

I-405, Bellevue to Lynnwood Improvement Project

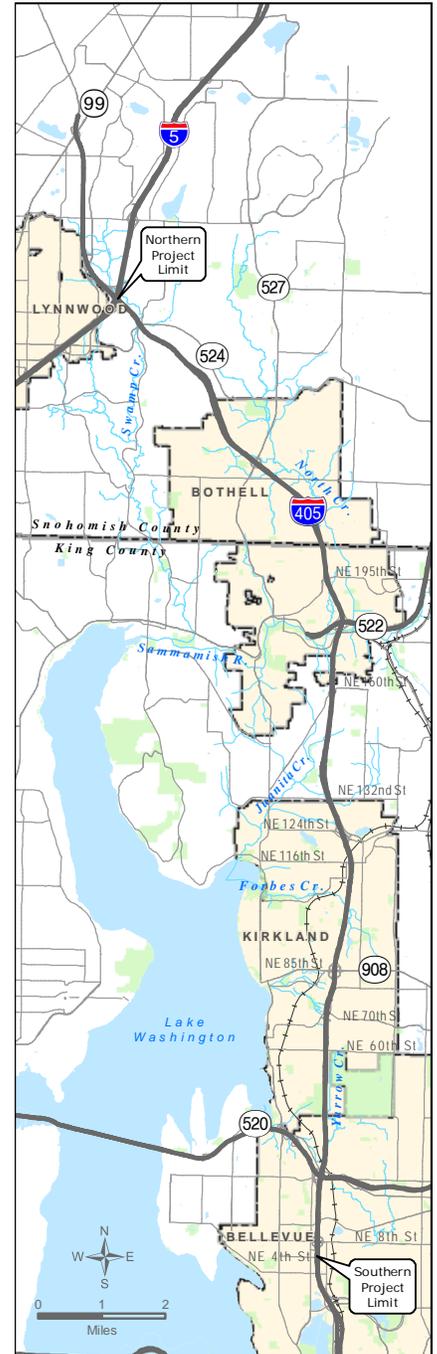


Corridor Program

Congestion Relief & Bus Rapid Transit Projects

FINDING OF NO SIGNIFICANT IMPACT

July 2011





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[7/25/11]

**I-405, Bellevue to Lynnwood Improvement Project
King County and Snohomish County, Washington**

Finding of No Significant Impact

***By the U.S. Department of Transportation
Federal Highway Administration***

The Federal Highway Administration (FHWA) has determined, in accordance with 23 CFR 771.121, that the proposed project will have no significant impact on the environment.

This Finding of No Significant Impact (FONSI) is based on the Environmental Assessment (EA) (incorporated by reference) and other documents and attachments, as itemized in this FONSI. These documents have been independently evaluated by FHWA and are determined to accurately discuss the project purpose, need, environmental issues, impacts of the proposed project, and appropriate mitigation measures. The review provided sufficient evidence and analysis for determining that an environmental impact statement (EIS) is not required.

FHWA takes full responsibility for the accuracy, scope, and content of the EA, as modified by this FONSI and the referenced documents.

July 20, 2011

Date of Approval



Peter A. Jilek, P.E.

Federal Highway Administration
Urban Area Engineer

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Acronyms and Abbreviations

Acronym or Abbreviation	Meaning
APE	area of potential effect
AGCW	Associated General Contractors of Washington
BA	biological assessment
BMPs	best management practices
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CO	carbon monoxide
CSS	context sensitive solutions
DAHP	Washington State Department of Archaeology and Historic Preservation
dBA	decibels in the A-weighted scale to show relative loudness of sound
dbh	diameter at breast height (1.4 meters above the ground)
DNS	Determination of Nonsignificance
DOT	U.S. Department of Transportation
DSHS	Department of Health and Human Services
EA	environmental assessment
EBT	electronic benefit transfer
EFH	essential fish habitat
EIS	environmental impact statement
EO	Executive Order
ESA	Endangered Species Act
FEIS	final environmental impact statement
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FTA	Federal Transit Administration
GP	general-purpose
HRM	WSDOT <i>Highway Runoff Manual</i>
HOV	high-occupancy vehicle
HPA	hydraulic project approval
I-405	Interstate 405
JARPA	Joint Aquatic Resources Permit Application
LEP	limited English proficiency
lf	linear feet
LWD	large woody debris
MOA	memorandum of agreement
MTCA	Model Toxics Control Act
MTP	Metropolitan Transportation Plan
NAAQS	National Ambient Air Quality Standards

Acronym or Abbreviation	Meaning
NAC	Noise Abatement Criteria
NESHAP	National Emission Standards for Hazardous Air Pollutants
NEPA	National Environmental Policy Act
NMFS	National Marine Fisheries Service
NO _x	mono-nitrogen oxides NO and NO ₂
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHWM	ordinary high water mark
OSHA	Occupational Safety and Health Administration
PSCAA	Puget Sound Clean Air Agency
PM	particulate matter
PM ₁₀	particulate matter less than 10 microns
ppm	parts per million
RFP	Request for Proposals
ROD	Record of Decision
SEPA	State Environmental Policy Act
SHPO	State Historic Preservation Officer
SOV	single occupant vehicle
SPCC	spill prevention, control and countermeasures
SR 520	State Route 520
TDA	threshold discharge area
TDM	transportation demand management
TESC	temporary erosion and sediment control
TIP	Transportation Improvement Plan
TNM	Traffic Noise Model
TSS	total suspended solids
UDP	Unanticipated Discovery Plan
USC	United States Code
USFWS	U.S. Fish and Wildlife Service
WAC	Washington Administrative Code
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

DESCRIPTION OF PROPOSED ACTION

The Federal Highway Administration (FHWA) and the Washington State Department of Transportation (WSDOT) issued an Environmental Assessment (EA) on May 10, 2011, for the I-405, Bellevue to Lynnwood Improvement Project. The project is intended to improve safety and reduce congestion along I-405 between NE 6th Street in Bellevue and I-5 in Lynnwood. To accomplish this, WSDOT proposes the following improvements:

- Northbound lane from NE 124th Street to SR 522;
- Braided ramps between the I-405 northbound on-ramp from NE 160th Street and the northbound I-405 off-ramp to SR 522;
- Southbound transit shoulders between SR 522 and NE 160th Street and between SR 527 and NE 195th Street;
- New northbound and southbound structures over NE 132nd Street and a new northbound structure over the railroad for the I-405 northbound off-ramp to NE 124th Street;
- Small amounts of additional widening, between four and eight feet, at several locations for buffers, wider shoulders, tolling equipment, enforcement areas and maintenance pull-outs; and
- Minor upgrades to pedestrian facilities in some areas.

Exhibit 1 shows the Bellevue to Lynnwood project vicinity. Exhibit 2, sheets 1 through 17, shows more detail of the project improvements in the 17-mile long corridor.

The Bellevue to Lynnwood Improvement Project is designed to compliment other projects along I-405 including:

- Kirkland Nickel Stage 1 Project, which added one lane in each direction between NE 85th Street and NE 124th Street and opened to traffic

Exhibit 1: Project vicinity



in November 2007;

- NE 195th Street to SR 527 Auxiliary Lane Project, which added one northbound lane between NE 195th Street and SR 527 and opened to traffic in June 2010; and
- NE 8th Street to SR 520 Braided Ramps Project, which creates new multi-level “braided” ramps to separate vehicles entering and exiting northbound I-405 between NE 8th Street and SR 520 and is anticipated to be open to traffic during the summer of 2012.

The Kirkland Nickel Stage 2 Project will reconfigure the NE 116th Street interchange, and northbound and southbound lanes between NE 70th Street and NE 85th Street, and a southbound lane between SR 522 and NE 124th Street, and between NE 70th Street and SR 520. The Kirkland Nickel Stage 2 project has been environmentally cleared and permitted, and, along with the other projects mentioned in this section, is considered part of the baseline conditions for most analyses. The Bellevue to Lynnwood Improvement Project will be constructed at the same time.

The Bellevue to Lynnwood Improvement Project fills in the remaining gaps and allows WSDOT to provide an improved system on I-405 between NE 6th Street and I-5. WSDOT has designed this project to maximize the use of existing pavement and minimize the need for new pavement. In some areas, small amounts of widening of less than a lane width, together with narrower shoulders and lanes, will allow an additional lane. In other areas, narrowing the shoulders and lanes will allow an additional lane without any pavement widening.

