachments**

- 1. Project Environmental Checklist – Final revised version submitted on May 14, 2014 (See Attachment 1)**
- 2. Project Plans (See Attachment 2)**
- 3. Geotechnical Report – April 2014 (In File)**
- 4. Traffic Analysis – February 2014 (In File)**
- 5. Draft Drainage Report – February 2014 (In File)**
- 6. Air Quality Report – February 2014 (In File)**
- 7. ESA No Effect Letter – February 2014 (In File)**
- 8. Critical Areas Report – February 2014 (In File)**
- 9. Cultural Resources Assessment – February 2014 (In File)**
- 10. Fish Passage Culvert Design Memo – July 2013 (In File)**
- 11. Hazardous Materials Assessment – April 2014 (In File)**
- 12. Street Noise Report – February 2014 (in File)**

**ENVIRONMENTAL CHECKLIST**

10/9/2009

Thank you in advance for your cooperation and adherence to these procedures. If you need assistance in completing the checklist or have any questions regarding the environmental review process, please visit or call Development Services (425-452-6800) between 8 a.m. and 4 p.m., Monday through Friday (Wednesday, 10 to 4). Assistance for the hearing impaired: Dial 711 (Telecommunications Relay Service).

**INTRODUCTION**

**Purpose of the Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21c RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the City of Bellevue identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the City decide whether an EIS is required.

**Instructions for Applicants:**

This environmental checklist asks you to describe some basic information about your proposal. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer or if a question does not apply to your proposal, write "do not know" or "does not apply." Giving complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the Planner in the Permit Center can assist you.

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. Include reference to any reports on studies that you are aware of which are relevant to the answers you provide. The City may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impacts.

**Use of a Checklist for Nonproject Proposals:** *A nonproject proposal includes plans, policies, and programs where actions are different or broader than a single site-specific proposal.*

For nonproject proposals, complete the Environmental Checklist even though you may answer "does not apply" to most questions. In addition, complete the Supplemental Sheet for Nonproject Actions available from Permit Processing.

For nonproject actions, the references in the checklist to the words *project*, *applicant*, and *property* or *site* should be read as *proposal*, *proposer*, and *affected geographic area*, respectively.

**Attach an 8 ½" x 11 vicinity map which accurately locates the proposed site.**

D.S. 9/18/14  
D.A. 6/23/14

Det 9/17/14  
Det. 6/23/14

## BACKGROUND INFORMATION

Property Owner: City of Bellevue

Proponent: City of Bellevue, Transportation Division - Marina Arakelyan

Contact Person: ~~Karissa Kawamoto~~ *Marina Arakelyan*  
(If different from the owner. All questions and correspondence will be directed to the individual listed.)

Address: ~~500 108<sup>th</sup> Avenue NE, Ste 1200, Bellevue WA~~ *450 110<sup>th</sup> Ave NE, Bellevue, WA*

Phone: ~~(425) 450-6249~~ *452-4632*

*98004*

Proposal Title: 124<sup>th</sup> Avenue NE Improvements Project

Proposal Location: Between Main Street and Northup Way on 124<sup>th</sup> Avenue NE.  
(Street address and nearest cross street or intersection) Provide a legal description if available.

Please attach an 8 ½" x 11" vicinity map that accurately locates the proposal site.

See Figure 1 for a Vicinity Map.

Give an accurate, brief description of the proposal's scope and nature:

1. The proposed project has been divided into multiple parts for ease of description and implementation. As funding becomes available, portions of the 124<sup>th</sup> Avenue NE Improvements Project may be advanced to construction; however, the descriptions below incorporate the maximum footprint and features that are envisioned. This project will allow for neighborhood protection and traffic calming as well as accommodation for the future growth and development of the Bel-Red area. The proposed corridor improvements extend approximately 1.3 miles. The proposed phasing described as follows is based on available Capital Investment Program funding and is dependent upon several factors, including completion of a full SR 520 interchange, Spring District development, and proposed light rail station construction:

**Phase 1 – Main Street to NE 8<sup>th</sup> Street:** would involve installation of traffic calming and pedestrian safety enhancements within the existing right-of-way. Improvements would include upgraded concrete sidewalks; pedestrian lighting at intersections; enhanced landscaping, median- and side-vegetated traffic islands to meander the road; pavement markings; gateway features at NE 8<sup>th</sup> Street and 124<sup>th</sup> Avenue NE entrance to Wilburton neighborhood; and traffic enforcement signs.

**Phase 2 – NE 15<sup>th</sup> Street to NE 18<sup>th</sup> Street:** would involve widening 124<sup>th</sup> Avenue NE between NE 15<sup>th</sup> Street and NE 18<sup>th</sup> Street. The existing roadway would be expanded to five lanes with a multipurpose pathway on the west side of the street from NE 15<sup>th</sup> Street to NE 18<sup>th</sup> Street. These improvements would include construction of a 12-foot multipurpose non-motorized pathway on the westside of 124<sup>th</sup> Avenue NE from NE 14<sup>th</sup> Street to NE 18<sup>th</sup> Street; an 8-foot sidewalk on the eastside of 124<sup>th</sup> Avenue NE; curb, gutter, and 6-foot planting strips; installation of retaining walls to minimize private property impacts, addition of bio-swales, rain gardens, and vaults; replacement of the existing 48-inch West Tributary Culvert with an 11- by 18-foot 3-sided box culvert; wetland buffer mitigation; conversion of the existing Seattle City Light transmission poles from lattice towers to monopoles; signalized intersection at NE 18<sup>th</sup> Street; and the installation of Urban Design elements (streetscape, gateways, way finding).

**Phase 3 – NE 12<sup>th</sup> Street to NE 15<sup>th</sup> Street:** would involve widening 124<sup>th</sup> Avenue NE from three lanes to five lanes and adding a 4-foot direction cycle track, an 8-foot sidewalk, and a 2-foot transitional paved

buffer area between the sidewalk and cycle track multimodal non-motorized facilities on both sides of the roadway. These improvements would include construction of curb, gutter, and 6-foot planting strips; installation of retaining walls to minimize private properties impacts; conversion of existing Seattle City Light transmission poles from lattice towers to monopoles; relocation of utilities; addition of bio-swales, rain gardens, and vaults; illumination; signalized T-intersection at NE 13<sup>th</sup> Street; and installation of Urban Design elements (streetscape, gateways, way finding).

**Phase 4 – NE 8<sup>th</sup> Street to NE 12<sup>th</sup> Street:** would involve widening the non-motorized portion of the roadway by adding a 4-foot direction cycle track, an 8-foot sidewalk, and a 2-foot transitional paved buffer area between the sidewalk and cycle track on both sides of the roadway between NE 8<sup>th</sup> Street and NE 12<sup>th</sup> Street. These improvements, which would widen the street by 14 feet in both lanes, would include construction of curb, gutter, and 6-foot planting strips; modification of existing driveways; conversion of existing Seattle City Light transmission poles from lattice towers to monopoles; relocation of utilities; addition of bio-swales, rain gardens, and vaults; illumination; and installation of Urban Design elements (streetscape, gateways, way finding).

**Phase 5 – NE 18<sup>th</sup> Street to Northup Way:** would involve further change in the profile of 124<sup>th</sup> Avenue NE between NE 18<sup>th</sup> Street and Northup Way. These improvements would include construction of an 8-foot sidewalk on the eastside of 124<sup>th</sup> Avenue NE; curb, gutter, and 6-foot planting strips; installation of retaining walls to minimize private property impacts, addition of bio-swales, rain gardens, and vaults; replacement of the existing 48-inch West Tributary Culvert with an 11- x 18-foot 3-sided box culvert; wetland buffer mitigation; conversion of the existing Seattle City Light transmission poles from lattice towers to monopoles; illumination, removal of the existing signalized intersection at NE 20<sup>th</sup> Street; signalized intersection at NE 18<sup>th</sup> Street; and the installation of Urban Design elements (streetscape, gateways, way finding).

2. Acreage of site: 7.6 acres
3. Number of dwelling units/buildings to be demolished: None.
4. Number of dwelling units/buildings to be constructed: None.
5. Square footage of buildings to be demolished: Not applicable.
6. Square footage of buildings to be constructed: Not applicable.
7. Quantity of earth movement (in cubic yards): 74,400 cubic yards
8. Proposed land use: Roadway corridor
9. Design features, including building height, number of stories and proposed exterior materials: Not applicable.
10. Other

**Estimated date of completion of the proposal or timing of phasing:**

The project will be constructed in phases as funding becomes available.

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

This project would be coordinated with other City of Bellevue projects, including the Bel-Red Subarea Plan, West

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Tributary Detention Pond DMP 165 Enhancement Project, Regional Stormwater Management Analysis and Sound Transit's East Link light rail project.

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

The following environmental documents will be prepared for the project:

- Critical Areas Report (HDR, 2013)
- Geotechnical Recommendations Memorandum (GeoEngineers, 2013)
- Fish Passage Technical Memorandum (HDR, 2013)
- Biological Assessment No Effect Letter re: Endangered Species (HDR, 2013)
- Air Quality Technical Report (HDR, 2013)
- Noise Technical Report (HDR, 2013)
- Hazardous Materials Environmental Site Assessment (HDR, 2013)
- Sound Transit East Link EIS

**Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. List dates applied for and file numbers, if known.**

None that are known.

**List any government approvals or permits that will be needed for your proposal, if known. If permits have been applied for, list application date and file numbers, if known.**

- Corps of Engineers Section 404, Nationwide Type 14
- Critical Areas Ordinance
- Hydraulic Project Approval
- City of Bellevue building permits
- City of Bellevue clearing and grading permits
- State Waste Discharge Permit
- ROW acquisition

**Please provide one or more of the following exhibits, if applicable to your proposal. (Please check appropriate box(es) for exhibits submitted with your proposal):**

- Land Use Reclassification (rezone) Map of existing and proposed zoning
- Preliminary Plat or Planned Unit Development  
Preliminary plat map
- Clearing & Grading Permit  
Plan of existing and proposed grading  
Development plans
- Building Permit (or Design Review)  
Site plan  
Clearing & grading plan
- Shoreline Management Permit  
Site plan

#### A. ENVIRONMENTAL ELEMENTS

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D.F. 6/23/14*

1. Earth

a. General description of the site: X Flat  Rolling  Hilly X Steep slopes  Mountains  Other

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

The steepest slope on the site occurs on the west side of 124<sup>th</sup> Avenue NE in Wetland B/C area. The slope is greater than 40% (See Figures 4 and 5).

c. What general types of soil are found on the site (for example, clay, sand, gravel, peat, and muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to USDA NRCS soil web map, the following soil types are present in the project vicinity and associated farmland classification:

- Everett gravelly sandy loam 5-15% slopes, farmland of statewide importance
- Seattle muck, prime farmland if drained
- Urban land, not prime farmland
- Alderwood gravelly sandy loam, 6-15% slopes, farmland of statewide importance

Sample plots in Wetland A indicated gravelly sandy loam and gravelly sandy clay soils. See Figure 2 for map of wetlands.

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

None that are known.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

- Approximately 54,900 cubic yards of fill would be placed in the project corridor for activities related to widening 124<sup>th</sup> Avenue NE. Type of fill is common borrow/gravel borrow/structural fill.
- Approximately 6,000 cubic yards of excavation is expected for construction activities related to the proposed project.

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

Erosion from construction and clearing could occur as part of the proposed project. Temporary BMPs would be implemented during construction to minimize erosion that may occur.

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

The proposed project would result in 9.82 acres total impervious surface. The net new impervious surface area is 1.56 acres. Increased impervious surface area is a result of road widening of 124<sup>th</sup> Avenue NE.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Standard BMPs would be implemented to minimize any erosion that may occur during construction. These include the use of mulch, silt barriers, containment systems, and cover measures (straw or plastic), as well as reseeded of areas temporarily disturbed by construction. A CSWPP has been prepared and will be provided to the contractor for compliance

EROSION PREVENTION MEASURES  
PER BCC 23.76.090 "EROSION  
CONTROL"

2. AIR

a. What types of emissions to the air would result from the proposal (i.e. dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally

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describe and give approximate quantities if known.

Short term, temporary air emissions during construction from the equipment is expected. No long term air quality impacts are anticipated as a result of the project.

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

No off-site sources of emissions or odor are known to affect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to the air, if any:

Proposed measures for potential short-term construction impacts include BMPs for dust suppression listed in the 124<sup>th</sup> Avenue NE Air Quality Report.

### 3. WATER

a. Surface

(1) 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.

- Wetland 1, 4.8 acres
- Wetland A, 0.07 acres
- Wetland B/C, 0.42 acres
- West Tributary, a tributary of Kelsey Creek

See Figure 2 for map of waterbodies in the project area.

(2) 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.

Work would occur in the West Tributary to replace the existing culvert with a new fish passage culvert underneath 124<sup>th</sup> Avenue NE. Construction will not result in permanent direct effects to wetlands in the project area.

The project is expected to have permanent and temporary impacts to vegetated buffers of Wetland A, 1 and B/C. Impacts resulting from the project are limited to 0.28 acre of permanent impact of wetland buffers in the areas adjoining 124<sup>th</sup> Avenue NE. See table below for a summary of wetland buffer impacts. See Figure 3 for a map of wetland buffer impacts.

Wetland	Buffer Impact Area
1	0.22
A	0.04
B/C	0.02
Total	0.28

Buffer mitigation would be provided for permanent and temporary wetland buffer impacts for this project. For 0.28 acres of unavoidable impacts to the wetland buffers within the project corridor, mitigation is planned to take place in the adjacent West Tributary Regional Stormwater Detention Facility in coordination with the City of Bellevue Utilities Division.

(3) 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 fill material.

Approximately 220 cubic yards of material would be dredged in the channel of the West Tributary to accommodate the proposed box culvert from the from the upstream edge of the flow control structure in

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Wetland B/C into Wetland 1 (See Figure 3 for box culvert location).

Approximately 145 cubic yards of fill would be placed in the channel to enhance the streambed substrate. The fill would be composed of engineered streambed material and streambed sediment which is comprised of 12" cobbles and 4" cobbles.

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

The replacement of the existing 175 foot long, 48 inch culvert under 124<sup>th</sup> Avenue NE would require temporary water diversions to install the new fish passage culvert. The diversion method likely implemented would require the flow control structure at Wetland B/C to be temporarily turned off, and a pump placed on the upstream side of the flow control structure that would divert water into Wetland 1. No surface water withdrawals are proposed for this project.

**(5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The proposal is not within the 100 year floodplain.

**(6) 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 proposal would not discharge waste materials to any surface waters.

IMPACTS MITIGATED BY  
APPLICATION OF BCC 24.06,  
STORM AND SURFACE  
UTILITY CODE.

**b. Ground**

**(1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description.**

No groundwater would be withdrawn and no water would be discharged to groundwater as part of this proposal.

**(2) 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 material would be discharged into the ground as part of this proposal.

**c. Water Runoff (Including storm water)**

**(1) 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.**

Stormwater runoff resulting from the existing and new impervious surface would be treated fully for quantity and quality using bioretention swales and a detention vault located beneath 124<sup>th</sup> Avenue NE south of the West Tributary crossing. Bioretention swales would be located behind the curb and gutter of 124<sup>th</sup> Avenue NE for sections on the west and east sides of the road. Discharge from bioretention swales would be conveyed to the proposed detention vault beneath 124<sup>th</sup> Avenue NE south of the West Tributary crossing then discharged into Wetland 1 and its buffer on the east side of 124<sup>th</sup> Avenue NE. This

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discharge is consistent with the use of Wetland 1 in this location as a regional stormwater detention facility. The permanent stormwater BMPs proposed for the project includes on-site stormwater management, flow control, and water quality treatment facilities.

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

Yes, there is an unlikely possibility that minimal amounts of water materials could enter ground or surface waters (i.e., small amounts of petroleum products, sediments, or concrete materials) could occur from construction and operation activity. Oils, fuels, or chemicals would not be discharged to surface waters or onto land where there is a potential for reentry into surface waters. The contractor would be required to prepare a Spill Prevention Control and Countermeasures (SPCC) Plan for the project prior to beginning construction.

**d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:**

The 124<sup>th</sup> Avenue NE project would result in additional 1.56 acres of impervious surface. A Construction Stormwater Pollution Prevention Plan (CSWPPP) has been prepared and includes a Temporary Erosion and Sediment Control (TESC) Plan and a Spill Prevention and Countermeasures Control (SPCC) Plan for implementation on site.

The permanent stormwater BMPs proposed for the project includes on-site stormwater management, flow control, and water quality treatment facilities.

**4. Plants**

**a. Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other: red alder, big-leaf maple
- evergreen tree: fir, cedar, pine, other
- shrubs: non-native ornamentals
- grass: mowed grasses
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other:
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: blackberry

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

Approximately 0.28 acres of wetland buffer would be removed for the construction on 124<sup>th</sup> Avenue NE (See Figure 3 for buffer impacts). Dominant vegetation affected for each wetland includes:

- Wetland 1: big-leaf maple, red alder, and Himalayan blackberry
- Wetland A: mowed grasses in the right-of-way, Himalayan blackberry, red alder and big-leaf maple
- Wetland B/C: mowed grasses in the right-of-way, Himalayan blackberry

**c. List threatened or endangered species known to be on or near the site.**

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S.J. 6/23/14

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

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

All vegetation temporarily disturbed by construction activities would be replaced with native vegetation after construction is complete. Six foot planting strips installed throughout the corridor would be planted with appropriate landscape plants and bioretention swales would be planted with native vegetation to manage tributary stormwater runoff.

Permanent impacts to wetland buffer vegetation would be mitigated consistent with the requirements of the City of Bellevue Land Use Code and appropriate federal and state regulations. Approximately 0.7 acre of degraded wetland buffer of Wetland B/C would be enhanced to compensate for the loss of buffer resulting from this project. The buffer would be planted with native woody vegetation to increase buffer functions by slowing down water flow, limiting erosion, and providing vegetative screening and wildlife cover in Wetland B/C. Proposed native plants for the buffer mitigation area include: vine maple (*Acer circinatum*), serviceberry (*Amelanchier alnifolia*), beaked hazelnut (*Corylus cornuta*), oceanspray (*Holodiscus discolor*), pacific willow (*Salix lucida*), Sitka willow (*Salix sitchensis*), Indian plum (*Omleria cerasiformis*), baldhip rose (*Symphoricarpos albus*) and salmonberry (*Rubus spectabilis*).

**5. ANIMALS**

**a. Check or circle any birds and animals which have been observed on or near the site or are known to be on or near the site:**

Birds: hawk, heron, eagle, songbirds, other: mallard, red-winged blackbird, cliff swallow, American goldfinch, sharp-shinned or Cooper's hawk, house finch, European starling, great blue heron, red-tailed hawk, black-capped chickadee, house sparrow, western tanager, cedar waxwing, northern flicker, barn swallow, and American crow.

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

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

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

There are no known threatened or endangered species known to be on or near the site (see Biological Assessment, No Effect Letter).

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

The project area lies within the Pacific Flyway, an avian migratory corridor consisting of western coastal areas of South, Central and North America.

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

The replacement of the existing 48" culvert with a concrete box culvert, 20-feet wide by 10-feet tall and approximately 142 feet long provides far greater capacity for flows. Although this segment of the West Tributary does not currently provide fish access, the replacement culvert has been designed to accommodate fish passage as downstream barriers are removed. The substantial width and height of the replacement culvert would also allow use by terrestrial wildlife moving between habitats on the West Tributary. As a result, construction of the project is expected to greatly improve habitat connectivity along West Tributary, and would provide for future fish passage.

**6. Energy and Natural Resources**

**a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed**

project's energy need? Describe whether it will be used for heating, manufacturing, etc.

Not applicable.

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

Not applicable.

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

The project will use LED energy saving street lights in the 124<sup>th</sup> Avenue NE corridor.

## 7. Environmental Health

a. 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.

During construction, a spill of fuel or oils from equipment or machinery could potentially occur. Standard spill kits would be on site during construction and refueling and maintenance would not be permitted in wetlands or buffers or near the West Tributary.

(1) Describe special emergency services that might be required.

No special emergency services are anticipated.

(2) Proposed measures to reduce or control environmental health hazards, if any.

Overnight parking of vehicles and construction equipment may take place in the upland portion of the project to minimize possible spills of fuels and oils in wetlands and in the West Tributary. Refueling and maintenance would not be permitted in wetlands, buffers or streams.

## b. Noise

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

Traffic noise on 124<sup>th</sup> Avenue NE is the dominant source of noise within the project limits. Approximately 14% of the vehicles using 124<sup>th</sup> Avenue NE are trucks. During field visits, the commercial/light industrial properties in the project area were not significant noise sources.

Under existing conditions, modeled noise levels range from the high 40 dBAs to the high 60 dBAs.

