

1.0 EXECUTIVE SUMMARY

The purpose of the Salmon Creek Interchange Project is to improve mobility and safety. The project seeks to accomplish this by expanding the existing interchange at NE 134th Street to allow a direct connection with a new arterial at NE 139th Street, improving the connection to NE 134th Street, and improving local roadways.

What is mobility? Mobility refers to the movement of people or goods. Mobility is measured in miles traveled and travel speeds.

This chapter summarizes the Environmental Assessment (EA) that follows. The layout of this EA is a question and answer format; most terminology used in the document is nontechnical. Terms deemed unfamiliar or technical in nature are presented in “sidebars” throughout the document. A list of these sidebars is presented in the table of contents. Appendix A contains a compact disk (CD) that has the technical (discipline) reports on it. They include more detailed information on each of the environmental elements presented in the EA. Maps describing project activities are provided in Appendix B. Appendix C includes agency correspondence for Section 7 of the Endangered Species Act. Appendix D contains the letter of concurrence on Section 106 of the National Historic Preservation Act of 1966 finding, and the finding of *de minimis* impact under Section 4(f) of the Department of Transportation Act of 1966.

1.1 *Where is the Salmon Creek Interchange Project located?*

The Salmon Creek Interchange Project is located north of Vancouver, Washington, in unincorporated Clark County (Exhibit 1.1-1). The Salmon Creek Interchange project study area (Exhibit 1.1-2) is the area where direct and indirect effects from the project are anticipated. The Salmon Creek Interchange project study area is bounded by NE 129th Street to the south, the NE 179th Interchange of I-5 to the north, NW 2nd Court to the west and NE 29th Avenue to the east. The project study area encompasses two interstate highway systems (I-5 and I-205). Uses in the area include residential (both single-family homes and multifamily complexes), commercial and retail services, light industrial or manufacturing, and the Legacy Hospital on the east side of I-205.

What are direct and indirect effects?

Direct effects are caused by an action and occur at the same time and place.

Indirect effects, also called secondary effects, occur as a result of a project but take place later in time than the initial project or are farther removed in distance. (40 CFR 1508.8)

The project study area also includes four potential offsite mitigation areas located in unincorporated Clark County (Exhibit 1.1-2, Sheet 2 of 2). The portions of the project study area associated with these sites are defined by a 500-foot buffer around the proposed mitigation footprints. The locations of these sites are as follows:

- **Carpio Mitigation Area** – located southwest of the NE 159th Street/NE 72nd Avenue intersection
- **Dietrich Mitigation Area** – located northeast of the NE 159th Street/NE 152nd Avenue intersection
- **Padden Mitigation Area** – located between NE Padden Parkway and NE 78th Street, west of NE Anderson Road
- **Grimm Mitigation Area** – located southwest of the NE 99th Street/NE 72nd Avenue intersection