The project has two operations alternatives for the roadway capacity improvements. The proposed physical limits, or footprint, for both alternatives are the same. Exhibit 3 shows the selected operation alternative with express toll lanes and general-purpose lanes. This alternative operates the capacity improvements as two express toll lanes in each direction between NE 6th Street in Bellevue and SR 522 in Bothell, and one express toll lane in each direction between SR 522 and I-5 in Lynnwood. The express toll lane system will be open toll-free to all HOV traffic with three or more occupants and all transit operations. The express toll lane system will also be open to single occupant vehicles (SOVs) and HOVs with two occupants through tolling.

The southern end of the express toll lane system shown in Exhibit 3 will be at the existing direct access ramps at NE 6th Street in Bellevue where one of the two northbound express toll lanes will begin and one of the two southbound express toll lanes will end. South of the NE 6th Street, the other express toll lanes will connect with the existing single northbound and southbound HOV lanes. The northern end of the system will be much like it is today with I-405 becoming SR 525. Access points will be at various locations along the mainline as shown in Exhibit 5. The express toll lanes will be separated from the general purpose (GP) lanes by a two- to four-foot wide buffer. At an access point, the buffer will open and a section of transition lane may be provided between the express toll and general purpose lanes to ease ingress and egress to the system.

Exhibit 4 shows the capacity improvements operated as high-occupancy vehicle lanes and general-purpose lanes. This operations alternative would maintain the single existing HOV lane in each direction and use the added capacity for general-purpose traffic. The Washington State Legislature has authorized, effective July 22, 2011, tolling for express toll lanes on I-405 between NE 6th Street in Bellevue and the junction with I-5 in Lynnwood. Operation of express toll lanes may not begin until the capacity improvements are completed. Separate appropriation authority for tolling equipment on I-405 is required from the Legislature in 2012. If appropriation authority for I-405 tolling equipment is not forthcoming in 2012, the I-405 capacity improvements would be operated as shown in Exhibit 4.

