

# Attachment 1: Errata to EA and DRs

---

The following corrections apply to the environmental assessment (EA), which was issued on October 2, 2006, and its accompanying discipline reports (DRs) for the I-405, Renton Nickel Improvement Project, I-5 to SR 169. The DRs were completed in 2005 prior to the completion and issuance of the EA.

These corrections serve to clarify or enhance readability of the EA. Because these changes to the EA neither alter the analysis nor the conclusions of No Significant Impact, the issuance of a revised EA is not required. Changes to the EA are identified as to location by the corresponding page number in the EA. Each deletion of original text is shown with a line striking through it; new text is indicated by an underline. These minor revisions to the EA and DR are incorporated into the EA by reference.

## Environmental Assessment (EA)

### Page 1-5, first sentence of last paragraph

Text is revised as follows:

To provide stream mitigation, the box culvert that currently supports I-405 at Springbrook Creek will be removed as part of this project, and Springbrook Creek's streambed will be restored in this location.

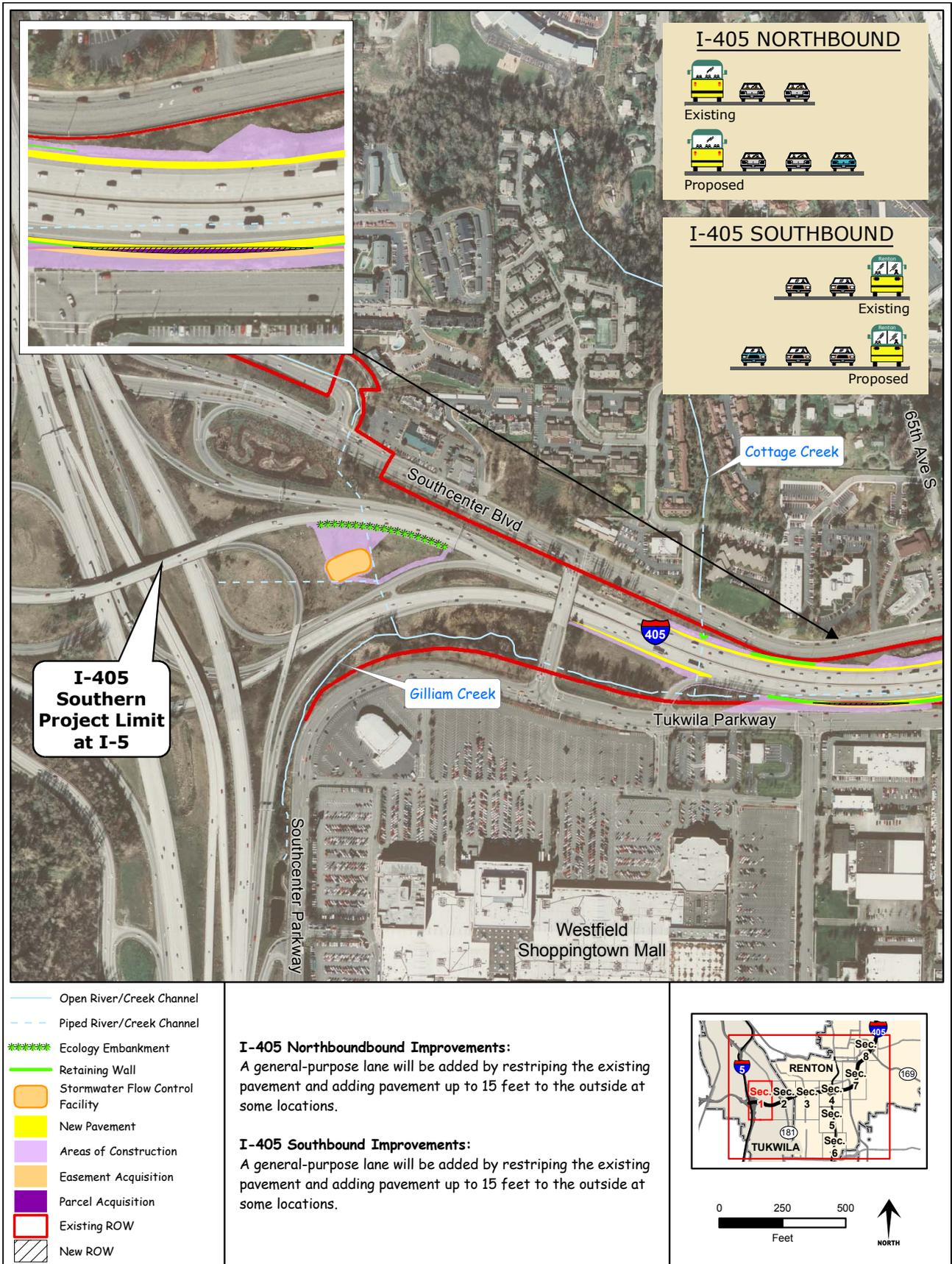
### Page 3-6, last sentence of last paragraph