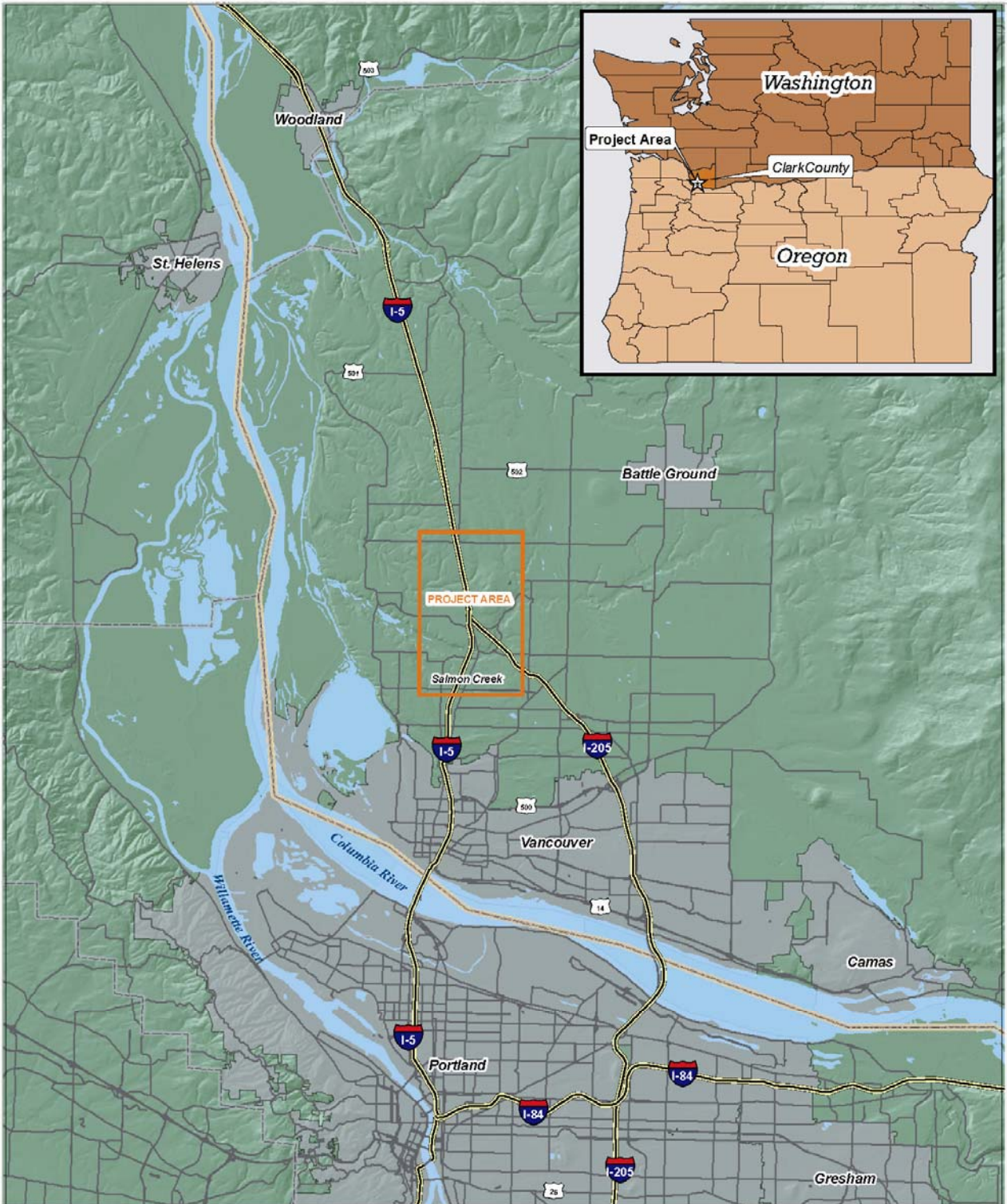


Exhibit 1.1-1
Salmon Creek Interchange Project
 Vicinity Map

Legend



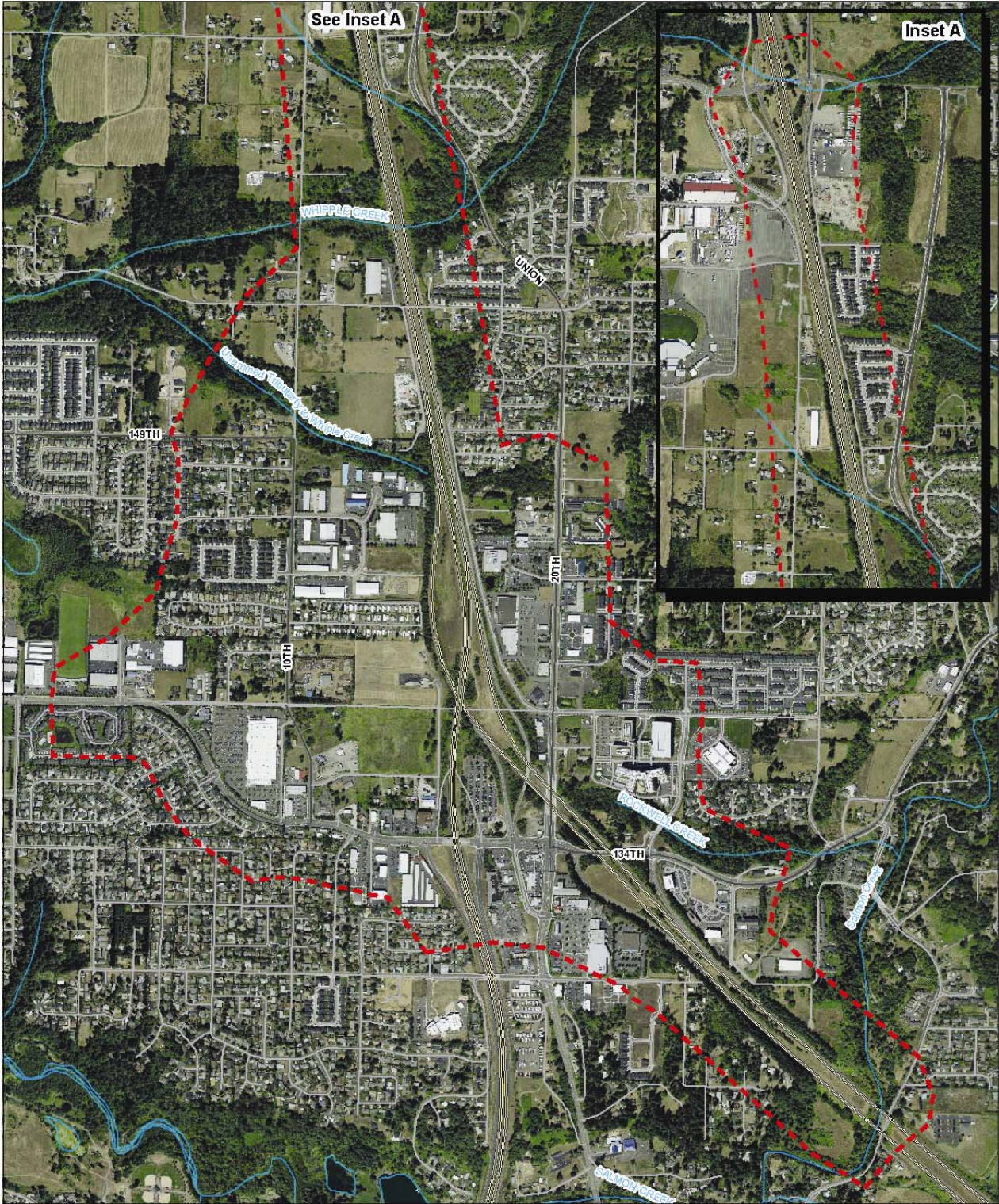
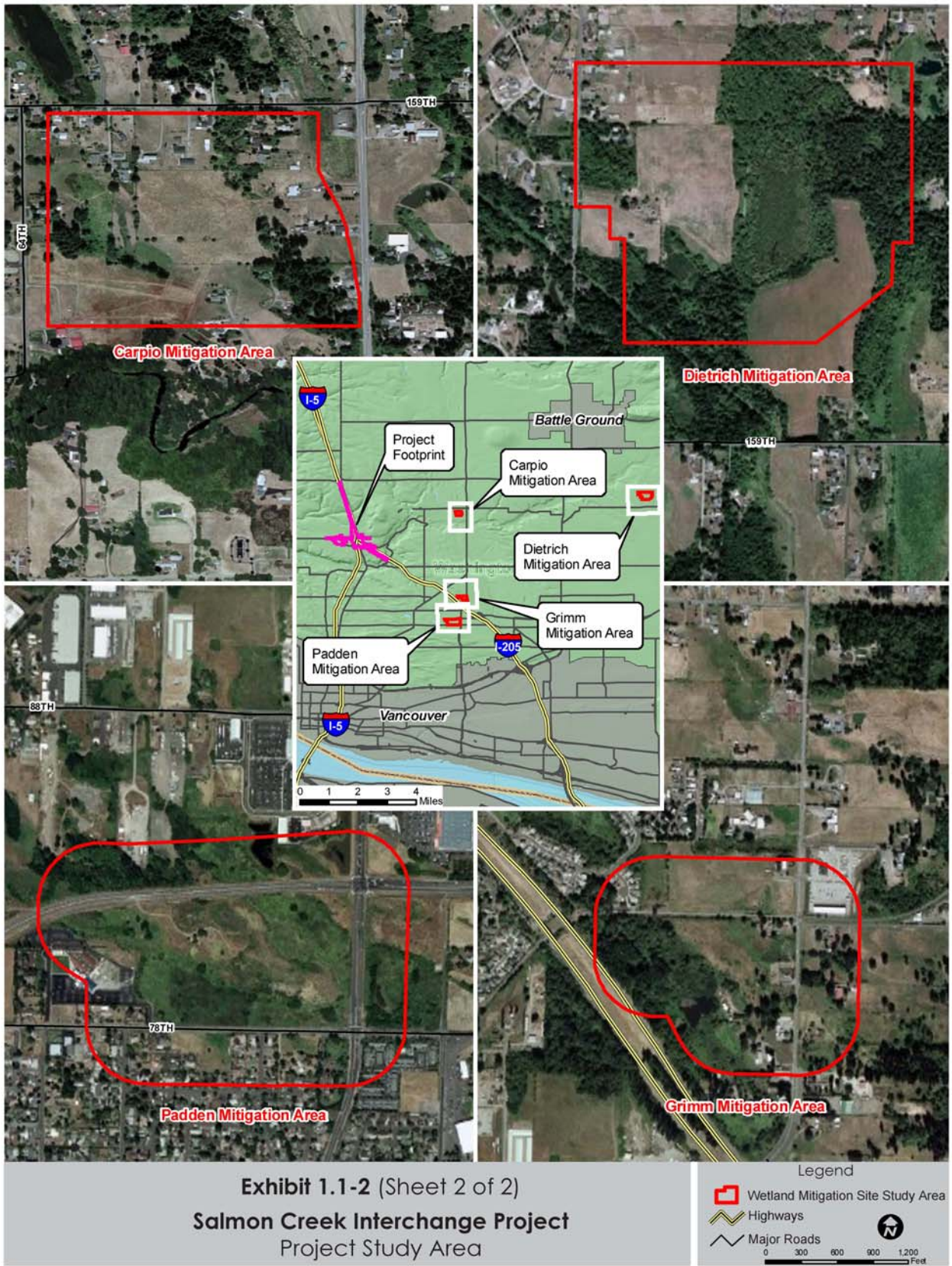


Exhibit 1.1-2 (Sheet 1 of 2)
Salmon Creek Interchange Project
 Project Study Area

Legend

- - - Project Study Area
- ~ ~ ~ Streams
- = = = Highway
- = = = Major Road
- = = = Minor Road

0 250 500 750 1,000 Feet



1.2 What is the Salmon Creek Interchange Project?

The Salmon Creek Interchange Project is a joint effort between the Federal Highway Administration (FHWA), Washington State Department of Transportation (WSDOT), and Clark County. The main construction elements of the Salmon Creek Interchange Project are described in this section.

The project is proposed to be built in two phases coinciding with the availability of funding. Phase 1 improvements have been identified as the most crucial for improving safety and mobility.

Phase 2 improvements would continue to improve safety and mobility within the Salmon Creek area. As outlined in Chapter 2, both phases, in the context of this EA, are considered as a single project.