Exhibit 2: Project improvements – sheet 1 of 17

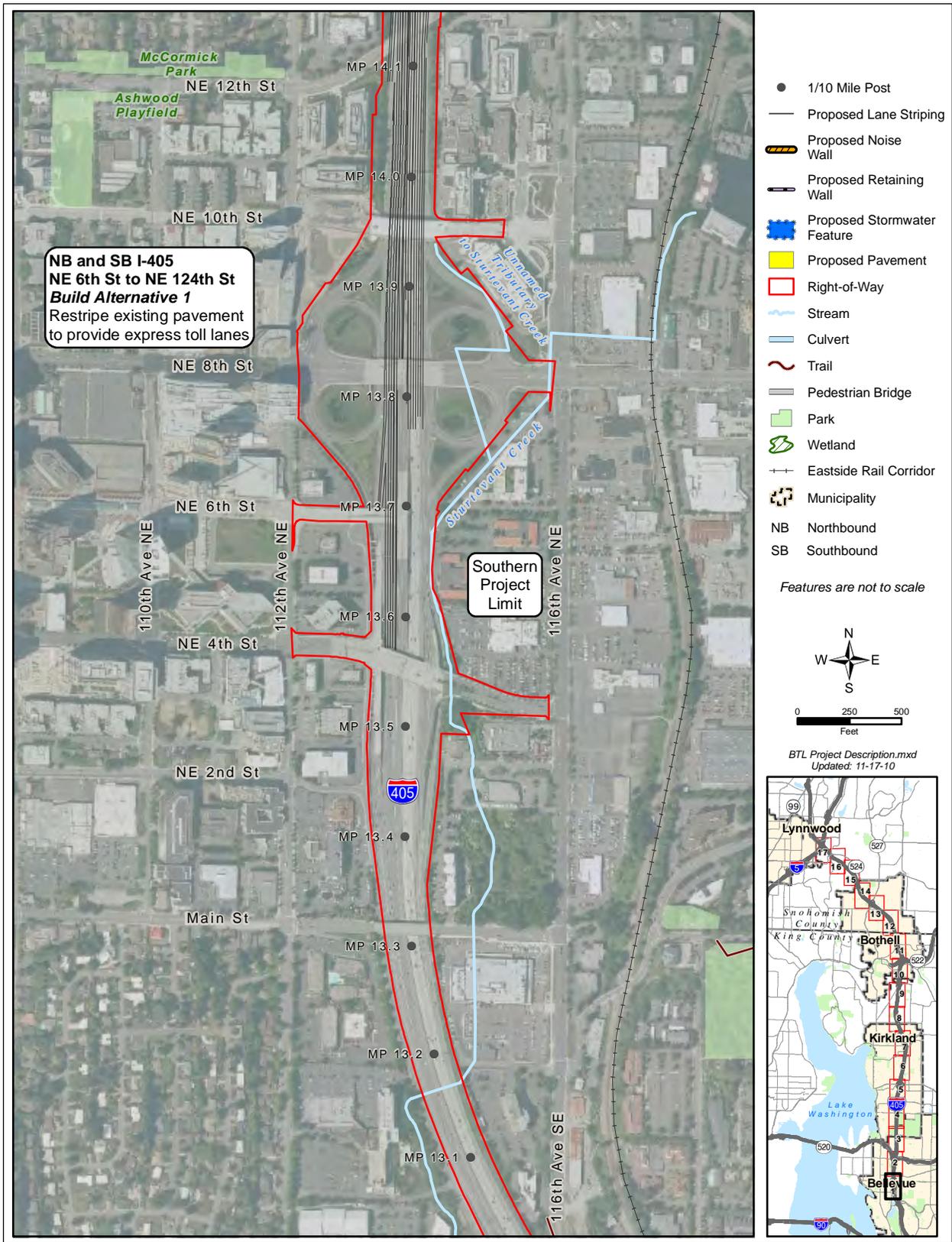


Exhibit 2: Project improvements – sheet 2 of 17

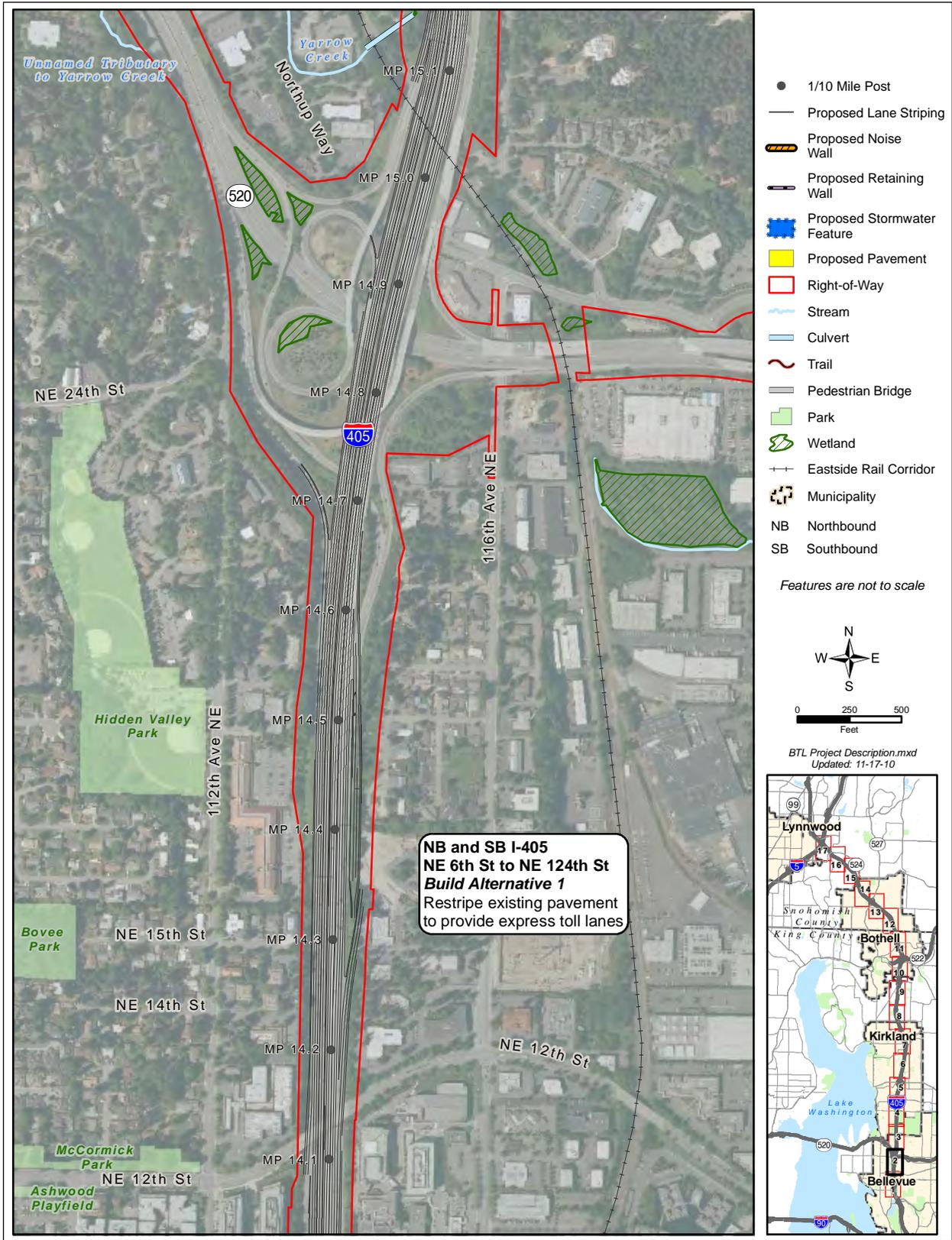


Exhibit 2: Project improvements – sheet 4 of 17