Text is revised as follows:

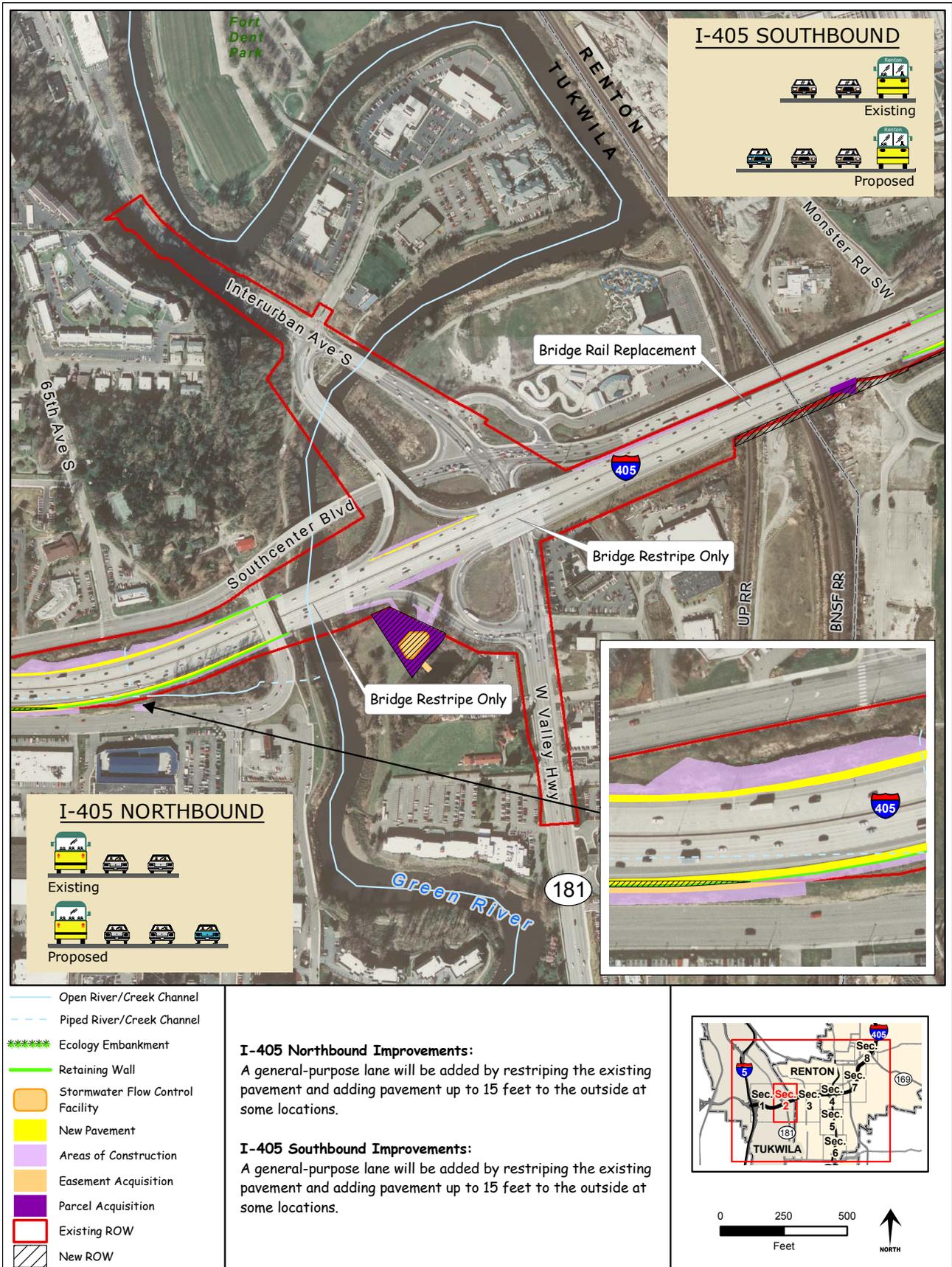
To date, tribal representatives have participated in the Renton Nickel Improvement Project by attending project scoping meetings, site visits, ~~participating in public outreach efforts,~~ and meeting with WSDOT to discuss issues of interest such as investigations of cultural resources and analyses of effects on fish and fish habitat.

