



U.S. Department
of Transportation

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Administration**

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November 21, 2000

HFO-WA.2/ I-90-6

Mr. Sid Morrison
Secretary of Transportation
Department of Transportation
Olympia, Washington

Attention: Jerry Alb

**I-90/North Spokane Corridor (NSC)
Record of Decision (ROD) Phase I**

Dear Mr. Morrison:

Enclosed is the signed Record of Decision for the Final Supplemental EIS for the North Spokane Corridor Phase I.

Sincerely,

/s/ Gene K Fong

GENE K. FONG
Division Administrator

Enclosure

cc: Jim Prudente, Eastern Region
Keith Martin, PE, Eastern Region

file!

RECORD OF DECISION

NORTH SPOKANE FREEWAY

DECISION

The Federal Highway Administration (FHWA) concurs with the Washington State Department of Transportation (WSDOT) in the selection of the Market/Greene alternative (Alternative 6) with the North Option and the I-90/Collector-Distributor (C/D) System. The elements of the selected alternative (Market/Greene alternative, North Option and C/D System) are described in the Final Environmental Impact Statement (FEIS) and Section 4 (f) Evaluation FHWA-WA-EIS-95-4-F which was approved on April 3, 1997. A brief description is provided below under **Alternatives Advanced and Evaluated in the Environmental Impact Statement**. The selected alternative is comprised of the preferred alternatives and options identified in the FEIS for each of the project sections. It is also the environmentally preferred alternative and will incorporate all practical measures to minimize environmental harm.

The selection was based on an evaluation of information found in the FEIS and the discipline studies for the project, the recommendations of the Project Interdisciplinary Team, the recommendations of the Citizen Advisory Committee, the overall transportation needs of the corridor, and interagency and public inputs.

ALTERNATIVES CONSIDERED AND RATIONALE FOR THE DECISION

A total of nine alternatives were initially considered, including the No-Build and a Transportation System Management alternative. Five of the alternatives were rejected because they did not sufficiently satisfy the need or purpose of the project. One other alternative was rejected because it was not considered reasonable. The No-Build and two other alternatives were advanced and fully evaluated in the environmental impact statement (EIS).

Purpose and Objectives

The purpose of the project and the specific objectives against which the alternatives were measured are as follows:

Purpose: To improve the efficiency and the people-and freight-carrying capacity on and between city streets, county roads, and major northside transportation routes, particularly US 2 and US 395.

Objectives:

- As much as practicable, reduce congestion projected for Design Year 2020 in the overall transportation system.

- Improve System linkage between major northside arterials and State routes, resulting in reduced travel times.
- Support or facilitate the implementation of multimodal use concepts, such as a high capacity transportation corridor.
- Accommodate or improve facilities for intermodal transfers such as park-and-ride lots and rail/truck freight movement.
- Provide for safe movement of people and freight by controlling access and points of conflict along the facility.
- Improve energy efficiency in the moving of people and freight.

In addition, the facility would have to conform to the State Implementation Plan (SIP) for CO and PM10, and be consistent with regional planning to meet the provisions of the Washington Growth Management Act, as implemented in Spokane County.

Alternatives Considered and Rejected

The five alternatives rejected because they did not sufficiently meet the needs and purpose of the project were the following:

Alternative 2 - Transportation System Management (TSM). This alternative encompassed Transportation Demand Management (TDM) and operational systems strategies and would be expected to accomplish the project purpose and meet the need by reducing travel demand rather than increasing capacity. TDM includes; Commute Trip Reduction, pedestrian and bicycle modes, transit, and similar strategies intended to reduce trips, accommodate trips in fewer vehicles and spread out demand peaks over more hours and days. Operational management strategies considered for this project focused on signal timing and interconnect. Although this alternative was rejected, several TSM/TDM strategies will be implemented in conjunction with the selected alternative. These strategies are discussed later in this Decision.

Alternative 3 - Mass Transit. This alternative would include facilities and services such as high occupancy vehicle (HOV) lanes/roadway, busways, rapid transit (light or heavy rail), and commuter rail.

HOV lanes/roadway are roadway lanes designated for exclusive use by vehicles of high occupancy (usually buses, vanpools, and carpools). They can be constructed in various configurations ranging from an exclusive separated facility to designation of a roadway lane for HOV use for at least a portion of the day.

Busways involve development similar to the HOV lanes/roadway identified above.

The focus is also on high occupancy vehicle use.

Alternative 4 - Improvements to Existing Facilities. Improvements to existing facilities would include development of new two-way left-turn lanes, major intersection modifications (such as right-turn lanes), and widening of roadways to accommodate new lanes. All these improvements would be used to create more system capacity and serve as an alternative solution to building a complete new facility.

The capacity increases provided by this alternative are assumed to accommodate the projected demand, with no provisions for expansion or modification to accommodate multimodal or HCT systems.

Constructing improvements to existing arterials would be very costly, both monetarily and in terms of neighborhood and business disruptions. Considering the need for an additional 12 lanes, right of way needs alone are substantial. Public and political acceptance of such a solution is not likely.

Alternative 8 - Bypass/Beltway. The conceptual proposal for a bypass/beltway provided by Spokane County was considered as an alternative. The proposal identifies a two to four lane non-limited access facility with a posted speed limit from 35 to 45 mph. A majority of this alternative would utilize existing roadways.

As a non-limited access route, zoning would govern access demand along the route. This influences the number and type of approaches to the bypass/beltway. Agriculturally zoned land would be expected to have relatively few approaches with lower usage. Conversely, the possibilities for commercially zoned property generating multiple approaches with potentially high usage, are very good. Intersections of minor arterials and residential streets would typically be controlled with stop signs. Intersections with principal arterials would most likely be signalized.

The **Bypass/Beltway** would provide additional capacity for trips that do not include the city center or north side of the city of Spokane. Some trips that would utilize I-90 to access north/south arterials such as Maple/Ash, Division and Market Streets would divert to the bypass.

The **Bypass/Beltway**, as proposed, is a significant transportation project. Considering SRTC modeling, the bypass would carry moderate traffic and provide modest congestion relief to a few major arterials in northwest Spokane. However, the proposed roadway creates new congested intersections at State Route 291 and Indian Trail Road and increases congestion on State Route 2 at Hayford Road.

Alternative 9 -- Facility of a Lesser Scope. No actual alternative of a lesser scope was evaluated. The analysis made for Alternative 4 (**Improvement to Existing Facilities**) showed that 12 or more lanes would be needed to handle the anticipated

north/south volumes of traffic.

A lesser facility does not meet the goals of the region because it would end up serving only local through traffic. Since the average trip length in Spokane is approximately 7.5 miles and a lesser facility would provide slower travel speeds than a full access controlled freeway, internal commute trips would not likely divert from their current routes to use the lesser facility.

