

SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

I-405/NE 6th St to I-5 – NB Hard Shoulder Running & ETL Improvements Project

2. Name of applicant:

Washington State Department of Transportation

3. Address and phone number of applicant and contact person:

Rob Thomas

WSDOT I-405 Environmental Team

600 108th Ave NE Ste. 400

Bellevue, WA 98004

Phone: 425.456.8556

4. Date checklist prepared:

August 17, 2016

5. Agency requesting checklist:

WSDOT

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

Construction of the project is anticipated to occur between December 2016 and December 2017.

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

No.

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

Documentation that will be prepared for this proposal includes a Programmatic Biological Assessment, a noise analysis, air quality analysis, cultural resources review, and a NEPA Categorical Exclusion.

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

No applications or approvals are pending for the proposal.

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

- National Pollution Discharge Elimination System (NPDES) Permit.*
- Noise Variance for cities of Bellevue, Kirkland, and Bothell and Snohomish County.*
- Coastal Zone Management (CZM) Program Federal Consistency*

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

The project includes work at five distinct locations along the I-405 corridor between Bellevue and Lynnwood.

Location 1 - SR 527 to I-5:

At this location, the project will construct a northbound peak use shoulder lane (hard shoulder running [HSR]). The peak use shoulder lane allows general-purpose vehicles to use the shoulder when open, typically during weekday afternoon peak periods, but functions as a shoulder during all other hours. This work will include the following:

- *Restripe I-405 northbound from just north of SR 527 (MP 27.1) to just south of I-5 (MP 29.1).*
- *Install dynamic lane control signs (LCS) over the outside shoulder, including associated sign structures, foundations, cabinets, conduit, and wiring.*
- *Construct a noise wall along a portion of northbound I-405*
- *Install additional stormwater conveyance and collection infrastructure.*
- *Plane and overlay and construct vehicle refuge / maintenance pull-offs.*
- *Construct traffic elements such as signing, illumination, and Intelligent Transportation Systems (ITS) components including associated cabinets, foundations, conduit with trenching, and wiring.*

Location 2 - NE 85th I/C vicinity:

At this location, the project will modify the northbound on-ramp to 85th and the express toll lane (ETL) access point starting location. This work will include the following:

- *Reconfigure the 85th on-ramp to northbound I-405.*
- *Start the Express Toll Lane access point further to the south by restriping the current ETL buffer.*
- *Install additional stormwater conveyance and collection infrastructure.*
- *Construct traffic elements such as signing, illumination, and ITS components including associated sign structures, cabinets, foundations, conduit with trenching, wiring and a new advanced guide sign at approximately MP 17.7.*

Location 3 - NE 128th Direct Access Signal Modification:

At this location, the project will modify the signal at the NE 128th street direct access ramps. This work will include the following:

- *Modifying the signal by including a protected left turn only phase. Currently, motorists must always yield to oncoming traffic for the left turn movements on the direct access ramps.*
- *Adjust the lane striping on NE 128th street.*
- *Install additional roadway signage.*

Location 4 – NE 6th Direct Access:

At this location, the project will modify the existing signage for the ETL system to adding a third toll rate display for the 124th Street destination. This work will include:

- Modifying existing toll rate sign (TRS) on NE 6th, 112th northbound, and 112th southbound to add the 124th Street destination to the existing toll rate signs.
- Modify the associated ITS cabinet and conduit wiring for the new toll rate displays.

Location 5 – NE 6th to I-5:

At the access points to the ETL system pavement marking lettering was added in the ETLs to say “Express Toll Lane” to clarify the lane usage for drivers. This has been successful in improving driver understanding of the lanes in this area. This work will include refreshing and adding additional locations of the existing “Express Toll Lane” pavement marking lettering.

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

The five project locations span the cities of Bellevue, Kirkland, and Bothell, and a portion of unincorporated Snohomish County. From south to north the project spans Townships 25N, 26N, and 27N, and Range 5E and 4E, across numerous sections. See attached Vicinity Map.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

Topography within Bellevue and Kirkland is relatively flat. The topography descends at the Sammamish River just south of Bothell, and ascends through the more hilly terrain of North Bothell and unincorporated Snohomish County. There are steep hill tops and cut slopes in the northern section of the project.

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

The steepest slopes are close to 50%, and are located in the north end of the project between mileposts 28 and 29.