### Pages 4-3 through 4-10, Exhibits 4-2 through 4-9

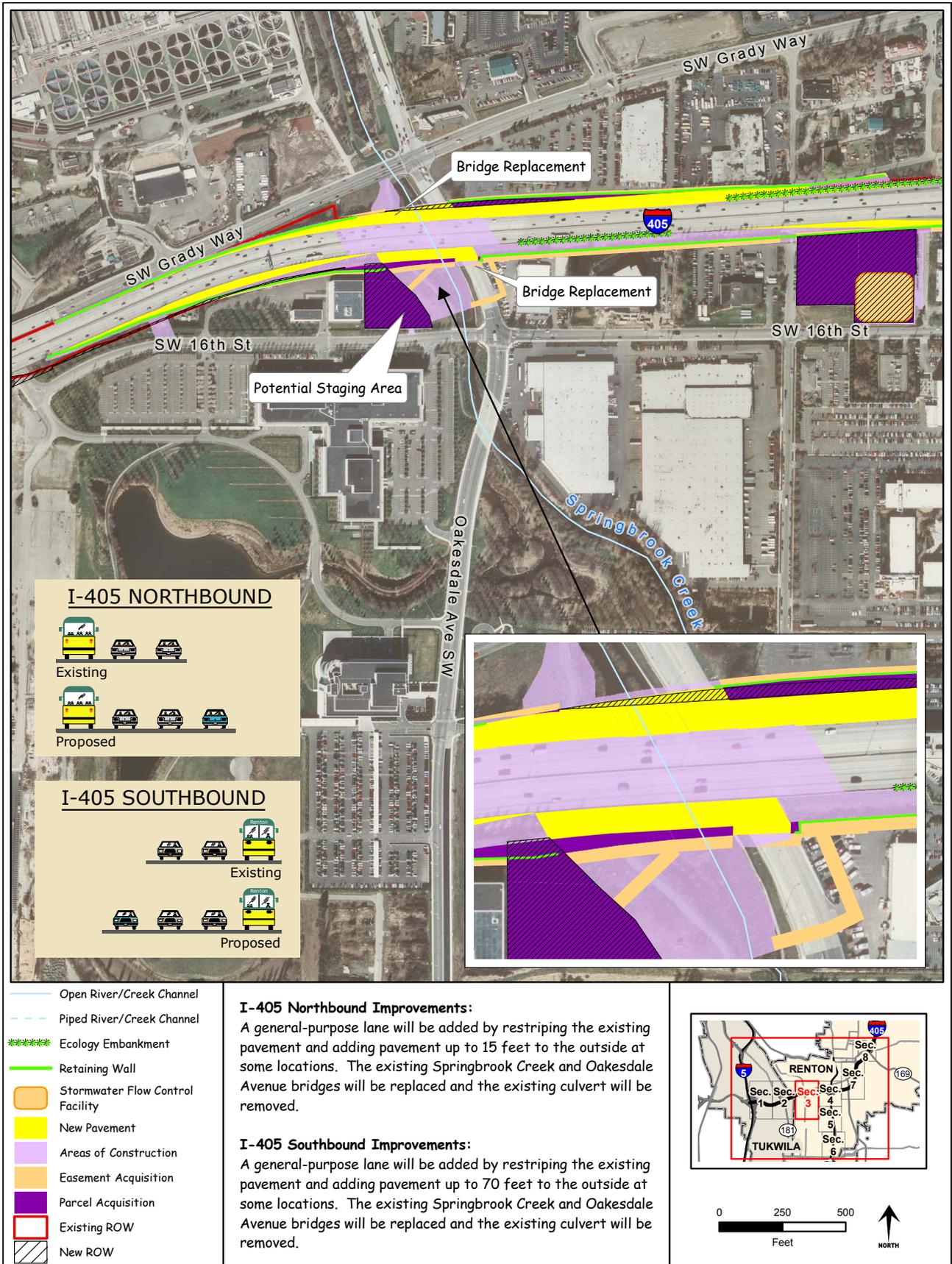
These exhibits have been revised to correctly display the Waters of the U.S. and not include stormwater drainages. See revised exhibits on pages A1-2 through A1-9.