In addition, the EIS review did not show that a lesser facility was a feasible alternative. The preferred alternative includes 4 to 8 new travel lanes with full access control. A lesser facility would result in greater congestion than the preferred alternative by the design year of 2020.

The FEIS provides a thorough discussion of the reasons why these alternatives were discarded. The following is a summary of the discussion that generally applies to all the rejected alternatives, except for the **Facility with Lesser Scope**, which was rejected based mainly on capacity and congestion considerations:

- These alternatives, in general, have limitations that would not allow for a reasonable reduction in anticipated trips for design year 2020 or for accommodating anticipated demand, and therefore would not reduce congestion to a reasonable level.
- They do not substantially improve system linkage between major north side arterials and State routes. Under these alternatives vehicles moving north and south will still be traveling on the local signalized arterials under stop-and-go conditions.
- Because they would not generally result in substantial reduction in demand or congestion, or in higher and more uniform speeds, they would not result in substantial emissions reduction. Table 2-8 outlines the projections for several key north/south and east/west arterials in the study area. Based on the EPA MOBILE5 emission rate program, Carbon Monoxide emission rates will be 2.5 to 3 times greater at low arterial speeds than at freeway speeds.
- They do not satisfactorily meet the objective of accommodating or improving intermodal transfers in such areas as car to bus (park and ride lots) and rail/truck freight movement.
- They do not generally and measurably reduce the points of potential conflicts, and are therefore not expected to improve safety substantially.
- They do not generally improve energy efficiency in the movement of people and freight.

The alternative that was rejected because it was not considered reasonable was **Alternative 5, Hamilton/Perry**. The Hamilton/Perry alignment begins at the existing Liberty Park interchange (commonly known as the Hamilton Street interchange) on new ramps parallel to the James Keefe

Bridge, and follows the Spokane River on the south. In the vicinity of Mission Avenue, the roadway swings north and crosses the river. Once across the river, the alignment curves to the west and lies just east of Gonzaga Prep High School, where it heads north along the west side of Perry Street. North of Francis Avenue, it continues north past Lincoln Road, Magnesium Road, and Hawthorne Road. Just north of Hawthorne Road, the alignment curves to the west and meets US 2. Just west of US 2, it curves to the north and crosses US 395 south of Hastings Road. The alignment then proceeds north until approximately the south end of the new bridge over the Little Spokane River. The alternative would be a full access controlled highway.

The Hamilton/Perry alternative was not considered reasonable because it would cause significantly higher disruption to the community. For example, it would require the acquisition of 636 homes as compared to 248 for the Market/Greene and 231 for the Havana alternative.

Documents and written comments received from the July 1991 Agency Scoping and Public Open House meetings strongly opposed this alternative. The following documents received were:

- A letter from the Mayor of Spokane
- A City Planning Commission Resolution
- Comments from the Logan Neighborhood Group
- Comments from Gonzaga Prep High School

The alternative was also inconsistent with recommendations from past studies, city plans, and neighborhood plans, including:

- 1988 "North Spokane Transportation Plan: Long-Term Transportation Improvements"
- City Comprehensive Plan, Arterial Street Plan
- The Hillyard Neighborhood Specific Plan
- The Chief Garry Neighborhood Specific Plan
- The Logan Neighborhood Specific Plan

Alternatives Advanced and Evaluated in the Environmental Impact Statement

Alternative 1 - No-Build

Under the no-build action, a new North Spokane Freeway (NSF) would not be constructed. The existing area arterial system would be modified through construction of several minor capacity improvement and safety improvement projects, along with normal roadway maintenance.

This alternative was not selected because it failed to meet any of the key objectives that define the purpose and need for this action. The primary goal of improving transportation safety and mobility through the city of Spokane and Spokane County between Interstate 90 and

Northeastern Washington and Canada cannot be met with only the minor capacity improvements included under the No Build Alternative. The inability of this alternative to manage congestion, resulting in increases in traffic accidents, traffic delay, energy consumption, and carbon monoxide levels within the non-attainment area is the main reason why this alternative was not selected.

Alternative 6 - Market/Greene (Middle Element of the Selected Alternative)

This alternative provides for a full access-controlled highway with eight lanes from I-90 to Francis Avenue (three general purpose lanes and one HOV lane each direction), six lanes from Francis Avenue to US 2 (two general purpose lanes and one HOV lane each direction), and four general purpose lanes (two each direction) from US2 to US 395. It begins with a new interchange connection with I-90 at about Thor/Freya Street. It goes north along the same line as Greene Street. After crossing the Spokane River, it continues north past Wellesley Avenue and Francis Avenue, to Lincoln Road. The alignment basically follows the vacant Burlington Northern Railroad property just east of Hillyard. Starting at approximately Lincoln Road, two separate alignment options were developed to go around the Kaiser Aluminum and Chemical Company and Bonneville Power Administration facilities. These two options, either of which provide the necessary connection to U.S. 395, are described later in this document as the North and South Options.

Market/Greene follows the railroad corridor which once served a high volume of freight as well as engine construction and repair. This corridor, with industrial sites that required rail service, results in Market/Greene crossing over several sites requiring extensive hazardous-waste remediation.

The Market/Greene alternative was selected for implementation because it is considered the most desirable in terms of functional efficiency and social and environmental effects. It is also the alternative that best meets the purpose and need of the project. Its location would support future development of HOV and mass transit strategies. The Market/Greene alternative was environmentally more desirable than Havana because of the following major reasons:

- It displaces substantially less people, businesses, and workers (140, 50, and 630 respectively) north of Main Avenue, where the alternatives diverge, to Lincoln Road where they connect to either the North (selected) or South Option than Havana (285, 78, and 970 respectively).
- It avoids Section 4(f) properties north of the interchange area, while Havana has severe impacts, including the use of land, on two important 4(f) recreational properties (one of them is also a significant historic property).
- It would have less unmitigated noise impacts than the Havana alternative (the difference

is 25 or more unmitigated noise impacts).

- The roadway prism requires much more cutting away of the hillside in the vicinity of Beacon Hill on the Havana route than required anywhere on the Market/Greene route. The detrimental change in visual quality resulting from the Havana alternative is more severe than from the Market/Greene Alternative.

Alternative 7 - Havana

The Havana alternative is also a full access-controlled highway and has the same lane configuration as the Market/Greene Alternative. It also begins with a new interchange connection with I-90 at about Thor/Freya Street. From there, the alignment turns to the east as it goes north. At about the current Trent Avenue intersection with Havana, it turns back to the north and crosses the Spokane River. After crossing the river, the alignment continues north to about Frederick Avenue, where it begins to climb, turning slightly to the west to go up and around the base of Beacon Hill. After going over Minnehaha Park, it again turns to the north and follows the eastern edge of the developed portion of Esmeralda Golf Course. Once past the golf course, the alignment proceeds north until just past Francis Avenue, where it begins to sweep to the west against the base of the hill. It continues north/northwest until it joins the Market/Greene alignment in the vicinity of Lincoln and Gerlach Roads. That is also the general location where the North and South Options, common to both build alternatives start.