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

Per the Natural Resource Conservation Service, mapped units within the project areas include Lynwood and Everett Gravelly Sandy Loam Soils. There is no agricultural land or soils of long-term commercial significance within the project areas.

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

There are no records of unstable slopes or soils in the project locations.

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

Any fill or excavation associated with the project will occur for the purpose of roadway widening, noisewall construction, or placement of conduit and cabinets. Total disturbance associated with these activities will not exceed 53,000 square feet. Fill may be imported from approved off-site sources or from excavation areas within the site.

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

While there is a possibility of erosion, it will be of a temporary nature during construction and be confined to the disturbed roadway median and relatively small areas where maintenance pullout will be added on the outside edge of pavement. Potential construction erosion will be managed and minimized through the use of Best Management Practices (BMPs).

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

The site is a 17 mile stretch of freeway with a typical width around 200 feet. That amounts to a significant amount of impervious surface in the existing condition. The project adds less than 5,000 square feet of pollutant generating impervious surface. This constitutes a negligible change in total impervious surface on the site.

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

To prevent, reduce, and minimize erosion and other impacts to the earth, clearing and grubbing will be restricted to the minimum amount necessary to accommodate placement of the new roadway. Prior to soil disturbing activities, temporary erosion and sediment control devices will be installed to reduce the possibility of soil erosion. They may include, but are not limited to, the following BMPs:

Source Control BMPs

- *Sediment control check dams*
- *Silt fencing*
- *Plastic*
- *Erosion control blankets*
- *Straw wattles, straw bale barriers, compost filled socks*
- *Storm drain inlet protection inserts*
- *Vegetated filter strips and vegetated berms*
- *Temporary sediment ponds*
- *Stormwater chemical cleansing treatment and baker tanks*
- *Temporary erosion control seeding*

Sediment Control BMPs

- *Dust control, street sweeping and vehicle tire washing*
- *Stabilized construction entrances and exits*

Timing

- *Disturbed areas actively being worked and duration of disturbance will be limited. Erodible soil not being actively worked for two days will be covered with an approved soil cover between the months of October and April. Between the months of May and September, erodible soil that is not being actively worked for seven days will be covered with an approved soil cover.*

2. Air

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

Construction equipment may temporarily increase hydrocarbon emissions during project construction, and fugitive dust may be generated during dry months. Air quality will return to existing conditions after construction is complete.

- 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 should impact the current proposal.

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

Air quality will be controlled by the application of water or using similar dust suppression BMPs. Additional BMPs may be used as necessary during construction to ensure compliance with air quality regulations and ordinances.

3. Water

- a. Surface Water:

- 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.

There are no surface waters in the immediate vicinity of the work. The project passes near two unnamed tributaries to North Creek in Location 1, and within the buffer of a small wetland near I-405 milepost 28 along the northbound right shoulder.

- 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.

Yes, work will occur within 200 feet of several unnamed streams as well as wetland areas. All debris will be contained on site and no materials or construction-related pollutants will be discharged to surface waters. Increased runoff water from newly paved areas will be treated and controlled by the existing drainage system and will not affect surface waters.

- 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.

No filling or dredging will occur within wetlands or other waters as part of the project.

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

No diversions will be needed and no water withdrawals are anticipated.

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

No.

- 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.

There will be no waste material discharges to surface waters.

b. Ground Water:

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

This project does not require groundwater withdrawals or discharges.

- 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.

The project will not discharge waste material into the ground.

c. Water runoff (including stormwater):

- 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.

The project will provide storm drain conveyance to existing treatment facilities. The project has limited increases in paved surfaces and no new stormwater treatment is required.

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

During construction, accidental spills of construction materials and fuels are a possibility. However, using spill prevention measures, containment of accidental spills, and other BMPs will reduce the risk of ground water contamination and the transport of materials from the site.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

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

A Temporary Erosion and Sediment Control (TESC) Plan will be prepared and implemented to reduce and control any potential ground and surface water runoff impacts. No impacts to sensitive areas or drainage patterns are anticipated.

