

## 8.0 ENVIRONMENTAL COMMITMENTS

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WSDOT and Clark County have well-established design and construction practices for avoiding or minimizing effects resulting from environmental conditions anticipated along the project alignment. The following sections describe the measures that WSDOT and Clark County would include in the project to avoid or minimize effects during construction and operation.

### **8.1 Traffic and Transportation**

#### **8.1.1 Construction Commitments**

- Prepare a Traffic Management Plan (TMP) prior to construction.
- Prepare a public information plan to keep the public informed during construction.

### **8.2 Noise**

#### **8.2.1 Construction Commitments**

- To the extent practicable, use construction equipment with sound control devices. No equipment would have unmuffled exhaust.
- To the extent practicable, place material stockpiles for rock-crushing operations between the operation and any affected, occupied residence within 3,000 feet, or limit noise by other means as directed by the Engineer.
- As directed by the WSDOT/Clark County engineer, the contractor shall implement noise mitigation for nighttime construction as outlined in the noise variance.

#### **8.2.2 Long-term Commitments**

- Construct noise walls at the following locations:
  - On the west side of I-5 near NE 143rd Street and the southbound I-5 off-ramp to southbound I-205.
  - On the east side of I-5 between NE 149th Street and NE 179th Street.

### **8.3 Land Use/Section 4(f) and Section 6(f)**

#### **8.3.1 Construction Commitments**

- Prepare and implement a Traffic Management Plan to avoid and minimize construction effects.
- Clearly sign detour routes where local streets must be closed during construction.
- Prepare and implement a public information plan that disseminates information of pending temporary street closures, nighttime work, and construction staging.
- Maintain reasonable access to local businesses throughout the construction period. Provide signage communicating to potential customers that businesses are open during construction.
- Conform to the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as amended and implemented by FHWA under 49 CFR Part 24, and according to Chapter 468-100 of the Washington Administrative Code (WAC) Uniform Relocation and Assistance and Real Property Acquisition.

### **8.4 Historic and Cultural Resources**

#### **8.4.1 Construction Commitments**

- Notify the Department of Archaeology and Historic Preservation (DAHP), Cowlitz Indian Tribe, and the WSDOT Headquarters Cultural Resources Program should previously unidentified cultural resources or human remains be encountered. If this occurs, work in the immediate vicinity of the discovery would cease until the significance of the discovery can be evaluated and a course of action implemented.

### **8.5 Air Quality**

#### **8.5.1 Construction Commitments**

- Where practicable, employ Best Management Practices (BMPs) to control fugitive dust in accordance with the *Guide to Handling Fugitive Dust from Construction Projects* (AGCW, 1997).
- Employ measures to control the emission and deposition of particulate matter, as well as emissions of CO and NO<sub>x</sub> during construction.

## **8.6 Water Resources**

### **8.6.1 Construction Commitments**

- Implement a Temporary Erosion and Sediment Control (TESC) plan to minimize erosion and sedimentation.
- Implement a Spill Prevention, Control and Countermeasures (SPCC) plan to ensure all harmful materials are properly stored and contained.

### **8.6.2 Long-term Commitments**

- Use design and construction standards outlined in WSDOT's *Highway Runoff Manual (HRM)*, which is consistent with the revised *Ecology 2005 Stormwater Management Manual for Western Washington*.

## **8.7 Wetlands Biology**

### **8.7.1 Construction Commitments**

- Implement a TESC plan to minimize erosion and sedimentation.
- To minimize temporary construction effects, use BMPs during construction. While specific BMPs would be identified during the permitting phase of the project, typical BMPs for this type of project include:
  - Locating equipment staging areas and soil stockpiles in upland areas and outside of wetland buffers.
  - Flagging the limits of the construction area to minimize construction-related effects to adjacent wetlands and prohibiting access beyond the flagged area.
  - Covering soil stockpiles with an impervious material when unattended for long periods of time and during a storm event.
  - Installing sediment fencing adjacent to all wetlands and regularly inspecting and maintaining the fencing.
  - Storing hazardous substances, chemicals, fuels, and lubricating oils in uplands away from wetlands and wetland buffers.