The Havana Alternative was not selected for the reasons discussed under the Market/Greene alternative. It is less effective in accomplishing the purpose and objectives of the project, it displaces substantially more people, businesses and employees; it has more unmitigated noise impacts; it has a more detrimental visual impact; and more importantly, it uses two Section 4(f) properties that the Market/Greene alternative can avoid.

Operationally the Havana alternative would function similar to the Market-Greene alternative. Development of future HOV and Mass Transit would be hindered, however, due to the location of the route on the east edge of the city of Spokane. Population densities will remain much lower along the Havana route than on the Market-Greene route. Planning and development under the Growth Management Act is not expected to alter this general projection of population densities.

Build Options Common to Both Alternative 6 and Alternative 7

North and South Options - The following two options (North and South Options) are connection options at the north end of the project from approximately Lincoln Road to US 2 and US 395. These options apply to both the Market/Greene and Havana Alternatives.

North Option - Under this alignment, the freeway turns to the north at approximately Gerlach

Road. It continues north until the vicinity of Hawthorne, where it begins to curve in a northwesterly direction. The new roadway crosses US 2 just south of Farwell Road. It then proceeds in the same direction until it approaches US 395 where it begins turning north. Just southwest of the Wandermere Golf Course, the new roadway connects at the south end of the new US 395 bridge over the Little Spokane River.

South Option - Under this option, from just north of Lincoln Road, the alignment would continue in a northwesterly direction to US 2. The alignment would pass to the south of the Kaiser Aluminum Plant and intersect US 2 in the vicinity of the existing Nevada Street intersection. From there, the alignment would begin to swing to the north and would cross US 395 just south of Hastings Road. It would continue northward to connect to the new US 395 bridge over the Little Spokane River.

There is no clear environmentally preferred option. Both options could be considered environmentally preferred.

The North Option was selected because of the following reasons:

The South Option would displace the privately-owned Pine Acres Par 3 Golf Course. Although this golf course is not protected under Section 4(f) regulations, its displacement is considered a substantial adverse impact on recreational facilities.

The South Option has greater unmitigated noise impacts, (unavoidable impacts that can not be reasonably mitigated). The South Option would result in 30 unmitigated impacts while the North Option would result in 15.

While both options do not differ substantially in their effect on adjacent intersections throughout the project area, the south option creates an increase in congestion for the US2 /Hawthorne Rd Intersection while the North Option results in a substantial decrease. The traffic analysis for the 2020 No Build shows that the above intersection will be operating at LOS F with a vehicle delay of 103.8 seconds. The intersection under the South Option for the same year operates at LOS F with an increase in delay of 133.9 seconds. The North Option results in an improvement to a LOS C. This intersection is located adjacent to the Northpointe Shopping Center and has been determined a "high accident location" because it exceeds the statewide average for number of accidents.

I-90/Collector-Distributor (C/D) System

The C/D system consists of three new lanes in each direction from the Liberty Park interchange

to the Sprague Avenue interchange, with an auxiliary lane between Liberty Park and Sprague Avenue interchanges. The new lanes will be separated from mainline I-90 by a barrier/median and will follow a separate vertical alignment. Entrances and exits to the C/D roadways would be limited to the Liberty Park, Thor/Freya, Sprague Avenue, and NSF interchanges. There would be no access to or from the through lanes between the Liberty Park and the Sprague Avenue interchanges.

As a result of additional traffic analysis that was performed following the publication of the Final EIS it was determined that two additional auxiliary lanes would be necessary to improve the traffic operations. One lane is to be located on I-90 WB from Broadway I/C to the Fancher off-ramp at the Sprague Ave I/C. The other lane is located on I-90 EB from the Division St. on-ramp to the Liberty Park I/C. Both of these additions have been analyzed and can be constructed within the proposed ROW. There are no substantial impacts as a result of this revision.

Access at Liberty Park Interchange would allow a direct route to and from existing 2nd and 3rd Avenues and Spokane's Central Business District. The Sprague Avenue Interchange connections will allow direct access to and from the proposed Valley Couplet.

The C/D system is part of the selected alternative as well as the Havana alternative because neither of these alternatives could operate safely and efficiently without the collectors/distributors. The interchange at the junction of the new facility and I-90 could not possibly handle the volumes of traffic converging at that point without the assistance of the C/D system.

Section 4(f) Considerations

There are eight recreational properties adjacent to or within the right of way of the alternatives evaluated. All are considered to be protected under Section 4(f) of the Department of Transportation Act.

Widening proposed along I-90 as part of the C/D System needed to implement either of the build alternatives evaluated (Market/Greene, the selected alternative, and Havana) will use land from one of the 4(f) properties, "Your Place Park," a small city-owned park with an area of 0.18 hectare (0.44 acre). The proposed widening will directly impact the park requiring 0.05 hectare (0.13 acre) of park property. (see figure 6-4 on p. 6-10) Impacts to the park will be mitigated by reconfiguring the park. Commitments to reconfigure the park will result in an increase in size of 0.12 hectares (0.29 acres) and will result in a very similar use to that of the existing. Mitigation is discussed later in this document under "Measures to Minimize Harm".

Avoidance alternatives to this park were evaluated but none were determined to be prudent. The only way to avoid the park, other than selection of the no-build, was to shift the alignment to

avoid the park and use substandard design features to reduce the right-of-way requirements. Avoidance by reducing the lane width would result in unacceptable safety and operational deficiencies at a critical junction of two major freeways (see Chapter 6). Additionally, avoidance by a roadway alignment shift would require relocation of the U.S. West Keystone Exchange. Relocation of the Exchange would cause severe service disruption to the communities and businesses served by the Exchange, and cost an estimated 40 million dollars.

The fact that the impact to Your Place Park could be mitigated and that the park would be expanded and improved after the project, was a consideration in the determination that avoidance was not prudent.

The Market/Greene alternative (selected alternative) with either the North (Selected) or South Option, would not use land from any other Section 4(f) property.

The Havana Alternative would use land from Minnehaha Park, also eligible for the NRHP, and Esmeralda Golf Course. This alternative would require use of a portion of both of these properties for freeway construction. It would also severely impact the remaining portions of these properties. Avoidance alternatives examined include, besides the Market/Greene Alternative, roadway realignment to the west of the properties, and tunneling through Beacon Hill. Both are very costly monetarily and/or in neighborhood impacts. In addition they are operationally and environmentally less desirable than Market/Greene (Selected Alternative), considered to be a feasible and prudent alternative that avoids impacts to both Minnehaha Park and Esmeralda Golf Course.