4. Plants

a. Check the types of vegetation found on the site:

deciduous tree: red alder, bigleaf maple, black cottonwood, other

evergreen tree: Douglas fir, western redcedar, western hemlock, other

shrubs: redosier dogwood, vine maple, Oregon grape, sword fern, other

grass: colonial bentgrass, reed canarygrass, other

pasture

crop or grain

- _____ Orchards, vineyards or other permanent crops.
- _____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- _____ water plants: water lily, eelgrass, milfoil, other
- _____ other types of vegetation

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

Approximately 5.5 acres of vegetation could be removed by the project. The project construction will disturb 1.2 acres of roadside grasses, shrubs, and trees, including Douglas fir, black cottonwood, bigleaf maple, and bitter cherry. An additional 4.3 acres of Himalayan blackberry and other weeds could be removed in areas identified for native tree planting.

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

Biologists evaluated the proposal and conducted site visits and determined that sensitive species or their habitats do not exist within the project area. An Endangered Species Act determination of "no effect" documented the findings.

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

A roadside restoration plan will be developed that will meet the requirements of the WSDOT Roadside Policy Manual (WSDOT 2015), including replanting of vegetation. The proposed landscaping will match existing native vegetation and be consistent with the I-405 Corridor Context Sensitive Solutions planting mix used on all I-405 projects.

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

No Class A or Class B noxious weeds were observed on the site. The project occurs entirely within WSDOT right of way, which is regularly maintained. Noxious weed presence should be minimal.

*The most prevalent non-regulated noxious weeds observed on the site are Himalayan blackberry (*Rubus armeniacus*) and reed canarygrass (*Phalaris arundinacea*).*

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

This project areas are primarily within highly urbanized areas where wildlife habitat is limited. However, deer, rodents, and songbirds were observed at Locations 1 and 3 during field reviews.

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

Endangered Species Act (ESA) No Effect documentation was completed. No sensitive or ESA-listed species are known to occur within project area.

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

Migration routes may exist on or near the site for species such as swallows, raptors, and fish, as well as other terrestrial species. Construction will not impact any of these migration routes.

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

No measures are proposed at this time.

- d. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.

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 needs? Describe whether it will be used for heating, manufacturing, etc.

This work will require petroleum products to fuel generators, vehicles, and other equipment.

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

This work will not impact the use of solar energy.

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

WSDOT often utilizes solar panels to power portable changeable message signs (PCMS) within construction project areas, eliminating the need for additional power. Work for this project will be conducted as efficiently as possible, which will conserve resources used by construction equipment.

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.

Yes, fuels have the potential for explosions and spills, however, an SPCC Plan will be developed and implemented for the project duration.

- 1) Describe any known or possible contamination at the site from present or past uses.

There are no known hazards within the project areas.

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

There are no known hazards within the project areas.

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

WSDOT may use solvents, sealers, adhesives, paint, or other typical construction materials in the course of project completion. An SPCC Plan will be developed and any concrete slurry or process water will be disposed of at an approved and permitted waste site.

- 4) Describe special emergency services that might be required.

In the event of an emergency occurring within the project area, emergency services such as Washington State Patrol, and King and Snohomish County Sheriff's Departments will be available. The Washington State Department of Ecology would be contacted in the case of spills within an immediate threat to human health or the environment.

- 5) Proposed measures to reduce or control environmental health hazards, if any:
Normal safety practices required by federal, state, and local regulations will apply to all construction work. An SPCC Plan will be developed to identify potential impacts to soil, surface water, and groundwater, and will also address procedures, equipment, and materials used in the event of a spill or contaminated soil, contaminated water, or other hazardous substance encounters.

b. Noise

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

No types of noise within the project area are expected to affect the project.

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

Construction activities will temporarily increase noise levels during construction.

Specific hours of operation for peak use shoulders have not been determined at this time. During operation noise patterns on I-405 from SR 527 to I-5 will change when traffic is added to the right shoulder, moving it closer to adjacent noise receptors.

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

Construction timing restrictions may be imposed for some work due to proximity to sensitive resources like residences. Typically, construction hours would be from 7:00 am to 5:30 pm. If the nightwork is needed, a noise exemption may be required from the Cities of Kirkland, Bothell, or Bellevue, or Snohomish County. Mitigation measures to reduce noise impacts might include noise shielding, forbidding tailgate banging, etc.

During operation, noise increases will be mitigated with the installation of a new noise wall approximately from milepost 28.1 to 28.4.

8. Land and Shoreline Use

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

The site is currently used as a transportation corridor. Adjacent property includes residential neighborhoods, community parks, shopping centers, and light industry.

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

No.

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

No, the project location is within highly developed areas. There is no farmland nearby.

- c. Describe any structures on the site.