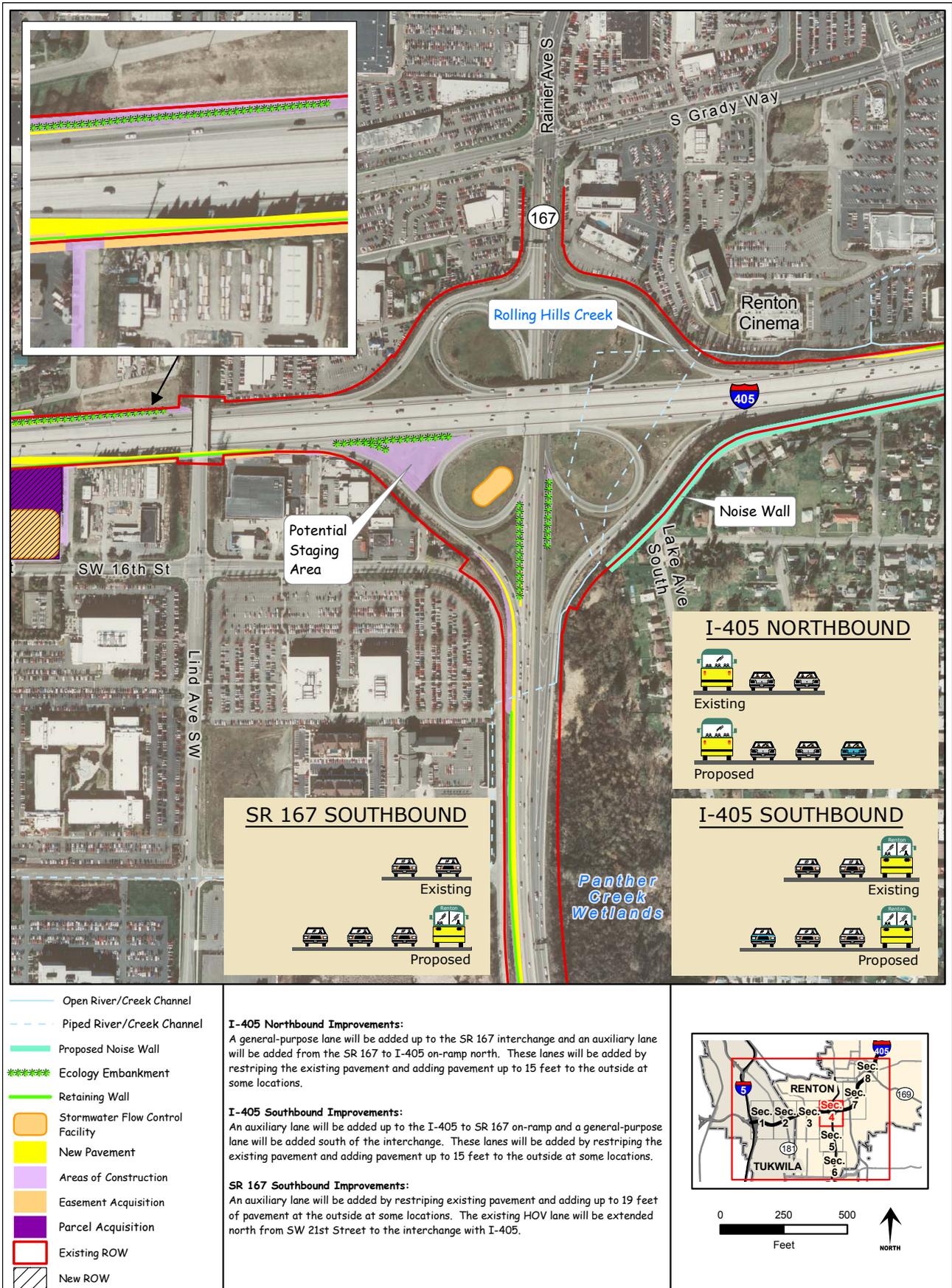
**Exhibit 4-2. Project Overview Section 1**



