Exhibit 5

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East Lake Sammamish Master Plan Trail

FHWA –WA-EIS-06-01-F

Record of Decision

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August 2010

East Lake Sammamish Master Plan Trail
FHWA –WA-EIS-06-01-F

Record of Decision

August 2010

Decision

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) have selected, with the concurrence of the King County Department of Executive Services, Facilities Management Division (KCFMD), the Preferred Alternative, the Corridor Alternative, for the East Lake Sammamish Master Plan Trail in King County, Washington.

The Corridor Alternative is identified as the environmentally preferable alternative that provides a paved trail alignment along the railbanked corridor, meeting the purpose and need for the project, while minimizing impacts to natural resources.

This decision is based on an evaluation of information presented in the Final Environmental Impact Statement (EIS), as well as public and interagency coordination.

This Record of Decision (ROD) is being issued pursuant to 42 USC 4332(2) and 23 USC 128(a), in compliance with the National Environmental Policy Act and Council on Environmental Quality regulations issued under 40 CFR 1500.

Additional basis for this decision is contained in the balance of this Record of Decision document.

08/04/2010
Date of Approval

Daniel M. Mathis
Daniel M. Mathis P.E.
Division Administrator
Washington Division
Federal Highway Administration Division

East Lake Sammamish Master Plan Trail

Record of Decision

Introduction

Project Purpose and Need

The purpose of the proposed project is to design and construct an alternative non-motorized transportation corridor and a multi-use recreational trail along the former Burlington-Northern Santa Fe railroad corridor on the east side of Lake Sammamish. The trail would provide access to recreation, employment, and retail centers in the Cities of Redmond, Sammamish, and Issaquah and complete a link in the King County regional trails system. The trail is intended to safely accommodate a variety of user groups such as bicyclists, pedestrians, runners, wheelchair users (including those with motorized wheelchairs), in-line skaters, and equestrians (Redmond Trail Segment only), and different ages and skill levels within those groups.

The need for the project is driven by several factors including: (1) the regional need for alternative transportation corridors between major business centers, (2) the need for non-motorized recreational trails to support a growing population, and (3) the need to make connections among other existing and planned trails. The trail would provide an option for commuters on local roadways and provide another link between business centers. The continuing increase in population has put pressure on existing recreational facilities in the area. A trail is needed that will accommodate the full range of potential trail users, such as walkers, runners, wheelchair users, bicyclists, and in-line skaters, of all ages and skill levels, as well as equestrians (Redmond Trail Segment only). Links to existing and planned trails are possible along the 11-mile trail corridor.

Environmental Review and Issuance of the Final Environmental Impact Statement

The proposed Master Plan Trail is described in the Final Environmental Impact Statement (FEIS), FHWA-WA-EIS-06-01-F, approved on April 19, 2010, and issued on May 28, 2010. The Notice of Availability appeared in the Federal Register on May 28, 2010. The FEIS and Section 4(f) evaluation are incorporated into this Record of Decision (ROD) by reference.

Selected Alternative: The Corridor Alternative

The Corridor Alternative, as described in this ROD, was designated as the Preferred Alternative in the FEIS and is the Selected Alternative in this ROD. All references in this ROD to the Selected Alternative shall hereafter refer to the FEIS Corridor Alternative.

Does Not Restrict Meaningful Consideration of Other Nearby Reasonably Foreseeable Improvements with Independent Utility and Logical Termini

The City of Redmond, City of Sammamish, and City of Issaquah Six-Year Transportation Improvement Programs (TIPs) were reviewed to identify planned transportation improvements within the transportation study area. Each jurisdiction has several roadway improvements planned for the next decade (for example, roadway widening, intersection improvements, bike lanes, sidewalk, signalization, restriping). In addition, the Washington State Department of Transportation is designing improvements to SR 520 from West Lake Sammamish Parkway to SR 202. These improvements include widening the highway and other access improvements where the trail would intersect the highway. None of these projects would be adversely impacted by, or adversely impact, the construction or operation of the Corridor Alternative.