The structures on site are the I-405 roadway, drainage conveyance and inlets, signage, and noise walls.

- d. Will any structures be demolished? If so, what?
A sign cantilever structure may be demolished as part of the project.
- e. What is the current zoning classification of the site?
The project sites are on a publicly-owned transportation corridor located adjacent to lands zoned as:
- Bellevue – Single and Multi-Family housing, office, commercial, and light industry.*
- Bothell – Residential, Office-Professional, Residential Activity Center, Community Business, and Motor Vehicle Sales Overlay.*
- Kirkland – I-405 Freeway, Residential, and Parks.*
- f. What is the current comprehensive plan designation of the site?
The project site is a publicly owned transportation corridor. The local jurisdictions comprehensive plans maintain current zoning and land use categories for adjacent areas.
- g. If applicable, what is the current shoreline master program designation of the site?
Not applicable.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
The sites consist of an existing operating interstate and interstate right of way owned by WSDOT. There are no mapped critical areas in the vicinity of the work but an assessment of wetlands and streams indicated that there are several sensitive areas nearby. A wetland buffer, within the City of Bothell, will be impacted temporarily due to placement of conduit.
- i. Approximately how many people would reside or work in the completed project?
None.
- j. Approximately how many people would the completed project displace?
None.
- k. Proposed measures to avoid or reduce displacement impacts, if any:
Not applicable.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The project proposes to make small improvements to existing WSDOT right of way which is compatible with all land use and development plans for the affected areas.
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:
No agricultural or forest lands of commercial significance will be impacted by this proposal.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
None.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None.
- 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?
The tallest proposed new structures will be 50' tall luminaires and CCTV poles, which will primarily be installed at Location 1. The sign structures will have a maximum height of approximately 25 feet. The most prominent structure will be the noise wall being installed from milepost 28.1 to 28.4.
- b. What views in the immediate vicinity would be altered or obstructed?
The views in the vicinity of the noise wall will not be significantly altered. The areas between private property and I-405 are mostly forested with a mix of deciduous trees and shrubs, and evergreen conifers. While vegetation and trees will be removed for placement of the wall, and portions of the wall may be visible to some residents, the forest vegetation will continue to dominate the overall view.

Drivers travelling north through Location 1 will lose their current view of dense woody vegetation from milepost 28.1 to 28.4 where a 6-12' concrete noise wall will be constructed.
- c. Proposed measures to reduce or control aesthetic impacts, if any:
 - *Removal of vegetation will be minimized during construct of the project.*
 - *Materials and patterns chosen for retaining walls and noise walls will be consistent with other recent noise walls within the I-405 corridor to enhance corridor visual continuity.*
 - *Plant materials selected for restoration will blend with existing vegetation and be consistent with the I-405 Corridor Context Sensitive Solutions planting mixes used in the corridor.*

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
There will be some night work, which will involve lighting. All sources of light and glare will be oriented away from traffic and residential dwellings where and whenever

possible. The Project will include dynamic lane control signs that will likely have messages displaying on them 24 hours a day. In addition, various luminaires will be permanently relocated at locations 1 and 2.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?
Any potential light or glare issues will occur only during construction. The dynamic lane control signs will be facing I-405 traffic and will not be a safety hazard or interfere with views.
- c. What existing off-site sources of light or glare may affect your proposal?
No light or glare sources will impact the project.
- d. Proposed measures to reduce or control light and glare impacts, if any:
Construction timing restrictions can be imposed for some work to reduce visual impacts to sensitive resources during construction. Directional lighting will be used during nighttime work to minimize impacts to drivers through the project area.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
There are several schools, play fields, and small city parks located in Bellevue, Kirkland and Bothell along the corridor. Bridal Trails State Park is located just southeast of Location 3, which is utilized for hiking and horseback riding.
- b. Would the proposed project displace any existing recreational uses? If so, describe.
The project will not impact 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 public will be notified of lane closures via media outlets such as the local newspaper, television news, radio, road signs, and/or the WSDOT construction website (<http://www.wsdot.wa.gov/construction>).

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.
No buildings, structures, or sites listed in or eligible for listing in any national, state, or local preservation registers are located within the limits of the project area or within visual catchment of the project area.
- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.
No landmarks, features, or other evidence of Indian or historic use or occupation are located within the limits of the project area. No archaeological sites or known areas of cultural importance are located within the limits of the project area. The project was reviewed by a WSDOT Cultural Resources Specialist and determined exempt from further consultation under Section 106 of the National Historic Preservation Act pursuant to the Programmatic Agreement between SHPO, ACHP, FHWA, and WSDOT.