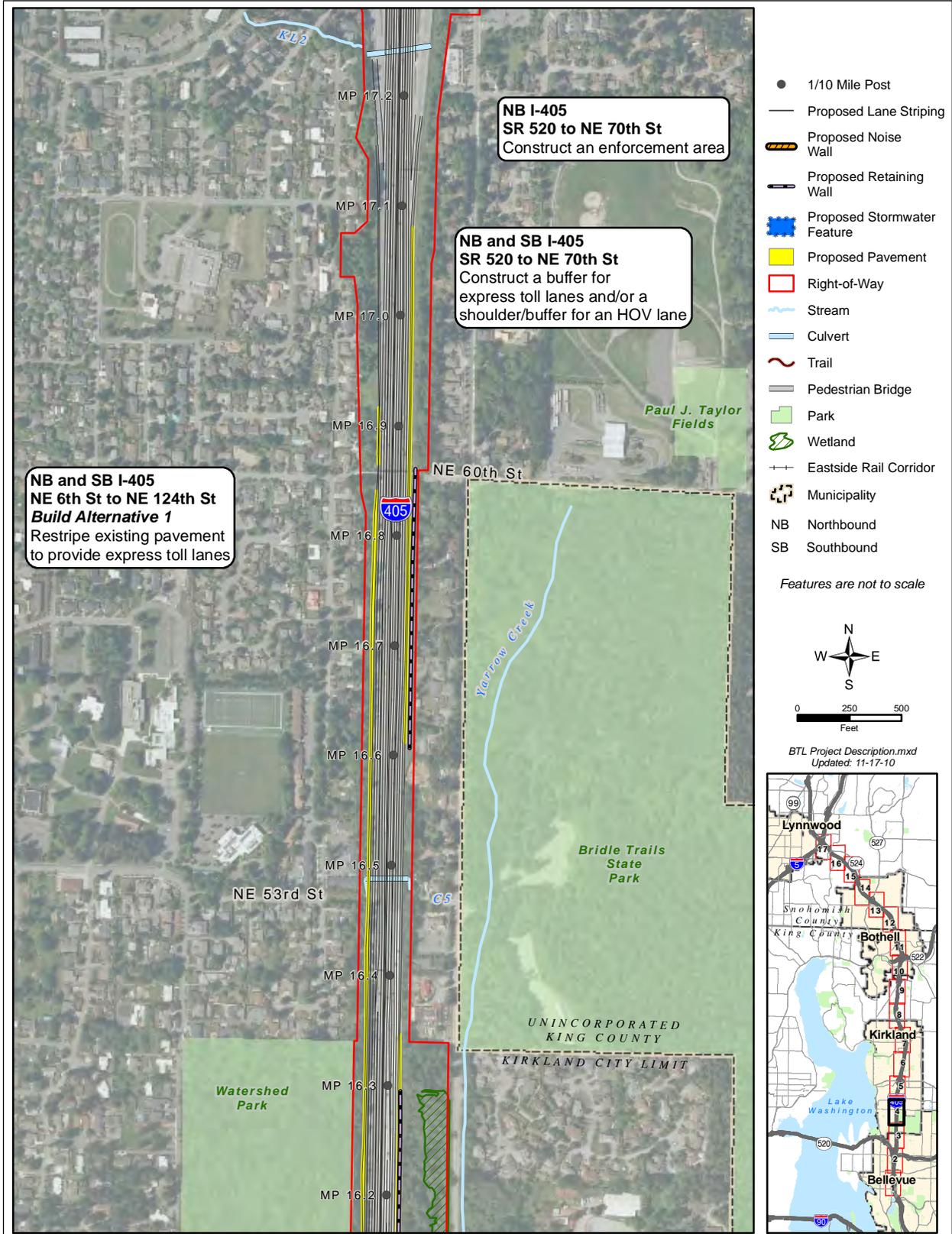


Exhibit 2: Project improvements – sheet 5 of 17

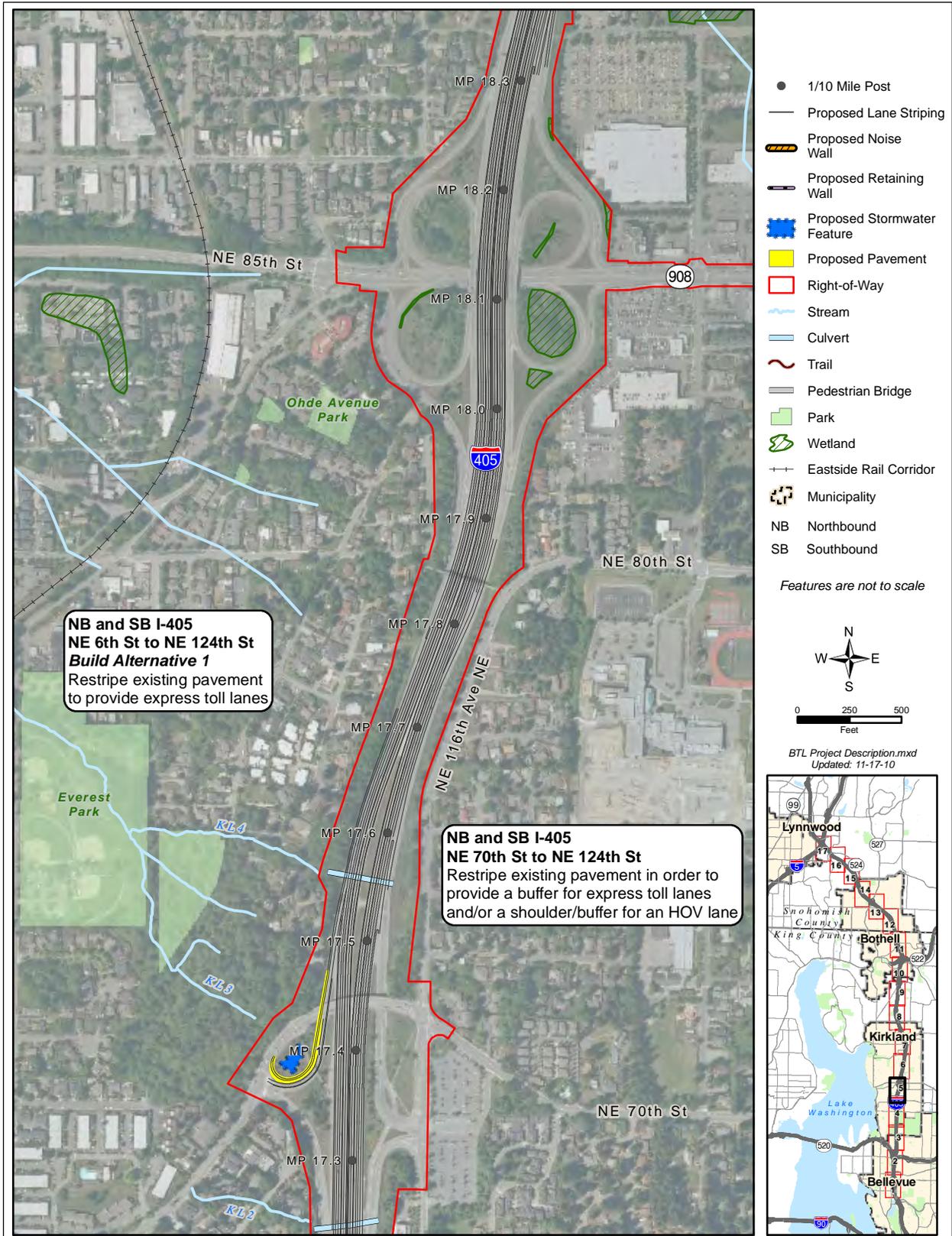


Exhibit 2: Project improvements – sheet 6 of 17

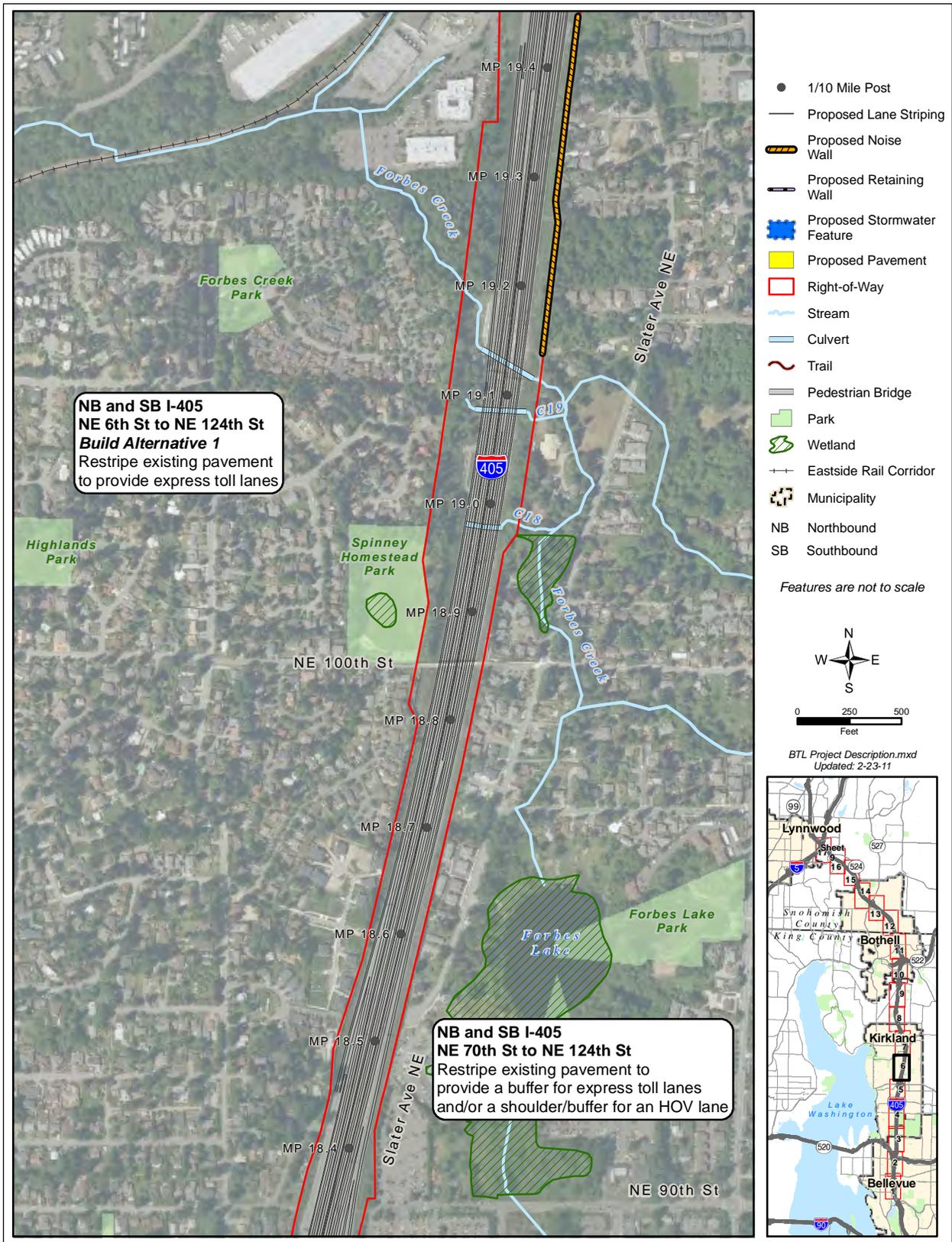