Alternatives Considered in the FEIS

The FEIS examined the following alternatives:

- Corridor Alternative
- East A Alternative
- East B Alternative
- Continuation of the Interim Use Trail Alternative
- No Action Alternative

Basis for Designation of the Selected Alternative

The Corridor Alternative, East A Alternative, and East B Alternative meet King County's purpose and need. The East A Alternative would utilize all of the existing corridor but would also require extensive development outside of the corridor. The East B Alternative would not use all of the existing corridor and would also require extensive development outside of the corridor. The No Action Alternative and Continuation of the Interim Use Trail Alternative fail to fully meet the project's purpose and need. The Corridor Alternative is the environmentally preferable alternative that meets the project purpose and need.

Table 1 summarizes the differences in impacts among the alternatives. Following the table is a text discussion of the reasons why each alternative was or was not chosen as the Selected Alternative.

Table 1. Summary of Differences in Impacts among Alternatives, East Lake Sammamish Master Plan Trail

ALTERNATIVE	CORRIDOR ALTERNATIVE	EAST A ALTERNATIVE	EAST B ALTERNATIVE	CONTINUATION OF THE INTERIM USE TRAIL ALTERNATIVE	NO ACTION
Construction Impacts	• Construction would likely be phased due to the length of the trail and multiple jurisdictions that would be affected. Assuming seasonal constraints and staggered funding availability, construction would likely occur over at least four construction seasons. • Construction of trail would occur along approx. 300 ft. of roadway to extend the northern terminus beyond the current location. • Approx 30 one-way truck trips would occur each day of construction. • Trucks would access trail from public streets and potentially from driveways through negotiation with homeowners. • Equipment noise could disrupt activities at nearby homes on weekdays during daylight hours.	• Construction duration within a single season could be longer than Corridor Alternative due to more earthwork and higher retaining walls. • Construction of trail would occur along approx. 4 miles of roadway. • Approx. 47 one-way truck trips would occur each day of construction. • More truck access points available than with Corridor Alternative because of proximity of trail to roadways. • Potential for noise impacts greater than Corridor Alternative.	• Similar to East A Alternative, potentially with more installation of signs and bollards to mark closed portions of railbed.	• Construction activities would occur in the cities of Redmond and Sammamish. Depending on permitting and funding availability, the work could be completed in a single season and within 2 to 3 months. • Construction of trail would occur along approx. 300 ft. of roadway to extend the northern terminus beyond the current location. • Approx. 17 truck trips would occur each day of construction. • Construction noise would be limited to northern trail extension and parking/restroom areas.	• No construction required.
Wetland Impacts	• 1.03 acres of wetland fill. • 3.29 acres of wetland buffer impact.	• 1.21 acres of wetland fill. • 4.35 acres of wetland buffer impact.	• Same as East A Alternative.	• No wetland or buffer fill required.	• No wetland or buffer fill required.
Fish and Stream Impacts	• Increase of 20 acres total impervious surface; however, minimal increase in stormwater runoff expected because area is small relative to basin and stormwater management facilities would be provided. • 2.3 acres of fill and permanent vegetation removal along streambanks. • Work on culverts required in 18 streams. • Net benefit to fish passage resulting from replacement of barrier culverts. • Potential for turbidity during trail and drainage system maintenance.	• Increase of 20 acres total impervious surface; however, minimal increase in stormwater runoff expected because area is small relative to basin and stormwater management facilities would be provided. • 2.4 acres of fill and permanent vegetation removal along streambanks. • Work on culverts required in 22 streams. • Net benefit to fish passage resulting from replacement of barrier culverts. • Greatest potential for turbidity during trail and drainage system maintenance because more area would be maintained (railbed plus portions of trail along roadways).	• Same as East A Alternative.	• Culvert and fish passage improvements limited to ongoing maintenance. • Minor potential for turbidity during trail and drainage system maintenance.	• Culvert and fish passage improvements limited to ongoing maintenance. • Minor potential for turbidity during trail and drainage system maintenance.
Impacts to Private Properties	• No property acquisitions or relocations required. • Potential for parking impacts near businesses in Issaquah (near southern terminus of trail). Potential for illegal parking on residential driveways. • No substantial increase in crime expected along trail. • Due to higher trail use volume and some vegetation removal, residents may experience reduced privacy due to the presence of the trail and trail users, especially where trail is close to a residence or divides a property.	• Approx. 58 to 61 partial acquisitions and 15 to 18 full acquisitions of private property required. • 12 to 15 family units would need to be relocated. • Parking impacts similar to Corridor Alternative. Potential for loss of some parking along west side of East Lake Sammamish Parkway. • No substantial increase in crime expected along trail. • Privacy impacts would be less for residents adjacent to portions of railbed that are closed to high-speed use; residents of homes adjacent to East Lake Sammamish Place SE and East Lake Sammamish Parkway would experience reduced privacy, especially where trail would be at a similar elevation to yards facing the road.	• Similar to East A Alternative, but no impacts on privacy for residents along portions of railbed that would be closed to all users.	• No impacts to private properties.	• No impacts to private properties.
Impacts on Views	• Removal of private landscaping and structures from publicly owned trail corridor could increase visibility from or toward homes. • Visual impacts due to retaining walls and fencing would be moderate to high where a wall is visible from a sensitive view or is close to a house.	• Greater visual impacts than Corridor Alternative in areas where trail would come close to several residences or where tall retaining walls were required.	• Improvement of view along railbed where existing fencing and signs would be removed (where paved portion of trail moves to the roadway).	• No impacts on views aside from construction of two parking/restroom facilities.	• Views would remain the same as they are currently.
Trail Safety and User Conflicts	• Potential for conflicts between trail users and vehicles where trail intersects roadways and driveways. • Proposed trail widths would minimize potential for conflicts among trail users.	• Trail users may be less safe compared to Corridor Alternative in areas where trail runs adjacent to roadways. • Potential for conflicts among trail users could be less than with Corridor Alternative where paved portion of trail transitions to roadway because the soft-surface trail would be fully separated from the high-speed paved trail.	• Similar to East A Alternative but safety further reduced where trail users travel close to roadways. • Potential for conflicts among trail users higher than with Corridor and East A Alternatives because of less separation between equestrian/ pedestrian and higher speed trail users.	• Ongoing potential for conflicts among trail users because trail does not separate high-speed trail users and equestrians/ pedestrians.	• Same as Continuation Alternative.