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

The project was reviewed by a WSDOT Cultural Resources Specialist and determined exempt from further consultation under Section 106 of the National Historic Preservation Act pursuant to the Programmatic Agreement between SHPO, ACHP, FHWA, and WSDOT.

The cultural resources review for this project included a review of the WSDOT GIS and DAHP WISAARD databases to identify any known cultural resources or previous cultural resources studies within the project area. The review also included a review of WSDOT SRView photographic documentation.

The review found that the entire project area has been previously surveyed by WSDOT Cultural Resource Specialists. Additional research on DAHP's WISAARD database revealed that no historic properties exist within a mile of any project location. Furthermore, the project locations in the vicinity of NE 85th are considered to be low to moderately low for archaeological resources according to DAHP's predictive model, and the project locations from SR 527 to I-5 are considered low, moderately low, and moderate for archaeological resources.

Given that the entire project area has been previously surveyed and documented as having no historic properties and no Holocene sediments present, the project will not impact any known cultural resources and would have no likelihood of encountering any previously unidentified cultural resources. The project includes ground disturbance only in locations where Holocene sediments have been stripped and only road fill or glacial materials predating human occupation of the region are present.

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

No avoidance, minimization, or loss compensation measures are proposed as no impacts to cultural resources will occur.

14. Transportation

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

The project is limited to WSDOT right of way along I-405, with the exception of work on signals at NE 128th and NE 6th Street.

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

Yes, there are several Community Transit, Sound Transit Express, and King County Metro busses that utilize I-405 through the project area. There are inline flyer transit stops at Location 3, while service near location 1 is concentrated in the Canyon Park neighborhood to the southwest of the project area in Bothell, WA. There is an inline flyer stop on the 128th direct access ramps immediately adjacent to location 3. Location 4 is very near the Bellevue Transit Center at NE 6th Street west of I-405.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?
None.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).
The project in Location 1 will utilize re-striping of the existing freeway and limited widening to create a northbound shoulder that can be used as a travel lane to increase capacity during peak traffic times. In Location 3 and Location 2, the existing lanes will be restriped to improve traffic flows without increasing capacity. In Location 3, the signal at the NE 128th street direct access will be modified to add a protected left turn phase.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
No. The project will not utilize water, rail, or air transportation.
- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?
There are over 200,000 vehicles per day utilizing I-405 through Bellevue, and approximately 131,000 between SR 527 and the I-5 junction. The project is not anticipated to result in an increase in vehicle trips per day. Peak traffic volumes typically occur between 6:00 am and 9:00am and 3:00 pm and 7:00pm. Exact numbers or percentages of trucks are not known at this time. This transportation data was acquired through the Puget Sound Regional Council forecasting model.
- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.
No timber and agricultural product movement will be affected by the project.
- h. Proposed measures to reduce or control transportation impacts, if any:
Before and during construction, the public will be advised of project construction scheduling via the WSDOT construction website, and/ or on-ground variable message signs at a minimum. The public will also be informed during construction delays via media outlets such as radio, newspaper, the WSDOT construction website, or television news. Impacts to the traveling public will be minimized to the greatest extent practicable. Lane closures during construction will be limited to off-peak travel times, including nighttime work.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.
There are no increased needs for public services due to the project and WSDOT is coordinating with the Cities of Bothell, Kirkland, Bellevue, as well as Snohomish County in order to ensure notification and early planning to reduce interruptions or interference with public services during the construction of the project.
- b. Proposed measures to reduce or control direct impacts on public services, if any.

No impacts to public services are expected (including utilities), however, early notification and coordination with public agencies will occur should any potential impacts be identified.

16. Utilities

- a. Circle (**BOLD**) utilities currently available at the site:
Utilities located within the project area include electricity, natural gas, water, telephone, sanitary sewer, and cable television.
- 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.
Utility work will include ditching and conduit installation to accommodate limited widening and bring power to new electronic equipment installed by the project.

C. 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: _____



Linda Cooley
Environmental Project Manager – Washington State Department of Transportation

Date Submitted: August 25, 2016

ATTACHMENTS:

- Graphics sheet 1: Vicinity Map