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

Construction of the project can be expected to cause short-term noise impacts in areas directly adjacent to construction activity during core business hours. The loudest noise levels anticipated from construction equipment is 92 decibels. The predicted noise levels generated from the proposed project in year 2040 range from the high 40 dBAs to the mid 60 dBAs. This is a predicted change by -4 to +5 dBA from existing conditions in the project corridor between 2013 and 2040. Changes in noise levels would be due to changes in roadway alignment and a change in vehicle mix (fewer trucks as development transitions from

commercial/light industrial to more residential). Based on this data, no substantial increase in levels of traffic noise impacts will result from this project.

**(3) Proposed measures to reduce or control noise impacts, if any:**

Equipment would be operated during the core business hours and night time work is not anticipated.

IMPACTS FURTHER MITIGATED BY  
APPLICATION OF DEC 9.18 "NOISE CONTROL"

**8. Land and Shoreline Use**

**a. What is the current use of the site and adjacent properties?**

The site is currently used as a 2 lane roadway. Adjacent properties are a mix of single family residences, commercial and light industrial.

**b. Has the site been used for agriculture? If so, describe.**

The site was used for agriculture until 1965, when the conversion of agricultural land to commercial buildings in the area began.

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

No building structures are on the site. Seattle City Light has a transmission line, including two towers, along the west side of the 124<sup>th</sup> Avenue NE corridor.

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

The City of Bellevue would replace two Seattle City Light-owned transmission line towers along 124<sup>th</sup> Avenue NE with monopole structures.

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

The current King County zoning classification for the site includes multiple designations. From north to south, at Nothup Way the land use zones include Bel-Red office residential (BR-OR) and commercial (C) designations. The area then transitions into single and multi-family residential (R-3.5, R-20, R-10, R-15) mixed with professional office (PO) and office (O) designations.

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

The City of Bellevue Comprehensive Plan (1993) designates multiple zones for the site: single family-medium density, multi-family low and medium density, office, Bel-Red office residential, Bel-Red commercial residential, Bel-Red residential and Bel-Red general commercial.

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

Not applicable. The site is not designated as a shoreline.

**h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

Wetlands and the West Tributary stream are considered "environmentally sensitive" areas. Refer to section 3.a.1 above for a list of waterbodies located in the project area.

In addition, steep slopes are considered environmentally sensitive and were identified at the north end of the project area extending approximately from the existing edge of the 124<sup>th</sup> Avenue NE roadway westward to the developed portion of the Safeway distribution site.

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

Not applicable. The proposed project is a road widening project.

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

None.

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

Not applicable.

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

This project is part of a larger system of planned improvements for the area. The proposed project is compatible with the City of Bellevue's future development plans for the area including the Wilburton streetscape enhancements which would address potential future traffic impacts in and near the corridor. This project would also be designed to coordinate with Sound Transit's East Link project and schedule which has the East Link guideway crossing below 124<sup>th</sup> NE Avenue.

## 9. Housing

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

Not applicable.

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

Not applicable.

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

Not applicable.

## 10. Aesthetics

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

Seattle City Light has a transmission line, including two lattice towers, along the west side of the 124<sup>th</sup> Avenue NE corridor. The transmission line towers would be replaced with steel monopole structures as part of the project.

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

No views in the immediate vicinity would be altered or obstructed.

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

No measures to reduce or control aesthetic impacts are proposed.

## 11. Light and Glare

John 9/17/14  
Dt. 6/23/14

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

No light or glare would be produced by the project.

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

The project would not create light or glare and therefore would not be a safety hazard or interfere with views.

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

None.

**d. Proposed measures to reduce or control light or glare impacts, if any:**

No measures are proposed.

**12. Recreation**

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

The Wilburton Hill Park located in Wilburton neighborhood between Main Street and NE 2<sup>nd</sup> Street in the project vicinity. Wilburton Park is the largest upland park in the city with a wide variety of active and passive recreational activities. The rest of the project area is residential, commercial and light industrial without recreational opportunities.

The City of Bellevue Parks Division is also in the planning stages of a regional recreational trail through the Bel-Red Subarea that would follow the West Tributary Regional Stormwater Facility, cross 124<sup>th</sup> at the mid-block cross walk and continue west.

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

The project would not displace any existing recreational uses.

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

The project design team worked with Parks staff to appropriately locate the 124<sup>th</sup> pedestrian crossing that would double as the regional trail route in the future.

**13. Historic and Cultural Preservation**

**a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

A Cultural Resources Survey prepared by Tierra Right-of-Way Services was prepared for the project. The Safeway Distribution Center (Parcel: 0671000000) located near the project site is listed on the Washington State Department of Archaeology and Historic Preservation online database.

**b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.**

There are two historic structures in the Safeway Distribution Center (Parcel 067100000), a grocery warehouse built sometime between 1958 and 1966 and a truck repair shop built in 1958. Both of these structures are located on a parcel next to the project area and would not be affected by the project.

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

No measures are proposed because no impacts would occur to historic properties located adjacent to the site. In

24 9/17/14  
D.D. 6/23/14

the event that human remains or indeterminate bones are encountered during the construction, an archaeologist and the Washington Department of Archaeology and Historic Preservation (DAHP) should be immediately notified and work halted in the vicinity of the find until the materials can be inspected and assessed.

#### 14. Transportation

**a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

The project site is located on 124<sup>th</sup> NE street from Northup Way to Main Street in Bellevue. The site can be accessed by Northup way via SR 520.

**b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

The King County Metro RapidRide B lines stops at NE 8<sup>th</sup> Street and 124<sup>th</sup> Avenue NE at the southern end of the site. Route 249 stops at Northup Way and 124<sup>th</sup> Avenue NE at the northern end of the site. The 124<sup>th</sup> NE corridor is 1.3 miles from Northup Way NE to Main Street.

**c. How many parking spaces would the completed project have? How many would the project eliminate?**

The completed project will not have parking spaces. 58 existing parking spaces will be removed from the project area as a result of the proposed project.

**d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

The proposed project is a road improvement project on 124<sup>th</sup> Avenue NE.

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

No, the project would not use water, rail or air transportation.

**f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.**

The proposed project will increase safety and mobility in the 124<sup>th</sup> Ave NE corridor and will not generate any additional vehicular trips per day.

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

Traffic calming and pedestrian safety enhancements would be implemented in the Wilburton neighborhood to address future traffic impacts from the redeveloping of the area. The following improvements are proposed as measures to reduce transportation impacts in the corridor:

- New and upgraded colored/stamped concrete crosswalks
- Pedestrian lighting at intersections
- Enhanced landscaping
- Meander the roadway by adding median and side vegetated traffic islands
- Pavement markings
- Gateway features at NE 8<sup>th</sup> Street and 124<sup>th</sup> Avenue NE entrance to the Wilburton neighborhood
- Traffic enforcement signs

#### 15. Public Services

*Handwritten:*  
21.9/17/14  
D.A. 6/23/14

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

No, the project would not result in an increased need for public services.

b. Proposed measures to reduce or control direct impacts on public services, if any:

Not applicable.

#### 16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

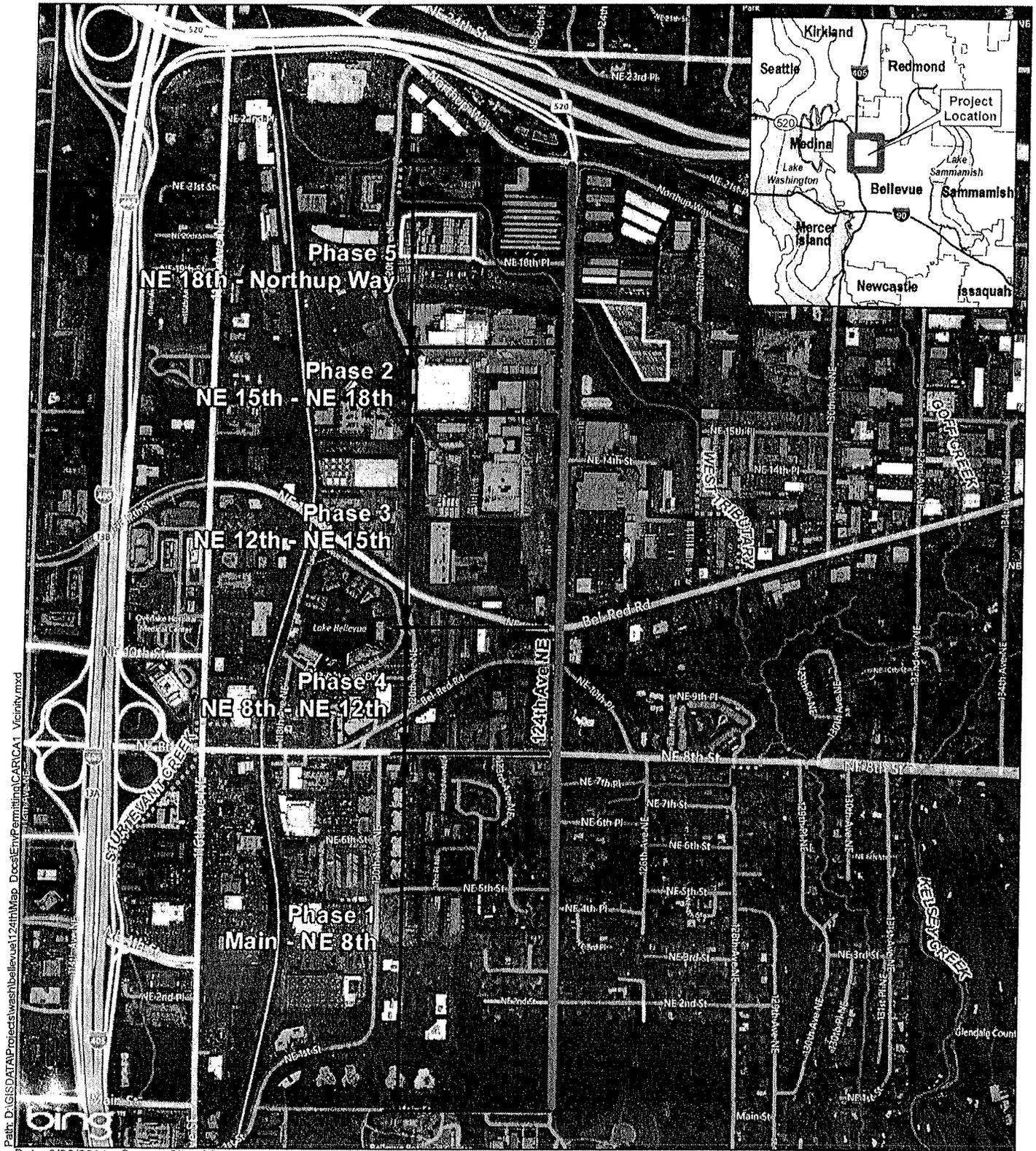
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Comcast is the only new utility provider proposed for the project. Construction activities needed for this additional utility include installation of underground conduits and vaults.

#### 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 M. Araluk Date Submitted 6/24/14



Path: D:\GIS\DATA\Projects\wash\bellevue\124thMap\_DocEnvPermitting\CARICA1\_Vicinity.mxd

Date: 6/20/2014, Source: City of Bellevue (2014).

Figure 1  
Project Vicinity Map

Legend

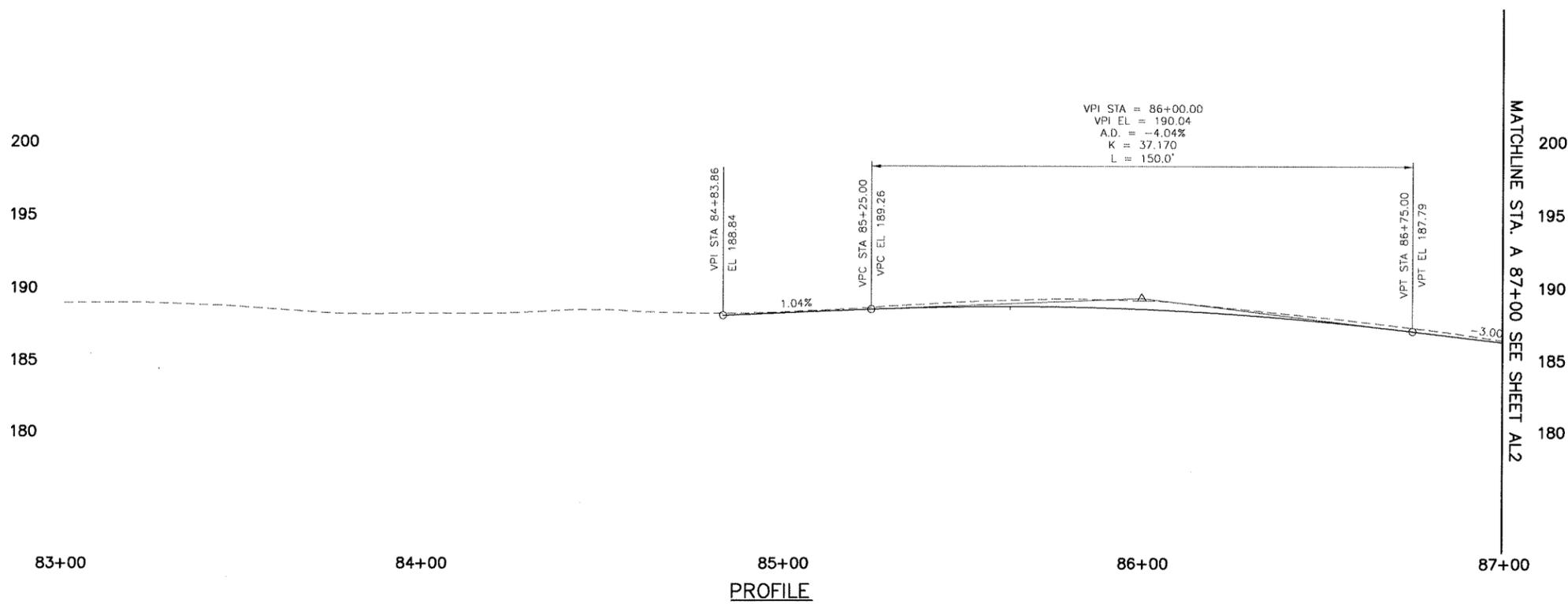
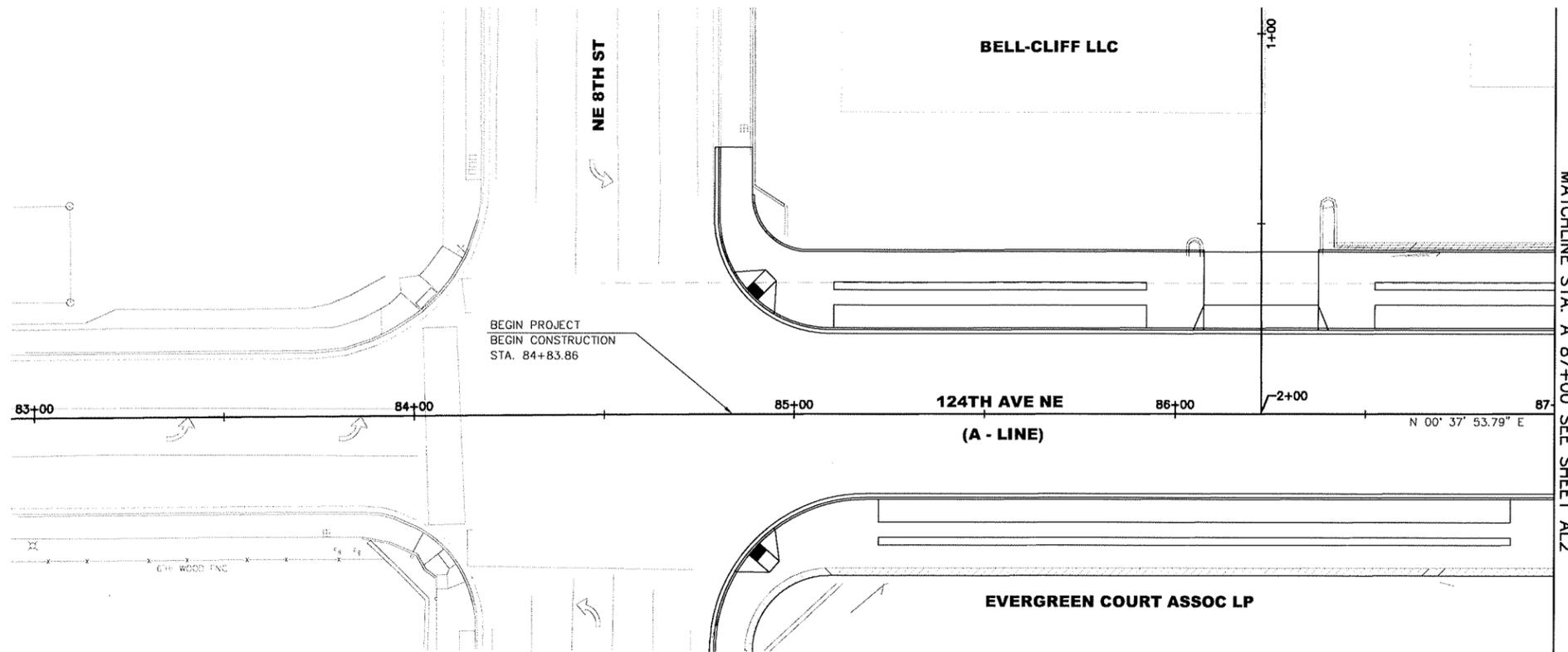
- Project Alignment
- Stream
- Piped Stream

GENERAL NOTES:

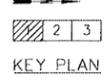
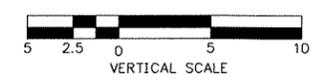
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SECTION 28, T. 25 N., R5E., W.M.  
KING COUNTY

5% SUBMITTAL NOT FOR CONSTRUCTION



Received  
MAY 14 2014  
Permit Processing  
City of Bellevue



NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER M. ARAKELYAN	DATE
PROJECT MANAGER	DATE
DESIGNED BY S. HAYS	DATE
DRAWN BY C. WILCOX	DATE
CHECKED BY P. FERRIER	DATE



**124TH AVE NE - NE 8TH  
TO NE 12TH ST**

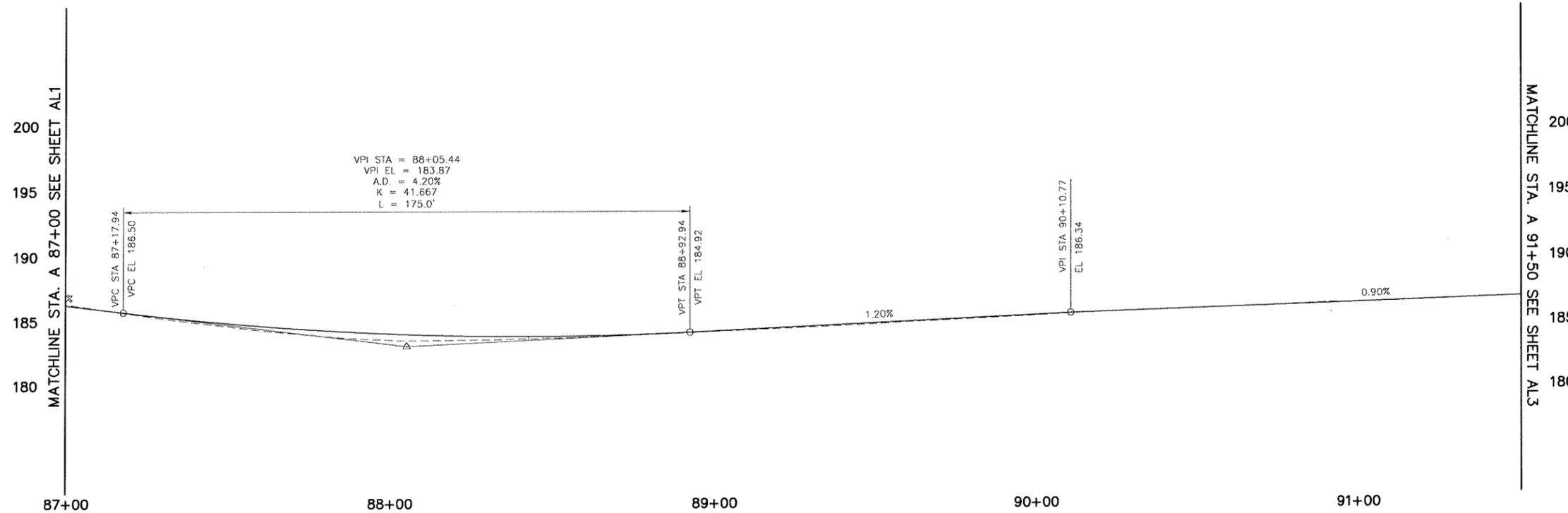
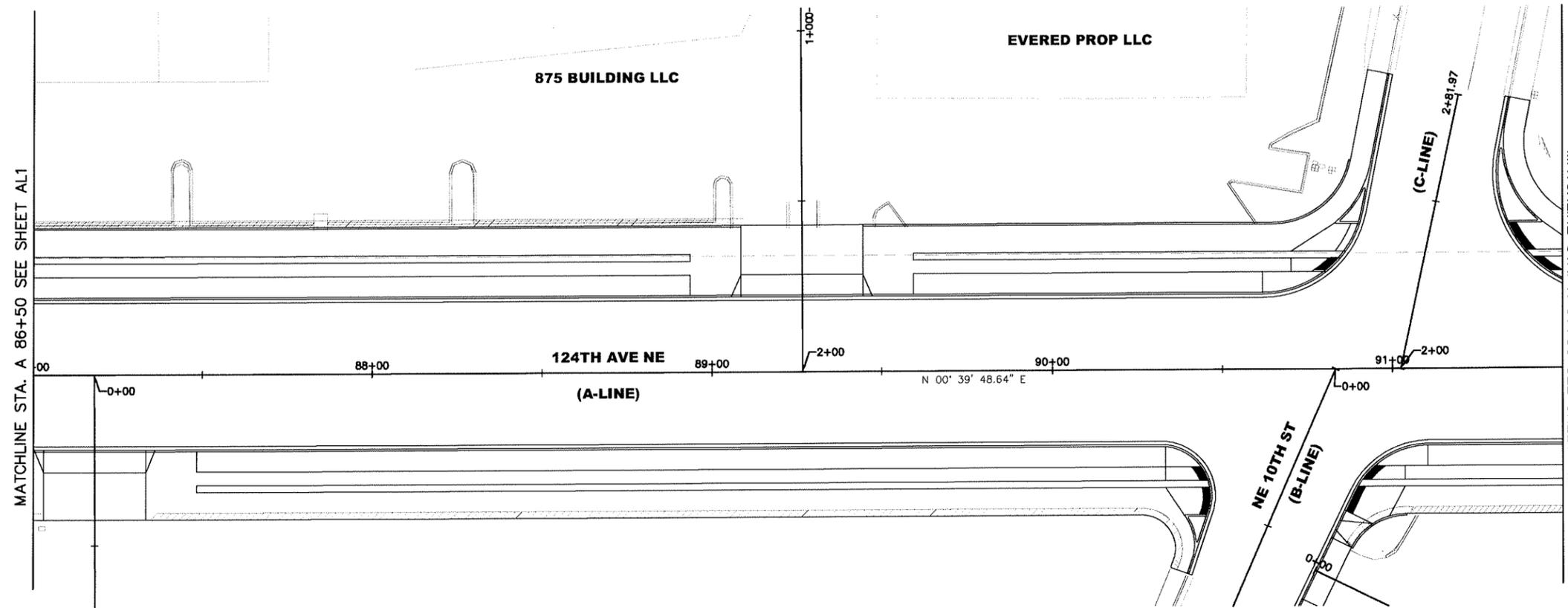
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GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.