Corridor Alternative (Selected Alternative)

Under the Corridor Alternative, a Master Plan Trail would be located almost entirely within the former railroad right of way (referred to as the "corridor") currently developed as the Interim Use Trail. The majority of the trail would encompass the existing Interim Use Trail. The trail would accommodate pedestrians, wheeled uses, and equestrian use (in Redmond segment only) on paved and adjacent or separated soft surfaces. This alternative includes vehicular parking and restrooms.

The Corridor Alternative was chosen as the Selected Alternative because:

- It is the environmentally preferable alternative that meets the project purpose and need.
- Improvements would occur in publicly owned rights of way (the existing Interim Use Trail corridor) and would not require acquisition of private property.
- Most of the proposed trail would follow the existing Interim Use Trail and would require less excavation, grading, and pile driving than the East Alternatives.
- It would achieve the project objective to construct a multi-use trail with both paved and soft surfaces to accommodate pedestrians, non-motorized wheeled vehicles, and in some areas, equestrians.

East A Alternative

The East A Alternative would use the existing Interim Use Trail in certain segments and transition to the roadway shoulder at an Americans with Disabilities Act (ADA)-acceptable gradient for driveway/public roadway intersections, along 1.7 miles of divided properties between SE 33rd Street and approximately the 1400 block of East Lake Sammamish Parkway SE, to avoid sensitive areas, and in other locations. Where the alignment for the paved portion of the multi-use trail leaves the Interim Use Trail, equestrians (in the Redmond segment only) and pedestrians would continue on the Interim Use Trail. This alternative assumes that the local jurisdictions will retain bike lanes on East Lake Sammamish Parkway for high-speed bicycle use. This alternative includes vehicular parking and restrooms.