Exhibit 2: Project improvements – sheet 7 of 17

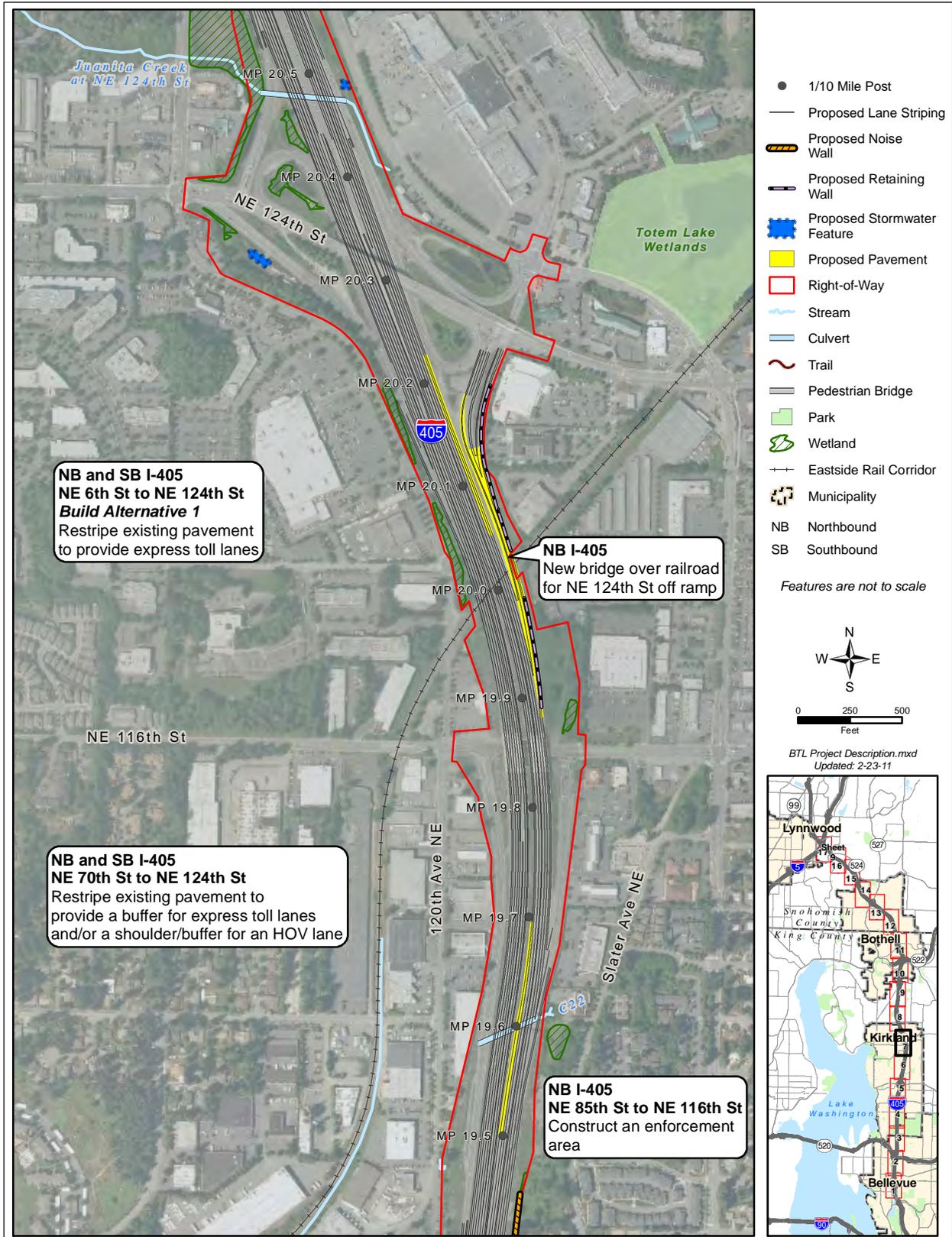


Exhibit 2: Project improvements – sheet 8 of 17

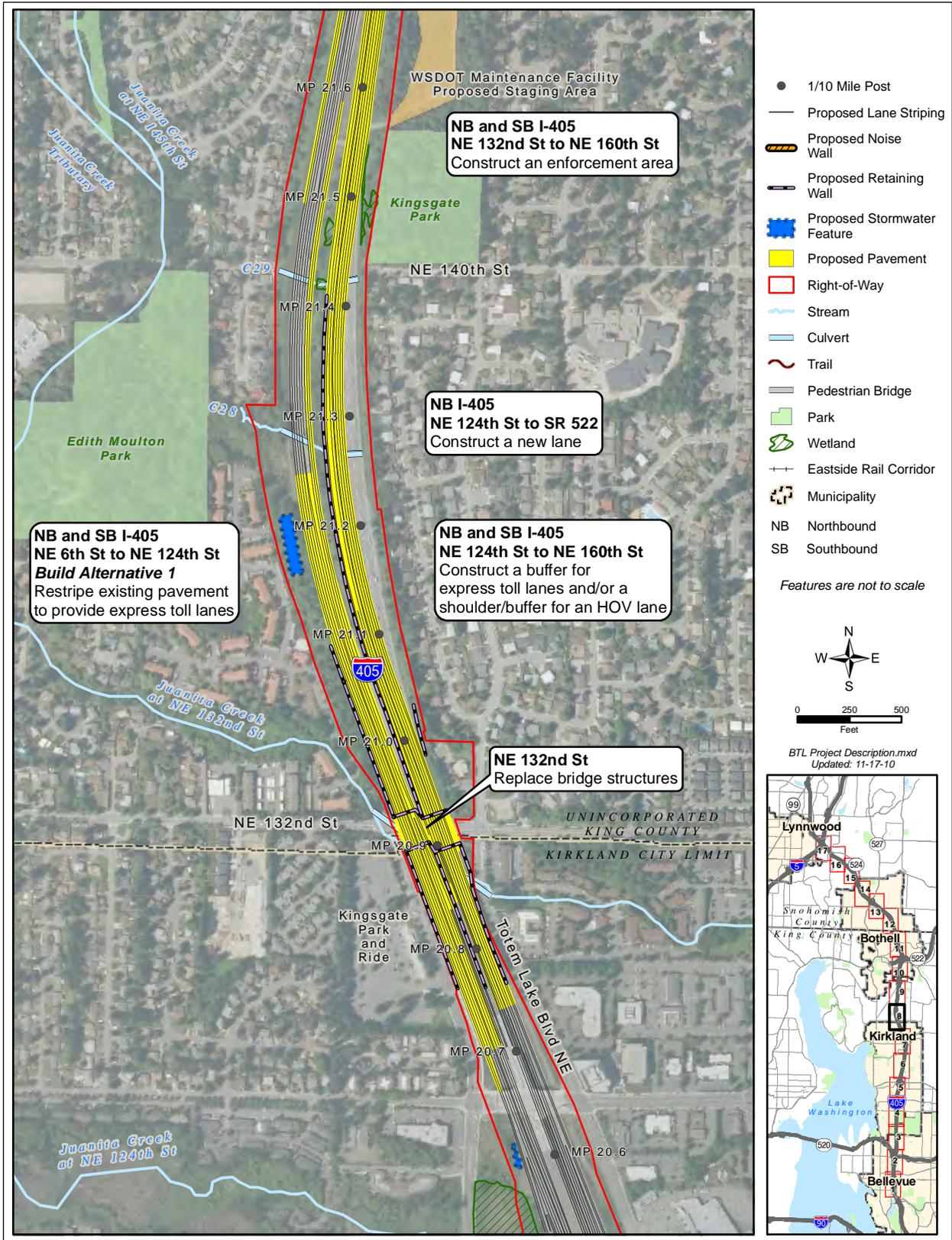


Exhibit 2: Project improvements – sheet 9 of 17

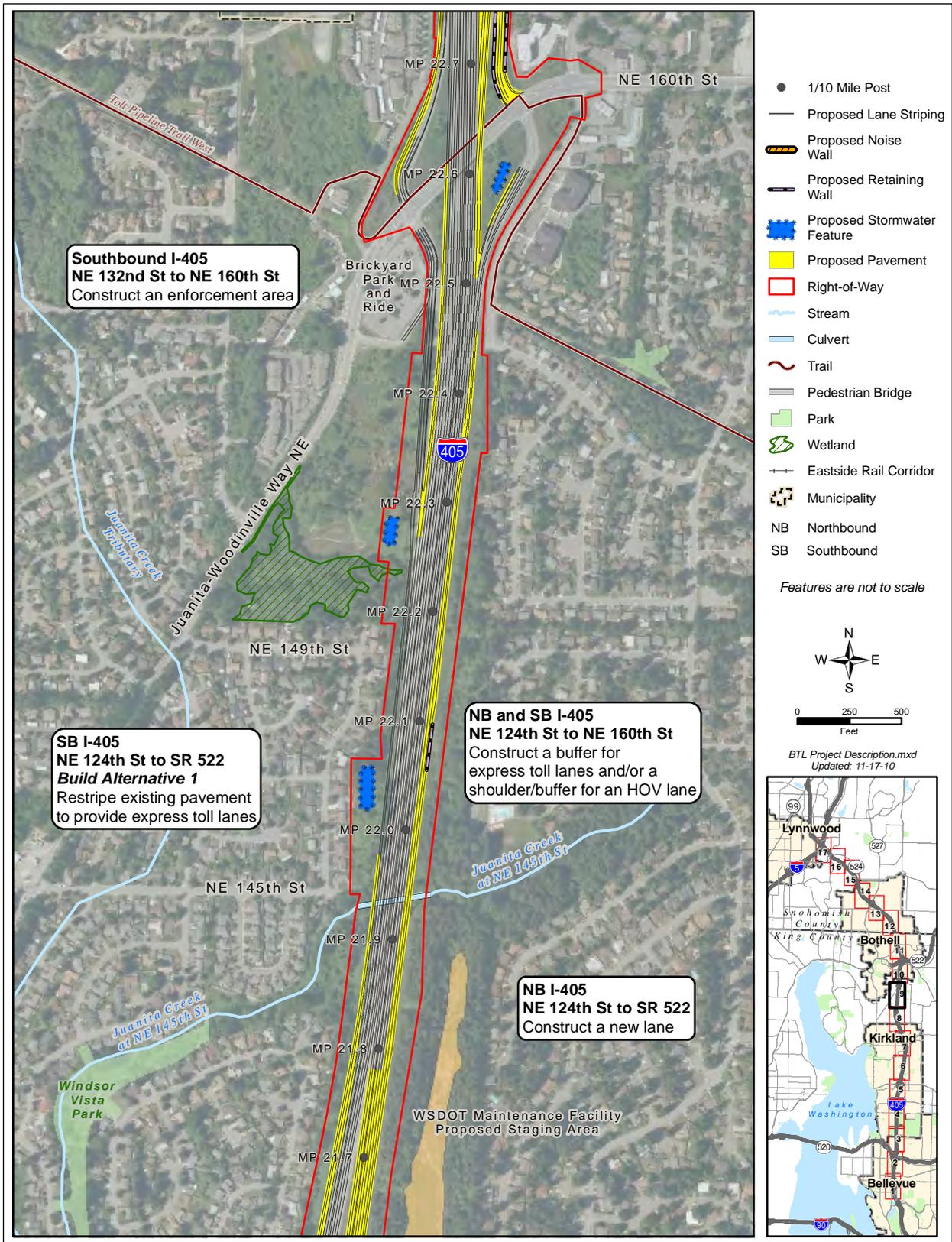