Exhibit 1.2-1 and the exhibits provided in Appendix B illustrate the main construction elements of the project, which include the following:

1.2.1 Phase 1 Improvements

Interstate Improvements

Phase 1 improvements to I-5 and I-205 would include the following components:

- A new overcrossing of I-5 and I-205 would be constructed at NE 139th Street.
- New ramps would be added to NE 139th Street to expand the existing interchange into an interchange complex.
- The on-ramp from NE 134th Street to I-5/I-205 northbound would be removed and relocated to NE 139th Street. The existing I-205 southbound off-ramp and northbound Highway 99 legs would remain. The NE 134th Street westbound right-turn lane at the intersection would be removed as the northbound on-ramp would be demolished.

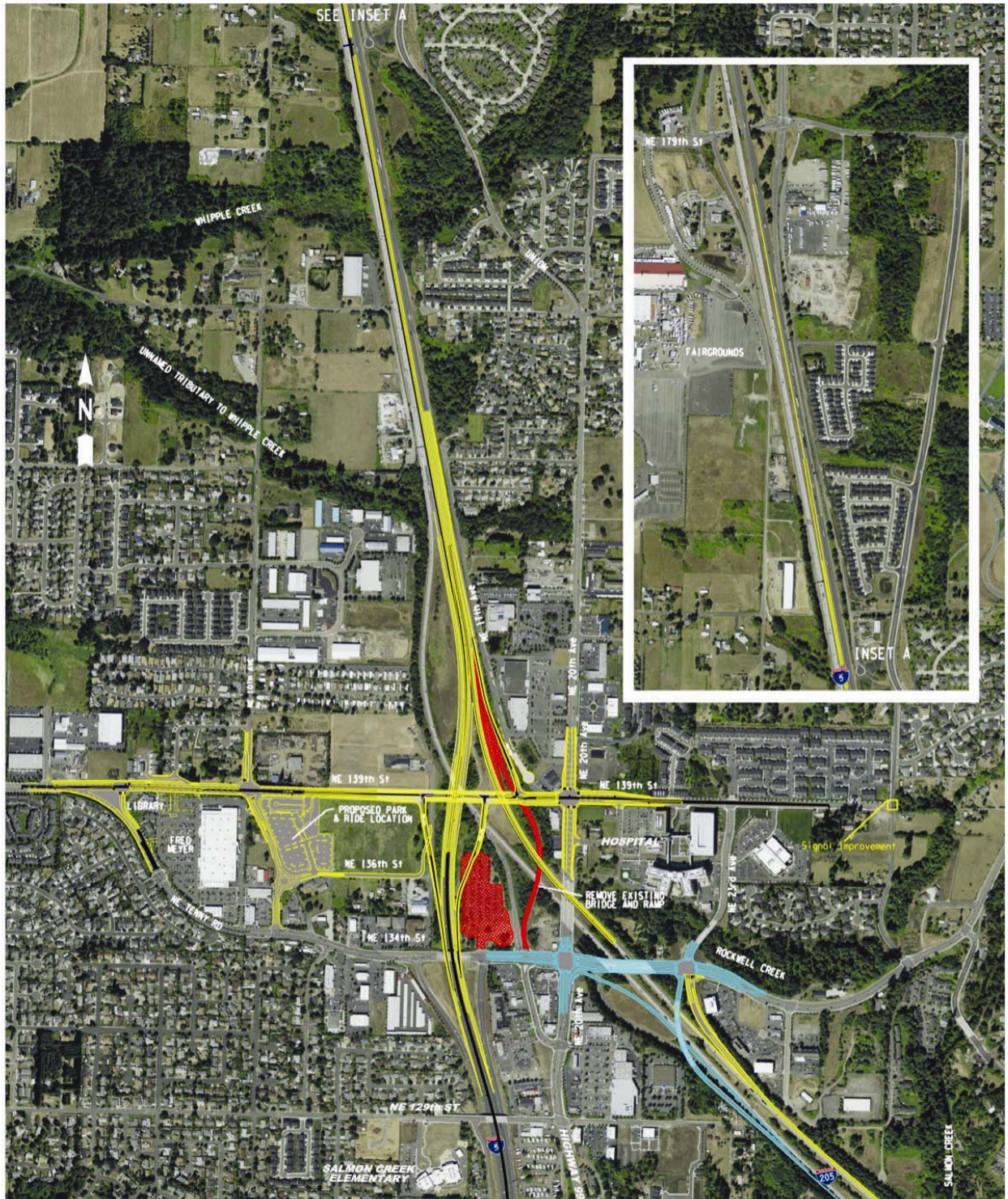


Exhibit 1.2-1

Salmon Creek Interchange Project
Proposed Build Alternative



- The existing I-205 northbound off-ramp to NE 134th Street would be widened to provide a two-lane off-ramp with an exit only auxiliary lane on I-205 northbound.
- A new I-5 northbound auxiliary lane from the I-205 merge area to an auxiliary lane approaching the NE 179th Street interchange would be constructed in the existing median of I-5.
- A new I-5 bridge over I-205 southbound would be constructed and would be wide enough to accommodate the future expansion of I-5 to three lanes in both directions.
- Northbound I-205 would be realigned to the west at NE 139th Street to accommodate vertical clearance requirements with NE 139th Street.

What is an auxiliary lane?

An auxiliary lane is an extra or extended lane that provides space for vehicles to accelerate or decelerate. It helps to improve safety when entering and exiting vehicles merge at an intersection or interchange.