The East A Alternative was not chosen as the Selected Alternative because:

- It would require extensive development outside of the existing trail corridor including areas of steeper terrain that would require more complex construction and potentially greater noise impacts.
- Private property would have to be fully or partially acquired in some areas where the trail would extend outside the public right of way. The trail would pass close to several residences in the East Lake Sammamish Place neighborhood, resulting in significant impacts to views if these properties are not acquired.
- It would require more truck trips for hauling of materials to and from the project corridor compared to the Corridor Alternative.

- The cumulative effect of this alternative plus future roadway improvements could eliminate parking in some or all portions of the west side of the Parkway.
- Trail users may be less safe on portions of the alignment located immediately adjacent to roadways.
- The need for extensive construction outside the existing trail corridor, and to disturb native soils, would increase the potential to impact buried cultural resources.

East B Alternative

The East B Alternative would be identical to the East A Alternative except that there would be no equestrian or pedestrian use on the existing Interim Use Trail in some segments. Where the trail transitions to the roadway shoulder, the existing Interim Use Trail on the railbed would be closed and no trail access would be permitted on the railbed. In these areas, equestrians (Redmond segment only) and pedestrians would be routed away from the corridor along with the paved portion of the trail. Pedestrians, equestrians (Redmond segment only), and bicycles would continue on the paved trail adjacent to the roadway in these areas. High-speed bicycle use would remain in the bike lanes on the roadway. This alternative includes vehicular parking and restrooms.

The East B Alternative was not chosen as the Selected Alternative for the same reasons discussed above for the East A Alternative.

Continuation of the Interim Use Trail Alternative

The existing Interim Use Trail would be continued beyond the currently approved 2015 expiration date. Equestrian use is not permitted on the existing Interim Use Trail but would be considered as part of this alternative (Redmond Trail Segment only). The existing Interim Use Trail would be extended at the northern terminus, across Bear Creek and connecting to the Bear Creek Trail. This alternative includes vehicular parking and restrooms.

The Continuation of the Interim Use Trail Alternative was not chosen as the Selected Alternative because:

- It does not meet the Federal Highway Administration's purpose and need for the project. The gravel surface of the trail does not accommodate the intended variety of trail users, including commuter bicyclists. It also does not safely accommodate the expected volumes of trail users, because the trail width is often as narrow as 8 feet without adequate shoulders, contrary to the recommendations in American Association of State Highway and Transportation Officials guidelines for a shared use path.

No Action Alternative

King County would continue to operate the existing Interim Use Trail through 2015, at which time the permitted operation of the trail would expire in the absence of additional environmental review and King County Council action.

The No Action Alternative was not chosen as the Selected Alternative because:

- It does not meet the Federal Highway Administration's purpose and need for the project. The permitted operations of the trail would expire in 2015 in the absence of additional environmental review and King County Council action.

Section 4(f) Evaluation

The East Lake Sammamish Master Plan Trail project is a transportation and recreation project which has had partial funding from the federal Transportation Equity Act (TEA-21) and may benefit from future funding. Section 4(f) of the federal Department of Transportation Act of 1966 (23 C.F.R. Part 774; 49 USC 303) directs that highway projects shall not "use" any "publicly owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state, or local significance as determined by such national, state, or local officials having jurisdiction thereof, or any land from an historic site of national, state, or local significance. "Use" of a Section 4(f) property occurs when land is permanently incorporated into a transportation facility or substantially impairs recreational activities.

Of the alternatives evaluated in the EIS, the following alternatives would temporarily affect all or portions of the existing Interim Use Trail, which is the 4(f) property at issue for the project. Impacts would be temporary and occur only during construction.

- The Corridor Alternative has been selected as the Preferred Alternative for the project. Under this alternative, a Master Plan Trail would be located almost entirely within the former railroad right of way (referred to as the "corridor") currently developed as the Interim Use Trail.