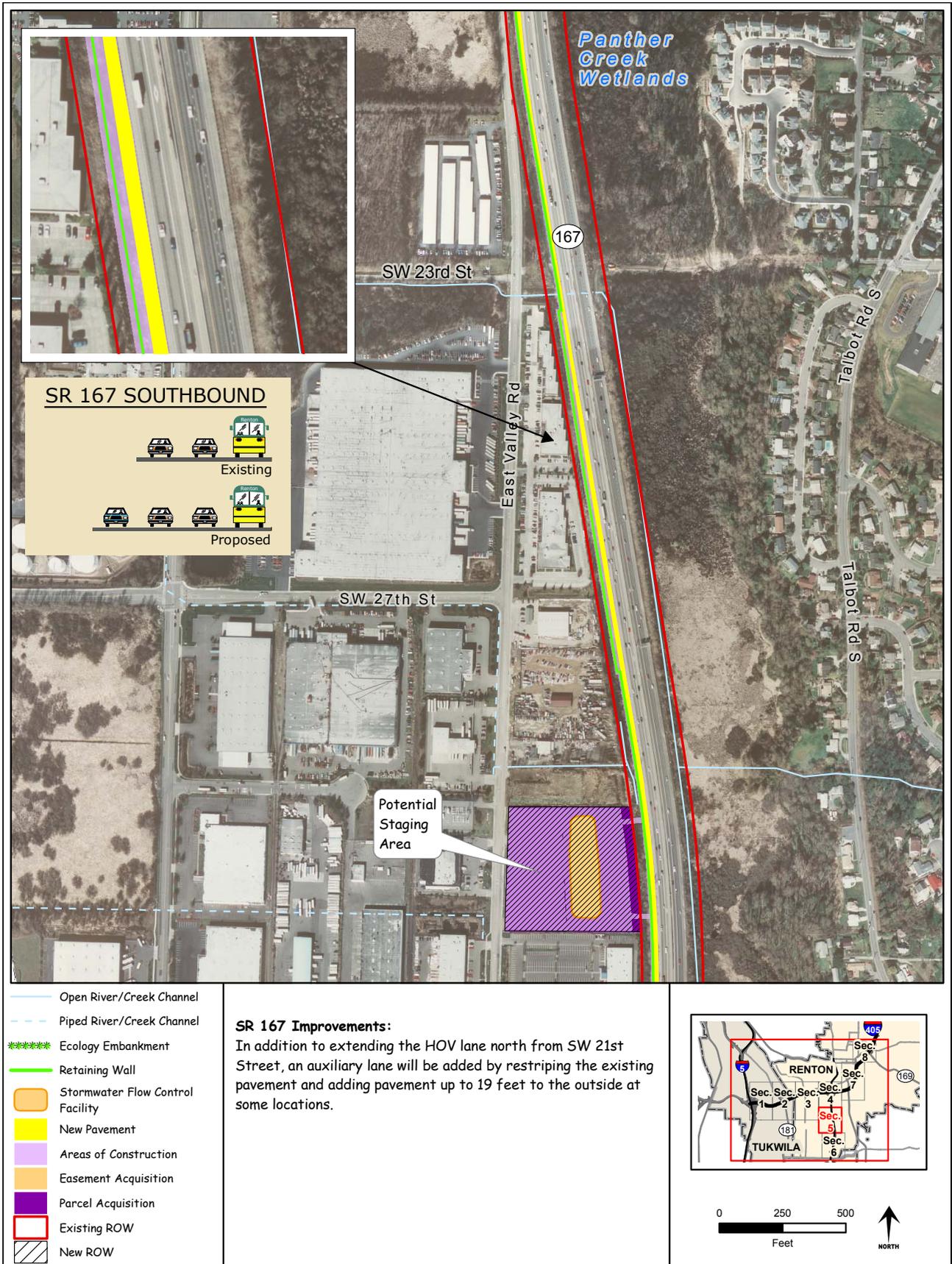
**Exhibit 4-3. Project Overview Section 2**