Improvements to the Local Road System

Improvements to the local roadway system associated with Phase 1 of the project would include the following:

- The C-TRAN Park-and-Ride would be relocated from NE 134th Street to a new location near the SE corner of NE 139th Street and NE 10th Avenue. Riders would access the Park-and-Ride from NE 136th Street. Buses would access the Park-and-Ride from NE 139th Street. The associated frontage along NE 136th Street would be improved. The signal at the existing Park-and-Ride location across from the I-5 northbound off-ramp at NE 134th Street would be modified.
- NE 139th Street would be widened to a minimum of two lanes in each direction with bike lanes, a sidewalk on the south side, and a median from NE Tenney Road to the main driveway entrance of Legacy Hospital (west of 23rd Avenue). A new segment of NE 139th Street from NE 10th Avenue to NE 20th Avenue, which passes over I-5 and I-205, would be constructed with walls and structure and would contain the necessary channelization. New signals would be installed on NE 139th Street at the intersections of NE Tenney Road, NE 10th Avenue, and NE 29th Avenue.
- NE 20th Avenue and NE 139th Street would be redesigned with double left turn lanes and right turn lanes in all

directions. The existing traffic signal would be replaced to accommodate the additional lanes at this intersection.

- NE 139th Street and NE Tenney Road would be redesigned to a signalized modified “T” configuration with NE 139th Street being the main through route. The eastbound NE 139th Street traffic would have a two-lane slip lane to NE Tenney Road.
- NE 16th Avenue would be realigned to the west to accommodate the I-5 southbound on-ramp from NE 139th Street.
- Access from NE 17th Avenue to NE 139th Street would be closed with the construction of the on-ramp from NE 139th Street to I-205 northbound. Access to the commercial property between NE 17th Avenue and NE 20th Avenue would be from NE 20th Avenue. Residential traffic would use NE 150th Street to travel from NE 20th Avenue to NE 17th Avenue.
- NE 10th Avenue would be widened from NE 134th Street to NE 141st Street to one lane in each direction with bike lanes, sidewalks, and turn lanes at the signalized intersection of NE 10th Avenue and NE 139th Street. A roundabout would be at the intersection of NE 10th Avenue and NE 136th Street. Modifications would be made to the curb return from NE 134th Street westbound to NE 10th Avenue northbound.

1.2.2 Phase 2 Improvements

Interstate Improvements

A new southbound on-ramp from NE 134th Street at NE 23rd Avenue to I-205 southbound and a northbound NE 20th Ave to southbound I-205 slip ramp would be constructed as part of the Phase 2 improvements. The existing I-205 southbound slip ramp from NE 134th Street would be removed.

Local Roadway Improvements

Phase 2 improvements to the local roadway system would include the following:

- NE 134th Street from NE 20th Avenue to NE 23rd Avenue would be widened.
- The NE 134th Street/NE 20th Avenue intersection would be improved.

What is a slip ramp?

A ramp where vehicles do not have to stop or yield to enter the ramp (i.e., no signal, stop sign, or yield sign is located at the ramp/cross-road intersection).

1.3 Wetland Mitigation

The Salmon Creek Interchange Project would also include wetland mitigation to compensate for effects associated with roadway improvements. Permanent effects to wetlands would be mitigated through the preservation, creation, rehabilitation, or enhancement of wetlands. At the time this Environmental Assessment was prepared, four potential sites (Carpio, Dietrich, Padden, and Grimm) were under consideration to meet the mitigation needs of the project. Any combination of these sites may ultimately be selected for inclusion in the project. All four sites are located within the Salmon Creek watershed, as shown in Exhibit 1.1-2, Sheet 2 of 2.

1.4 Why are we proposing this project?

Clark County's population has increased substantially over the past 15 years. Although growth recently slowed down with the economic downturn, it is expected to continue. Much of the population growth has already occurred in the Salmon Creek area with housing, retail, office space, a hospital, and a college campus replacing what used to be farms and open space.

Today, NE 134th Street is primarily used for local east-west traffic across I-5 and I-205 and provides access to both freeways from the Salmon Creek area. The close proximity of traffic signals on NE 134th Street and high traffic volumes in the area create restricted mobility and long delays for motorists. The Salmon Creek Interchange Project, sponsored by FHWA, WSDOT, and Clark County, would help address these problems.

1.5 When would construction begin and how long would it take?

The anticipated construction start date for Phase 1 is 2010. The time estimated for Phase 1 construction completion is approximately 3.5 years (2013). Phase 2 construction is expected to begin in 2015 and last approximately 2.5 years (2017), provided funding becomes available. Exhibit 1.2-1 and the exhibits in Appendix B provide a map of the proposed Phase 1 and Phase 2 improvements.

1.6 *How would the project affect the environment?*

Based on the analysis conducted for the project and design elements that have been incorporated into the project to avoid and minimize effects, there would be no substantial effects to the environment. The following discussion highlights the findings of this analysis.

1.6.1 Traffic and Transportation

During construction, lane shifts, closures, and realignments would be coordinated to minimize effects on traffic. A Traffic Management Plan would be prepared and the public and service providers would be notified.

While the number of vehicles would increase over time, overall traffic mobility and safety would improve. With completion of Phases 1 and 2 of the project, arterial corridors would show improvements in travel speed. The NE 134th Street and NE 139th Street corridors are expected to comply with the minimum required speeds for those corridors. Modification to on- and off-ramps would reduce lane changing and decrease future collision risk.