- The East A Alternative would utilize all of the existing corridor but would also require extensive development outside of the corridor.

- The East B Alternative would not use all of the existing corridor and would also require extensive development outside of the corridor.

The Corridor (Preferred), East A, and East B Alternatives would convert the existing gravel Interim Use Trail, into a long-term, paved trail. The proposed Master Plan Trail would not impair the use of any 4(f) properties because it would continue the use of the former railroad corridor as a public trail and alternative non-motorized transportation corridor. Impacts to the gravel Interim Use Trail would be temporary and occur only while the Master Plan Trail is being widened and paved. The construction of concern will actually be improving the existing resource. Accordingly, King County has prepared a de minimis 4(f) determination. The King County Parks and Recreation Division of the Department of Natural Resources and Parks, the

agency with jurisdiction over the 4(f) resource, has concurred with this determination in a letter from the Division Director.

Measures to Minimize Harm

In implementation of the Selected Alternative, the Corridor Alternative, the FHWA, together with the Washington State Department of Transportation (WSDOT) and King County, will implement the mitigation measures listed below. These measures represent all practicable measures to avoid or minimize environmental harm.

Surface Runoff and Erosion

The following measures are designed to control runoff and minimize erosion during construction and maintenance of the trail. These measures would help minimize impacts to streams, fish, and wetlands.

- Develop and implement a temporary sediment and erosion control plan, a spill containment and countermeasures plan, and a stormwater pollution prevention plan for the project. These plans would outline the best management practices (BMPs) that would be used during construction.
- Conduct construction activities in accordance with requirements outlined in the NPDES permit issued for the project.
- Time construction activities and ditch maintenance to occur during drier periods, when possible.
- Cover or mulch exposed soils, slopes, and graded areas as appropriate.
- Use silt fences, temporary sedimentation ponds, or other suitable sedimentation control devices.
- Minimize areas of soil exposure and retain vegetation where possible. Seed or plant appropriate vegetation on exposed areas as soon as work is completed.
- Route surface water through temporary drainage channels away from disturbed soils or exposed slopes.
- Use clean soils containing little or no silt and clay as fill to reduce the potential for erosion.
- Use a truck tire wash to reduce the potential for turbid runoff from roads.
- Perform hydraulic modeling during the detailed design phase of the project (subsequent to the Master Plan Trail Final EIS) to determine the adequacy of the existing drainage system along the Interim Use Trail, East Lake Sammamish Parkway SE, and East Lake Sammamish Place SE (i.e., ditches and culverts). Improvements would be incorporated during the final design phase where appropriate.
- Provide permanent stormwater management facilities as required by permitting agencies.
- Perform water quality monitoring during construction in accordance with Ecology's standards.

Geologic Issues

The following measures are designed to reduce impacts to geological resources during construction and operation of the trail.

- Design and construct retaining walls to mitigate seismically induced slope failure.
- Mitigate potential slope instability through geotechnical investigation, engineering design, and construction techniques.
- Maintain and clean culverts as needed to address debris flows.
- Reuse excavated soil along the corridor as appropriate. Dispose of spoils appropriately.
- Perform vibration monitoring of sections of retaining wall requiring pile driving where appropriate.
- To minimize impacts to adjacent roadways during construction, limit the length and duration of excavation or use engineered shoring.
- Locate utilities prior to construction of retaining walls.

Fisheries

In addition to the measures listed above for control of surface runoff and erosion, the following measures would help minimize impacts to fish.

- As required by permitting agencies and where practical, provide fully fish-passable structures at locations where culverts are extended or replaced in fish-bearing streams.
- Stabilize trail shoulders in areas adjacent to streams prior to trail surfacing to prevent erosion and sloughing.
- Avoid allowing silt, asphalt, or concrete to enter stream channels during construction.
- Perform construction activities in or near fish-bearing streams during work windows established in consultation with the regulatory agencies.
- Design stream diversions to minimize sedimentation and ensure the removal of fish. Screen inwater work areas.
- Perform instream work over the shortest period possible.
- Perform routine instream culvert maintenance between June 15 and September 15, unless otherwise authorized by WDFW and the local jurisdiction, to avoid sediment impacts to streams during critical salmonid spawning and incubation periods.
- Mitigate for riparian buffer impacts as required by local jurisdictions.