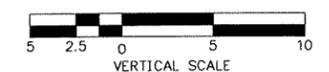
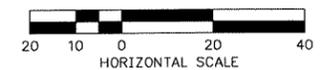
# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

5% SUBMITTAL NOT FOR CONSTRUCTION



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KEY PLAN



NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER DATE  
M. ARAKELYAN  
PROJECT MANAGER DATE

S. HAYS  
DESIGNED BY DATE  
C. WILCOX  
DRAWN BY DATE  
P. FERRIER  
CHECKED BY DATE



City of  
Bellevue  
TRANSPORTATION DEPARTMENT



**124TH AVE NE - NE 8TH  
TO NE 12TH ST**

**ALIGNMENT PLAN & PROFILE  
STA. A 87+00 TO STA. A 91+50**

SHEET NAME

AL2

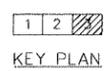
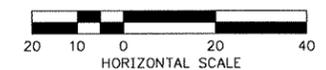
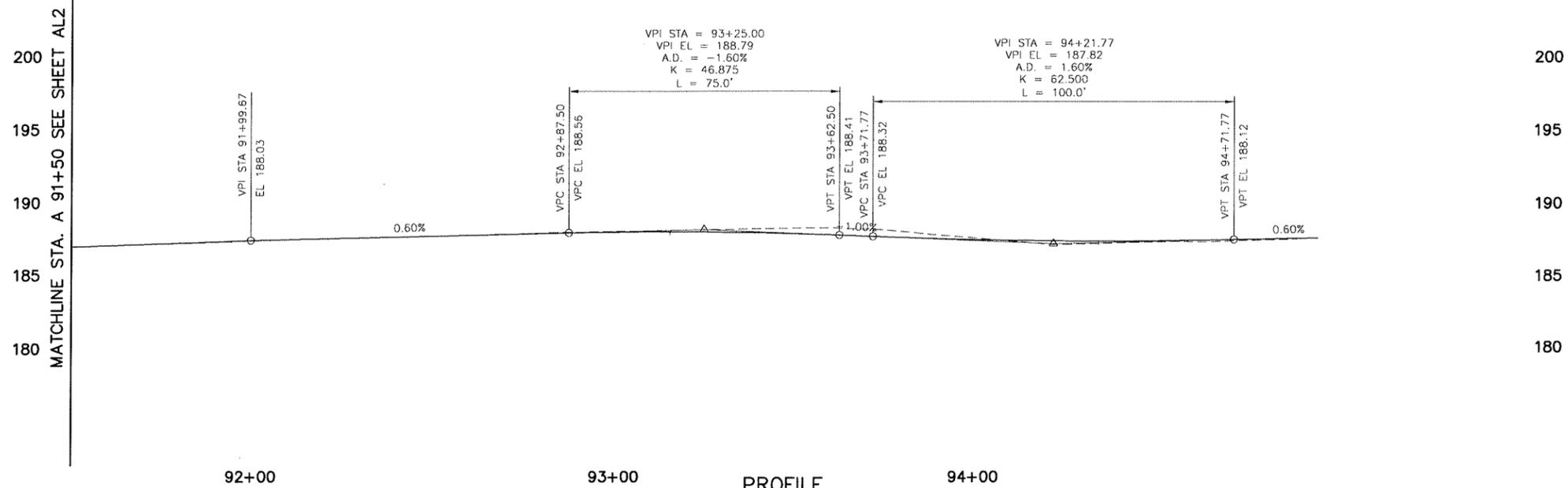
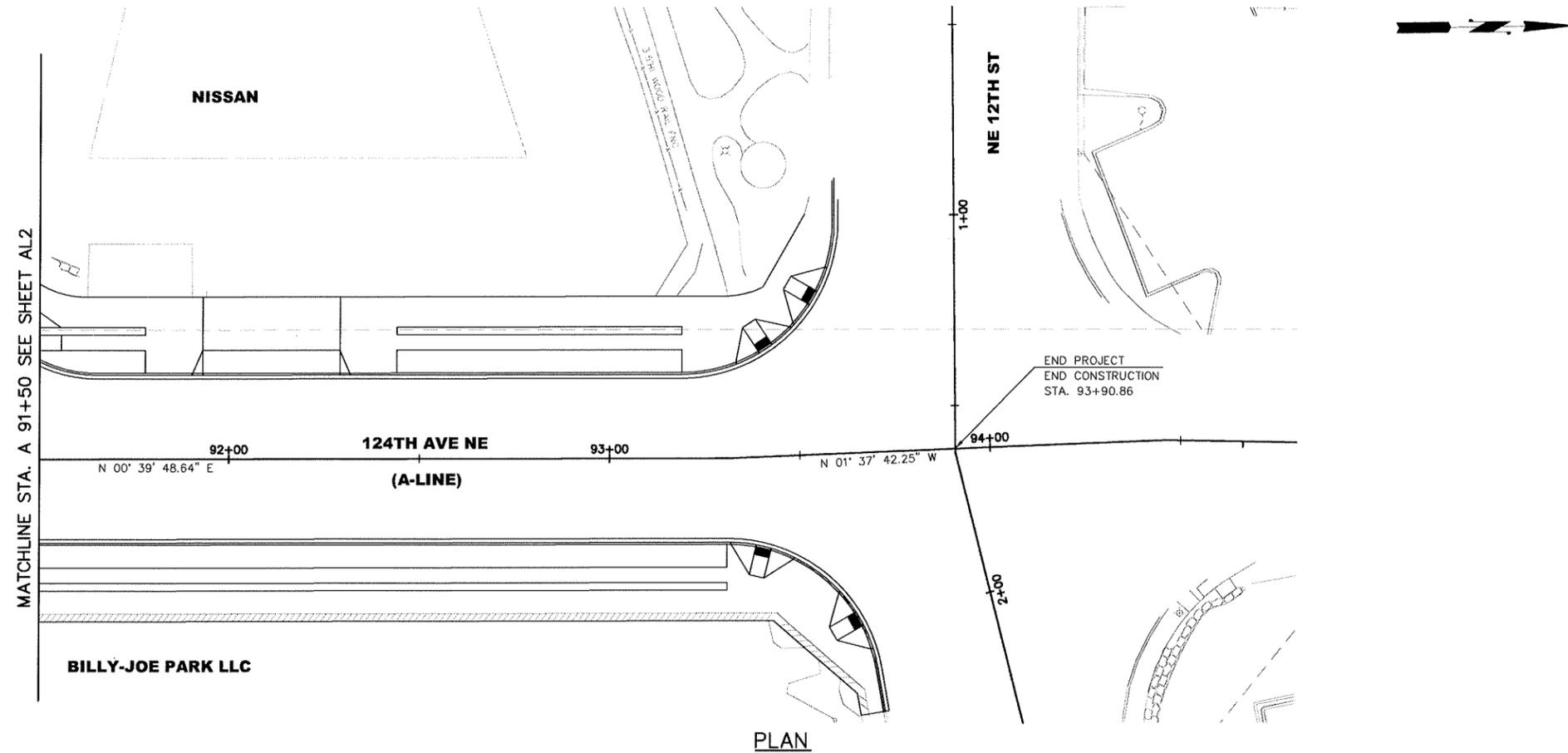
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GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

5% SUBMITTAL NOT FOR CONSTRUCTION



NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER	DATE
M. ARAKELYAN	
PROJECT MANAGER	DATE

S. HAYS	DESIGNED BY	DATE
C. WILCOX	DRAWN BY	DATE
P. FERRIER	CHECKED BY	DATE



**124TH AVE NE - NE 8TH  
TO NE 12TH ST**

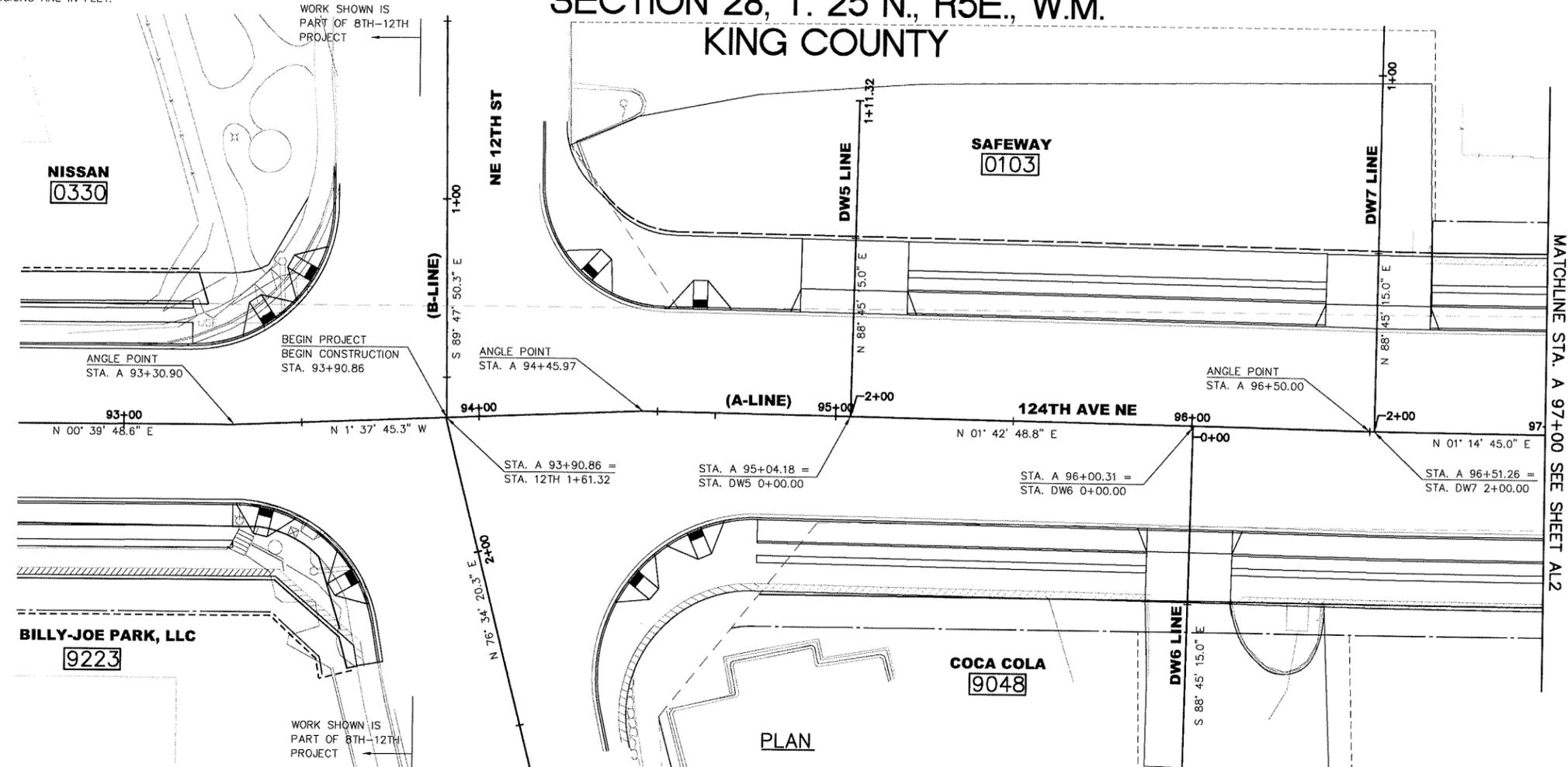
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STA. A 91+50 TO END**

SHEET NAME **AL3** SHT **X** OF **X**

GENERAL NOTES:  
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# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

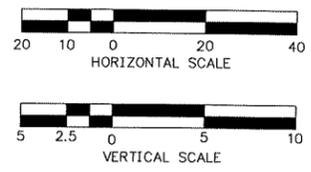
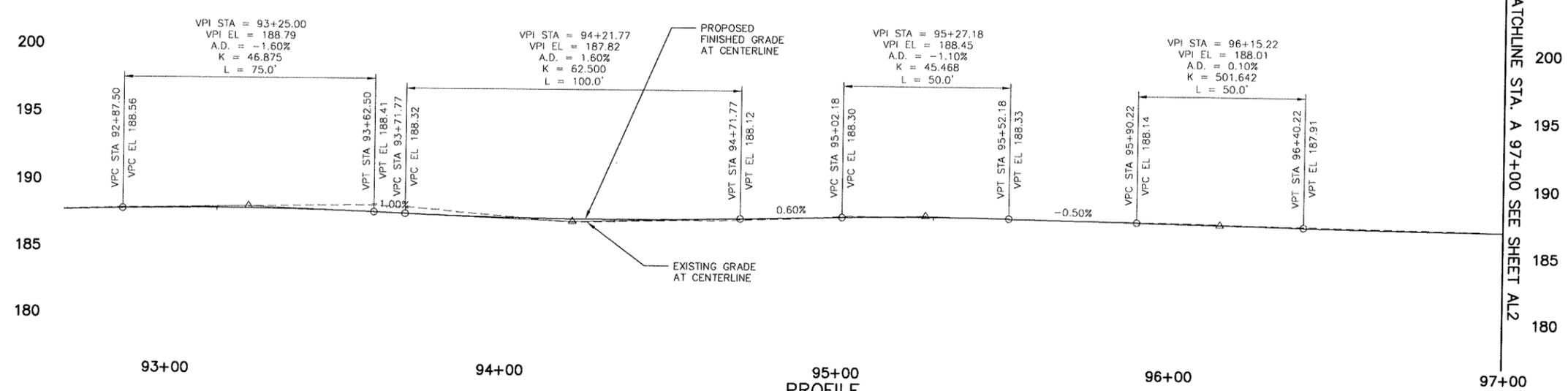
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**LEGEND**

- - - EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- - - PERMANENT EASEMENT
- - - WALL EASEMENT
- - - TEMPORARY CONSTRUCTION EASEMENT
- #### PARCEL NUMBER
- - - RETAINING WALL

PROFILE GRADE & PIVOT POINT  
 -2.00% LT. & RT.



KEY PLAN

NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER	DATE	S. BARTON	DESIGNED BY	DATE
M. ARAKELYAN		C. WILCOX	DRAWN BY	
PROJECT MANAGER		P. FERRIER	CHECKED BY	

City of Bellevue  
 TRANSPORTATION DEPARTMENT



## 124TH AVE NE - NE 12TH ST TO NE 14TH ST

**ALIGNMENT PLAN & PROFILE  
 BEGIN TO STA. A 97+00**

SHEET NAME: **AL1**      SHT **X** OF **X**

GENERAL NOTES:

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.

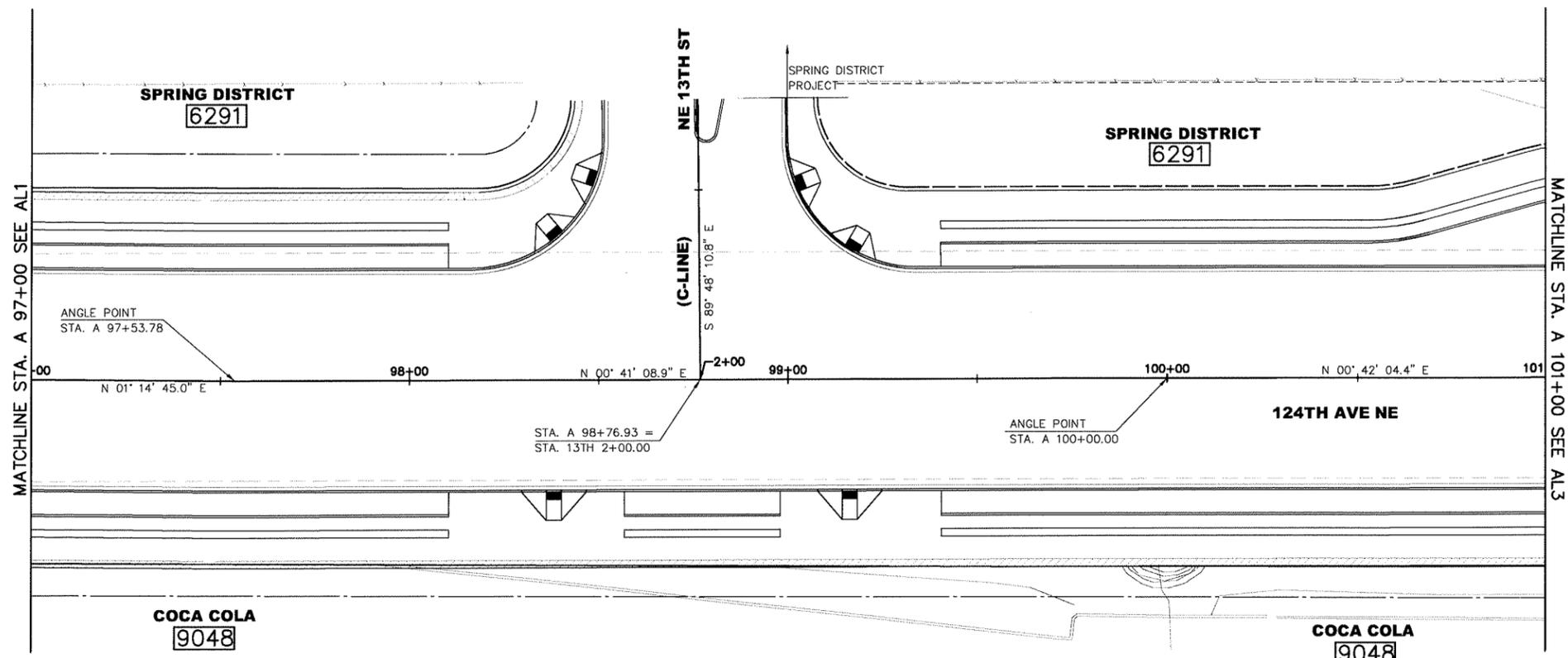
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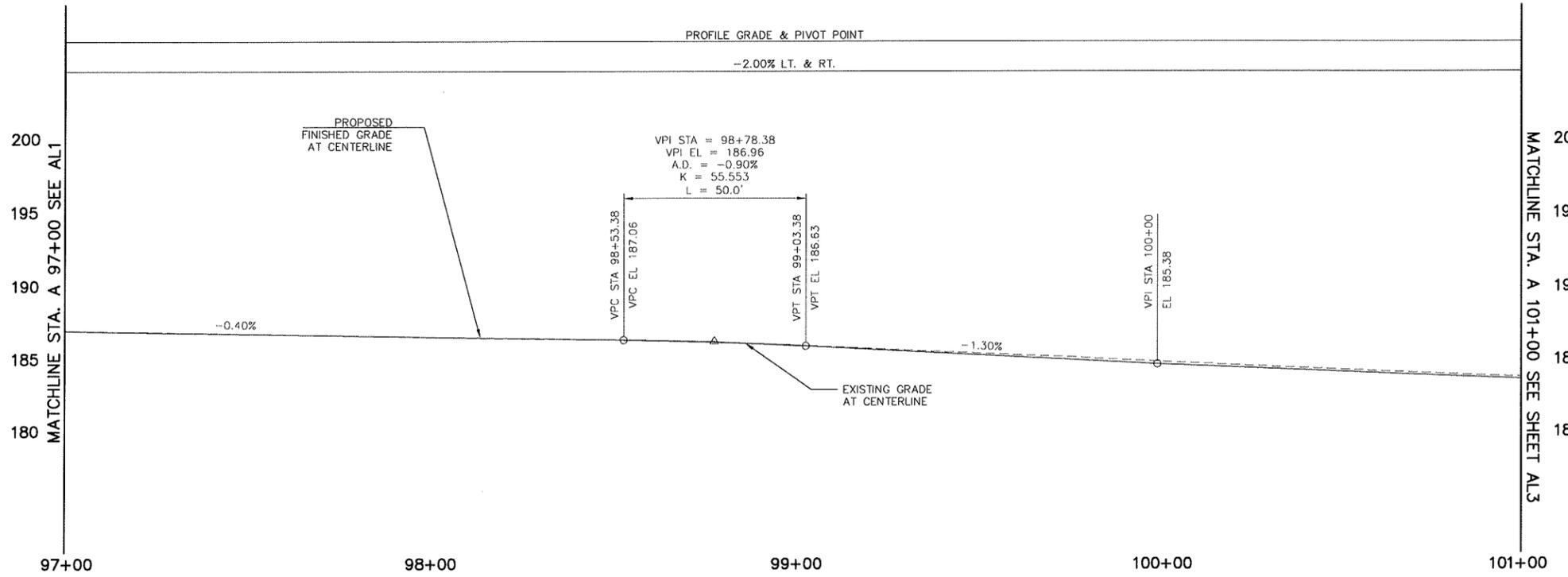