1.6.2 Noise

Construction activities would increase noise levels in the vicinity of the project, although most construction would occur during daytime hours to reduce the effects.

Noise walls are proposed at four locations (one noise wall adjacent to the residential development at NE 143rd Street near the southbound I-5 off-ramp to southbound I-205 and three noise walls adjacent to residential developments on the east side of I-5 between NE 149th Street and NE 179th Street) to minimize traffic noise to nearby receptors. Noise levels along the roads and freeways would generally increase by approximately 0 to 10 dBA as a result of increasing future-year traffic volumes and project improvements that move travel lanes closer to residences. In most areas, noise would increase by 3 dBA or less. Studies have shown that an increase of 3 dBA is barely detectable by the human ear.

What is an adjusted decibel (dBA)?

Decibel is a unit for relative sound intensity. For highway traffic noise, an adjustment (weighted) of the high and low pitched sounds is made to approximate the way that an average person hears sound. The adjusted sounds are called "A" weighted levels (dBA).

What does reasonable and feasible mean with regard to noise?

Reasonable refers to the maximum cost per residence benefiting from the noise control. Feasible refers to whether the noise barrier can provide a substantial reduction in noise. Generally, a substantial reduction is at least seven dBA.

1.6.3 Land Use

Construction-related impacts to noise, visual quality, air quality, and traffic would temporarily interfere with land uses on adjacent prosperities.

The project would require the partial acquisition of up to 35 properties and total acquisition of up to 17 properties within the project study area. These acquisitions would result in approximately 9 acres of land converted to transportation-related use. The project would not require a zoning change; however, the fully acquired properties would result in a change from existing land use to transportation-related use. In addition, property suitable for wetland mitigation would be purchased from willing sellers. Where it would be necessary to acquire property, WSDOT and Clark County would conform to the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policy of 1970, as amended.

1.6.4 Historical and Cultural Resources

Fifty nine historic buildings were identified within the APE. Four buildings are eligible for placement on the National Register of Historic Places (NRHP). Consultation with the state Department of Archaeology and Historic Preservation (DAHP), the agency responsible for the NRHP, was initiated in June, 2005. The Department of Archaeology and Historic Preservation issued letters of concurrence with Section 106 of the Historic Preservation Act of 1966 for the project on January 7 and 8, and July 1, 2009. This documentation is included in Appendix D. One of the four buildings is located sufficiently far enough from project construction activities that it would not be substantially affected. Effects would be limited to temporary minor visual and noise effects. While the landscaping on this property would likely be affected by construction activities, it is not considered a contributing element to the significance of either historic property. The other buildings, a house, a Grange hall, and a barn, would not be affected by project activities.

Three archaeological sites were identified within the project study area. One site has been previously disturbed and is unlikely to contribute additional information about the region's past; therefore, it is not recommended eligible to the National Register of Historic Places. Excavations at the other

What is the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended?

This Act was enacted by Congress on January 2, 1971. It provides important protections and assistance for people affected by federally-funded projects. This law ensures people whose real property is acquired, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy.

What is the National Register of Historic Places (NRHP)?

The NRHP is the official listing of properties that have been determined to be significant in national, state, and/or local history.

two sites did not suggest that these sites should be recommended as eligible to the National Register.

1.6.5 Air Quality

Construction activities typically associated with roadway projects can temporarily generate dust and small amounts of other pollutants. Heavy trucks and construction equipment powered by gasoline and diesel engines would generate carbon monoxide in exhaust emissions. However, the predicted worst-case carbon monoxide concentrations for the project would not exceed national standards. Construction effects would be reduced by conforming to applicable WSDOT and Clark County standards.

The completed project would not exceed any of the National Ambient Air Quality Standards (NAAQS) for CO at any receptor location and would result in a decrease in all six of the Mobile Source Air Toxic (MSAT) emissions.

1.6.6 Water Resources

Construction activities such as clearing, grading, and excavation can compact soil and remove vegetation from a construction site, resulting in loss of soil stability and increased flow velocity of rainfall runoff from the disturbed areas. Temporary effects from construction would be controlled by implementation of a Temporary Erosion and Sediment Control (TESC) plan and a Spill Prevention, Control, and Countermeasures (SPCC) plan.

The project would result in a net increase of approximately 14.5 acres of new pollution generating impervious surface (PGIS) (23.5 acres of new PGIS and 9 acres of removed PGIS). Stormwater treatment would be provided for the 23.5 acres of new PGIS' or equivalent areas and approximately 26 acres of existing, currently untreated impervious surfaces within the project study area.

Although the total impervious surface area would increase, the new stormwater facilities would reduce water pollution and flows to a greater extent than existing facilities. In addition, Salmon, Whipple, and Rockwell creeks would have a reduction in pollutant loads for pollutants modeled.

What is carbon monoxide (CO)?

A colorless odorless poisonous gas produced by incomplete combustion of fossil fuel.