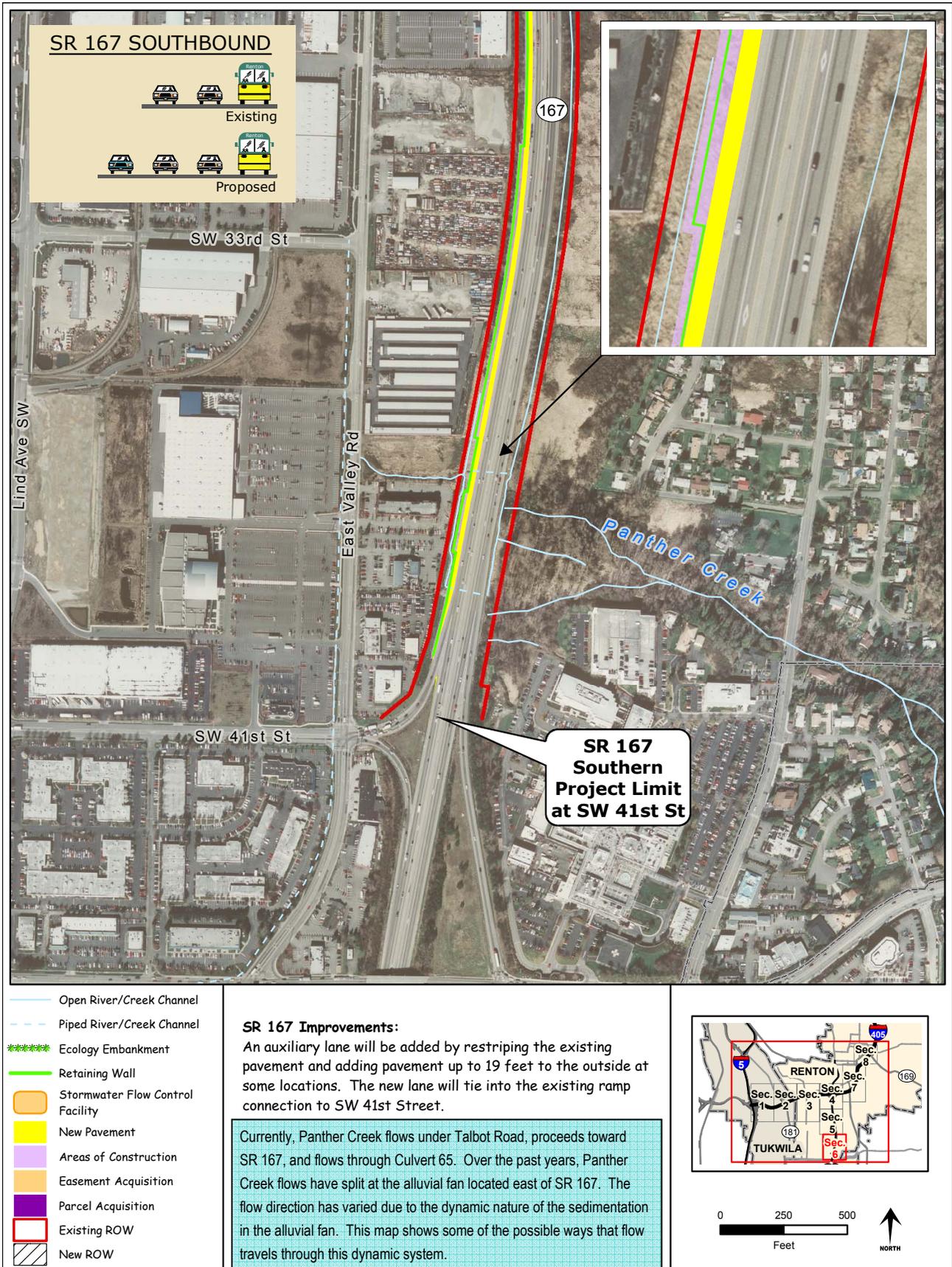
**Exhibit 4-4. Project Overview Section 3**