Wetlands and Vegetation

The following measures would help minimize impacts to wetlands and vegetation. The measures listed earlier for control of surface runoff and erosion would also minimize wetland impacts.

- Continue to avoid and minimize wetland and vegetation impacts by reducing trails widths and turning radii for transitions, and shifting alignments to avoid wetlands and buffers.
- Use highly visible temporary construction fencing to delineate wetlands and buffers.
- Preserve and protect native plant species when installing fencing, signage, and other features.
- Update and comply with the project's Vegetation Management Plan regarding management and replacement of vegetation during operation of the trail.
- Compensate for wetland fill impacts as required by the regulatory agencies.

Wildlife

The following measures would help minimize impacts to wildlife.

- Avoid loud construction noises within 0.25 mile of the Marymoor Park bald eagle nest site during the eagle nesting season (January 1 through August 15).
- Avoid loud construction noises within 0.25 mile of the osprey nest site located within a half-mile of the trail alignment during the nesting season (March 15 to August 31), as recommended by WDFW. Avoid other construction activities during the nesting season within 300 feet of the osprey nest site.
- Include wildlife-related construction timing restrictions in contract specifications.

Trail Safety, Fencing, and Signage

The following measures would benefit wildlife, wetlands, streams and fish, adjacent property owners, and the safety of trail users:

- Install fencing and signs adjacent to sensitive areas (wetlands and streams).
- Fence or screen stream crossings to protect fish from human disturbance and to maintain riparian vegetation. Prohibit entry of trail users to streambanks and stream channels. Leashes would be required to prevent dogs from entering streams and harassing fish. Appropriate signs would be placed at stream crossings to explain the reasons for restrictions.
- Install signage indicating limits of the trail right of way, trail etiquette, warnings to trail users to be aware of residents and pets crossing the corridor, and yield protocols.
- Provide signage at critical intersections, including Waverly Shores Private Boat Launch at 33rd Street, warning trail users that they are approaching a congested intersection.
- Design the trail to meet applicable accessibility guidelines, including grade requirements and current design standards for curves and sight distance, based on a design speed for the fastest users, cyclists.

- Install a 5-foot chain-link or split-rail fence in areas where the trail poses potential safety hazards such as falling off a retaining wall or down a slope.
- Along areas of the trail adjacent to roads, residential driveways, or parking areas, install a guardrail or approved equivalent to separate the trail from areas used by vehicles (except on a case-by-case basis where line of sight distance would be impaired).
- Trim and remove vegetation and/or revegetate with suitable plants adjacent to the trail where necessary in order to maintain sight distances on the approaches to an intersection and to maintain vertical and horizontal clearances from the trail for the safety of trail users.
- Limit trail use to daylight hours for safety.
- King County regulates trails as linear parks. Trails are subject to usage restrictions per King County Rule for Use of Facilities (King County Code Section 7.12.480) and local leash laws (Issaquah Municipal Code 6.08.020, Sammamish Municipal Code 11.05.010, Redmond Municipal Code 7.04.200).
- Provide maps of all trail access points and master keys to locked bollards to all emergency service agencies serving the corridor.
- Install sidewalks and crosswalks at congested public access locations to provide for public safety.
- Limit speed for bicyclists per King County's Trail Use Ordinance 8518, which establishes a speed limit of 15 mph for all trails.
- Notify adjacent property owners of the construction schedule.

Traffic and Parking

In addition to the signage measures described above, the following measures would minimize traffic and parking impacts during construction and operation.