Unnamed tributary to Whipple Creek at NE 10th Avenue

1.6.7 Wetlands

Construction of staging areas and temporary access roads, as well as vegetation removal, could lead to erosion and increased sedimentation to wetlands, resulting in temporarily decreased water quality and reduced habitat availability. To minimize these temporary construction effects, best management practices (BMPs) such as sediment or exclusionary fencing, would be used to minimize water quality effects during construction. In addition, the wetland and wetland buffers temporarily affected by construction activities would be restored immediately following construction, and no permanent loss would result.

Completion of the project would permanently affect approximately four acres of wetlands and five acres of wetland buffer. Functions of those wetlands and wetland buffers permanently affected by project activities would be compensated through wetland mitigation. Wetland mitigation would follow US Army Corps of Engineers, Washington State Department of Ecology, and Clark County guidelines and would meet the requirement of no net loss of wetland or wetland functions.

What is wetland mitigation?

Mitigation is the restoration, creation, enhancement, or preservation of wetlands to replace those lost or degraded as a result of a project.

1.6.8 Vegetation, Wildlife, and Fish and Aquatic Resources

A Biological Assessment (BA) was prepared for the project to comply with the Endangered Species Act (ESA). The U.S. Fish and Wildlife Service (USFWS) issued a letter of concurrence on the BA on May 4, 2007 and National Marine Fisheries Service (NMFS) issued a Biological Opinion on March 20, 2009. This documentation is included in Appendix C.

Construction of the project would result in permanent vegetation removal, thereby removing habitat for local wildlife species. Construction activities would also include temporary vegetation removal and soil disturbance, which could lead to erosion and increased sedimentation to wetlands and waterways resulting in decreased water quality and habitat function. This may also affect fish downstream of construction areas by interrupting fish behavior.

There would be no permanent direct effects to fish or aquatic resources, such as loss of habitat or habitat alteration. Numerous standard WSDOT and Clark County measures

What are aquatic resources?

Aquatic resources is a collective term that is used to describe a complex matrix of physical, chemical, and biological components of the environment that support fish life during all life stages. In streams, these components include water quality, streamflow, physical features (including channel characteristics, rocks, large woody debris, and riparian vegetation), and associated biologic and ecosystem interactions.

would be implemented to avoid and/or minimize pollution, erosion, and runoff during construction activities.

1.6.9 Geology and Soils

Ground-clearing activities associated with construction would have the temporary effect of exposing soils to erosive forces. The effects would be managed using standard construction techniques, including the implementation of a TESC plan and an SPCC plan. To better identify subsurface conditions and address seismic stability, a thorough geotechnical evaluation would be completed to ensure design engineering is satisfactory and to avoid landslides and erosion hazards during operation of the project.

1.6.10 Hazardous Materials

There are 8 properties in the project study area where recognized hazardous materials could be encountered due to construction. Construction activities at these sites present a risk of exposing contamination. The risk at the majority of these sites is considered to be moderate; however, at two sites, the risk is high.

WSDOT and Clark County would follow standard construction practices, including the implementation of an SPCC plan.

1.6.11 Social Elements, Economics, and Environmental Justice

The project would require partial acquisition of up to 35 properties and total acquisition of up to 17 properties. Of the properties to be partially acquired, 4 are residential, 15 are businesses, 2 are residences and business, and 14 are vacant land. Of the properties to be completely acquired, 8 are residential, 1 is a business, 1 is a residence and business, and 7 are vacant land.

Construction activities may affect people and businesses within the project study area because of localized travel delays, changes in some business access, possible parking reductions, traffic detours, public transit delay, and increases in construction-related noise. The project would also affect some individuals due to property acquisition; however, construction activities and property acquisitions would occur in block groups that do not have a higher minority or low-income population than neighboring block groups. The research that occurred during the development of this EA and the public involvement/interaction process indicate the project

What is environmental justice?

Environmental justice is the simple, common sense notion that the negative environmental effects of projects should not disproportionately burden low-income and minority communities.

would not cause a high disproportionate and adverse effect on minority or low-income populations.

Effects to wait times for pedestrians crossing NE 139th Street resulting from increased traffic levels should be minor, particularly in comparison to the improved safety and pedestrian connections.

The new interchange and crossing at NE 139th Street would link residential areas, commercial areas, and businesses on the west side to the commercial areas, businesses, and services on the east side with an improved street system, sidewalk, and bike lane, which would facilitate cohesion. The additional north-south accesses along NE 139th Street would also facilitate cohesion.

In addition, several vehicle access points would be altered under the proposed project, which would result in permanent changes in access to local roads. These access alterations may alter commute time and distance and change patterns of connectivity to surrounding neighborhoods and businesses.

1.6.12 Visual Quality

Temporary, construction-related effects to visual resources would result from roadway detours and additional signage, vegetation removal, excavated areas, the presence of building materials and construction equipment, and additional lighting during nighttime construction. These activities would occur within established staging and construction limits.

The project would introduce new structures to the I-5 and I-205 corridors, and both interstate freeway users and residents would experience noticeable changes in visual quality. Given the existing roadway presence in the project study area, however, the project would not introduce elements that would cause substantial negative effects to visual resources.

1.6.13 Public Services and Utilities

The project's proximity to the Legacy Hospital would require close coordination with police, fire, and ambulance services to alert them of any road closures or detours that would negatively affect their travel times. During construction of the new C-TRAN Salmon Creek Park-and-Ride, access and bus routes would be altered, which may result in commuter delays. The completed project would have a positive effect on public services by improving traffic flow. The anticipated

effects from project construction activities are not considered substantial because they would be temporary.