Based on the above considerations, which were more thoroughly discussed in the FEIS/Final Section 4(f) Evaluation, the FHWA determined that there was no feasible and prudent alternative to the use of land from the "Your Place Park" for transportation purposes and that the selected alternative (Market/Greene with North Option and C/D System) incorporates all possible planning to minimize harm to "Your Place Park."

Other Considerations

Several agencies provided comments and recommendations supporting selection of the Market/Greene Alternative with North Connection Option and C/D System as the preferred alternative.

- The City of Spokane has adopted resolutions through the Mayor's Office and the City Planning Commission for this corridor and this selection is also in agreement with their Comprehensive Plan of record.
- The Department of Ecology preferred the North Option Connection as an avoidance

alternative to the Market Street Superfund site and offered no opinion on other segments of the alternative.

- The US Department of Interior supported the Market/Greene Alternative as an avoidance alternative to the Section 4(f) impacts of the Havana Alternative
- The Environmental Protection Agency supported the Havana Alternative citing fewer Environmental Justice impacts; this in fact is true of the Market/Greene Alternative that uses the railroad corridor.
- The Spokane Parks and Recreation Department supports the Market/Greene Alternative and was ardently opposed to the Havana Alternative due to Section 4(f) impacts.

TDM and TSM Strategies Expected to Be Implemented to Reduce Future Single-Occupancy Demand

Construction of a new facility would be only part of the transportation solution. The continuation and further development of the TSM and Mass Transit alternatives would happen concurrently, and all these components would combine to make a complete area transportation system. Strategies identified that are planned to be implemented in conjunction with the selected alternative include the following:

Pedestrian and Bicycle Facilities - A system of bikeways and pedestrian paths is a major part of the coordinated transportation system plan for the greater Spokane area. The plan has been established in Spokane's Bikeways Plan and Spokane Regional Transportation Council's (SRTC) Pedestrian/Bikeway Systems Plan.

Bus Service - Spokane Transit Authority (STA) has a comprehensive program of expansion, including park and ride facilities, carpool and vanpool activities, para-transit, and fixed route additions. STA plans to focus expansion of ride share services on employment based marketing, with emphasis on major outlying employment centers not presently served by fixed route service.

Park and Ride Lots - STA currently has 12 lots in the Spokane area. The park and ride lot/transfer center concept is an integral part of STA's long-range plan. To help keep pace with planned expansion of the STA system and help meet regional air quality goals, STA has identified 13 other potential lots and transit center locations. These serve as support facilities for transit, carpooling, and vanpooling functions. They add to the viability of the TDM and transit alternatives but are not figured to significantly impact capacity of or demand on the system on their own as trip reductions would be spread regionally.

Operational Management Strategies - The city of Spokane is currently developing a plan for upgrading existing signal systems citywide.

Measures to Minimize Harm

Implementation of the selected alternatives, Alternate 6 with the North Option and the C/D System, will include the mitigation measures discussed in Chapter 4 of the Final EIS. All practicable means to avoid or minimize environmental harm have been incorporated into the selected alternative. These mitigation measures are summarized below. Page numbers in parentheses refer to the Final EIS section where more details may be obtained. Also refer to the Commitment List located in the Summary.

Air Quality

No adverse impacts are expected; therefore, no mitigation is proposed (4-13).

To guard against potential air quality impacts WSDOT will fund congestion management system strategies related to the NSF as approved by SRTC and adopted by local government. WSDOT will also assure that the Trent Avenue improvements discussed in the Air Quality section of the FEIS are implemented and will build the collector distributor system with construction of the preferred alternative. The NSF will provide park and ride facilities along the preferred alternative as shown in this FEIS or comparable facilities as coordinated with STA. The NSF will be constructed in stages to allow for consideration and, if possible, accommodation of any High Capacity Transportation (HCT) systems that are not already incorporated in the current design.

Noise

Mitigation was considered for all areas impacted by noise. Barriers are recommended to be located where the benefit/cost ratio (cost of wall per the number residences realizing a satisfactory reduction in noise levels - 7dba) is reasonable. For the Market/Greene Alternative with North Option, noise barriers are recommended to be built and will be constructed from the vicinity of Trent Ave. Interchange north to the vicinity of the proposed Wellesley Interchange. This includes 1000 meters (3200 linear feet) on the west side of the NSF and 700 meters (2200 linear feet) on the east side. In addition, a 370 meter (1200 linear feet) barrier is to be built for the Mead Mobile Home park. A total of 265 residences are expected to be benefited. The location of the proposed barriers are shown in bold print in Table 4-16 (4-29).

All 10 barriers investigated along the I-90 C/D are planned to be built. A total of 710 residences are expected to be benefited. There are a total of 8590 meters (28,000 feet) of barrier at these locations. Barriers to be built for this part of the project are shown in Table 4-17 (4-30).

Energy

No mitigation measures would be required during operation of the proposed project, because operational impacts are less than those of the No-Build Alternative (4-35).

Geology and Soil

No mitigation is proposed (4-44).

Waterways and Hydrologic Systems

No mitigation is proposed (4-53).

Flood Plain

The structure spanning the Spokane River will have bridge abutments and approach fills outside the wetlands and the 100-year flood plain, except for bridge piers. Piers will most likely be located in the FEMA floodway or 100-year flood plain, depending on final design. Cross sectional measurements of the river will be taken and modeled (using the FEMA computer model) to ensure that construction of the structure will not decrease the channel carrying capacity or increase the 100-year flood plain elevation by more than that allowed by the city of Spokane's Shoreline Master Program. (4-55).

Water Quality

Stormwater runoff will be directed to water quality and quantity treatment facilities prior to discharge to rivers, creeks, and wetlands. Discharge to surface water bodies will be avoided when possible through the use of infiltration best management practices (BMPs).

Special pollutant reduction strategies (combined BMPs), such as, but not limited to, retention tanks and ponds will be combined with infiltration BMPs to provide additional protection at the crossing of the Spokane River, as well as at other sensitive sites (in the case of the Spokane River crossing, the BMPs will be in the vicinity of the bridge approaches). Due to structural considerations, the viaduct section between the I-90 Interchange and the Spokane River will also require special or combined BMPs for stormwater treatment.

Combined water quality/quantity BMPs will be used at each bridge/sensitive site. These will help prevent impacts to water bodies from hazardous materials spills on structures and at other sensitive sites (4-68).

WSDOT will confer with Spokane County over matters related to the Spokane Sole Source Aquifer, as directed by EPA. WSDOT will continue to coordinate with the County on aquifer protection through project implementation. WSDOT will also consult with EPA shortly before the project is implemented to assure that the project incorporates all necessary measures to avoid project-related contamination of the aquifer.