LEGEND

- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PERMANENT EASEMENT
- WALL EASEMENT
- TEMPORARY CONSTRUCTION EASEMENT
- #### - PARCEL NUMBER
- RETAINING WALL



PLAN



PROFILE

1 3

KEY PLAN



NO	DATE	BY	APPR	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER	DATE
M. ARAKELYAN	DATE
PROJECT MANAGER	DATE
DESIGNED BY	DATE
C. WILCOX	DATE
DRAWN BY	DATE
P. FERRIER	DATE
CHECKED BY	DATE

**City of Bellevue**  
 TRANSPORTATION DEPARTMENT

**HDR**  
 ENGINEERING INC.

## 124TH AVE NE - NE 12TH ST TO NE 14TH ST

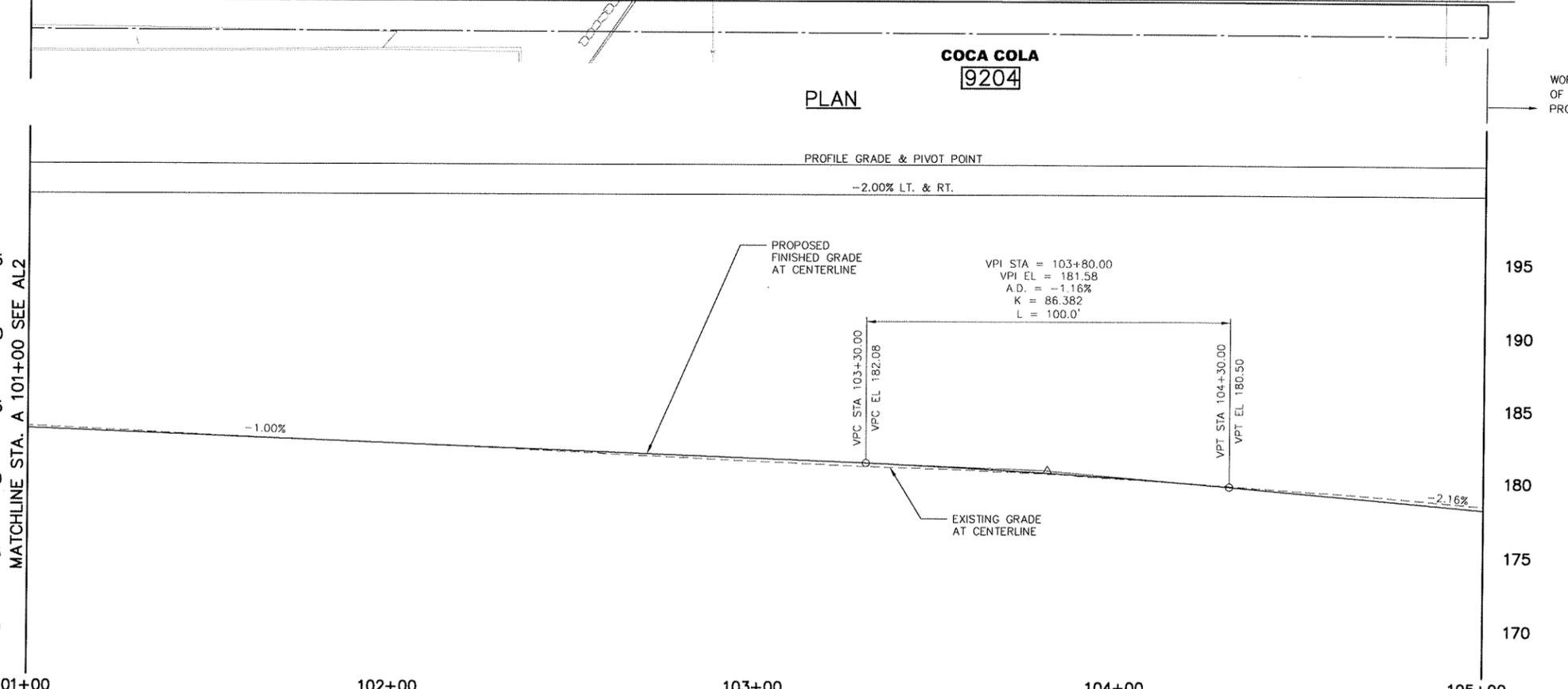
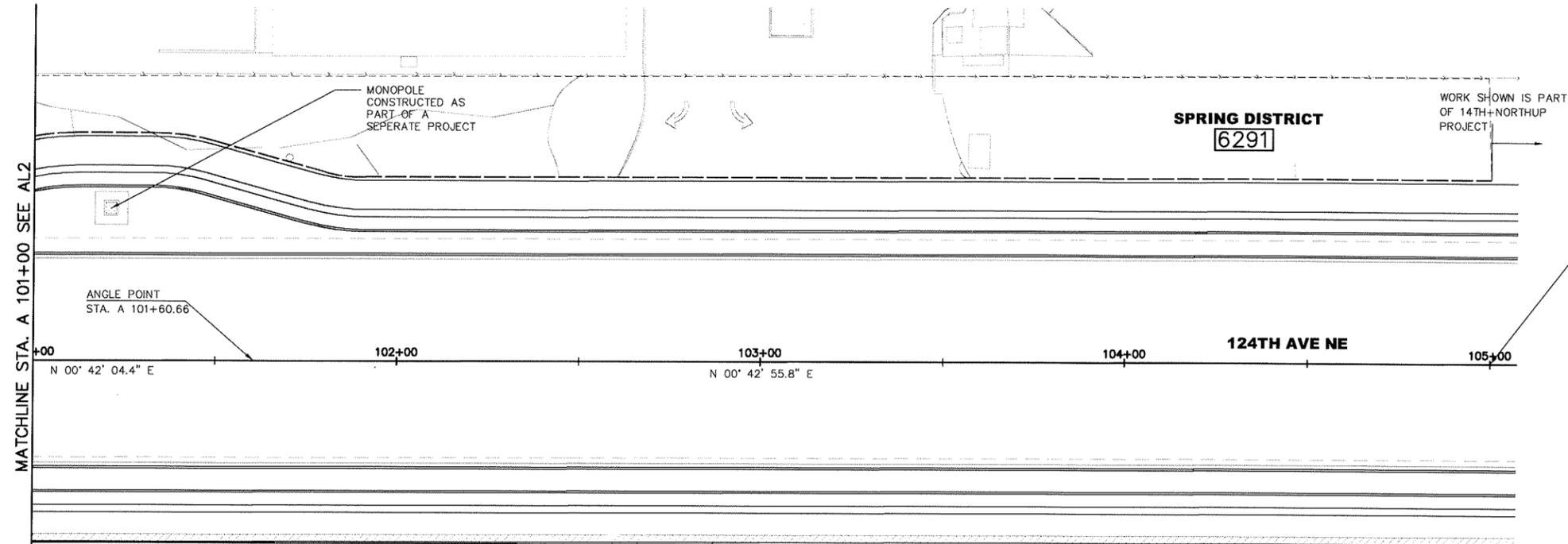
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STA. A 97+00 TO STA. A 101+00	
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AL2	

GENERAL NOTES:

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# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

30% SUBMITTAL NOT FOR CONSTRUCTION



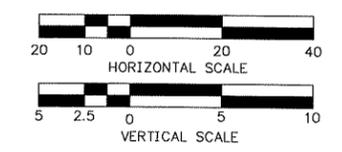
**LEGEND**

- - - - - EXISTING RIGHT-OF-WAY
- — — — — PROPOSED RIGHT-OF-WAY
- - - - - PERMANENT EASEMENT
- - - - - WALL EASEMENT
- - - - - TEMPORARY CONSTRUCTION EASEMENT
- #### PARCEL NUMBER
- - - - - RETAINING WALL

MATCHLINE STA. A 101+00 SEE AL2

1 2

KEY PLAN

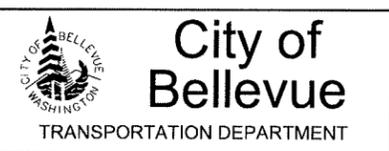


NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER	DATE
M. ARAKELYAN	DATE
PROJECT MANAGER	DATE

S. BARTON	DATE
DESIGNED BY	DATE
C. WILCOX	DATE
DRAWN BY	DATE
P. FERRIER	DATE
CHECKED BY	DATE



**124TH AVE NE - NE 12TH ST  
TO NE 14TH ST**

**ALIGNMENT PLAN & PROFILE  
STA. A 101+00 TO STA. END**

SHEET NAME	AL3	SHT	X	OF	X
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# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

**GENERAL NOTES:**

- CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
- DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE, "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.
- FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
- FOR CENTERLINE INFORMATION AND PROFILES, SEE ALIGNMENT/ROW AND PROFILE SHEETS.
- FOR CURB RAMP AND CURB RETURN INFORMATION, SEE INTERSECTION GRADING SHEETS.
- FOR DRIVEWAY APPROACH DETAILS, SEE DRIVEWAY APPROACH PLANS.
- FOR DOWEL BAR PLACEMENT SEE WSDOT STD PLAN A-40.10-02.
- FOR PIGMENTED CONC. SIDEWALK AND SAWCUT DETAILS, SEE SHEETS LSD04 AND PVD1.
- INSTALL CURB CUTS IN CURB AND GUTTER PER SCHEDULE ON PVD1.
- FOR CURB CUT DETAIL SEE SHEET PVD1.
- FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

**LEGEND**

- PIGMENTED CONC. SIDEWALK (SEE LSD4)
- CEMENT CONC. PAVEMENT
- HMA CL 1/2 IN. PG 70-22 - FULL DEPTH
- HMA CL 1/2 IN. PG 64-22
- HMA CL 1/2 IN. PG 70-22 - BUTT JOINT
- LANDSCAPE AREA (SEE LANDSCAPE PLANS)
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES
- RETAINING WALL
- CUT LINE
- FILL LINE

**CONSTRUCTION NOTES:**

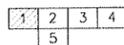
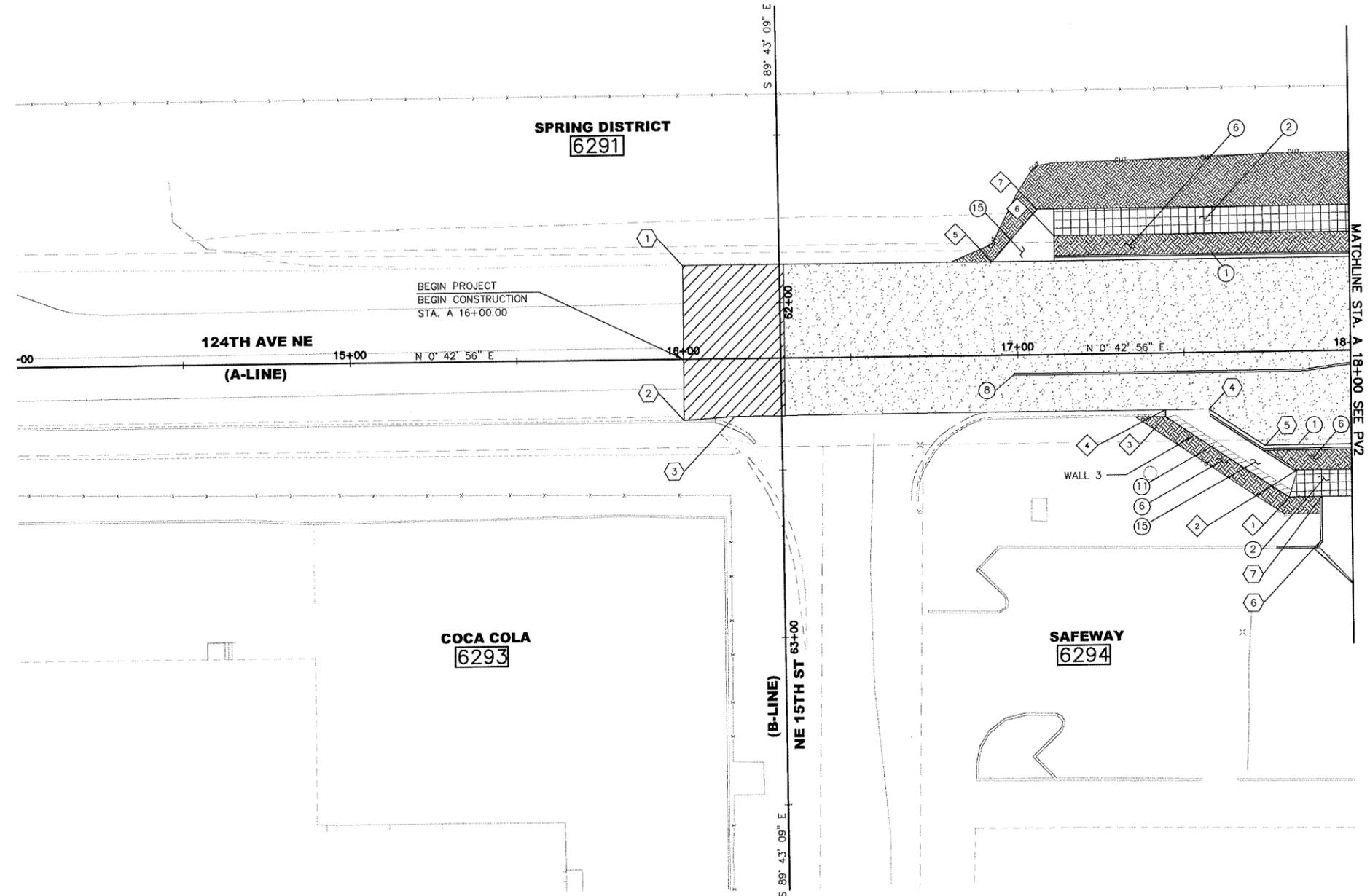
- CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- LANDSCAPE PLANTER, SEE LANDSCAPE PLANS.
- INSTALL CEMENT CONCRETE CURB PER COB STD. DWG. NO TE-9A.
- CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS.
- INSTALL TEMPORARY HMA SIDEWALK

**SIDEWALK POINT TABLE:**

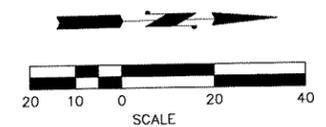
POINT NO.	STATION	OFFSET
1	17+81.02	43.50' RT
2	17+83.45	35.50' RT
3	17+44.19	18.94' RT
4	17+44.19	16.94' RT
5	16+92.47	28.00' LT
6	17+11.24	35.50' LT
7	17+06.21	43.50' LT

**PAVING POINT TABLE:**

POINT NO.	STATION	OFFSET
1	16+00.00	28.00' LT
2	16+00.00	18.28' RT
3	16+14.99	17.29' RT
4	17+57.42	16.94' RT
5	17+74.01	28.00' RT
6	17+88.16	58.92' RT



**KEY PLAN**



NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER M. ARAKEL'YAN PROJECT MANAGER	DATE	DESIGNED BY S. JOHNSON DATE	DATE
	DATE	DRAWN BY C. WILCOX DATE	DATE
	DATE	CHECKED BY P. FERRIER DATE	DATE

**City of Bellevue**  
TRANSPORTATION DEPARTMENT

**HDR**  
ENGINEERING INC.

**124TH AVE NE - NE 14TH ST  
TO 18TH ST**

**PAVING PLAN  
END TO STA. A 18+00**

SHEET NAME: **PV1**      SHT **X** OF **X**

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

**GENERAL NOTES:**

1. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
2. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE, "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.
3. FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
4. FOR CENTERLINE INFORMATION AND PROFILES, SEE ALIGNMENT/ROW AND PROFILE SHEETS.
5. FOR CURB RAMP AND CURB RETURN INFORMATION, SEE INTERSECTION GRADING SHEETS.
6. FOR DRIVEWAY APPROACH DETAILS, SEE DRIVEWAY APPROACH PLANS.
7. FOR DOWEL BAR PLACEMENT SEE WSDOT STD PLAN A-40.10-02.
8. FOR PIGMENTED CONC. SIDEWALK AND SAWCUT DETAILS, SEE SHEETS LSD04 AND PVD1.
9. INSTALL CURB CUTS IN CURB AND GUTTER PER SCHEDULE ON PVD1.
10. FOR CURB CUT DETAIL SEE SHEET PVD1.
11. FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

**CONSTRUCTION NOTES:**

- ② CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-R56.