### **8.7.2 Long-term Commitments**

- Offset losses to wetlands and buffers through the preservation, creation, rehabilitation, or enhancement of wetlands elsewhere. The amount of mitigation required

would be determined by replacement ratios in accordance with Corps, Ecology, and County guidelines and would be determined as part of the mitigation planning process.

## **8.8 *Vegetation, Wildlife, and Fish and Aquatic Resources***

### **8.8.1 Construction Commitments**

- Implement a TESC plan to minimize erosion and sedimentation.
- To the extent practicable, limit vegetation removal and retain large trees.
- Implement the measures listed in the Biological Opinion received from NOAA Fisheries (see Appendix C)

### **8.8.2 Long-term Commitments**

- Restore disturbed areas outside new lanes, ramps, and shoulders, and other structures according to the WSDOT Roadside Classification Plan (WSDOT, 2007) and Clark County standards.
- Implement the measures listed in the Biological Opinion received from NOAA Fisheries (see Appendix C)

## **8.9 *Earth (Geology and Soils)***

### **8.9.1 Construction Commitments**

- Conduct a geotechnical evaluation to obtain sufficient information concerning potential geological and soil hazards, including the potential for settling. Analyze new information on soil conditions from this evaluation, and take appropriate design measures to address any new risks.
- Take appropriate precautions if the project affects areas with marginal slope stability.
- Use standard seismic designs and applicable building materials.

### **8.9.2 Long-term Commitments**

- Follow the applicable WSDOT and Clark County maintenance procedures for the new facility where appropriate and feasible.
- Inspect roadways and structures per agency protocols.

## **8.10 Hazardous Materials**

### **8.10.1 Construction Commitments**

- Follow standard construction BMPs to avoid and minimize effects associated with hazardous materials and comply with all applicable environmental procedures, rules, and regulations.
- Implement a SPCC Plan to minimize spills, and ensure all harmful materials are properly stored and contained.
- Confirm construction materials are not acquired from contaminated sources.

## **8.11 Social Elements, Economics, and Environmental Justice**

### **8.11.1 Construction Commitments**

- Prepare and implement a Traffic Management Plan, and where local streets must be closed during construction, clearly mark detour routes with signs.
- Prepare and implement a public information program that disseminates information of pending temporary street closures, nighttime work, and construction staging. Provide this information in Spanish in areas where Spanish is spoken.
- Maintain reasonable access to local businesses throughout the construction period.
- Post appropriate signs communicating that businesses are open during construction.
- Maintain existing pedestrian and bike routes during construction through the use of proper detour signage.
- Provide alternate pedestrian access routes through the work zone that comply with applicable ADA requirements. Provide adequate signing and guide the visually impaired through the work zone.
- Coordinate construction activities with school and transit authorities and emergency services, and provide advance warning to adjacent properties regarding access and schedule.
- Coordinate with utility providers to prepare for any necessary relocation and ensure service during construction.

### **8.11.2 Long-term Commitments**

- Conform to the requirements of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, as amended and implemented by FHWA under 49 CFR Part 24, and according to Chapter 468-100 of the WAC Uniform Relocation and Assistance and Real Property Acquisition.
- Design the project, including the Park-and-Ride, sidewalks, and curb ramps, to meet the applicable ADA requirements.

## **8.12 Visual Quality**

### **8.12.1 Construction Commitments**

- To the extent practicable, shield construction lighting or focus it on work areas to minimize spillover of artificial light.

### **8.12.2 Long-term Commitments**

- Replant and landscape disturbed areas to enhance aesthetics.
- Limit new lighting to the areas necessary for safety (the immediate vicinity of the new overpass and interchange), and use directional lighting where feasible to minimize glare to surrounding areas.
- Apply consistent design types, textures, materials, and colors to structures throughout the project study area. Structures would also be consistent with other similar structures in the local I-5/I-205 corridors.
- Where feasible, plant trees and shrubs around walls and bridge structures to reduce the scale of the structure relative to surrounding areas.
- Vegetate road embankments to soften and blend the roadway into the surrounding landscape and to create a sense of continuity with the surrounding community.

### ***8.13 Public Services and Utilities***

#### **8.13.1 Construction Commitments**

- Coordinate with utility providers prior to construction to identify and resolve conflicts.
- Prior to removal of the existing Park-and-Ride, notify the public of dates of opening/closure and post signs at the lot to announce closure and the location of the new nearby Park-and-Ride.