WSDOT will conform with the County Wellhead Protection Plan once it is completed and approved (4-68).

Wetlands

See Flood Plain measures to minimize harm which also apply to wetlands (4-77).

Wildlife, Fisheries, and Vegetation

There are no anadromous fish in the Spokane River. Resident species will be protected by utilizing best management practices and timing of work in the water in accordance with a Hydraulic Project Approval administered by Washington State Department of Fish and Wildlife (4-83).

Farmland

Any topsoil removed from areas of prime farmland and farmland of statewide importance will be removed and stockpiled rather than covered over. The topsoil can then be used for erosion control and in areas of planting for BMPs (4-87).

Disruptions of access to prime farmland property will be coordinated with property owners to help minimize impacts to the operations of that property. An alternative form of temporary access to the affected parcels will be provided to mitigate any temporary loss of access (4-266).

Land Use

Crossing the SCC campus will take land area now used for parking. The design will include an elevated structure in this area allowing the space below to be used for activities such as parking or storage. Design will be developed to bridge buildings whenever feasible and prudent. This approach would also apply to the industrial area between Sprague and Mission Avenues; elevating the structure so the area below can be used will help reduce impacts to properties and possibly prevent some displacement (4-102).

Design features such as landscaping and earth works will reduce the mass of the structure and its aesthetic impacts and will be considered in areas such as residential neighborhoods and parks (4-102-103).

Social Elements***Community Cohesion***

Design details that minimize intrusion into community environments will be incorporated into the design of the freeway and its structures where possible. Examples of such design details are contouring, landscaping, noise walls, and various surface finishes on concrete structures.

A trail system along portions of the right of way will be built to provide additional linkages between neighborhood areas, recreational and service facilities, and other community services.

The existing I-90 pedestrian over-crossings will be rebuilt to cross the C/D as well.

The remaining portion of Your Place Park will be expanded as discussed below under Recreation, and the path between Perry and Freya Streets will be extended along the proposed northern right of way buffer area of the C/D System.

A new pedestrian overcrossing will be built at Wildhorse Park to enable a more direct route for pedestrians to and from the park and nearby schools and Hillyard. This crossing would also allow connection to the proposed bike path along Market Street. The pedestrian overcrossing will be located north of and adjacent to the existing park. Development of the overcrossing and landscaping will be coordinated with School District 81, the Spokane Parks and Recreation Department and the neighborhood (4-147).

Recreation

The widening of the C/D system will revise the freeway right of way line that is adjacent to Your Place Park making it necessary to take approximately 500 square meters (5663 square feet) of the existing park property.

The park will be reconfigured such that it will increase in size and have a very similar use to that of the existing. The park reconfiguration would consist of constructing a 4.6 meter (15 foot) high retaining wall and extending the park to the west along the remainder of the vacated block, using the new right of way. By constructing the retaining wall and extending the park west, the new park dimensions would be approximately 23 meters (75 feet) wide by 91.5 meters (300 feet) long, with a total area of approximately 2090 square meters (22,500 square feet). The park would lie north of the revised right of way line, and the city would retain jurisdiction. (see Figure 6-4 on p. 6-10) This new area represents an increase in area of approximately 418 square meters (4500 square feet) (4-149-150).

Visual impacts will be softened by use of architectural techniques, such as fractured concrete finish and planting pockets, on any wall structures required adjacent to a park. Any adjacent fill areas will be treated in accordance with a Roadside Master Plan that will provide guidance to ensure that any landscaping on the fills blends well with the surrounding neighborhood (4-149).

Where the route crosses the Tuffy's Trail and the Centennial Trail on an elevated structure, placement of bridge piers or other appurtenances on the trail will be avoided (4-138).

WSDOT commits to continue coordinating with Spokane Parks Department the mitigation of impacted recreation and park facilities under their stewardship. In particular WSDOT will coordinate development of the park reconstruction plans and landscaping with the Parks and Recreation Department with involvement from the neighborhood (S-xxx).

Regional and Community Growth

No mitigation is proposed for Regional and Community Growth impacts. The potential for the proposed freeway to induce growth within the city of Spokane and Spokane County can be mitigated by adhering to existing land use plans and policy. Any sprawl-inducing potential of the project can be mitigated by a higher density urban form with fill-in, smaller lot size requirements, and development or redevelopment of high density structures at designated activity centers along the corridors (4-150).

Services

Mitigating measures include early coordination with affected schools, churches, social institutions, fire districts, Spokane Transit Authority, police, railroads, and utility companies to minimize disruptions and maintain access. Noise barriers and buffers will be used, as practicable, to minimize noise impacts to Sheridan Elementary School, Libby Center, and Spokane Community College. Slight adjustments in right of way will be made if necessary and practicable, to mitigate potential impacts to the US West Keystone Central Office and the Libby Center site(4-150).

Pedestrian and Bicycle Facilities

A new pedestrian crossing is proposed for the Wild Horse/Hillyard area. This is to allow the more direct access currently provided by the path in the same area.

Pedestrian and bikeway paths will be maintained by providing sidewalks on overpasses or viaducts as necessary and where safety allows. Landscaping buffers and sound barriers will be provided near schools to minimize potential land use conflicts, aesthetic impacts, and freeway traffic noise.

A separate bike path on the north portion of the freeway right of way between Freya and Perry Streets will be built to help mitigate the effects of the freeway's encroachment into the remaining neighborhood between the freeway and Sprague Avenue (4-153).

Relocation

All necessary relocations will be made in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended as of the time the project (or any part of it that would result in relocations) is implemented.

WSDOT will prepare a detailed Relocation Plan prior to the commencement of property acquisition within each segment of the project. (This commitment will not necessarily apply to purchases in the public's best interest when WSDOT is approached by the property owner(s)).

Coordination with affected neighborhood and housing groups will be conducted to help identify

residents with special needs (for example, low income, single head of households, elderly, and disabled). Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use change will also be conducted early in the process.

To ensure that all of the options applicable to the selected alternative meet NEPA requirements and are in compliance with the Environmental Justice Strategy outlined by Executive Order 12898, WSDOT will take all necessary and reasonable actions to ensure that this project will not result in disproportionately high and adverse health or environmental effects on minority or low-income populations.

In the event that replacement housing is not available within a displaced individual's financial means, WSDOT will commit funds authorized for the project to provide such housing by constructing, relocating, rehabilitating, purchasing, renting, or otherwise financing the acquisition of necessary housing (4-172-175).

Lead Time/Staged Construction Schedule

The preferred alternative will displace a large number of homes, apartments, and commercial buildings. Because this project has a 20-year, 6-phase construction schedule, it is anticipated that the lead time will be sufficient to complete the relocation process in an orderly, efficient, and humane manner. No residential occupant will be required to move from his or her dwelling unless a comparable replacement property is made available at least 90 days prior to the date upon which he or she is required to vacate (4-177).

