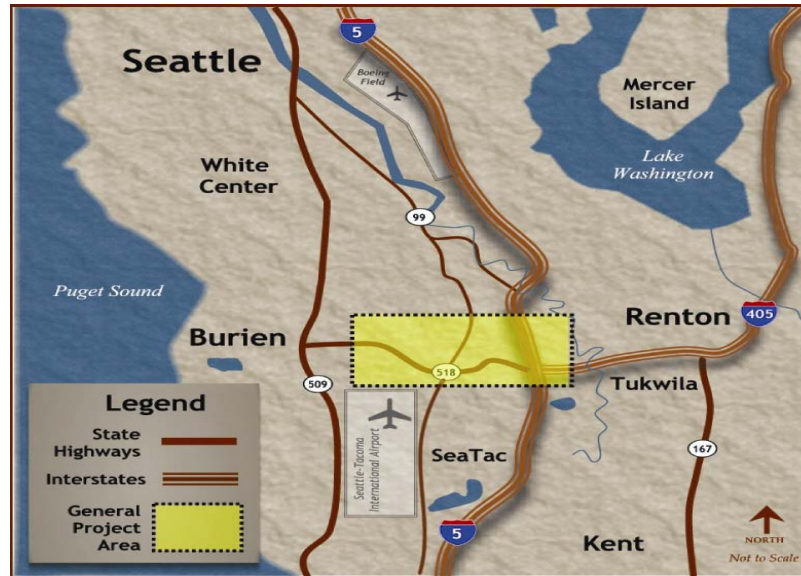


# SR 518 SeaTac Airport to I-5/I-405 Interchange



80% of the traffic to the SeaTac Airport travel on SR 518. With a continual increase in demand, SR 518 traffic is projected to experience more than thirty minute delays with back-ups nearly to the airport garage. This project improves mobility and safety by constructing a third eastbound lane between the north airport expressway and the I-5/I-405 interchange. Construction activities began in July 2007 and are scheduled for completion in Fall 2009.

Mitigation Types: stormwater, wetland, stream, noise

## SR 518 SeaTac Airport to I-5/I-405 Interchange

Significant Mitigation Drivers	Agency	Mitigation Categories	Mitigation Cost	% of Project Cost	Mitigation Comments
Clean Water Act Section 402	Ecology	Stormwater Facilities	\$3,999,000	9.9%	Primarily used ecology embankment, pond and erosion control plantings to treat over 8 acres of impervious.
Clean Water Act Section 404 Clean Water Act Section 401	Corps Ecology	Wetlands Restoration	\$1,000,000	2.5%	Purchased wetland bank credits from Springbrook.
Clean Water Act Section 401 Clean Water Act Section 402 Hydraulic Project Approval	Ecology Ecology WDFW	Stream Protection	\$4,027,000	10.0%	Structural earth wall for impact avoidance in addition to stream enhancements.
FHWA Noise Abatement Criteria	FHWA	Noise	\$4,942,000	12.2%	Noise barriers and walls covering over 1.6 acres.
		Totals	\$13,968,000	34.6%	

The proposed project will make beneficial improvements to existing environmental conditions. Noise walls will be installed to reduce traffic noise for neighborhoods. Runoff from the highway will be treated to enhance overall water quality conditions. Stormwater detention facilities and structural earth walls will be provided to protect Gilliam Creek.

### Legend

-  Existing ROW
-  Streams
-  Stream Culvert
-  Wetlands
-  Proposed Detention Pond
-  Proposed Retaining Wall
-  Proposed Pavement
-  Proposed Noise Barriers



Noise – \$4.94M  
16.6%

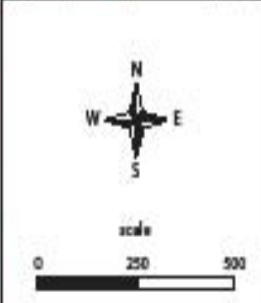
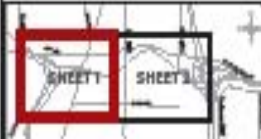
New third eastbound  
general-purpose lane