Exhibit 2: Project improvements – sheet 10 of 17

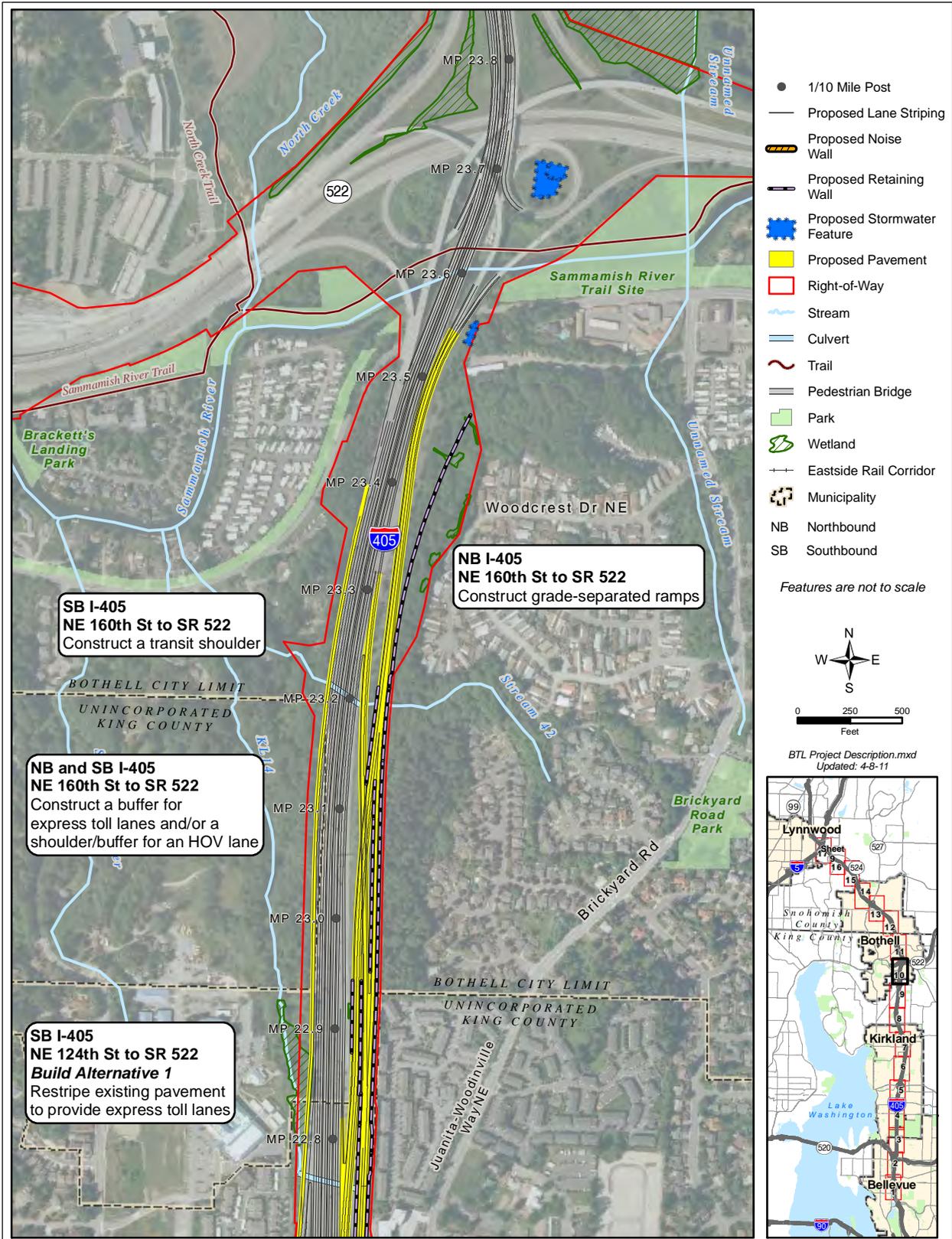


Exhibit 2: Project improvements – sheet 11 of 17

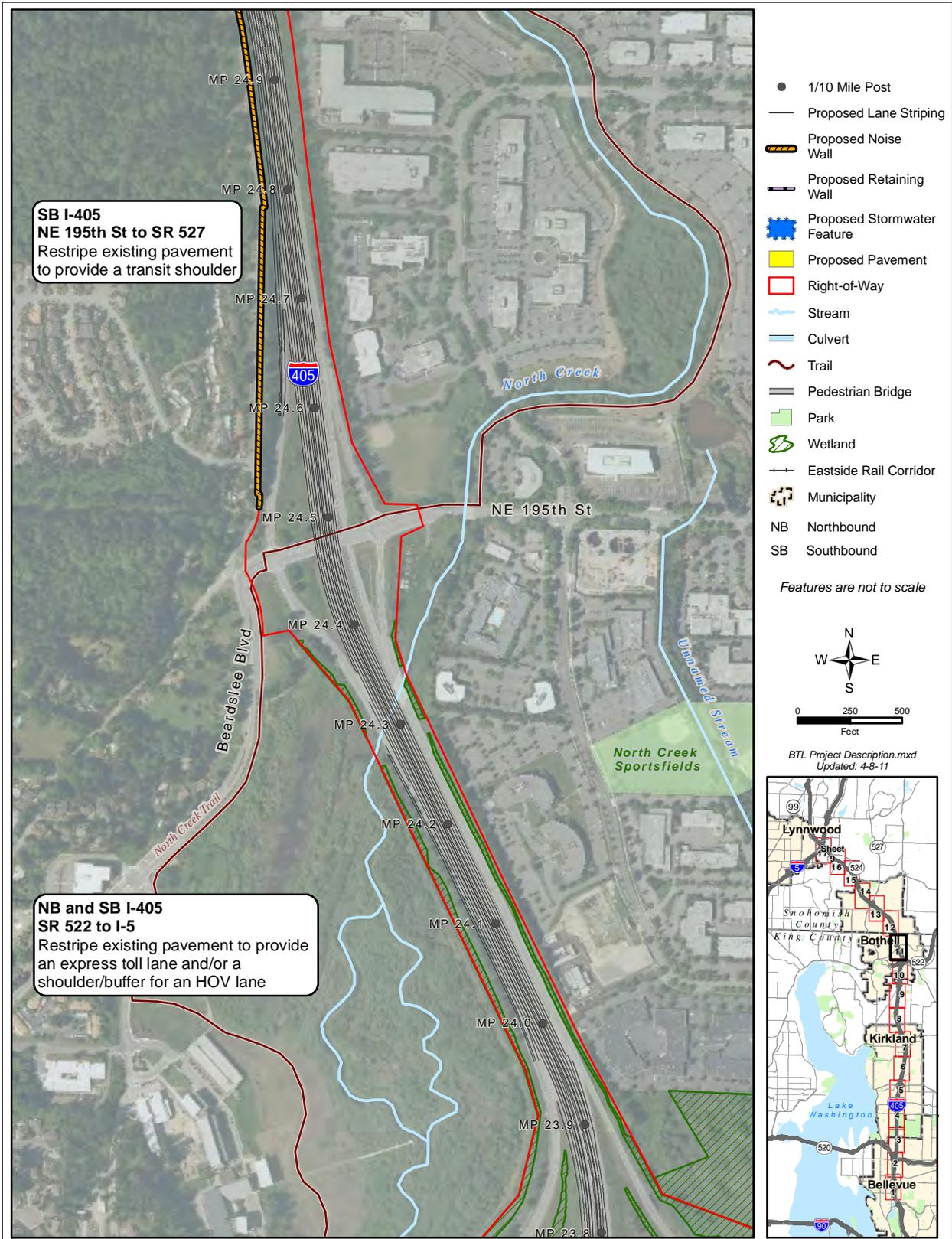


Exhibit 2: Project improvements – sheet 12 of 17