Economic Elements

Employment

No mitigation is required (4-159).

Tax Revenues

No mitigation is required (4-159).

Property Values

Property purchased for right of way that is residual or excess will be sold in order to return it to productive use. Particularly within industrial and commercial areas, residual properties of adequate size could continue to support productive business uses.

Manufactured housing units would be removed and relocated. Other residential units would be evaluated for possible relocation rather than demolition, to help preserve available housing, particularly low-income housing (4-159).

Business, Farms, and Not-for-Profit Organization Displacements

WSDOT will work closely with displaced businesses, farms, and not-for-profit organizations to minimize disruptions caused by moving. WSDOT will provide assistance in locating replacement sites, planning the move, and claiming benefits. WSDOT will do this in cooperation with public agencies or other organizations involved in the planning and economic development for the community (4-176).

WSDOT will coordinate with US West at least five years prior to construction regarding potential impacts to US West's Keystone Exchange central office located within the I-90 C/D right of way footprint. WSDOT will consider shifting the roadway slightly to the north to avoid the Keystone Exchange central office, if practicable and reasonable (4-270).

Cultural Resources

In the unlikely event that cultural resources are encountered during construction, work will be halted in the vicinity pending a review by a professional archaeologist in consultation with the FHWA, Office of Archaeology and Historic Preservation, and any other appropriate agency (S-xxix) (K-44).

Hazardous Waste

WSDOT will conduct the necessary studies during the scoping/design stage to complete any necessary determinations of the extent of hazardous materials contamination along the preferred alternative.

Federal, state, and local government agencies have developed contingency plans in the event of an accidental release or spill of hazardous materials.

The city of Spokane Fire Department Hazardous Materials Response Team (HMRT) would respond to releases or potential releases of hazardous materials on the proposed facilities. The HMRT will coordinate with the WSP, Ecology Spills Response Team, and WSDOT Incident Response Team on releases and remediation (4-222).

WSDOT will follow its Best Management Practices and Hazardous Waste Contingency Plan (Instruction No. 85-48 Hazardous Waste Program) for use of hazardous substances during maintenance operations (4-222).

Visual Quality

All structural elements such as walls, bridges, buildings, and sign bridges will be developed to harmonize with existing structures and other landscape elements that are included in the transportation corridor. The final design will be coordinated with the WSDOT Olympia Service Center's Landscape Architecture Branch (4-236).

Contour grading of the alignment structure and interchange slopes will be used to blend "cuts and fills" into the adjacent landforms. This may include varying slope angles and rounding slope edges near drainage channels and roadside ditches. Where roadway slope construction would result in extensive right of way purchases or visual impacts, consideration will be given to structural solutions such as retaining walls (4-236).

A Roadside Master Plan will be developed to provide guidance during the design process. Native trees, shrubs, and grasses are proposed, to visually soften the structural elements. Some non-native shade trees and/or shrubs may be interspersed among the native plantings to provide continuity and cohesiveness with the vegetation found within the parks and residential neighborhoods bordering the proposed alignment (4-236).

Monitoring and Enforcement

The Regional Administrator, Washington State Department of Transportation, Spokane, Washington will be responsible for monitoring and enforcing mitigation measures.

The project will require the following permits:

To be filed by WSDOT:

Permit	Issuing Agency(ies)
Section 404 Permit	U.S. Army Corps of Engineers
Hydraulic Project Approval Permit (HPA)	Washington State Department of Fish and Wildlife
Flood Control Zone Permit	Spokane City or County/Ecology
Operating Permit for Surface Mining	Washington State Department of Natural Resources
Shoreline Management Permit	Spokane County/Ecology
Temporary Water Quality Modification Permit	Ecology
NPDES Baseline (Storm Water) General Permit	Ecology

To be filed by DOE:

Permit/Regulation	Issuing Agency(ies)
Water Quality Certification	Issued by Ecology and forwarded to the Corps to be attached to the

application for the 404 permit.

To be filed by Contractor:

Permit/Regulation

Water Rights Appropriation

Temporary Air Pollution

New Source Construction

Forest Practices

Building Permit for demolition

Issuing Agency(ies)

Ecology

SCAPCA

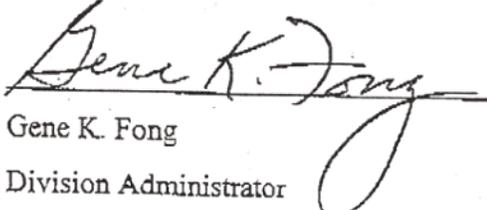
SCAPCA/Ecology

WDNR

City/County Building Department

Comments on the Final EIS

There were no comments on the FEIS. EPA was contacted following the publication of the FEIS and had no comments.


Gene K. Fong
Division Administrator

11/20/97
Date

Federal Highway Administration



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
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November 21, 2000

HFO-WA.2/ I-90-6

Mr. Sid Morrison
Secretary of Transportation
Department of Transportation
Olympia, Washington

Attention: Jerry Alb

**I-90/North Spokane Corridor (NSC)
Record of Decision (ROD) Phase I**

Dear Mr. Morrison:

Enclosed is the signed Record of Decision for the Final Supplemental EIS for the North Spokane Corridor Phase I.

Sincerely,

/s/ Gene K Fong

GENE K. FONG
Division Administrator

Enclosure

cc: **Jim Prudente**, Eastern Region
Keith Martin, PE, Eastern Region

RECORD OF DECISION

NORTH SPOKANE CORRIDOR

DECISION

The Federal Highway Administration (FHWA) concurs with the Washington State Department of Transportation (WSDOT) in the selection of the Preferred Alternative for the North Spokane Corridor between the Spokane River and US 395 at Wandermere. The elements of the selected alternative are described in the Final Supplemental Environmental Impact Statement (FSEIS) and Section 4(f) Evaluation FHWA-WA-EIS-95-4-FS which was approved on September 18, 2000. A brief description is provided below under Alternatives Advanced and Evaluated in the Environmental Impact Statement. The selected alternative is the environmentally preferred alternative and will incorporate all practical measures to minimize environmental harm.

The selection was based on an evaluation of information found in the FSEIS and the discipline studies for the project, the overall transportation needs in the corridor, and interagency and public inputs.

ALTERNATIVES CONSIDERED AND RATIONALE FOR THE DECISION

Four alternative corridors and the No Action alternative were evaluated in the Final EIS. Continued evaluation generated three additional alternatives to the 1997 Final EIS Preferred Alternative alignment.

Purpose and Objectives

The purpose of the project and the specific objectives against which the alternatives were measured are as follows:

Purpose: To improve the efficiency and the people- and freight-carrying capacity on and between city streets, county roads, and major northside transportation routes, particularly US 2 and US 395.