- Implement standard construction measures such as installation of advanced warning signs, highly visible construction barriers, and the use of flaggers.
- Provide alternate access and/or parking in individual cases where driveway access cannot be maintained during construction.
- Signs would be appropriately placed to prevent trail users from parking in private or restricted parking lots located near the trail access points.
- Bollards, striping, and warning bands would be installed at trail/roadway crossings for all Build Alternatives. A different trail surfacing material (i.e., a textured material to alert bicyclists) would be applied to intersections with driveways. Informational and regulatory signs would also be installed at all such crossings for trail users and road-based vehicles.
- Guardrails would be used to delineate the trail edge where the trail surface is contiguous with driveways.

Views

In addition to the vegetation management measures described above, the following measures would minimize impacts to views along the trail corridor:

- Use funds from the 1 percent art tax to develop and construct art or interpretive elements at sensitive locations such as gates, transition nodes or entrances, and at special environmental or natural features.

Neighborhood Concerns

In addition to the fencing/signage, safety, and traffic/parking measures discussed above, the following measures would help minimize impacts on nearby neighborhoods and businesses during construction and operation of the trail.

- Notify businesses and residents of the construction schedule.
- Maintain access to residential areas and commercial businesses in the vicinity of the corridor during construction.
- In cases where existing trails leading from East Lake Sammamish Parkway to private beaches, private beach clubs, or community beaches cross over the former railbed, work with beach clubs and community groups during detailed design to assess the requirements for access across the trail.
- Coordinately closely with utility providers and property owners to identify and physically locate utilities prior to the initiation of any construction activity. Notify property owners in advance of breaks in service to affected utilities.
- Comply with local regulations regarding construction noise.
- Require construction contractors to take measures to reduce construction noise (e.g., turning off idling equipment, using proper mufflers on equipment, locating equipment and staging areas far from residences, using portable noise barriers).
- Provide litter receptacles, doggy litter bag boxes, and trail etiquette signs at public access points.

Cultural Resources

The following measures would minimize impacts to cultural resources.

- Monitoring for the presence of cultural resources will be conducted, as appropriate, during some aspects of construction.
- Construction contracts would require cultural resources training for all construction crews, field supervisors, and inspectors prior to beginning construction.
- Contracts for construction would include clauses addressing cultural resource discovery to encourage reports of discoveries without penalty.

- If cultural resources are identified during construction activities for any of the alternatives, work will halt in the immediate area and the appropriate city or county department, King County Historic Preservation Program, and the Washington State Office of Archaeology and Historic Preservation will be contacted.

Monitoring and Enforcement

The Division Administrator, Federal Highway Administration, and the King County Department of Executive Services, Facilities Management Division (KCFMD), will be responsible for monitoring and enforcing mitigation measures.

The following permits and approvals, some of which have already been obtained, would likely be needed to construct the Master Plan trail:

- Record of Decision (ROD) issued by FHWA and WSDOT and published in the Federal Register as the final NEPA approval
- Notice of Action Taken (NAT) issued by King County and WSDOT and published in the Washington State Department of Ecology SEPA Register as the final SEPA approval
- Federal Endangered Species Act Section 7 Consultation (completed in 2008)
- U.S. Army Corps of Engineers Section 404 Permit
- Washington State Department of Archaeology and Historic Preservation Section 106 of the National Historic Preservation Act (completed in 2008, subject to the terms of a programmatic agreement)
- Section 401 Water Quality Certification, Washington State Department of Ecology
- National Pollutant Discharge Elimination System (NPDES) Construction Permit, Washington State Department of Ecology
- Washington State Department of Fish and Wildlife Hydraulic Project Approval
- Shoreline Substantial Development Permit from City of Issaquah, City of Sammamish, City of Redmond
- Clearing and Grading Permit from City of Issaquah, City of Sammamish, City of Redmond
- Public Agency Utility Exception Permit from City of Issaquah and City of Sammamish
- Building Permit from City of Issaquah, City of Sammamish, City of Redmond
- Administrative Design and Planning, City of Issaquah

Comments on the FEIS

No comments were received on the Final Environmental Impact Statement for the East Lake Sammamish Master Plan Trail.