**LEGEND**

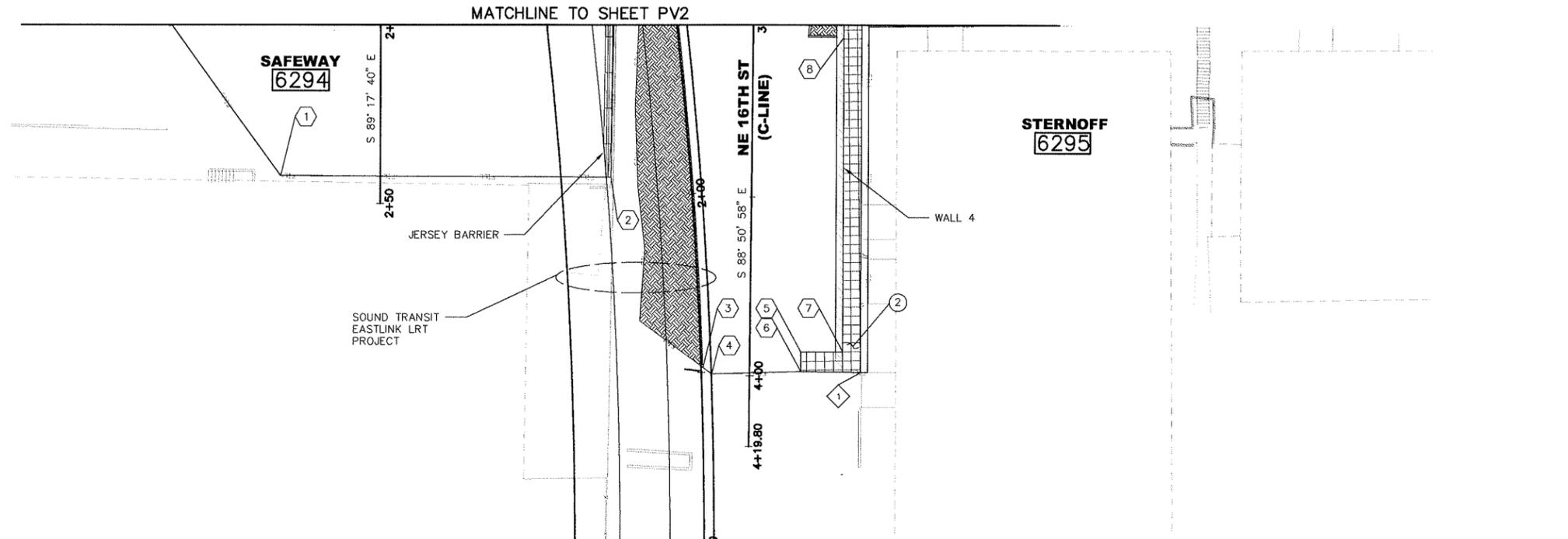
-  PIGMENTED CONC. SIDEWALK (SEE LSD4)
-  HMA CL 1/2 IN. PG 64-22
-  HMA CL 1/2 IN. PG 70-22 - BUTT JOINT
-  LANDSCAPE AREA (SEE LANDSCAPE PLANS)
-  PAVING LIMIT
-  SIDEWALK POINT
-  CONSTRUCTION NOTES
-  RETAINING WALL
-  CUT LINE
-  FILL LINE

**SIDEWALK POINT TABLE:** 

POINT NO.	STATION	OFFSET	DESCRIPTION
1	DW2 3+98.83	31.10' LT	PT

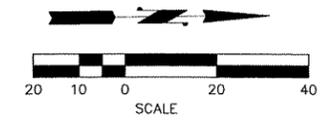
**PAVING POINT TABLE:** 

POINT NO.	STATION	OFFSET
1	DW1 2+42.25	28.00' RT
2	DW1 2+42.75	64.82' LT
3	DW2 3+97.77	13.15' RT
4	DW2 3+99.57	10.64' RT
5	DW2 3+93.28	14.28' LT
6	DW2 3+98.75	14.34' LT
7	DW2 3+93.12	26.06' LT
8	DW2 3+05.07	25.39' LT



1	2	3	4
5			

**KEY PLAN**



<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NO.</th> <th>DATE</th> <th>BY</th> <th>APPR.</th> <th>REVISIONS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table>	NO.	DATE	BY	APPR.	REVISIONS																					<p style="text-align: center;"><b>Approved By</b></p> <table style="width: 100%;"> <tr> <td style="width: 50%;">TRANSPORTATION DESIGN MANAGER M. ARAKELYAN</td> <td style="width: 50%;">DATE</td> </tr> <tr> <td>PROJECT MANAGER</td> <td>DATE</td> </tr> </table>	TRANSPORTATION DESIGN MANAGER M. ARAKELYAN	DATE	PROJECT MANAGER	DATE	<table style="width: 100%;"> <tr> <td style="width: 50%;">S. JOHNSON</td> <td style="width: 50%;">DATE</td> </tr> <tr> <td>C. WILCOX</td> <td>DATE</td> </tr> <tr> <td>P. FERRIER</td> <td>DATE</td> </tr> </table>	S. JOHNSON	DATE	C. WILCOX	DATE	P. FERRIER	DATE	 <p style="font-size: 1.2em; font-weight: bold;">City of Bellevue</p> <p>TRANSPORTATION DEPARTMENT</p>	 <p style="font-size: 1.2em; font-weight: bold;">HDR</p> <p>ENGINEERING INC.</p>	<p style="font-size: 1.2em; font-weight: bold;">124TH AVE NE - NE 14TH ST TO 18TH ST</p>	<p style="font-weight: bold;">PAVING PLAN</p> <p style="font-size: 0.8em;">SHEET NAME <b>PV5</b> SHT <b>X</b> OF <b>X</b></p>
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# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

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10. FOR CURB CUT DETAIL SEE SHEET PVD1.
11. FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

**LEGEND**

- PIGMENTED CONC. SIDEWALK (SEE LSD4)
- CEMENT CONC. PAVEMENT
- HMA CL 1/2 IN. PG 70-22 - FULL DEPTH
- HMA CL 1/2 IN. PG 64-22
- HMA CL 1/2 IN. PG 70-22 - BUTT JOINT
- LANDSCAPE AREA (SEE LANDSCAPE PLANS)
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES
- RETAINING WALL
- CUT LINE
- FILL LINE

**CONSTRUCTION NOTES:**

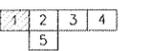
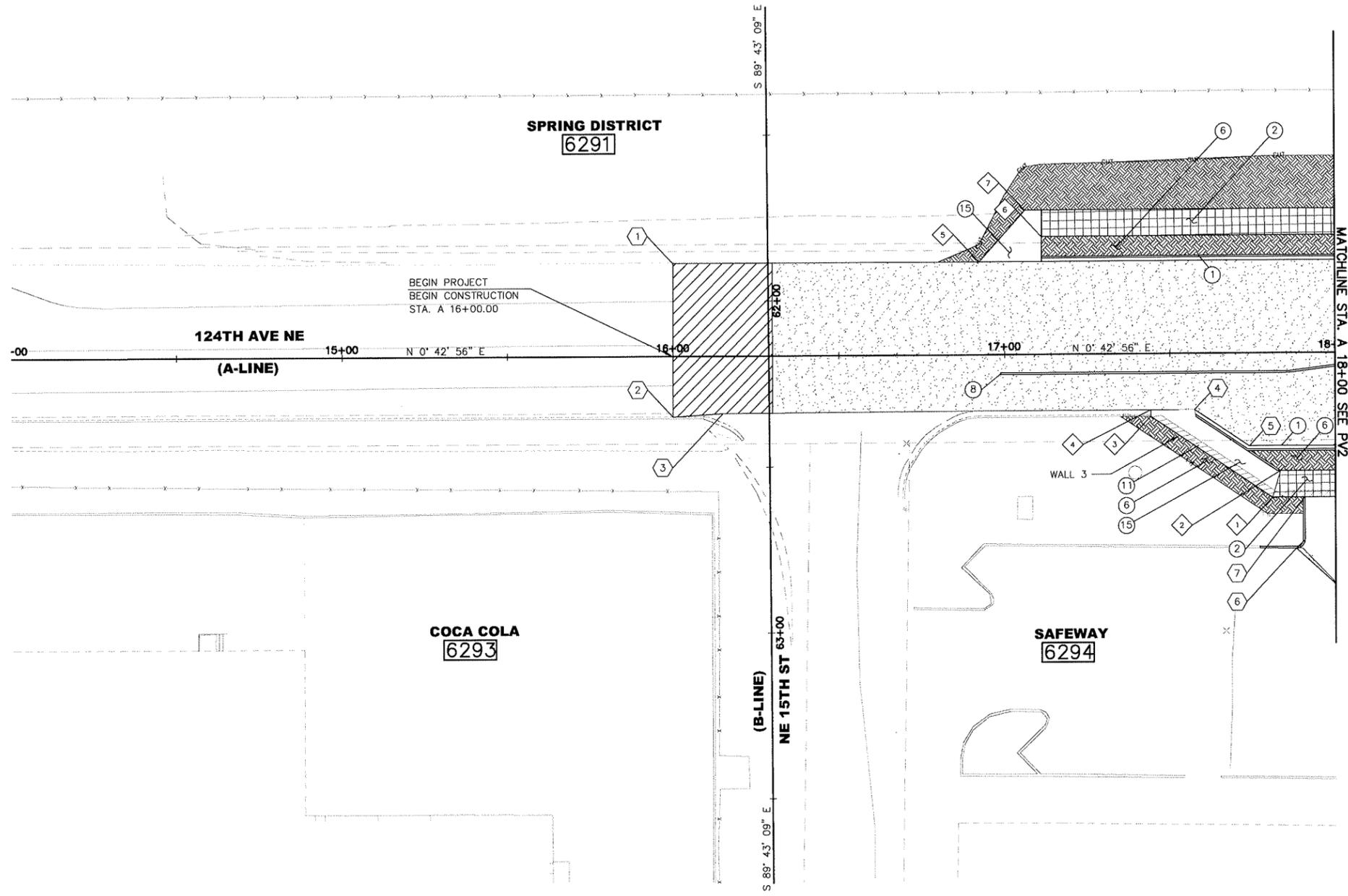
- ① CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- ② CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- ③ LANDSCAPE PLANTER, SEE LANDSCAPE PLANS.
- ④ INSTALL CEMENT CONCRETE CURB PER COB STD. DWG. NO TE-9A.
- ⑪ CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS.
- ⑮ INSTALL TEMPORARY HMA SIDEWALK

**SIDEWALK POINT TABLE:**

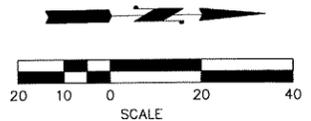
POINT NO.	STATION	OFFSET
1	17+81.02	43.50' RT
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**KEY PLAN**

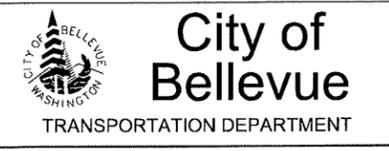


NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER DATE  
M. ARAKEL YAN  
PROJECT MANAGER DATE

S. JOHNSON  
DESIGNED BY DATE  
C. WILCOX  
DRAWN BY DATE  
P. FERRIER  
CHECKED BY DATE



**124TH AVE NE - NE 14TH ST  
TO 18TH ST**

**PAVING PLAN  
END TO STA. A 18+00**

SHEET NAME **PV1** SHT **X** OF **X**

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

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6. FOR DRIVEWAY APPROACH DETAILS, SEE DRIVEWAY APPROACH PLANS.
7. FOR DOWEL BAR PLACEMENT SEE WSDOT STD PLAN A-40.10-02.
8. FOR PIGMENTED CONC. SIDEWALK AND SAWCUT DETAILS, SEE SHEETS LSD04 AND PVD1.
9. INSTALL CURB CUTS IN CURB AND GUTTER PER SCHEDULE ON PVD1.
10. FOR CURB CUT DETAIL SEE SHEET PVD1.
11. FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

**CONSTRUCTION NOTES:**

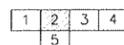
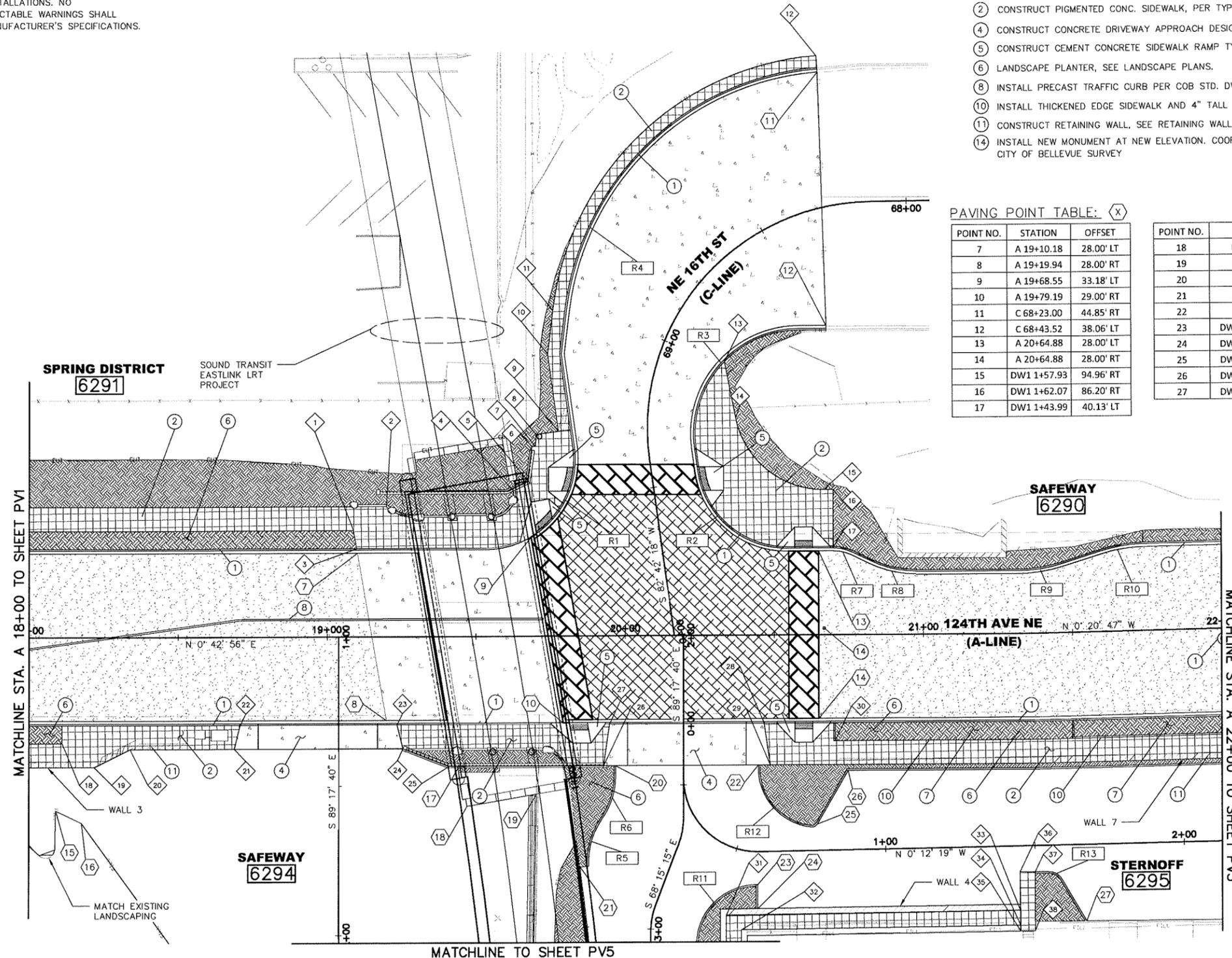
- ① CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- ② CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- ④ CONSTRUCT CONCRETE DRIVEWAY APPROACH DESIGN A PER COB STD. DWG. NO DEV-7A.
- ⑤ CONSTRUCT CEMENT CONCRETE SIDEWALK RAMP TYPE 1A PER COB STD. DWG. NO TE-12.
- ⑥ LANDSCAPE PLANTER, SEE LANDSCAPE PLANS.
- ⑧ INSTALL PRECAST TRAFFIC CURB PER COB STD. DWG. NO TE-9A.
- ⑩ INSTALL THICKENED EDGE SIDEWALK AND 4" TALL PEDESTRIAN CURB, SEE PAVING DETAILS.
- ⑪ CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS.
- ⑭ INSTALL NEW MONUMENT AT NEW ELEVATION. COORDINATE LOCATION AND ELEVATION WITH CITY OF BELLEVUE SURVEY

**LEGEND**

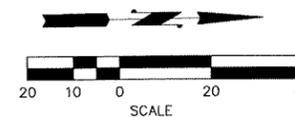
-  PIGMENTED CONC. SIDEWALK (SEE LSD4)
-  CEMENT CONC. PAVEMENT
-  PATTERNED CONC. (SEE PVD1)
-  HMA CL 1/2 IN. PG 70-22 - FULL DEPTH
-  HMA CL 1/2 IN. PG 64-22
-  HMA CL 1/2 IN. PG 70-22 - BUTT JOINT
-  LANDSCAPE AREA (SEE LANDSCAPE PLANS)
-  PIGMENTED CEMENT CONC.
-  CURB RETURN
-  PAVING LIMIT
-  SIDEWALK POINT
-  CONSTRUCTION NOTES
-  RETAINING WALL
-  CUT LINE
-  FILL LINE

**PAVING POINT TABLE: (X)**

POINT NO.	STATION	OFFSET	POINT NO.	STATION	OFFSET
7	A 19+10.18	28.00' LT	18	DW1 1+56.88	43.10' LT
8	A 19+19.94	28.00' RT	19	DW1 1+52.90	66.33' LT
9	A 19+68.55	33.18' LT	20	DW2 2+43.50	22.90' RT
10	A 19+79.19	29.00' RT	21	DW2 2+88.96	28.25' RT
11	C 68+23.00	44.85' RT	22	DW2 2+43.50	25.00' LT
12	C 68+43.52	38.06' LT	23	DW2-DW3 0+57.08	11.06' RT
13	A 20+64.88	28.00' LT	24	DW2-DW3 0+57.16	19.05' RT
14	A 20+64.88	28.00' RT	25	DW2-DW3 0+77.22	8.81' LT
15	DW1 1+57.93	94.96' RT	26	DW2-DW3 0+87.83	26.53' LT
16	DW1 1+62.07	86.20' RT	27	DW2-DW3 1+66.86	25.66' RT
17	DW1 1+43.99	40.13' LT			



**KEY PLAN**



NO.	DATE	BY	APPR	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER	DATE
M. ARAKELYAN	
PROJECT MANAGER	DATE
P. FERRIER	

S. JOHNSON	DESIGNED BY	DATE
C. WILCOX	DRAWN BY	DATE
P. FERRIER	CHECKED BY	DATE


**City of Bellevue**  
 TRANSPORTATION DEPARTMENT

  
 ENGINEERING INC.

## 124TH AVE NE - NE 14TH ST TO 18TH ST

**PAVING PLAN**

**STA. A 18+00 TO STA. A 22+00**

SHEET NAME	PV2	SHT	X	OF	X
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# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

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5. FOR CURB RAMP AND CURB RETURN INFORMATION, SEE INTERSECTION GRADING SHEETS.
6. FOR DRIVEWAY APPROACH DETAILS, SEE DRIVEWAY APPROACH PLANS.
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9. INSTALL CURB CUTS IN CURB AND GUTTER PER SCHEDULE ON PVD1.
10. FOR CURB CUT DETAIL SEE SHEET PVD1.
11. FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

**LEGEND**

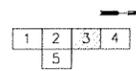
- PIGMENTED CONC. SIDEWALK (SEE LSD4)
- CEMENT CONC. PAVEMENT
- HMA CL 1/2 IN. PG 70-22 - FULL DEPTH
- HMA CL 1/2 IN. PG 64-22
- WOOD DECKING
- LANDSCAPE AREA (SEE LANDSCAPE PLANS)
- CURB RETURN
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES
- RETAINING WALL
- CUT LINE
- FILL LINE

**CONSTRUCTION NOTES:**

- 1 CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- 2 CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- 4 CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE B PER COB STD. DWG. NO DEV-7D.
- 6 LANDSCAPE PLANTER, SEE LANDSCAPE PLANS.
- 7 BIORETENTION SWALE, SEE LANDSCAPE PLANS AND DRAINAGE PLANS
- 9 CONSTRUCT CONCRETE DRIVEWAY APPROACH DESIGN D PER COB STD. DWG. NO DEV-7F
- 10 INSTALL THICKENED EDGE SIDEWALK AND 4" TALL PEDESTRIAN CURB, SEE PAVING DETAILS.
- 11 CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS.
- 13 CONSTRUCT CEMENT CONCRETE TRAFFIC CURB PER COB STD. DWG. TE-10.
- 16 INSTALL STAMPED CONC. MEDIAN, SEE LANDSCAPING PLANS.