Objectives:

- As much as practicable, reduce congestion projected for Design Year 2020 in the overall transportation system.
- Improve System linkage between major northside arterials and State routes, resulting in reduced travel times.
- Support or facilitate the implementation of multimodal use, such as high capacity transit.
- Accommodate or improve facilities for intermodal transfers such as park-and-ride lots and rail/truck freight movement.

- Provide for safe movement of people and freight by controlling access and points of conflict along the facility.
- Improve energy efficiency in the moving of people and freight.

In addition, the facility will conform to the State Implementation Plan (SIP) for CO and PM10, and be consistent with regional planning to meet the provisions of the Washington Growth Management Act, as implemented in Spokane County.

Alternatives Considered and Rejected

Seven alternatives -- including No-Build, Mass Transit, Transportation System Management, Improvements to Existing Facilities, Bypass/Beltway, Facility of Lesser Scope, and the Havana Alignment, -- were considered and rejected in the 1997 North Spokane Freeway EIS. The Preferred Alternative from the 1997 North Spokane Freeway EIS was the Market/Greene Alignment with the North Option connection. The portion of this Alternative between the Spokane River and US 395 at Wandermere was further evaluated and compared with three additional alternatives in this Supplemental EIS:

From Spokane River to Hawthorne Road

1. FEIS Market/Greene Alternative
2. Revised Market/Greene Alternative

From Hawthorne Road to US 395 at Wandermere

1. FEIS North Option with Interchange at Stoneman Road
2. FEIS Modified North Option with Interchange at Parksmith Drive
3. VE South Alternative with Interchange at Parksmith Drive
4. VE North Alternative with Interchange at Parksmith Drive

All of the above alternatives were compared and evaluated through the Value Engineering process. The Revised Market/Greene Alternative and the VE North Alternative were carried forward for detailed impact analysis, and were compared with the FEIS Market/Greene and North Option in the SEIS.

Section 4(f) Considerations

There are no new or different parks or recreation properties in the corridor between the Spokane River and US 395 at Wandermere from the 1997 FEIS. None of these properties were found to be impacted by a use or constructive use.

TDM and TSM Strategies Expected to be Implemented to Reduce Future Single-Occupancy Demand

Construction of a new facility would be only part of the transportation solution. The continuation and further development of the TSM and Mass Transit alternatives would happen concurrently, and all these components would combine to make a complete area transportation system. Strategies identified that are planned to be implemented in conjunction with the selected alternative include the following:

- Pedestrian and Bicycle Facilities - A system of bikeways and pedestrian paths is part of the coordinated transportation plan for the greater Spokane area. The NSC includes a separate, paved pedestrian/bicycle trail from the Spokane River to the Wandermere vicinity, to be connected to the existing Centennial Trail, and coordinated with a proposed trail in the Wandermere/Little Spokane River area.
- Bus Service - Spokane Transit Authority (STA) provides fixed route bus service, para-transit, vanpools, and park and ride facilities. STA currently has 13 park and ride lots in the Spokane area.
- Operational Management Strategies - The City of Spokane has recently completed an update of all downtown intersection signals and of the central traffic master. The current operational plan provides for integrating traffic control management and strategies into a single regional operating environment with adjacent agencies, implementing regional Intelligent Traffic Systems (ITS) applications. The City, Spokane County, WSDOT, and STA are cooperating in the development of a Regional Transportation Management Center.

Measures to Minimize Harm

Implementation of the Preferred Alternative will include the mitigation measures discussed in Chapter 4 of the FSEIS. All practicable means to avoid or minimize environmental harm have been incorporated into the selected alternative. These mitigation measures are summarized below. Page numbers in parentheses refer to the FSEIS where more details may be obtained. Mitigation commitments are also found in the Commitment List within the FSEIS Summary.

Air Quality

No adverse impacts are expected; therefore, no mitigation is proposed (4-1).

Noise

Mitigation was considered for all areas impacted by noise (4-3). Barriers are recommended where it is feasible to construct them and the benefit/cost ratio is reasonable. Based on the noise impact analysis for the Preferred Alternative, approximately 268 residences would be impacted by the project prior to noise abatement measures. According to WSDOT criteria, sound walls are proposed in the following segments of the alignment:

- Spokane River to Grace Street, both east and west sides
- Grace Street to Wellesley Avenue Interchange, east side
- Parksmith Drive to Mead Royale Mobile Home Park, east side

Approximately 382 residences would benefit from these sound walls. After providing this abatement, approximately 95 residences would remain impacted after completion of the proposed project. Mitigation beyond this is possible and is being investigated (4-12).

Energy

No mitigation measures would be required during operation of the proposed project, because operation impacts are less than those of the No-Build Alternative (4-15).

Geology and Soil

No mitigation is proposed. Best Management Practices (BMPs) for slope stabilization will be utilized to avoid adverse impacts (4-16).

Waterways and Hydrological Systems

No mitigation is proposed (4-16).

Flood Plains

Construction work within the Deadman Creek flood plain will require permit approval from Spokane County. In order to obtain the Flood Plain Permit, WSDOT will be required to show that there is no greater than one foot increase in base flood elevation, or to obtain an easement to allow inundation of the increased flood plain (4-17).

Water Quality

Storm water runoff will be directed to water quality and quantity treatment facilities prior to discharge to rivers, creeks, and wetlands. Discharge to surface water bodies will be avoided when possible through the use of infiltration Best Management Practices (BMPs). Special pollutant reduction strategies (combined BMPs), such as, but not limited to, retention tanks and ponds will be combined with infiltration BMPs to provide additional protection at sensitive sites.

WSDOT will confer with Spokane County over matters related to the Spokane Sole Source Aquifer, as directed by EPA. WSDOT will continue to coordinate with the County on aquifer protection through project implementation. WSDOT will also consult with EPA shortly before the project is implemented to assure that the project incorporates all necessary measures to avoid project-related contamination of the aquifer (4-17).

Shorelines

No mitigation is anticipated except what is required to comply with the local government shorelines permits (4-17).

Wetlands

No impacts are anticipated, and no mitigation is proposed (4-18).

Wildlife, Fisheries, and Vegetation

No mitigation is required or proposed (4-18).

Land Use

In comparison to the FEIS Alignment, the proposed Preferred Alternative is aligned along the edges of the developing areas north of the City of Spokane, rather than bisecting them. It keeps the corridor closer to the Interim Urban Growth Area boundary, which allows this area to develop in a more cohesive manner. It also reduces the displacement or disruption to businesses in the area (4-20).