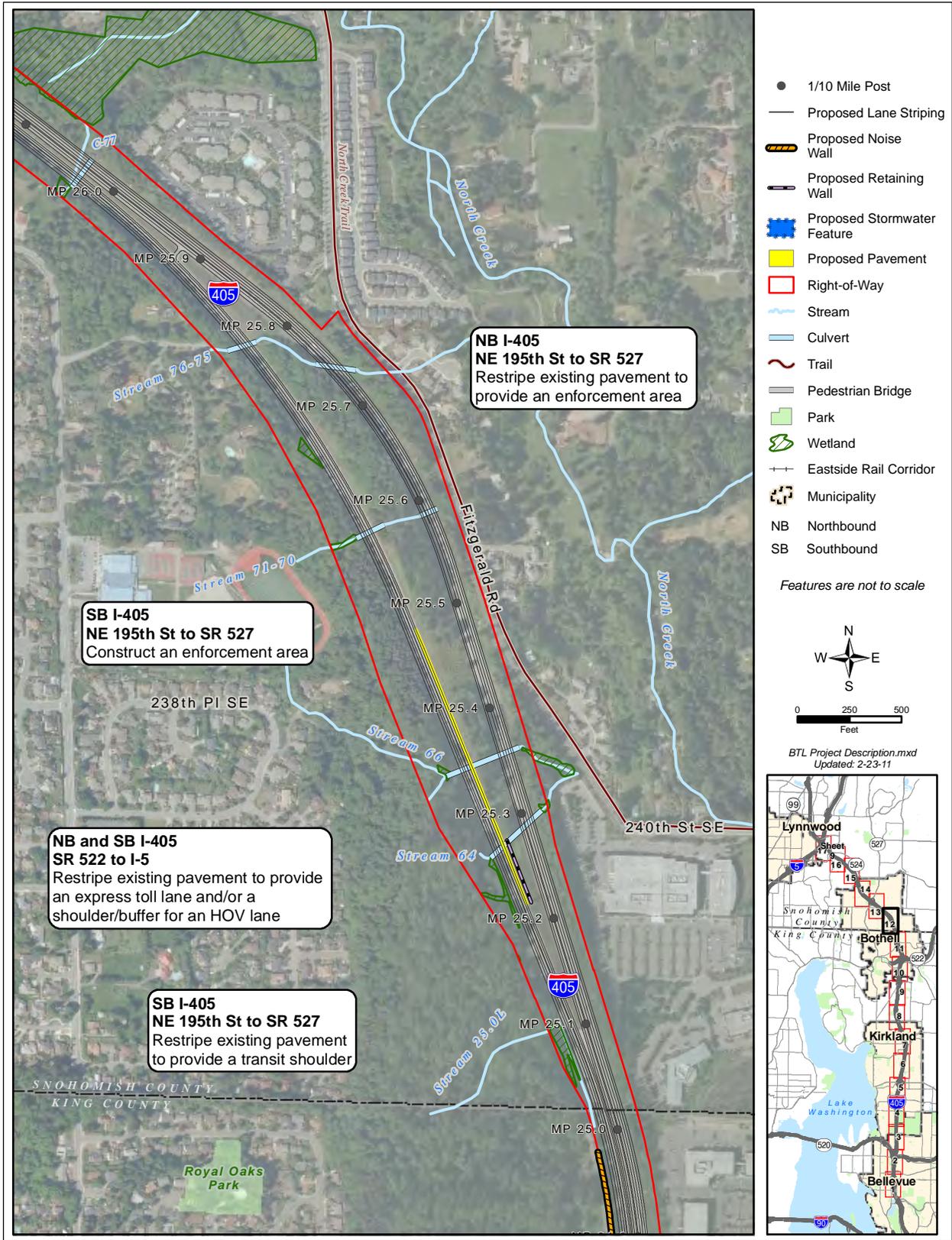


Exhibit 2: Project improvements – sheet 13 of 17

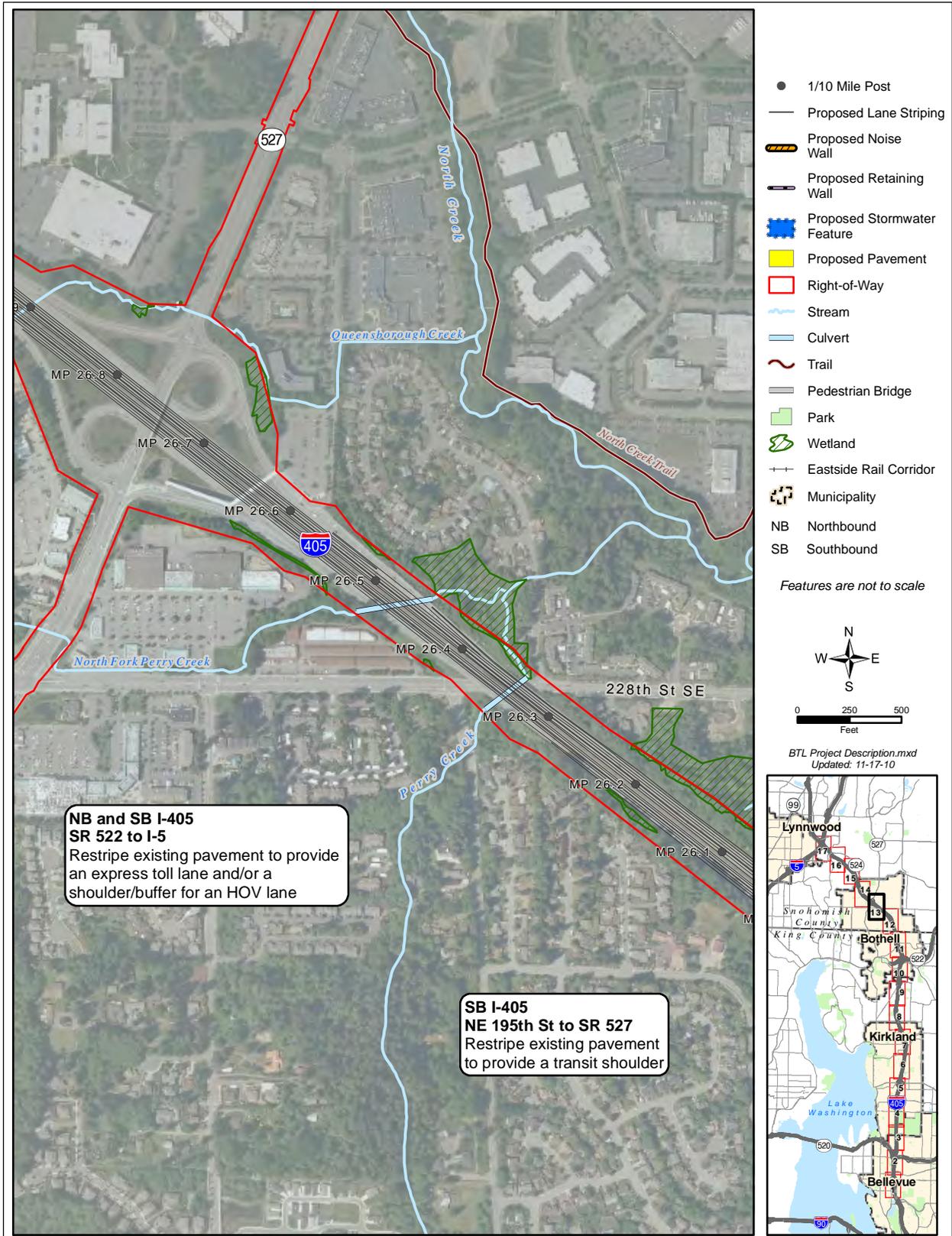


Exhibit 2: Project improvements – sheet 14 of 17

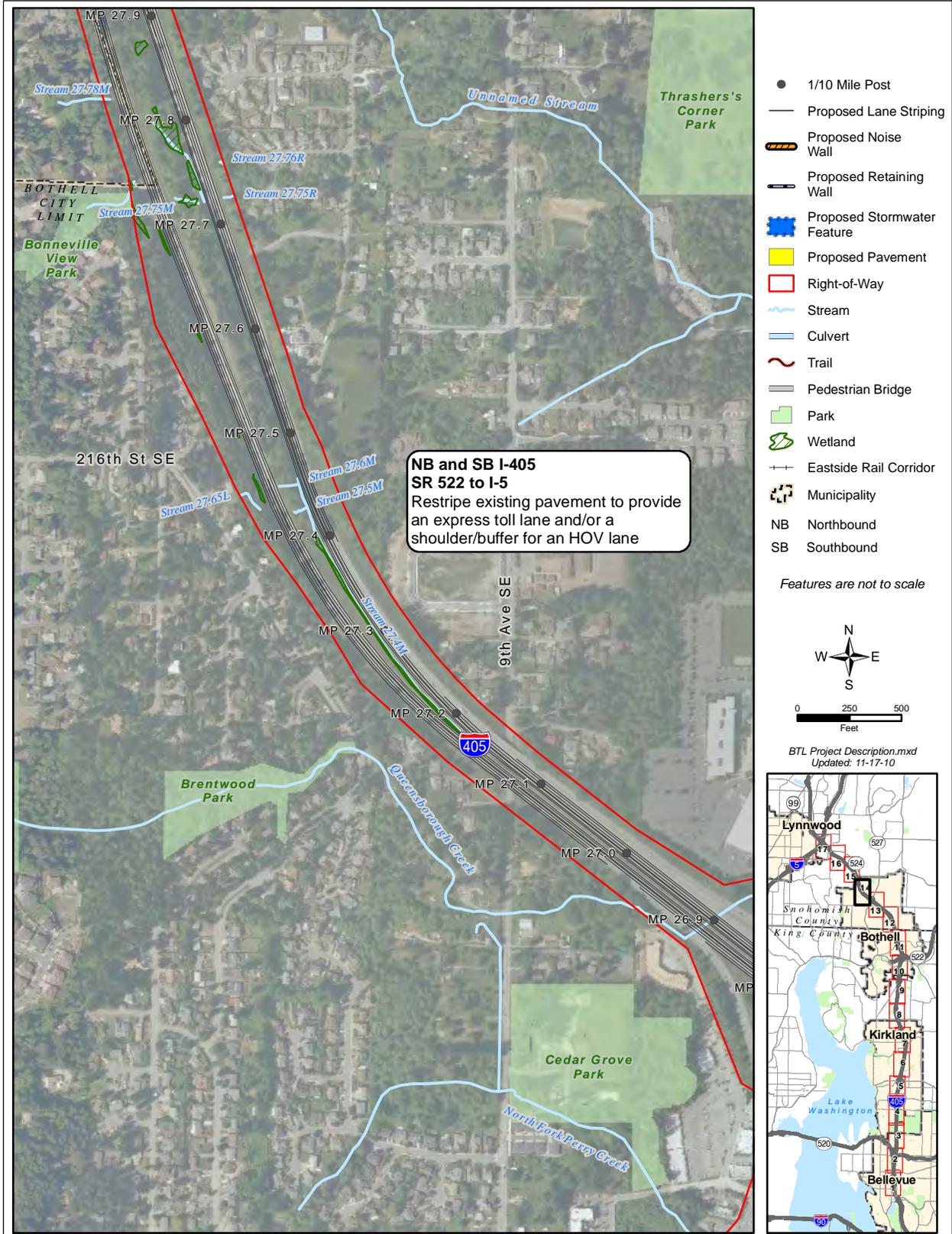