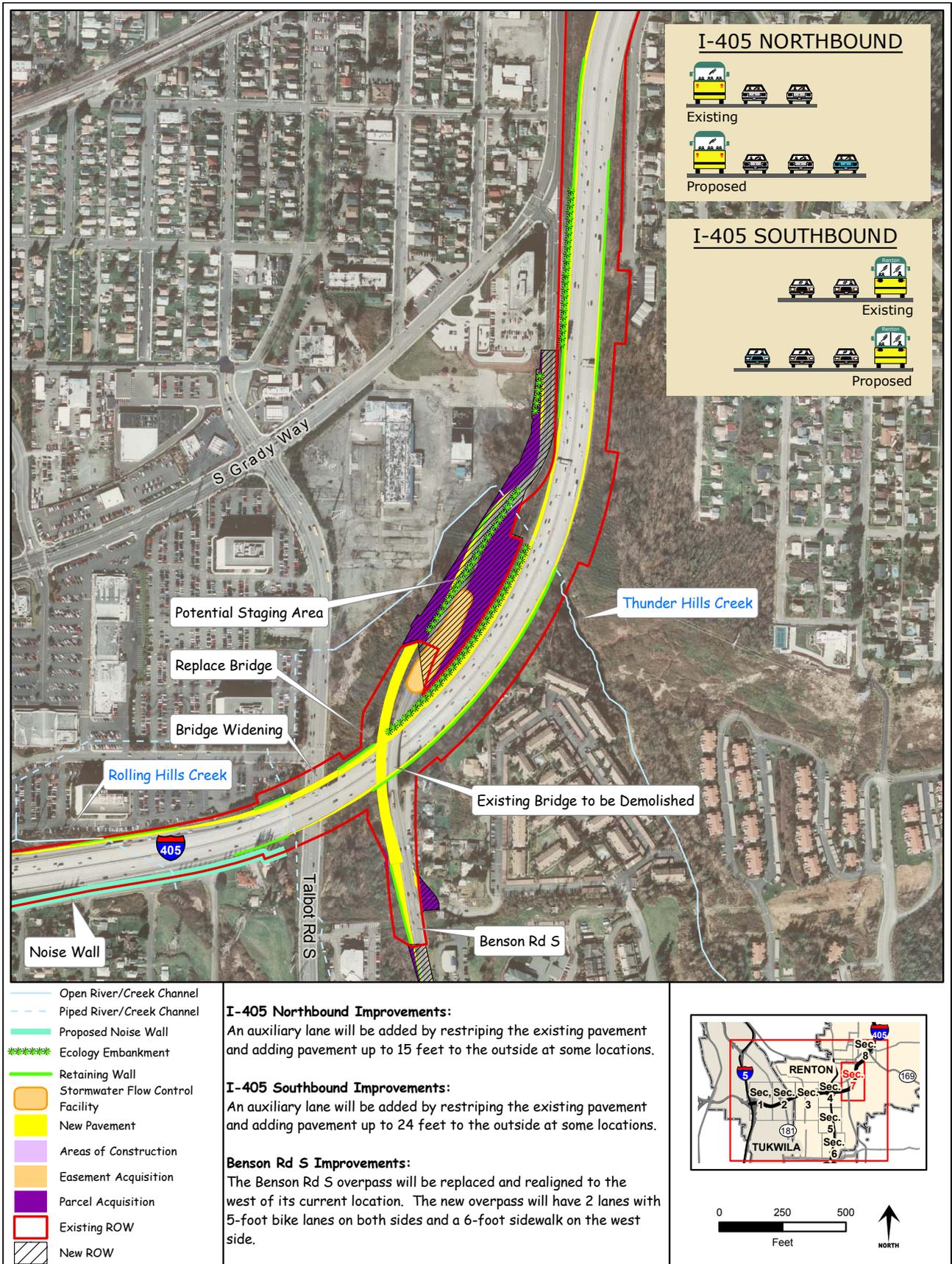
**Exhibit 4-5. Project Overview Section 4**



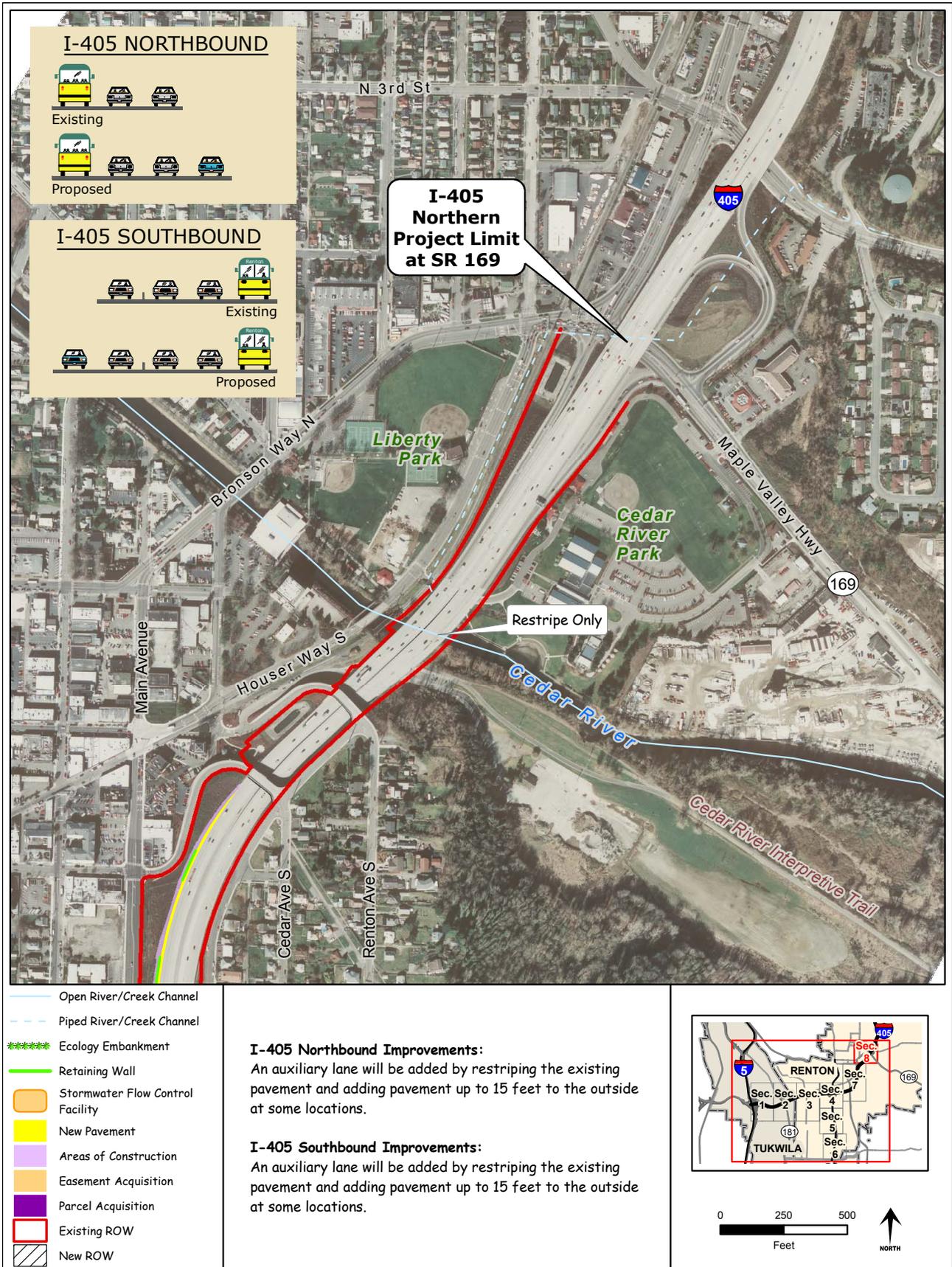
**Exhibit 4-6. Project Overview Section 5**