Community Cohesion/ Regional and Community Growth

Two neighborhoods will be more heavily impacted by the Preferred Alternative; Garden City and Morgan Acres. The Garden City area was outside of the published preferred route in the 1997 FEIS. The alignment revision avoids a rapidly developing area but extends into an existing neighborhood. The increased impacts in the Morgan Acres neighborhood result from the Francis Avenue interchange redesign, which was necessary for functionality and to avoid impacts to major businesses and a Superfund site (4-31).

Parks and Recreation

No recreation areas were found to be impacted between the Spokane River and US 395 at Wandermere (4-33).

Farmland

Any topsoil removed from areas of prime farmland and farmland of statewide importance will be removed and stockpiled rather than covered over. The topsoil can then be used for erosion control and in areas of planting for BMPs. Disruptions of access to prime farmland property will be coordinated with property owners to help minimize impacts to the operations of that property. Alternative access to the affected parcels will be provided to mitigate any temporary loss of access (4-34).

Services

Mitigating measures include early coordination with affected schools, churches, social institutions, fire districts, Spokane Transit Authority, police, railroads, and utility companies to minimize disruptions and maintain access (4-35).

Transportation

Right-of-way is to be reserved for possible future light rail or other high-capacity transit within the corridor (4-43).

A pedestrian/bicycle crossing is proposed for the Wild Horse/Hillyard area, which will allow safer access between neighborhoods, schools, and commercial areas.

A pedestrian/bicycle trail along the full length of the NSC is proposed, to facilitate non-motorized transportation (4-44).

Frontage roads are proposed to provide improved safety for residents on parts of US 2 and from Lincoln Road to Piper Road vicinity (4-44).

Relocation

All necessary relocations will be made in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. WSDOT has documented 32 advance acquisition requests in the approved Relocation Assistance Program Plan, and will prepare a detailed Relocation Plan prior to the commencement of property acquisition within each segment of the project. Coordination with affected neighborhood and housing groups will be conducted to help identify residents with special needs. Coordination with local planning departments to develop strategies for minimizing overall neighborhood disruptions, isolation of specific neighborhood areas, and induced land use change will also be conducted early in the process. To ensure that all of the options applicable to the selected alternative meet NEPA requirements and are in compliance with the Environmental Justice Strategy outlined by Executive Order 12898, WSDOT will take all necessary and reasonable actions to ensure that this project will not result in disproportionately high and adverse health or environmental effects on minority or low-income populations. In the event that replacement housing is not available within a displaced individual's financial means, WSDOT will commit funds authorized for the project to provide such housing by constructing, relocating, rehabilitating, purchasing, renting, or otherwise financing the acquisition of necessary housing. The Preferred Alternative will displace many homes, apartments, and commercial buildings. Because this project has a 20-year, 6-phase construction schedule, it is anticipated that the lead time will be sufficient to complete the relocation process in an orderly, efficient, and humane manner. No residential occupant will be required to move from his or her dwelling unless a comparable replacement property is made available at least 90 days prior to the date upon which he or she is required to vacate (4-25).

Economic Elements

Employment

No mitigation is required (4-23).

Tax Revenues

No mitigation is required (4-30).

Property Values

No mitigation is required (4-30).

Cultural Resources

The Preferred Alternative was altered to avoid direct impacts to the Wittkopf site, a site of confirmed significant cultural value. Construction activities will be kept as far away from this site as possible, and access to the site will not be permitted during construction. As a precaution, excavation of the upper few feet of the cut to be made nearest the Wittkopf site will be monitored by an archaeologist. Clearing of forested areas between Fairview and Piper Roads should also be monitored, as investigation of a nearby possible site of interest proved inconclusive. Should cultural resources be encountered during construction, the Spokane Tribe and the Office of Archaeological and Historical Services of Eastern Washington University in Cheney, Washington, will be notified immediately.

Release of culturally sensitive information will be subject to the provisions of the Spokane Tribe Cultural Resource Protection Ordinance (4-46).

Hazardous Waste

A joint comprehensive investigation of the Preferred Alternative between Hawthorne Road and US 395 at Wandermere was performed by WSDOT and an environmental consultant. Remediation costs were estimated based on this investigation (4-48).

All structures that necessitate demolition for the completion of this project will require both an asbestos and a lead paint survey. All asbestos and lead paint found during these surveys will require abatement measures in compliance with all regulations both for disposal and for worker safety. Heating oil tanks, although considered exempt, will be removed in accordance with all regulations. Septic systems and water wells will require decommissioning in accordance with State and Spokane County regulations. Any site containing hazardous materials not identified during this assessment, discovered during the construction of this project will be reported and mitigated as required by all hazardous materials regulations.

During construction, all contractors are required to have and follow a detailed Spill Prevention Containment and Countermeasures Plan, prepared in accordance with WSDOT and WDOE guidelines. This plan covers spills of fuels, petroleum lubricants, or any other hazardous materials required to be on site for construction purposes. This plan also develops procedures for recognizing and controlling unknown contamination discovered during construction (4-51).

Visual Quality

All structural elements such as walls, bridges, buildings, and sign bridges will be developed to harmonize with existing structures and other landscape elements that are included in the transportation corridor. The final design will be coordinated with the WSDOT Olympia Service Center's Landscape Architecture Branch. Contour grading of the alignment structure and interchange slopes will be used to blend "cuts and fills" into the adjacent landforms. This may include varying slope angles and rounding slope edges near drainage channels and roadside ditches. Where roadway slope construction would result in extensive right-of-way purchases or visual impacts, consideration will be given to structural solutions such as retaining walls. A Roadside Master Plan will be developed to provide guidance during the design process. Native trees, shrubs, and grasses are proposed, to visually soften the structural elements. Some non-native shade trees and/or shrubs may be interspersed among the native plantings to provide continuity and cohesiveness with the vegetation found within the parks and residential neighborhoods bordering the proposed alignments (4-55).

Monitoring and Enforcement

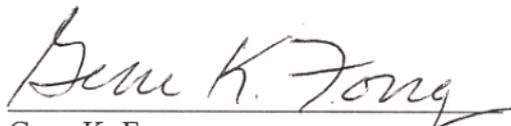
The Regional Administrator, Washington State Department of Transportation, Spokane, Washington, will be responsible for monitoring and enforcing mitigation measures.

The project will require the following permits:

<u>Permit</u>	<u>Issuing Agency</u>
Flood Control Zone Permit	Spokane City or County/ Ecology
Operating Permit for Surface Mining	Washington State Dept. of Natural Resources
Shorelines Management	Spokane County/Ecology
NPDES Baseline (Stormwater)	Ecology
Water Rights Appropriation	Ecology
Temporary Air Pollution	SCAPCA
New Source Construction	SCAPCA/Ecology
Forest Practices	WDNR
Building Permit for demolition	City/County Building Department

Comments on the Final EIS

There were no comments on the FEIS.


Gene K. Fong
Division Administrator
Federal Highway Administration

11/13/00
Date