Existing Conditions

From this… → **To this…**

Design Visualization

I-5 Everett – SR 526 to US 2 HOV Lanes

The I-5 Everett Freeway & HOV Expansion Project, located in Everett, Washington, adds one additional lane northbound for 6 miles from the Boeing Freeway (SR 526) to the vicinity of Marine View Drive, and one additional lane southbound for 4.6 miles. It also builds nearly 1 mile of new lanes in each direction, from US 2 to the Boeing Freeway (SR 526). The total project cost is $219 million and began with a design-build contract on May 25th, 2005 with Atkinson-CH2M Hill, Joint Venture. Project completion is scheduled for June 2008 or earlier.

Mitigation for the I-5 Everett Freeway & HOV Expansion Project includes: five stormwater facilities to provide water quality treatment for all existing and new impervious surfaces (stormwater retrofit of the highway); one combined stormwater facility/wetland mitigation site totaling 13 acres; stream protection; and the construction of seven new noise walls.

I-5 Everett – SR 526 to US 2 HOV Lanes
Noise Mitigation

Per Federal Highway Administration noise abatement criteria, WSDOT will provide mitigation for any noise effects that approach or exceed 67 dBA when reasonable and feasible.

For the Everett Nickel Project, the results of a noise assessment indicated that seven new noise walls would be required. A total of 344,000 square feet of noise walls will be constructed during the project for a total cost of approximately $21,920,000.

I-5 Everett – SR 526 to US 2 HOV Lanes
Wetland Mitigation

Water Quality Site #1 and Wetlands

In addition to many local and state regulations, the federal Clean Water Act regulates the dredging and filling of wetlands. The United States Army Corps of Engineers has standards for delineation and mitigation of wetlands that must be followed to obtain a permit for construction of a project that may impact wetlands.

The project's stormwater facility (Water Quality Site #1) impacts 0.03 acres of wetland and 0.01 acres of an unnamed stream, which occurs with the reconstruction of an outfall pipe to the Snohomish River. The outfall pipe will be constructed with a fish barrier to ensure that fish are not stranded during flooding of the Snohomish River.

I-5 Everett – SR 526 to US 2 HOV Lanes Stormwater Mitigation

WSDOT is committed to protecting our streams and rivers. No previous project on I-5 has provided any drainage facilities beyond simple storm drains for roadway runoff that discharge to the Snohomish River.

Today's environmental laws stipulate that roadway runoff is an unacceptable source of river and stream pollution. Per local, state, and federal regulations such as the Clean Water Act, WSDOT is required to comply with the standards for stormwater discharges to waters of the state.

As part of this project, crews will install more than 60 thousand feet of new drainage pipe that lead to six stormwater treatment ponds and wetlands at strategic sites along I-5 in Everett. These facilities will make water cleaner, improve the river's health, provide recreational opportunities, and create new space for wildlife.

Overall, crews will improve stormwater flowing from 280 acres of pavement, medians, and slopes and will fully retrofit existing highway drainage.

Crews will use best management erosion control measures, including covering any disturbed soil and muddy areas with plastic and straw, to prevent erosion and protect these valuable aquatic resources.

Six ponds will be constructed primarily within existing right of way, with the exception of one pond/wetland mitigation site. In addition, temporary erosion control measures will be provided during construction.

The project will fully retrofit the highway for stormwater treatment at a cost of $26,043,000.

I-5 Everett – SR 526 to US 2 HOV Lanes
Context Sensitive Solutions

Planting and Context Sensitive Design

The project will disturb 70 acres of right of way along I-5. The Design-Builder will protect and preserve mature trees and vegetation to the extent possible during construction. Vegetation will also be planted to provide visual screening to and from the highway. Aesthetic designs will be utilized to ensure a coordinated visual appearance that blends the project into the overall highway corridor and provides a community connection to the project.

Creating a Better Looking Landscape & Controlling Future Erosion

WSDOT desires to be a good neighbor and an integral part of Washington's communities. During construction, our goal is to leave project areas on and near the roadways we work looking nicer and in better condition than we found them. Crews have a plan to replant native vegetation when construction is complete, especially in the 70 acres of property along I-5 we have to disturb to build the new lanes and the Broadway Avenue exit.

Although trees will need to be cut down to build portions of this project, crews will do their best to protect and preserve mature trees and vegetation. Vegetation will also be planted to provide visual screening to and from the highway. Noise walls, retaining walls, lighting fixtures, and other project components will be specially chosen to improve the City of Everett look and feel.

I-5 Everett – SR 526 to US 2 HOV Lanes Cost Summary

Preliminary Engineering	$12.7M
Right of Way	$3.9M
Construction	$202.6M
Total	$219.2M

Mitigation Elements	**All-in Mitigation Cost (*)**	**% of Total Project Cost**
Noise	$21.9M	10.0%
Wetland	$5.6M	2.6%
Stormwater	$26.0M	11.9%
Subtotal of Mitigation Elements	$53.5M	**24.4%**
All Other Items	$188.1M	75.6%
Total	$219.2M	

(*) All-in cost includes allocation of preliminary engineering, right of way, and construction cost.

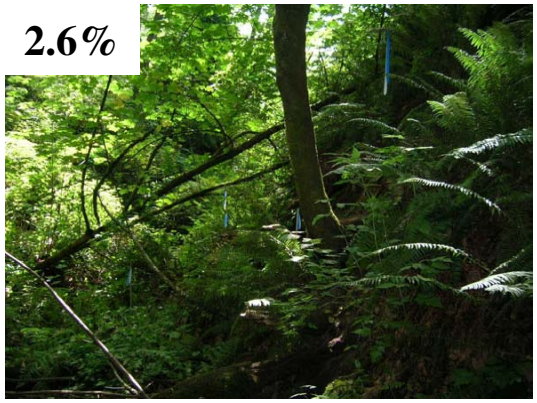
10.0%

Noise – $21.9M

11.9%

Stormwater – $26.0M

2.6%



Wetland – $5.6M