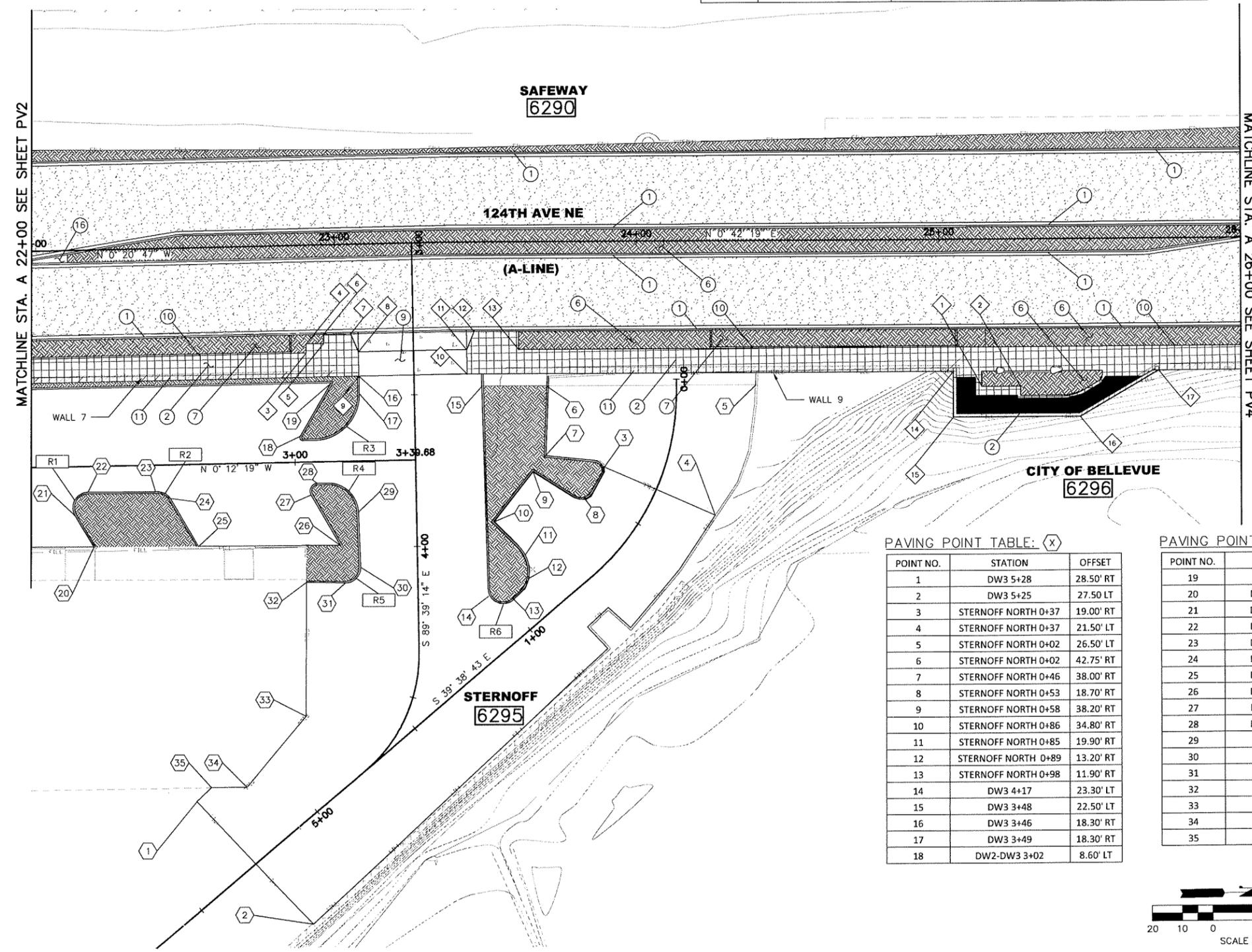
**SIDEWALK POINT TABLE:**

POINT NO.	STATION	OFFSET	RADIUS	LENGTH	DELTA	DESCRIPTI ON
1	25+14.04	48.50' RT				PT
2	25+27.04	48.50' RT				PT
3	22+90.18	35.50' RT				PT
4	22+90.18	32.50' RT				PT
5	22+95.93	32.50' RT				PT
6	22+95.93	29.50' RT				PT
7	23+04.83	29.50' RT				PT
8	23+07.33	35.50' RT				PT
9	23+07.34	43.50' RT				PT
10	23+44.13	43.50' RT				PT
11	23+43.98	35.50' RT				PT
12	23+46.37	29.50' RT				PT
13	23+61.17	35.50' RT				PT
14	25+04.69	43.50' RT				PT
15	25+04.69	58.50' RT				PT
16	25+46.71	58.50' RT				PT
17	25+72.78	43.50' RT				PT



**KEY PLAN**

CURVE NO.	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	LENGTH	DELTA	TANGENT
R1	DW2-DW3 2+26.90, 16.0' RT	DW2-DW3 2+31.28, 8.5' RT	5'	10.5'	120°48'48"	8.80'
R2	DW2-DW3 2+54.34, 8.75' RT	DW2-DW3 2+58.50, 11.0' RT	5'	5.0'	56°43'8"	2.70'
R3	DW3 3+49.32, 18.3' RT	DW3 3+64.3, 33.3' RT	15'	23.56'	90°00'00"	15'
R4	DW2-DW3 3+10.20, 7.0' RT	DW2-DW3 3+20.39, 16.8' RT	10'	15.65'	89°39'11"	15.56'
R5	DW3 4+06.40, 18.9' RT	DW3 4+11.51, 24.1' RT	5'	8.17'	93°37'10"	7.94'
R6	DW3 4+14.65, 23.3' LT	DW3 4+17.84, 32.0' LT	5'	12.09'	138°29'08"	13.19'



**PAVING POINT TABLE:**

POINT NO.	STATION	OFFSET
1	DW3 5+28	28.50' RT
2	DW3 5+25	27.50' LT
3	STERNOFF NORTH 0+37	19.00' RT
4	STERNOFF NORTH 0+37	21.50' LT
5	STERNOFF NORTH 0+02	26.50' LT
6	STERNOFF NORTH 0+02	42.75' RT
7	STERNOFF NORTH 0+46	38.00' RT
8	STERNOFF NORTH 0+53	18.70' RT
9	STERNOFF NORTH 0+58	38.20' RT
10	STERNOFF NORTH 0+86	34.80' RT
11	STERNOFF NORTH 0+85	19.90' RT
12	STERNOFF NORTH 0+89	13.20' RT
13	STERNOFF NORTH 0+98	11.90' RT
14	DW3 4+17	23.30' LT
15	DW3 3+48	22.50' LT
16	DW3 3+46	18.30' RT
17	DW3 3+49	18.30' RT
18	DW2-DW3 3+02	8.60' LT

**PAVING POINT TABLE CONTINUED:**

POINT NO.	STATION	OFFSET
19	DW3 3+46	27.50' RT
20	DW2-DW3 2+33	26.60' RT
21	DW2-DW3 2+27	16.00' RT
22	DW2-DW3 2+31	8.50' RT
23	DW2-DW3 2+54	8.80' RT
24	DW2-DW3 2+59	11.10' RT
25	DW2-DW3 2+67	27.00' RT
26	DW2-DW3 3+14	27.70' RT
27	DW2-DW3 3+05	10.80' RT
28	DW2-DW3 3+07	7.10' RT
29	DW3 3+88	19.30' RT
30	DW3 4+06	18.90' RT
31	DW3 4+12	24.10' RT
32	DW3 4+11	36.70' RT
33	DW3 4+82	26.40' RT
34	DW3 5+12	21.20' RT
35	DW3 5+20	28.80' RT

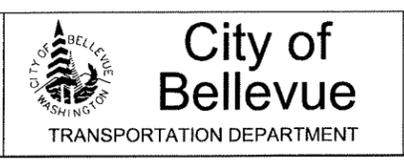


NO.	DATE	BY	APPR	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER DATE  
M. ARAKELYAN  
PROJECT MANAGER DATE

S. JOHNSON  
DESIGNED BY DATE  
C. WILCOX  
DRAWN BY DATE  
P. FERRIER  
CHECKED BY DATE



## 124TH AVE NE - NE 14TH ST TO 18TH ST

**PAVING PLAN**  
STA. A 22+00 TO STA. A 26+00

SHEET NAME **PV3** SHT **X** OF **X**

**GENERAL NOTES:**

- CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.
- DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE, "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS.
- FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
- FOR CENTERLINE INFORMATION AND PROFILES, SEE ALIGNMENT/ROW AND PROFILE SHEETS.
- FOR CURB RAMP AND CURB RETURN INFORMATION, SEE INTERSECTION GRADING SHEETS.
- FOR DRIVEWAY APPROACH DETAILS, SEE DRIVEWAY APPROACH PLANS.
- FOR DOWEL BAR PLACEMENT SEE WSDOT STD PLAN A-40.10-02.
- FOR PIGMENTED CONC. SIDEWALK AND SAWCUT DETAILS, SEE SHEETS LSD04 AND PVD1.
- INSTALL CURB CUTS IN CURB AND GUTTER PER SCHEDULE ON PVD1.
- FOR CURB CUT DETAIL SEE SHEET PVD1.
- FOR SIDEWALK POINTS AND CURVE DATA FOR SHEET PV2, SEE SHEET PV6.

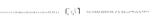
# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

**CONSTRUCTION NOTES:**

- CONSTRUCT PIGMENTED CONC. SIDEWALK, PER TYPICAL SECTION DETAILS, SHEETS RS1-R56.

**LEGEND**

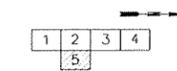
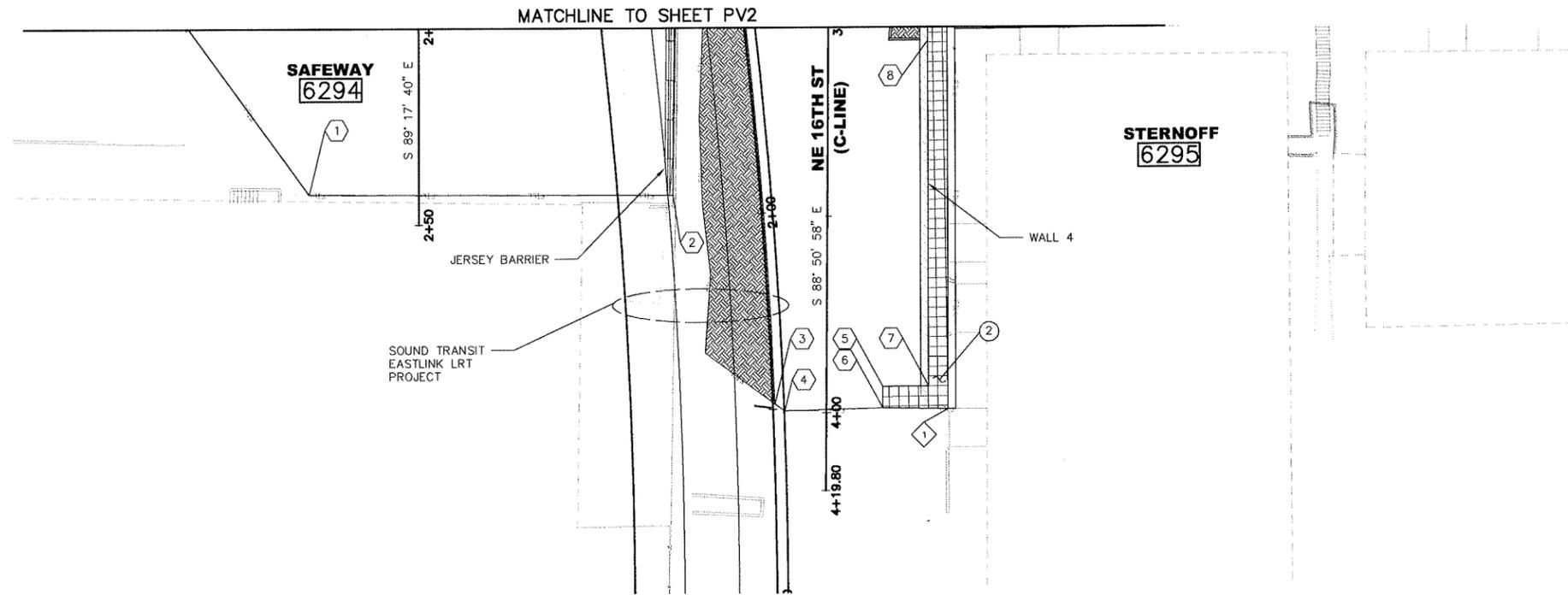
-  PIGMENTED CONC. SIDEWALK (SEE LSD4)
-  HMA CL 1/2 IN. PG 64-22
-  HMA CL 1/2 IN. PG 70-22 - BUTT JOINT
-  LANDSCAPE AREA (SEE LANDSCAPE PLANS)
-  PAVING LIMIT
-  SIDEWALK POINT
-  CONSTRUCTION NOTES
-  RETAINING WALL
-  CUT LINE
-  FILL LINE

**SIDEWALK POINT TABLE:** 

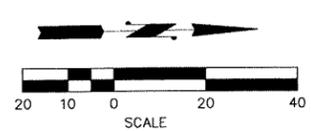
POINT NO.	STATION	OFFSET	DESCRIPTION
1	DW2 3+98.83	31.10' LT	PT

**PAVING POINT TABLE:** 

POINT NO.	STATION	OFFSET
1	DW1 2+42.25	28.00' RT
2	DW1 2+42.75	64.82' LT
3	DW2 3+97.77	13.15' RT
4	DW2 3+99.57	10.64' RT
5	DW2 3+93.28	14.28' LT
6	DW2 3+98.75	14.34' LT
7	DW2 3+93.12	26.06' LT
8	DW2 3+05.07	25.39' LT



**KEY PLAN**



NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER	DATE
M. ARAKELYAN	DATE
PROJECT MANAGER	DATE

**City of Bellevue**  
TRANSPORTATION DEPARTMENT



**HDR**  
ENGINEERING INC.

**124TH AVE NE - NE 14TH ST TO 18TH ST**

**PAVING PLAN**

SHEET NAME **PV5** SHT **X** OF **X**

GENERAL NOTES:

1. CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION.

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

90% SUBMITTAL NOT FOR CONSTRUCTION

SIDEWALK POINT TABLE:

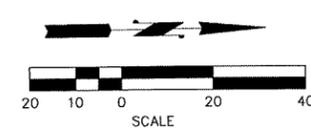
POINT NO.	STATION	OFFSET	RADIUS	LENGTH	DELTA	DESCRIPTION
1	A	19+08.88	35.50' LT			AP
2	A	19+19.92	43.50' LT			AP
3	A	19+09.92	29.50' LT			AP
4	A	19+62.66	48.63' LT			AP
5	C	69+42.54	40.78' RT			AP
6	C	69+33.99	38.89' RT			AP
7	C	69+33.92	37.73' RT			AP
8	C	69+31.32	37.30' RT			AP
9	C	69+30.67	29.86' RT			AP
10	C	69+13.04	36.26' RT			AP
11	C	69+03.34	38.79' RT	96'	133'	79°02'31" PC
12	C	68+22.73	50.33' RT	96'	133'	79°02'31" PT
13	C	69+98.28	21.17' LT			AP
14	C	69+24.40	29.48' LT	30'	41.30'	78°51'24" PC
15	C	69+58.89	56.31' LT	30'	41.30'	78°51'24" PT
16	A	20+69.86	48.56' LT			AP
17	A	20+69.87	29.50' LT			AP
18	A	18+11.05	35.50' RT			AP
19	A	18+21.95	43.50' RT			AP
20	A	18+33.95	37.50' RT			AP
21	A	18+68.95	37.50' RT			AP
22	A	18+70.95	29.50' RT			AP
23	A	19+23.45	29.50' RT			AP
24	A	19+25.45	37.50' RT			AP
25	A	19+40.95	43.50' RT			AP
26	A	19+92.64	43.50' RT			AP
27	A	19+94.64	29.50' RT			AP
28	A	20+46.52	29.50' RT			AP
29	A	20+48.54	43.50' RT			AP
30	A	20+70.37	35.50' RT			AP
31	DW2-DW3	0+51.59	22.38' RT			AP
32	DW2-DW3	0+54.51	26.42' RT			AP
33	DW2-DW3	1+44.75	21.57' RT			AP
34	DW2-DW3	1+44.72	26.57' RT			AP
35	DW2-DW3	1+44.71	28.57' RT			AP
36	DW2-DW3	1+44.80	8.76' RT			AP
37	DW2-DW3	1+49.88	8.83' RT			AP
38	DW2-DW3	1+49.62	28.53' RT			AP

CURVE DATA:

CURVE NO.	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	LENGTH	DELTA	TANGENT
R1	A 19+53.27, 29.00' LT	A 19+82.98, 63.11' LT	30'	51.25'	97°43'56"	34.43'
R2	A 20+54.22, 29.00' LT	A 20+24.50, 54.89' LT	30'	43.00'	82°07'39"	26.14'
R3	A 20+23.44, 62.56' LT	A 20+58.02, 102.35' LT	35'	59.70'	97°43'24"	40.07'
R4	C 68+22.95, 45.85' RT	C 69+02.61, 34.42' RT	92'	126.70'	79°01'45"	75.88'
R5	DW2 2+71, 27.70' RT	DW2 2+86, 26.70' RT	25'	15.38'	35°14'46"	7.94'
R6	DW2 2+46, 23.40' RT	DW2 2+71, 27.70' RT	25'	15.60'	35°45'52"	8.07'
R7	A 20+70.03, 28.00' LT	A 20+75.91, 26.65' LT	14.5'	6.50'	25°49'29"	3.32'
R8	A 20+81.79, 23.80' LT	A 20+97.50, 20.16' LT	35.5'	15.80'	25°31'31"	8.04'
R9	A 21+31.35, 19.98' LT	A 21+47.47, 22.17' LT	50'	15.58'	17°51'22"	7.85'
R10	A 21+60.29, 25.98' LT	A 21+74.20, 28.00' LT	50'	14.40'	16°29'43"	7.25'
R11	DW2 3+05, 15.39' LT	DW2 2+73, 29.48' LT	20'	31.10'	89°05'53"	19.69'
R12	DW2-DW3 0+15.25' LT	DW2-DW3 0+75, 8' LT	20'	29.30'	83°48'58"	19.95'
R13	DW2-DW3 1+54, 9' RT	DW2-DW3 1+59, 11' RT	5'	5.20'	59°39'09"	2.87'

1	2	3	4
	5		

KEY PLAN

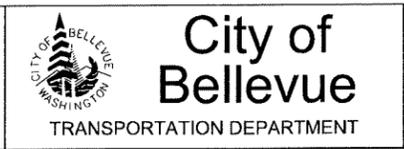


NO	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER DATE  
M. ARAKELYAN  
PROJECT MANAGER DATE

S. JOHNSON  
DESIGNED BY DATE  
C. WILCOX  
DRAWN BY DATE  
P. FERRIER  
CHECKED BY DATE



## 124TH AVE NE - NE 14TH ST TO 18TH ST

**PAVING PLAN**  
**STA. A 18+00 TO STA. A 22+00**

SHEET NAME **PV6** SHT **X** OF **X**

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

60% SUBMITTAL NOT FOR CONSTRUCTION

**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. WHERE THE VERTICAL DISTANCE BETWEEN UTILITIES IS LESS THAN 6 INCHES, THE CONTRACTOR SHALL PROVIDE AN O.D. X O.D. X 2.5 INCH ETHAFOAM PAD PER THE SPECIAL PROVISIONS 7-08.3(2)
3. THE CONTRACTOR SHALL MAINTAIN 11' FOOT MINIMUM TRAVEL LANES DURING CONSTRUCTION EXCEPT DURING FINAL PAVEMENT RESTORATION
4. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE, "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS
5. FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
6. FOR CENTERLINE AND CURB ELEVATION INFORMATION, SEE ROADWAY PROFILES, ALIGNMENT AND ROW SHEETS.
7. FOR CURB RAMP DETAILS, SEE INTERSECTION GRADING SHEETS.
8. FOR PRIVATE PROPERTY PAVING DETAILS, SEE PRIVATE PROPERTY DETAIL SHEETS.

**LEGEND**

- CEMENT CONCRETE MULTI PURPOSE PATH
- CEMENT CONCRETE SIDEWALK
- CEMENT CONCRETE PAVEMENT
- CEMENT CONCRETE CROSSWALK
- CONCRETE
- ASPHALT PAVEMENT
- ASPHALT PARKING LOT
- CEMENT LANDING
- CURB RETURN
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES

**CONSTRUCTION NOTES:**

1. CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
2. CONSTRUCT CONCRETE SIDEWALK, 5" DEPTH, ON TOP OF 4" COMPACTED CSTC PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
3. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE A PER COB STD. DWG. NO DEV-7A.
4. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE B PER COB STD. DWG. NO DEV-7D.
5. CONSTRUCT CEMENT CONCRETE SIDEWALK RAMP TYPE 1 PER COB STD. DWG. NO TE-12.
6. CONSTRUCT MULTI-PURPOSE PATH PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
7. AMENITY ZONE, SEE LANDSCAPE PLANS
8. INSTALL PRECAST TRAFFIC CURB PER COB STD. DWG. NO TE-9A
9. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE 3 PER WSDOT STD. PLAN F-80.10-02.
10. INSTALL CEMENT CONCRETE 18" CURB PER DETAIL XX
11. CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS
12. CONSTRUCT TEMPORARY ASPHALT SIDEWALK

**CURVE DATA:**

CURVE NO.	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	LENGTH	DELTA	TANGENT
R1	15+62.64, 29.00' RT	15+92.64, 59.22' RT	30'	47.35'	90°26'17"	30.23'
R2	16+53.59, 59.07' RT	16+83.59, 26.00' RT	30'	47.16'	90°08'10"	30.07'