**Exhibit 4-7. Project Overview Section 6**



**Exhibit 4-8. Project Overview Section 7**



**Exhibit 4-9. Project Overview Section 8**

## **Page 4-11, Widen or replace bridges**

Section is revised as follows:

To construct the new lanes, the project will:

- Replace the rail on the I-405 bridges over ~~SR 181 and the Union Pacific and Burlington Northern Santa Fe~~ railroads.
- Remove the bridges over Springbrook Creek Side Channel and Oakesdale Avenue and replace them with a single northbound and a single southbound structure that will span Springbrook Creek's main channel and side channel and Oakesdale Avenue. Replace the I-405 bridges over Springbrook Creek Side Channel and Oakesdale Avenue with a single northbound and a single southbound structure, and remove the Springbrook Creek box culvert. See Exhibit 4-4.
- Widen the I-405 bridge over Talbot Road Bridge on both the northbound and the southbound sides. See Exhibit 4-8.

The project will not affect the I-405 bridges over the Green River, ~~SR 181, Lind Avenue,~~ or the Cedar River. The project will also not affect the Lind Avenue, Cedar Avenue, or Renton Avenue bridges over I-405. The I-405 roadway will be restriped in these areas to accommodate the new lanes.

## **Page 4-11 of the EA and page 11 of all DRs, Improve Culverts**

Section is revised as follows:

WSDOT anticipates that construction will affect some existing stormwater cross culverts and one stream culvert. Associated culvert improvements include extending the existing structures due to widening the roadway and stabilizing culvert ends with rock or retaining walls. ~~The I-405 Project Team~~WSDOT will conduct an hydraulic analysis of the culverts to ensure that the modifications will have no effect on the base flood elevations. ~~See the Fisheries and Aquatic Resources Discipline Report in Appendix K for detailed discussion on fish passage.~~

## **Page 4-16, What is planned for wetland and stream mitigation**

The third paragraph has been revised as follows:

To mitigate project effects on streams, WSDOT will remove the existing Springbrook Creek box culvert. ~~With~~The new I-405 southbound and northbound bridges ~~that will span both the~~ Springbrook Creek Side Channel, the Springbrook Creek main channel, and Oakesdale Avenue, the box culvert is no longer needed. After the new bridges are in place, the box culvert currently conveying the Springbrook Creek main channel will be independent of the spanning bridges. Removing the box culvert and restoring the streambed in this area will provide mitigation for stream effects in the project area. ~~be removed and the streambed in that area will be restored. This will improve fish habitat required to offset project effects will be accommodated within the project vicinity.~~