SR 518

SR 99 on-ramp  
connection

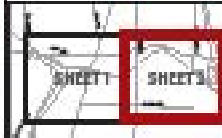
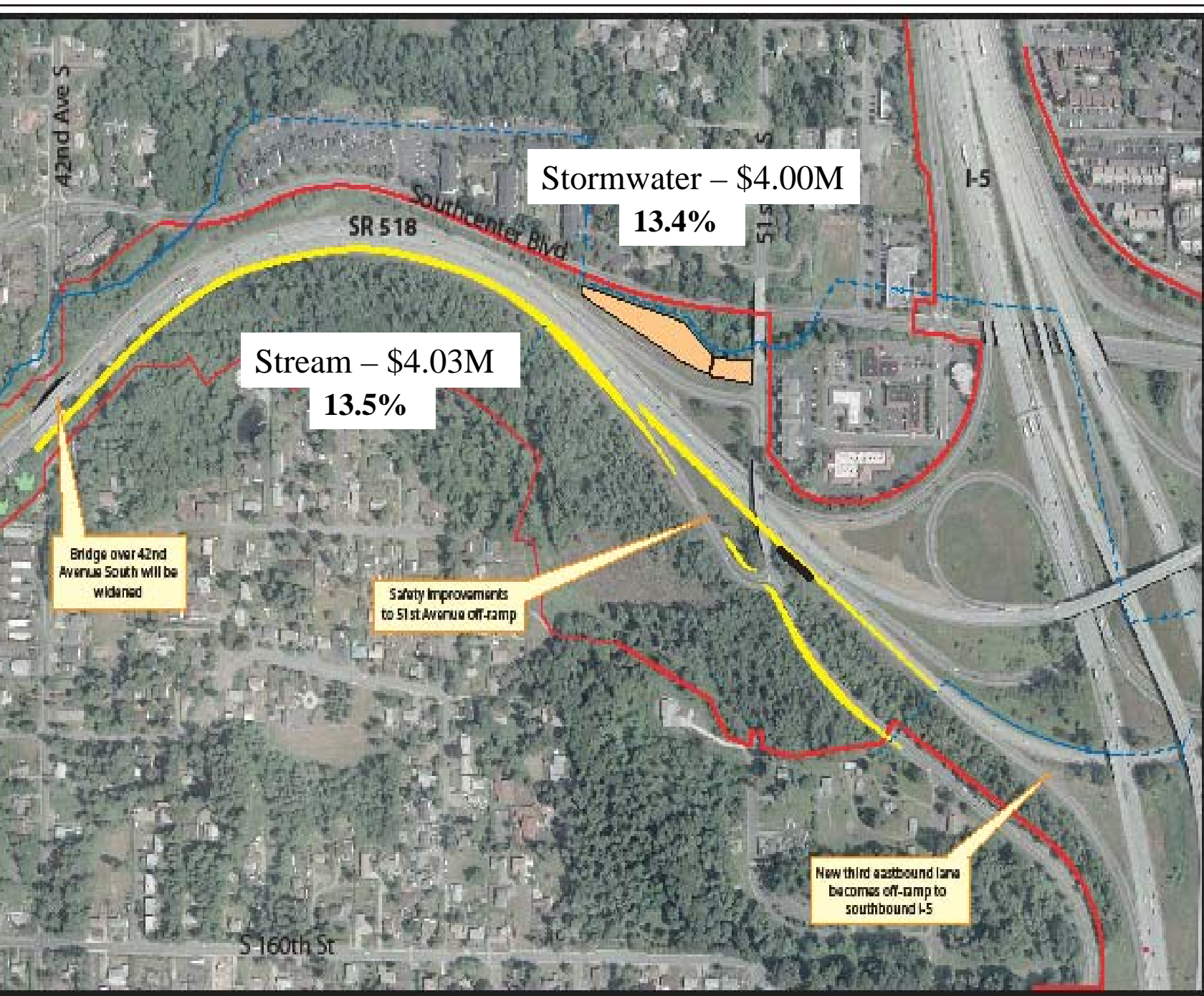
One NAE on-ramp  
lane will merge,  
the other will become the  
third eastbound lane

Wetland – \$1.00M  
3.4%



# Legend

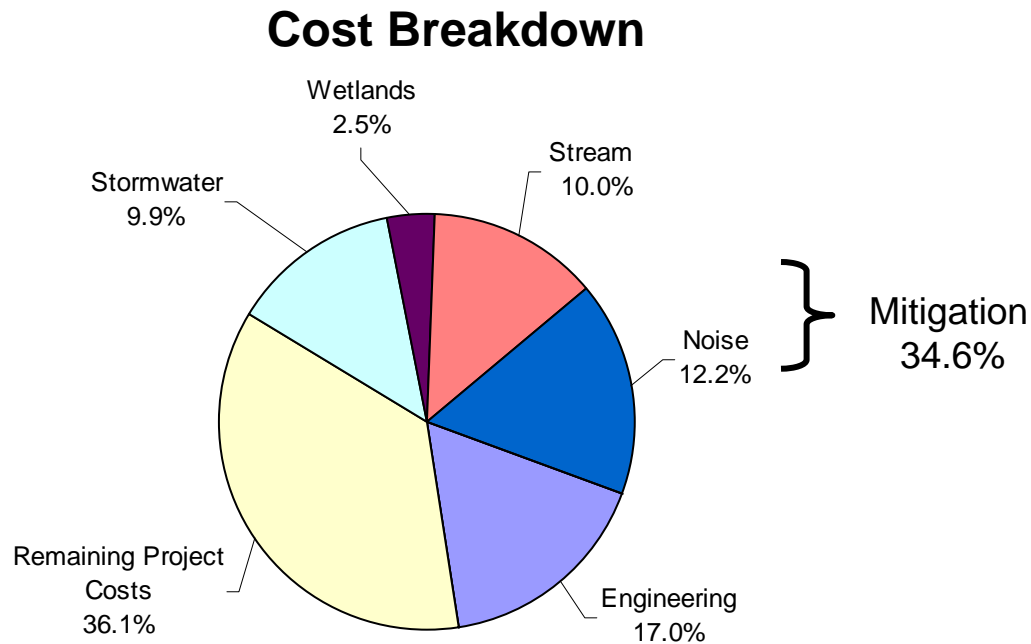
-  Existing ROW
-  Streams
-  Stream Culvert
-  Wetlands
-  Proposed Detention Pond
-  Proposed Retaining Wall
-  Proposed Pavement
-  Proposed Noise Barriers



# SR 518 SeaTac Airport to I-5/I-405 Interchange

Phase Costs	
Preliminary Engineering	\$6.96M
Wetland Bank/Port Project	\$1.25M
Construction	\$32.23M
<b>Total</b>	<b>\$40.44M</b>

Mitigation Costs		
Mitigation Elements	Total Mitigation Cost	% of Total Project Cost
Stormwater	\$4.00M	9.9%
Wetland	\$1.00M	2.5%
Stream	\$4.03M	10.0%
Noise	\$4.94M	12.2%
<b>Total of Mitigation Elements</b>	<b>\$13.37M</b>	<b>34.6%</b>
All Other Items	\$27.07M	
<b>Total</b>	<b>\$40.44M</b>	



### Lane Mile Cost Equivalence:

Adds new ramps/access at \$28.1M per lane mile.  
 Total project cost is \$40.44M for 1.44 new lane miles.  
 Minus the cost for mitigation - \$18.8M per lane mile.