**SIDEWALK POINT TABLE:**

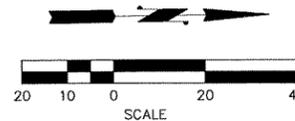
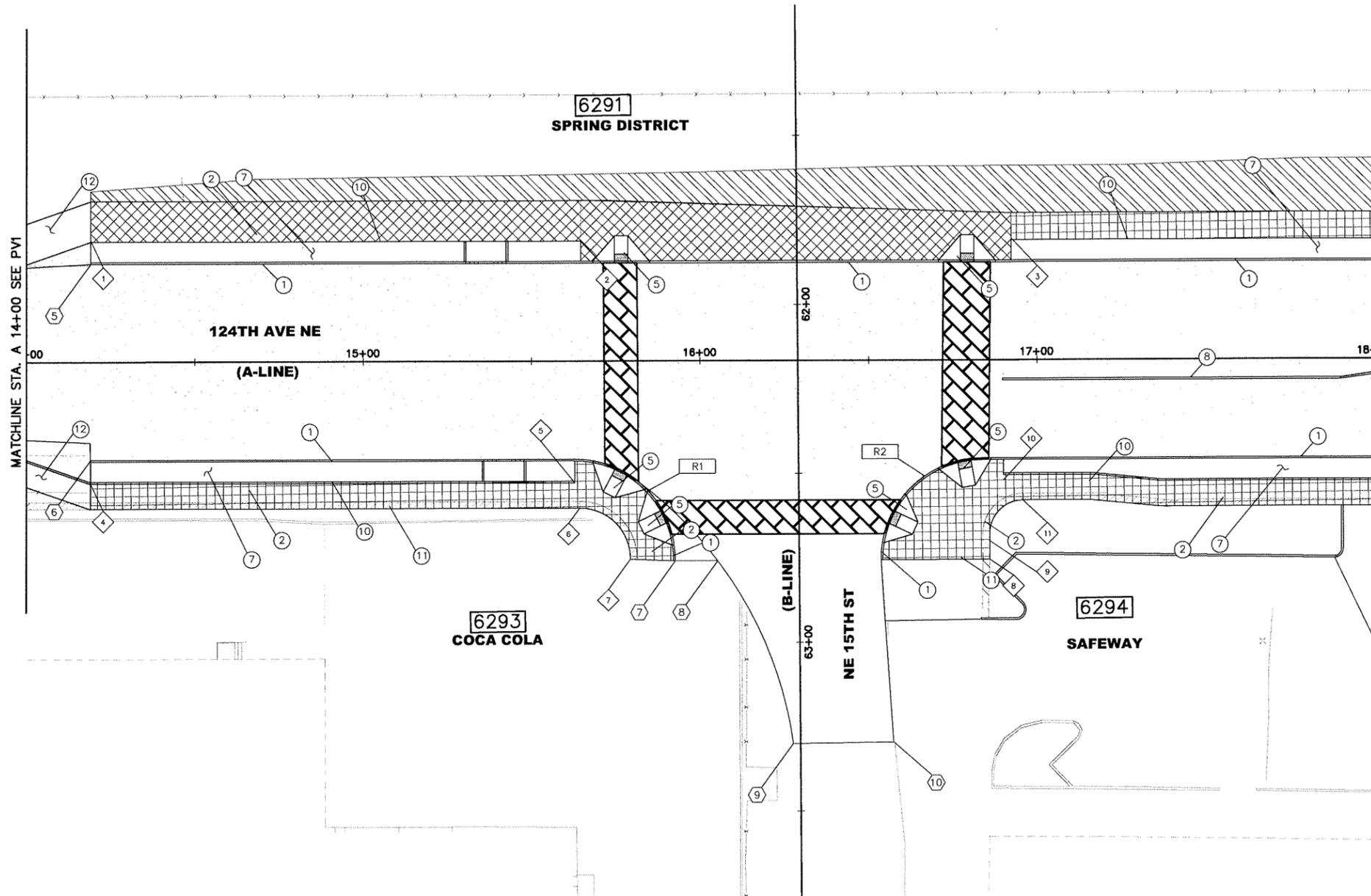
POINT NO.	STATION	OFFSET	RADIUS	LENGTH	DELTA	DESCRIPTION
1	14+18.97	35.50' LT				PT
2	15+64.46	35.50' LT				PT
3	16+92.47	35.50' LT				PT
4	14+18.96	35.50' RT				PT
5	15+62.71	35.50' RT				PT
6	15+64.15	43.48' RT	15'	23.68'	90°26'16"	PC
7	15+79.15	58.61' RT				PT
8	16+85.87	58.99' RT				PT
9	15+85.87	53.50' RT	10'	15.71'	90°00'00"	PC
10	16+90.12	35.50' RT				PT
11	16+95.87	43.50' RT				PT

**PAVING POINT TABLE:**

POINT NO.	STATION	OFFSET
5	14+18.96	29.00' LT
6	14+18.96	29.00' RT
7	15+92.64	59.22' RT
8	16+05.16	59.07' RT
9	16+27.62	113.41' RT
10	16+57.33	113.03' RT

1 2 3 4 5 6 7

**KEY PLAN**



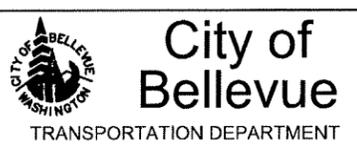
NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

TRANSPORTATION DESIGN MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

PROJECT MANAGER \_\_\_\_\_ DATE \_\_\_\_\_

XXX  
DESIGNED BY  
C. WILCOX  
DRAWN BY  
P. FERRIER  
CHECKED BY \_\_\_\_\_ DATE \_\_\_\_\_



**124TH AVE NE - NE 15TH/16TH ST  
EXT TO NORTHUP WAY**

**PAVING PLAN  
STA. A 14+00 TO STA. A 18+00**

SHEET NAME **PV2** SHT **X** OF **X**

**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. WHERE THE VERTICAL DISTANCE BETWEEN UTILITIES IS LESS THAN 6 INCHES, THE CONTRACTOR SHALL PROVIDE AN O.D. X O.D. X 2.5 INCH ETHAFOAM PAD PER THE SPECIAL PROVISIONS 7-08.3(2)
3. THE CONTRACTOR SHALL MAINTAIN 11' FOOT MINIMUM TRAVEL LANES DURING CONSTRUCTION EXCEPT DURING FINAL PAVEMENT RESTORATION
4. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE, "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS
5. FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
6. FOR CENTERLINE AND CURB ELEVATION INFORMATION, SEE ROADWAY PROFILES, ALIGNMENT AND ROW SHEETS.
7. FOR CURB RAMP DETAILS, SEE INTERSECTION GRADING SHEETS.
8. FOR PRIVATE PROPERTY PAVING DETAILS, SEE PRIVATE PROPERTY DETAIL SHEETS.

**SIDEWALK POINT TABLE:**

POINT NO.	STATION	OFFSET	RADIUS	LENGTH	DELTA	DESCRIPTION
1	31+01.04	35.50' LT				PT
2	31+08.54	29.50' LT				PT
3	31+11.04	35.50' LT				PT
4	31+11.04	43.50' LT				PT
5	31+47.04	43.50' LT				PT
6	31+47.04	35.50' LT				PT
7	31+49.54	29.50' LT				PT
8	31+53.54	29.50' LT				PT
9	31+87.42	29.50' LT				PT
10	31+85.42	43.50' LT				PT
11	32+34.43	29.50' LT				PT
12	32+36.43	43.50' LT				PT
13	32+40.93	29.50' LT				PT
14	30+21.52	41.50' RT				PT
15	30+21.52	35.50' RT				PT
16	30+24.02	29.50' RT				PT
17	30+37.10	29.50' RT				PT
18	30+37.10	33.50' RT				PT
19	31+40.80	41.50' RT				PT
20	31+45.60	29.50' RT				PT
21	31+45.60	33.50' RT				PT
22	31+50.23	42.59' RT				PT
23	31+52.23	29.50' RT				PT
24	32+00.23	29.50' RT				PT
25	32+02.23	43.50' RT				PT
26	32+04.33	29.50' RT				PT
27	32+04.33	35.50' RT				PT
28	32+72.75	29.50' RT				PT
29	32+72.75	35.50' RT				PT
30	32+82.75	29.50' RT				PT
31	32+85.28	35.50' RT				PT
32	32+85.25	43.50' RT				PT
33	33+21.25	43.50' RT				PT
34	33+21.25	35.50' RT				PT
35	33+23.75	29.50' RT				PT
36	33+27.00	29.50' RT				PT
37	33+27.00	35.50' RT				PT
38	33+05.76	78.57' RT				PT
39	33+05.76	91.27' RT				PT
40	33+11.80	79.95' RT				PT
41	33+11.80	85.16' RT				PT
42	33+76.39	84.37' RT				PT
43	33+76.39	90.37' RT				PT
44	33+81.29	85.15' RT				PT
45	33+81.29	91.86' RT				PT

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

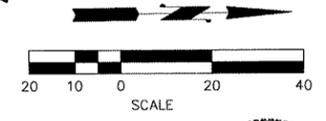
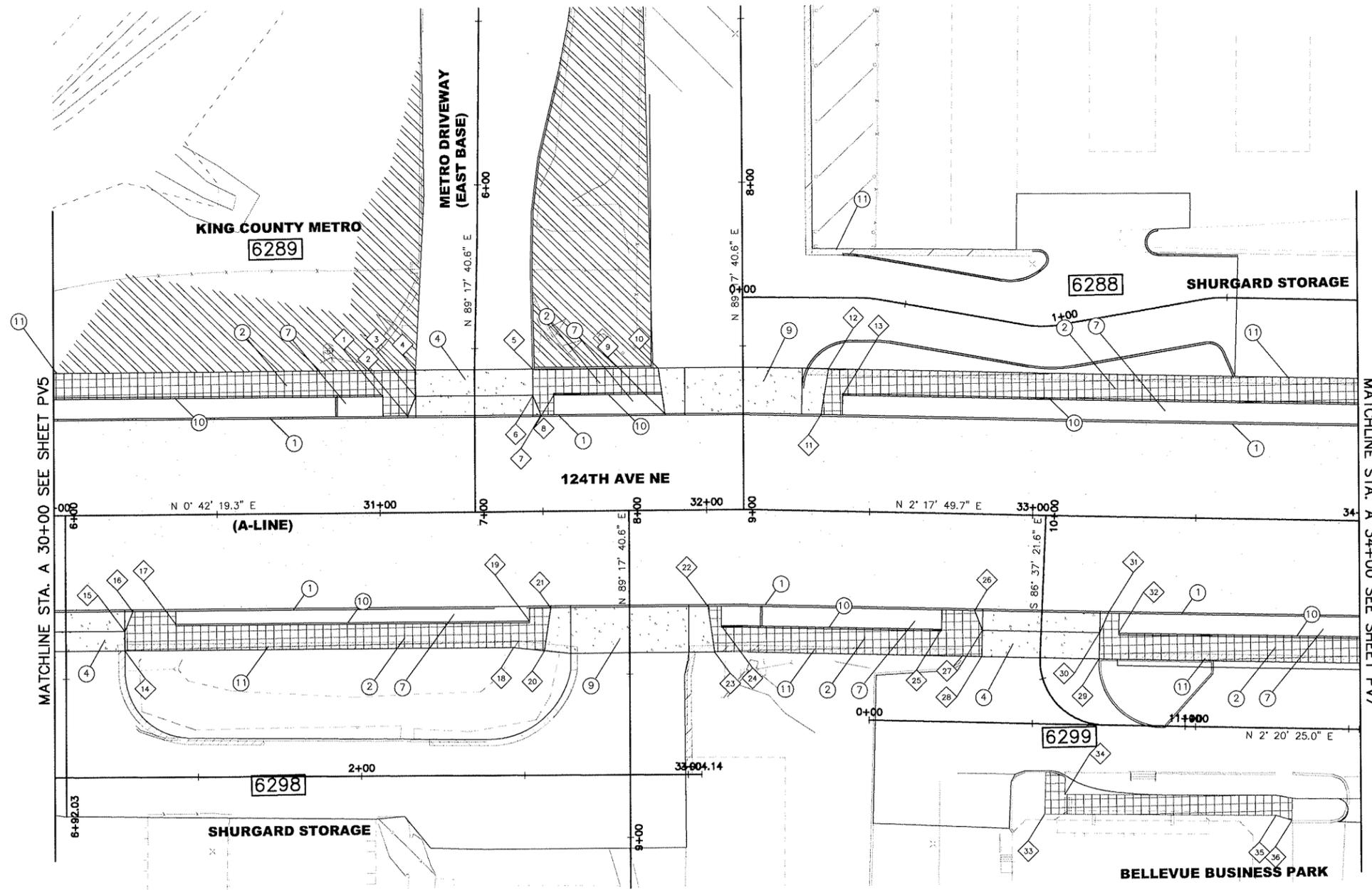
60% SUBMITTAL NOT FOR CONSTRUCTION

**CONSTRUCTION NOTES:**

1. CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
2. CONSTRUCT CONCRETE SIDEWALK, 5" DEPTH, ON TOP OF 4" COMPACTED CSTC PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
3. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE A PER COB STD. DWG. NO DEV-7A.
4. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE B PER COB STD. DWG. NO DEV-7D.
5. CONSTRUCT CEMENT CONCRETE SIDEWALK RAMP TYPE 1 PER COB STD. DWG. NO TE-12.
6. CONSTRUCT MULTI-PURPOSE PATH PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
7. AMENITY ZONE, SEE LANDSCAPE PLANS
8. INSTALL PRECAST TRAFFIC CURB PER COB STD. DWG. NO TE-9A
9. CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE 3 PER WSDOT STD. PLAN F-80.10-02.
10. INSTALL CEMENT CONCRETE 18" CURB PER DETAIL XX
11. CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS
12. CONSTRUCT TEMPORARY ASPHALT SIDEWALK

**LEGEND**

- CEMENT CONCRETE MULTI PURPOSE PATH
- CEMENT CONCRETE SIDEWALK
- CEMENT CONCRETE PAVEMENT
- CEMENT CONCRETE CROSSWALK
- CONCRETE
- ASPHALT PAVEMENT
- ASPHALT PARKING LOT
- CEMENT LANDING
- CURB RETURN
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES



NO.	DATE	BY	APPR.	REVISIONS

<b>Approved By</b>	
TRANSPORTATION DESIGN MANAGER	DATE
PROJECT MANAGER	DATE

**City of Bellevue**  
 TRANSPORTATION DEPARTMENT

**HDR**  
 ENGINEERING INC.

**124TH AVE NE - NE 15TH/16TH ST  
EXT TO NORTHUP WAY**

**PAVING PLAN**  
 STA. A 30+00 TO STA. A 34+00  
 SHEET NAME **PV6** SHT **X** OF **X**

# SECTION 28, T. 25 N., R5E., W.M. KING COUNTY

60% SUBMITTAL NOT FOR CONSTRUCTION

**GENERAL NOTES:**

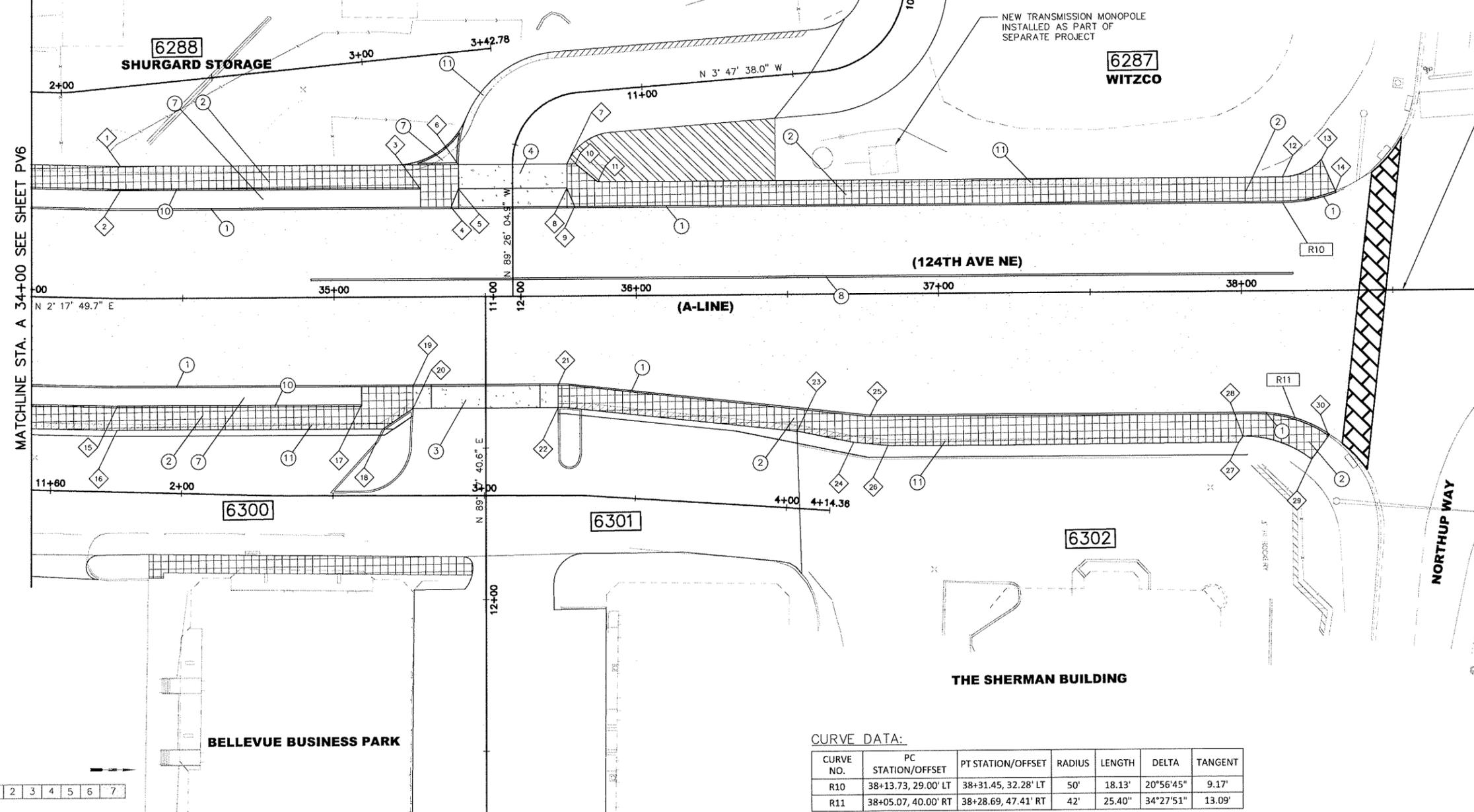
- CALL UTILITIES UNDERGROUND LOCATION CENTER AT 1-800-424-5555 48 HOURS PRIOR TO CONSTRUCTION
- THE CONTRACTOR SHALL POTHOLE ALL POTENTIAL CONFLICTS WITH UTILITIES TO VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF THE EXISTING UTILITIES. WHERE THE VERTICAL DISTANCE BETWEEN UTILITIES IS LESS THAN 6 INCHES, THE CONTRACTOR SHALL PROVIDE AN O.D. X O.D. X 2.5 INCH ETHAFOAM PAD PER THE SPECIAL PROVISIONS 7-08.3(2)
- THE CONTRACTOR SHALL MAINTAIN 11' FOOT MINIMUM TRAVEL LANES DURING CONSTRUCTION EXCEPT DURING FINAL PAVEMENT RESTORATION
- DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES MEETING APPLICABLE CHARACTERISTICS SPECIFIED BY THE ADA AND COB STANDARD DRAWINGS TE-12 AND TE-13. MATERIAL SHALL BE "CAST IN PLACE" BY ARMOR-TILE, APPLIED INTEGRAL TO THE CONCRETE POURING OF THE RAMP FOR ALL NEW CONCRETE INSTALLATIONS. MATERIAL SHALL BE PRE-FORMED MAT-TYPE "SURFACE APPLIED SYSTEMS" BY ARMOR TILE. "TOPMARK" BY FLINT TRADING OR APPROVED EQUAL FOR ALL RETROFIT AND ASPHALT INSTALLATIONS. NO SUBSTITUTIONS WILL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL BY THE CITY. DETECTABLE WARNINGS SHALL BE YELLOW AS SPECIFIED BY THE MANUFACTURER AND SHALL BE INSTALLED PER THE MANUFACTURER'S SPECIFICATIONS
- FOR JUNCTION BOX AND ELECTRICAL CONDUIT INSTALLATION, SEE UTILITY SHEETS.
- FOR CENTERLINE AND CURB ELEVATION INFORMATION, SEE ROADWAY PROFILES, ALIGNMENT AND ROW SHEETS.
- FOR CURB RAMP DETAILS, SEE INTERSECTION GRADING SHEETS.
- FOR PRIVATE PROPERTY PAVING DETAILS, SEE PRIVATE PROPERTY DETAIL SHEETS.