Coordination with utility service providers would occur prior to construction. Utility customers could experience temporary service disruption during relocation efforts. Two utility lines and the Clark Regional Wastewater District's pump station on NE 139th Street may be permanently relocated to a nearby location. Furthermore, various utility and water pipes, underground telephone and cable lines, poles, and pedestals would be permanently relocated.

1.7 What indirect effects would occur?

Indirect effects are effects caused by an action, but occur later in time or farther removed in distance.

New water quality treatment and flow-control facilities built by the project would minimize downstream water quality degradation and hydrologic effects due to long-term streamflow impairment.

Because wetlands can provide beneficial water storage and water quality functions, loss of wetlands in the project study area may indirectly affect downstream water quality, and peak and base flows. In addition, the project would create new impervious surfaces and modify existing stormwater conveyance, which may indirectly affect wetlands near the project study area.

Improvements in transportation conditions would improve conditions for public services outside of the project study area.

1.8 What cumulative effects would occur?

The cumulative effects of past, present, and reasonably foreseeable development projects may potentially affect noise, land use, wetlands, and vegetation, wildlife, fish, and aquatic resources.

Increased noise resulting from the project would contribute to a cumulative effect in combination with the past, present, and reasonably foreseeable projects on receptors in the area.

In recent decades, land uses in the project vicinity have progressed from open space and farmland to more high-intensity uses. Historical data indicate that all of the available acreage for development would be fully built-out prior to completion of Phase 1, and that the project would not increase

What are indirect and cumulative effects?

Indirect effects occur as a result of a project, but take place later in time than the initial project or are further removed in distance from the project.

Cumulative effects occur as a result of incremental effects of the action on a particular resource when added to other past, present, and reasonably foreseeable future actions affecting that resource.

the rate of development. The project is not anticipated to contribute substantially to cumulative effects of growth and land development. Existing local and regional plans and policies help to control growth within the Urban Growth Boundary and ensure that planned development occurs with appropriate improvements to transportation facilities and other public infrastructure.

The project would temporarily and permanently affect wetlands. The effects would be compensated by the development of one or more offsite mitigation areas located within the Salmon Creek watershed, where all of the affected wetlands are located. Offsite mitigation would concentrate wetland functions into a large site, thus improving affected functions on a watershed scale. Because more wetlands would be created or enhanced than permanently affected, the project would have a positive contribution to cumulative effects within the Salmon Creek watershed.

The proposed project would contribute to the losses of vegetation, wildlife, and fish and aquatic resources in the area in combination with past, present, and foreseeable projects. Habitat improvements at the offsite mitigation area would contribute to a positive cumulative effect on wildlife. Despite an increase in impervious surfaces, improved treatment would reduce the pollutant loads to receiving waters and control influences on base and peak flows. Stormwater runoff from the project would have a minimal cumulative effect on fish and aquatic resources.

1.9 What are the benefits of the project?

There are also benefits that would occur as a result of the proposed project:

- Providing a new access at NE 139th Street and alleviating the gridlock conditions on NE 134th Street would eliminate ramp backups extending onto the I-205 and I-5 mainlines.
- Shifting the northbound on-ramp to I-5 from its current access to I-205 would reduce the amount of traffic-changing lanes in the section of I-5 between I-205 and NE 179th Street, reducing collision risk.
- Shifting the southbound off-ramp from NE 134th to NE 139th on I-5 would reduce the amount of traffic-

- changing lanes in the section of I-5 between I-205 and NE 179th Street, reducing collision risk.
- Safety upgrades and pedestrian connection improvements, such as the addition of bike lanes, sidewalks, and crosswalks, would improve connections for community members in terms of access.
 - The new interchange and crossing at NE 139th would link residential areas, commercial areas, and business on the west side to commercial areas, business, and services on the east side, improving community cohesion.
 - Improved mobility would reduce the amount of idling vehicles, thus facilitating improvements to air quality.
 - Noise walls constructed adjacent to residential areas at NE 143rd Street near the southbound I-5 off-ramp to southbound I-205 and on the east side of I-5 between NE 149th Street and NE 179th Street would reduce some of the noise effects of traffic on the mainlines.
 - Wetlands would be preserved, created, rehabilitated, or enhanced at mitigation sites.
 - Stormwater treatment would be provided for 26 acres of existing, currently untreated impervious surfaces within the project study area, reducing water pollution to a greater extent than existing facilities.
 - Salmon, Whipple, and Rockwell Creeks would have a reduction in pollutant loads for modeled pollutants.

1.10 Where can project information be found?

The project website is located at:

<http://www.wsdot.wa.gov/Projects/I5/ne134thi205/>

The website provides current project information, including design, process, schedule, public involvement opportunities, and WSDOT and Clark County contact information.

A project toll-free hotline has also been established at 1-877-624-7196. Messages left on this hotline are monitored and distributed to the appropriate project contact.

1.11 What are the next steps?

This EA will be used by the FHWA to determine whether a finding of no significant impact (FONSI) will be prepared under NEPA, or if greater environmental review is needed in the form of an environmental impact statement (EIS). WSDOT will also use this evaluation to make a determination under SEPA.