**LEGEND**

- CEMENT CONCRETE MULTI PURPOSE PATH
- CEMENT CONCRETE SIDEWALK
- CEMENT CONCRETE PAVEMENT
- CEMENT CONCRETE CROSSWALK
- CONCRETE
- ASPHALT PAVEMENT
- ASPHALT PARKING LOT
- CEMENT LANDING
- CURB RETURN
- PAVING LIMIT
- SIDEWALK POINT
- CONSTRUCTION NOTES

**CONSTRUCTION NOTES:**

- CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- CONSTRUCT CONCRETE SIDEWALK, 5" DEPTH, ON TOP OF 4" COMPACTED CSTC PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE A PER COB STD. DWG. NO DEV-7A.
- CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE B PER COB STD. DWG. NO DEV-7D.
- CONSTRUCT CEMENT CONCRETE SIDEWALK RAMP TYPE 1 PER COB STD. DWG. NO TE-12.
- CONSTRUCT MULTI-PURPOSE PATH PER TYPICAL SECTION DETAILS, SHEETS RS1-RS6.
- AMENITY ZONE, SEE LANDSCAPE PLANS
- INSTALL PRECAST TRAFFIC CURB PER COB STD. DWG. NO TE-9A
- CONSTRUCT CONCRETE DRIVEWAY APPROACH TYPE 3 PER WSDOT STD. PLAN F-80.10-02.
- INSTALL CEMENT CONCRETE 18" CURB PER DETAIL XX
- CONSTRUCT RETAINING WALL, SEE RETAINING WALL PLANS
- CONSTRUCT TEMPORARY ASPHALT SIDEWALK



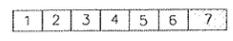
END PROJECT  
END CONSTRUCTION  
STA. 38+53.18

**SIDEWALK POINT TABLE:**

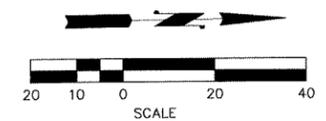
POINT NO.	STATION	OFFSET	RADIUS	LENGTH	DELTA	DESCRIPTION
1	34+28.29	43.50' LT				PT
2	34+28.40	35.50' LT				PT
3	35+28.73	29.50' LT				PT
4	35+38.75	29.50' LT				PT
5	35+41.23	35.50' LT				PT
6	35+41.21	43.50' LT				PT
7	35+77.21	43.50' LT				PT
8	35+77.23	35.50' LT				PT
9	35+79.75	29.50' LT				PT
10	35+80.09	43.50' LT				PT
11	35+87.44	37.50' LT				PT
12	38+13.73	37.50' LT	17.59'	14.47'	47°06'38"	PC
13	38+26.62	43.12' LT				PT
14	38+31.25	32.73' LT				PT
15	34+28.89	35.50' RT				PT
16	34+28.89	43.50' RT				PT
17	35+09.06	29.50' LT				PT
18	35+16.06	43.50' RT				PT
19	35+26.06	29.50' RT				PT
20	35+26.05	36.80' RT				PT
21	35+74.06	29.50' RT				PT
22	35+74.06	36.82' RT				PT
23	36+52.88	45.17' RT				PT
24	36+71.71	48.89' RT				PT
25	36+77.06	40.50' RT				PT
26	36+83.06	50.10' RT				PT
27	37+98.94	49.83' RT				PT
28	38+00.34	47.81' RT	36.82'	24.48'	30°05'29"	PC
29	38+23.06	55.65' RT				PT
30	38+28.67	47.82' RT				PT

**CURVE DATA:**

CURVE NO.	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	LENGTH	DELTA	TANGENT
R10	38+13.73, 29.00' LT	38+31.45, 32.28' LT	50'	18.13'	20°56'45"	9.17'
R11	38+05.07, 40.00' RT	38+28.69, 47.41' RT	42'	25.40'	34°27'51"	13.09'



KEY PLAN



NO.	DATE	BY	APPR.	REVISIONS

**Approved By**

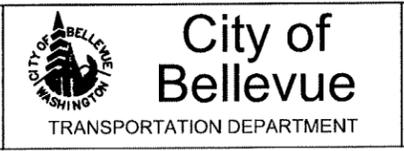
TRANSPORTATION DESIGN MANAGER DATE

PROJECT MANAGER DATE

DESIGNED BY  
C. WILCOX DATE

DRAWN BY  
P. FERRIER DATE

CHECKED BY DATE



**124TH AVE NE - NE 15TH/16TH ST  
EXT TO NORTHUP WAY**

**PAVING PLAN  
STA. A 34+00 TO END**

SHEET NAME **PV7** SHT **X** OF **X**

**GENERAL NOTES:**

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.
2. FOR MATERIALS USED IN PAVING SEE TYPICAL ROADWAY SECTION SHEETS.
3. CITY OF BELLEVUE MONUMENT CASE AND COVER #1662 TO BE PRESERVED AT EXISTING LOCATION.

# SECTION 33, T. 25 N., R5E., W.M. KING COUNTY

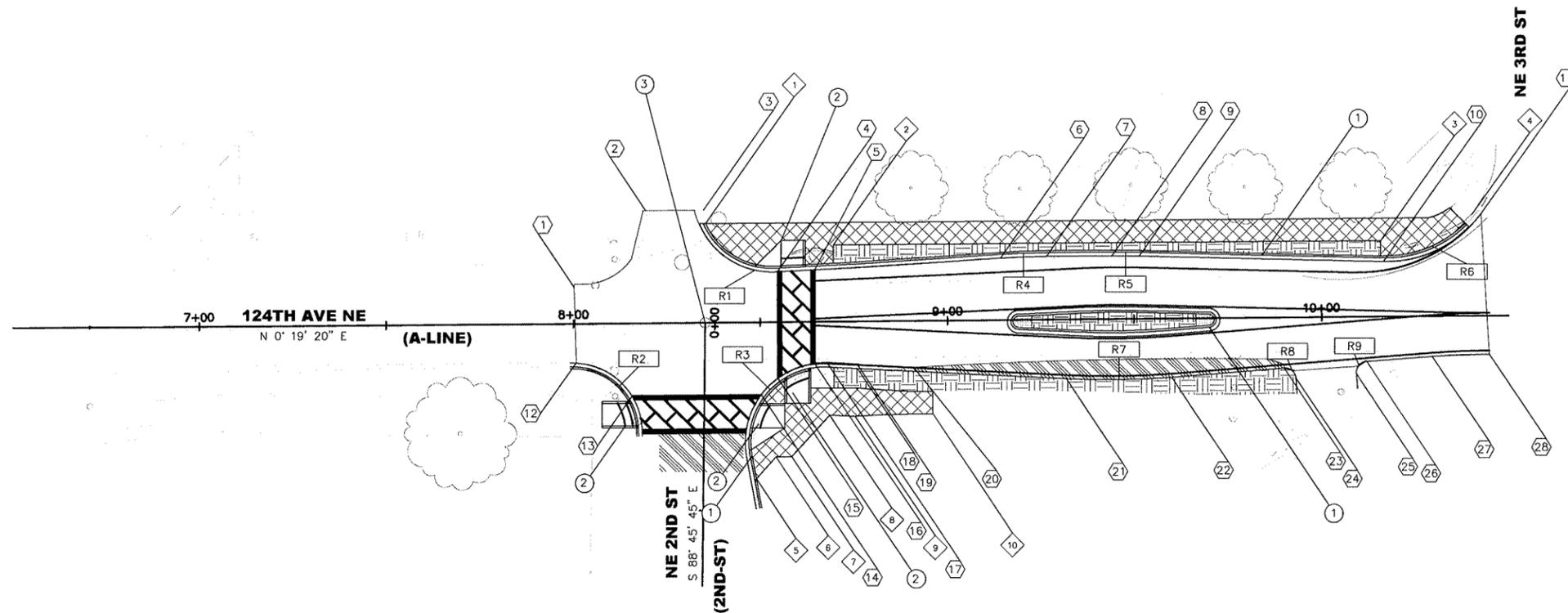
**CONSTRUCTION NOTES:**

- ① CONSTRUCT CEMENT CONCRETE CURB AND GUTTER PER COB STD. DWG. NO TE-10.
- ② CONSTRUCT CEMENT CONCRETE SIDEWALK RAMP TYPE 1 PER COB STD. DWG. NO TE-12.
- ③ ADJUST MONUMENT CASE AND COVER

**LEGEND**

- HMA - FULL DEPTH
- PIGMENTED CONC. SIDEWALK (COB STD DWG TE-1)
- LANDSCAPING
- PATTERNED CONCRETE (SEE PVD1)
- HMA - OVERLAY
- STAMPED CEMENT CONC. MEDIAN

CURVE RETURN DATA (RX)						
CURVE NO.	PC STATION/OFFSET	PT STATION/OFFSET	RADIUS	LENGTH	DELTA	TANGENT
1	A 8+34.96, 26.42' LT	A 8+54.09, 14.41' LT	20'	24.00'	68°45'37"	13.68'
2	A 8+00.11, 11.47' RT	A 8+17.41, 29.45' RT	17.5'	27.78'	90°56'39"	17.79'
3	A 8+47.14, 35.65' RT	A 8+68.01, 12.15' RT	20'	36.11'	103°26'38"	25.34'
4	A 9+14.29, 17.49' LT	A 9+26.62, 17.83' LT	214'	12.34'	3°18'11"	6.17'
5	A 9+44.23, 17.80' LT	A 9+51.55, 17.69' LT	214'	7.318'	1°57'33"	3.66'
6	A 10+16.65, 15.58' LT	A 10+41.46, 27.34' LT	30'	28.51'	54°27'31"	15.44'
7	A 9+31.88, 15.79' RT	A 9+59.98, 15.67' RT	211'	28.17'	7°38'16"	14.08'
8	A 9+89.85, 13.54' RT	A 9+93.06, 16.35' RT	3'	4.74'	90°30'43"	3.03'
9	A 10+09.21, 15.20' RT	A 10+11.99, 11.97' RT	3'	4.74'	90°30'33"	3.03'

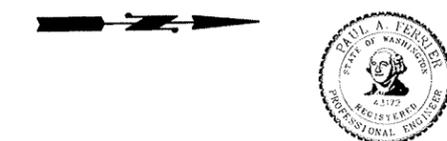
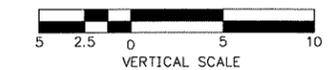
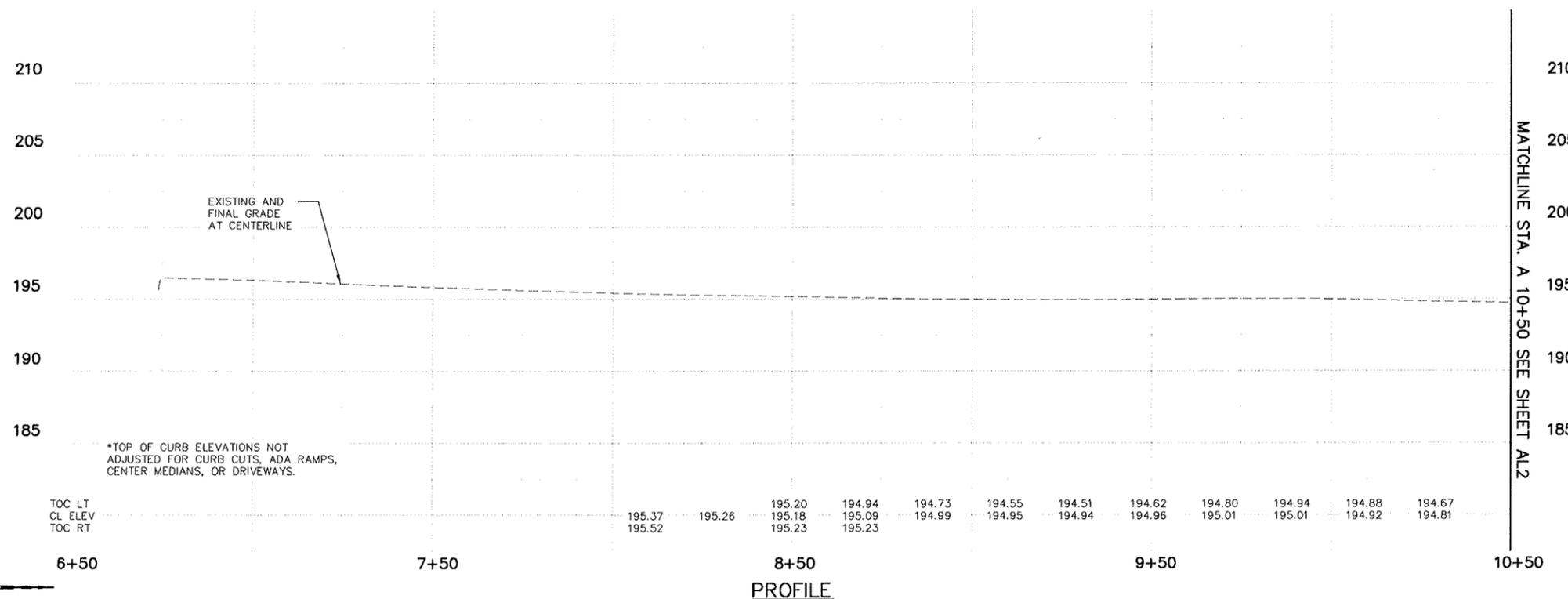


PAVING POINT TABLE (X)

POINT NO.	STATION	OFFSET
1	A 8+00.17	9.81 LT
2	A 8+19.54	30.00 LT
3	A 8+34.94	30.00 LT
4	A 8+54.69	13.43 LT
5	A 8+64.72	13.87 LT
6	A 9+14.37	16.49 LT
7	A 9+26.62	16.84 LT
8	A 9+44.23	16.80 LT
9	A 9+51.52	16.69 LT
10	A 10+16.65	14.58 LT
11	A 10+42.25	26.73 LT
12	A 8+00.66	10.42 RT
13	A 8+15.70	19.32 RT
14	A 8+50.22	19.32 RT
15	A 8+54.67	15.03 RT
16	A 8+64.67	11.23 RT
17	A 8+68.07	11.15 RT
18	A 8+76.00	12.60 RT
19	A 8+76.07	11.61 RT
20	A 8+90.87	12.38 RT
21	A 9+31.88	15.79 RT
22	A 9+59.98	15.67 RT
23	A 9+89.85	13.54 RT
24	A 9+93.06	16.35 RT
25	A 10+09.21	15.20 RT
26	A 10+11.99	11.97 RT
27	A 10+29.46	10.73 RT
28	A 10+44.65	10.23 RT

SIDEWALK POINT TABLE (X)

POINT NO.	STATION	OFFSET
1	A 8+35.50	26.42 LT
2	A 8+69.72	20.39 LT
3	A 10+15.95	20.23 LT
4	A 10+40.19	26.98 LT
5	A 8+48.77	41.64 RT
6	A 8+54.05	35.84 RT
7	A 8+58.26	35.82 RT
8	A 8+68.57	24.89 RT
9	A 8+75.33	25.28 RT
10	A 8+96.02	24.77 RT



**KEY PLAN**

NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER M. ARAKELYAN	DATE
PROJECT MANAGER P. FERRIER	DATE

**City of Bellevue**
  
 TRANSPORTATION DEPARTMENT

**HDR**
  
 ENGINEERING INC.

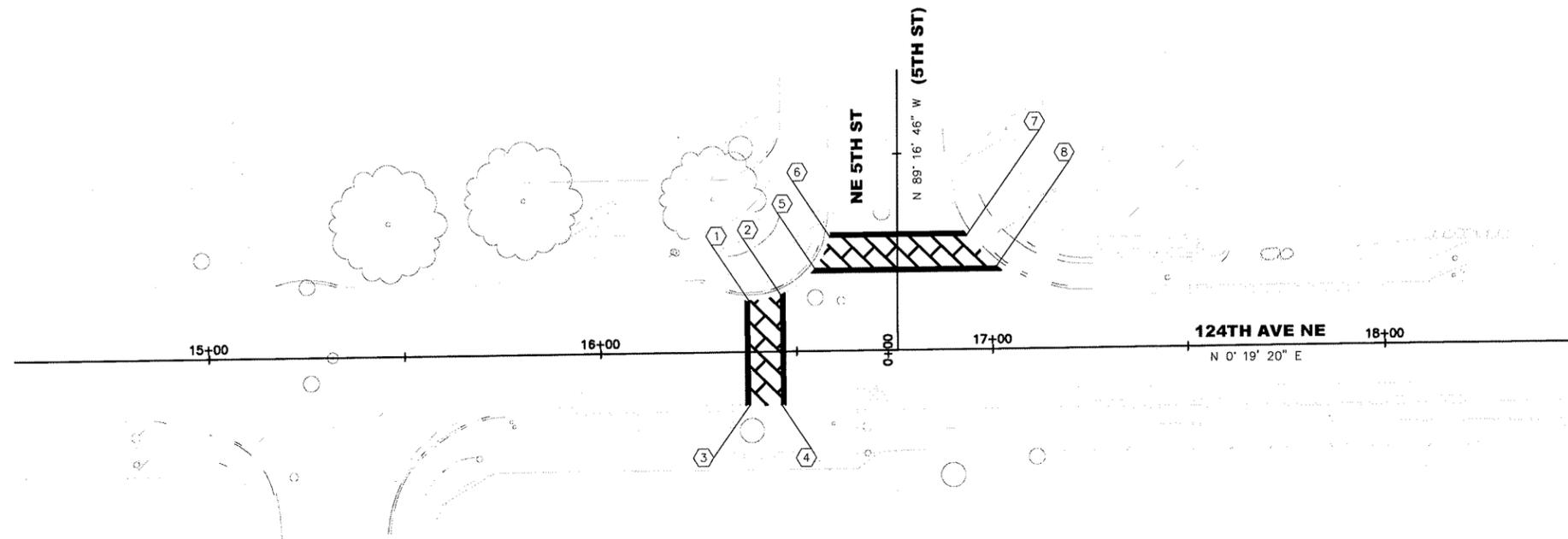
## 124TH AVE NE WILBURTON STREETSCAPE ENHANCEMENT PROJECT

ALIGNMENT AND PAVING PLAN	
SHEET NAME <b>AL1</b>	SHT <b>X</b> OF <b>X</b>

**GENERAL NOTES:**

1. UNLESS OTHERWISE NOTED, ALL DIMENSIONS ARE IN FEET.
2. FOR MATERIALS USED IN PAVING SEE TYPICAL ROADWAY SECTION SHEETS.

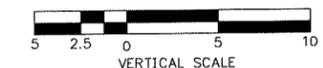
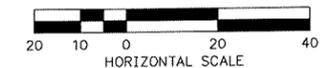
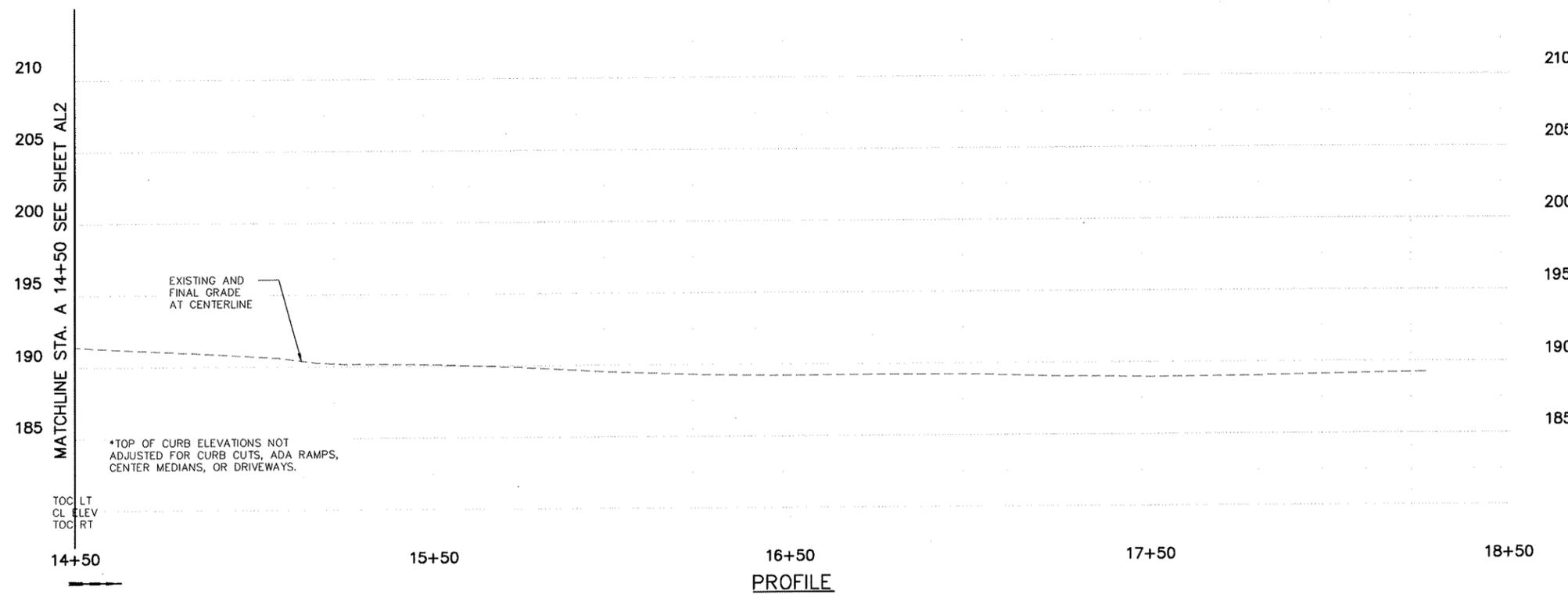
# SECTION 33, T. 25 N., R5E., W.M. KING COUNTY



**LEGEND**

PATTERNED CONCRETE (SEE PVD1)

PAVING POINT TABLE (X)		
POINT NO.	STATION	OFFSET
1	A 16+37.99	13.01 LT
2	A 16+45.99	14.51 LT
3	A 16+37.96	13.49 RT
4	A 16+46.00	13.55 RT
5	A 16+54.79	21.00 LT
6	A 16+58.78	29.00 LT
7	A 16+93.59	29.00 LT
8	A 17+01.09	21.00 LT



**KEY PLAN**

NO.	DATE	BY	APPR.	REVISIONS

Approved By	
TRANSPORTATION DESIGN MANAGER M. ARAKELIAN	DATE
PROJECT MANAGER	DATE

**City of Bellevue**

TRANSPORTATION DEPARTMENT

**HDR**

ENGINEERING INC.

**124TH AVE NE  
WILBURTON STREETSCAPE  
ENHANCEMENT PROJECT**

ALIGNMENT AND PAVING PLAN	
SHEET NAME <b>AL3</b>	SHT <b>X</b> OF <b>X</b>