Exhibit 2: Project improvements – sheet 15 of 17

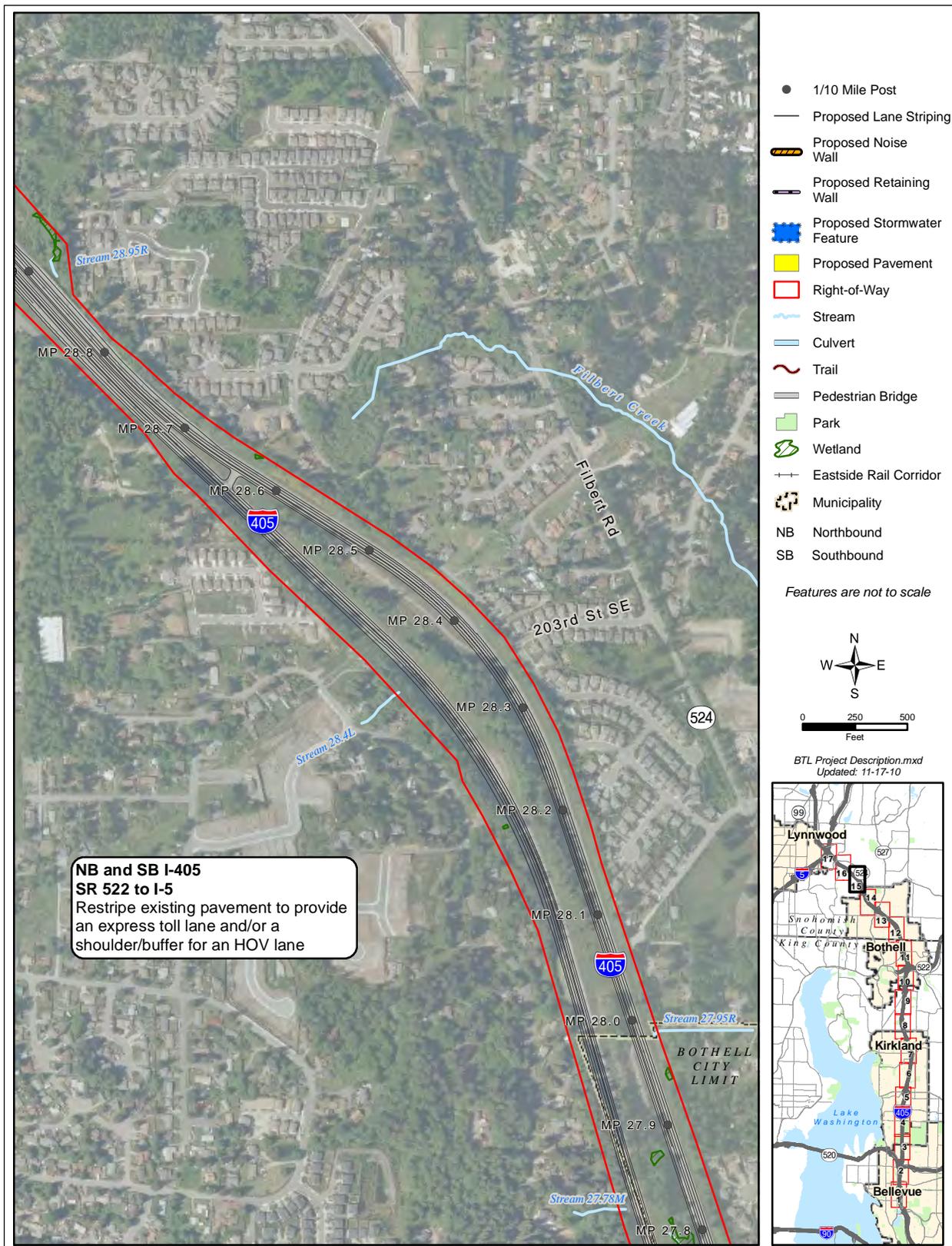


Exhibit 2: Project improvements – sheet 16 of 17

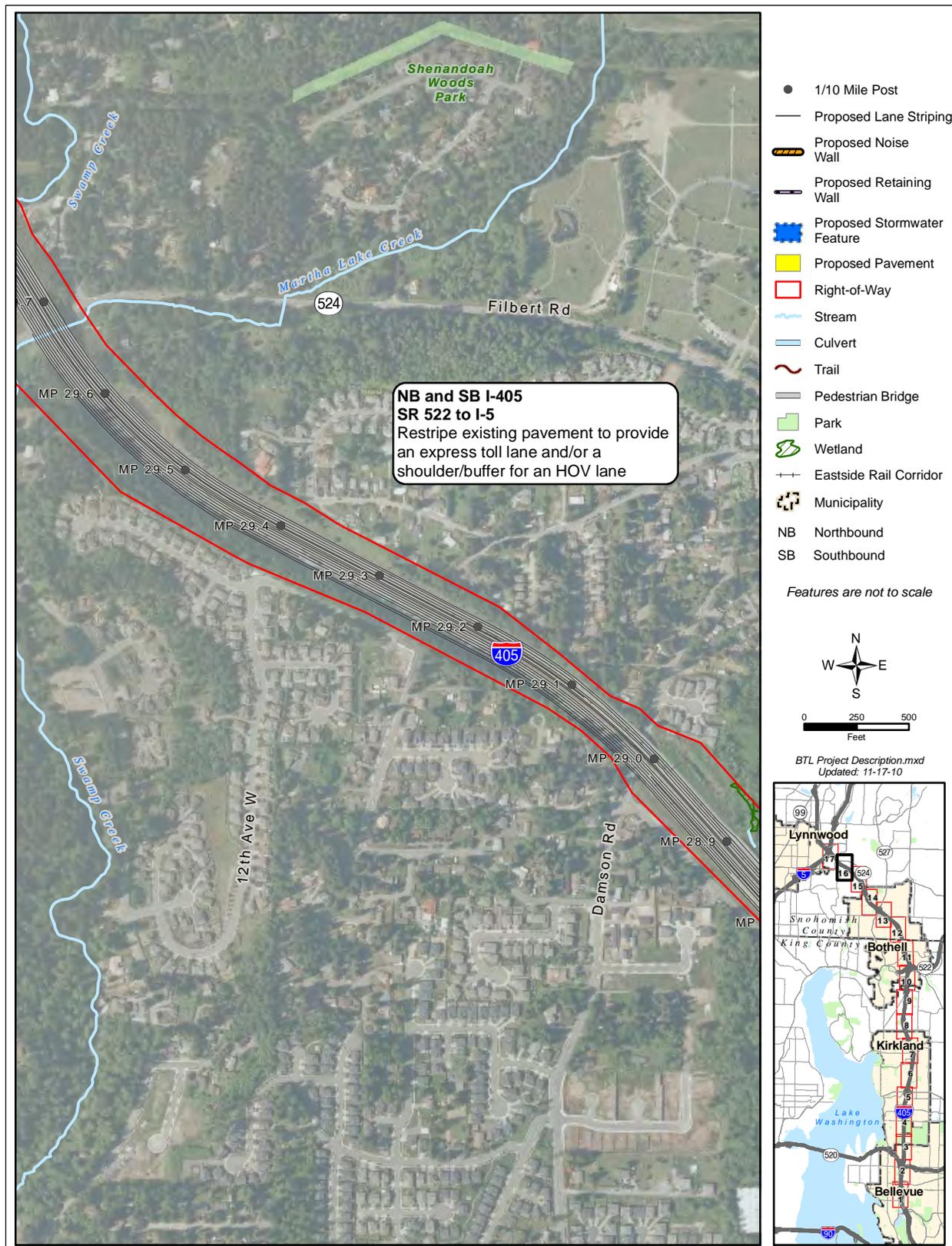


Exhibit 2: Project improvements – sheet 17 of 17

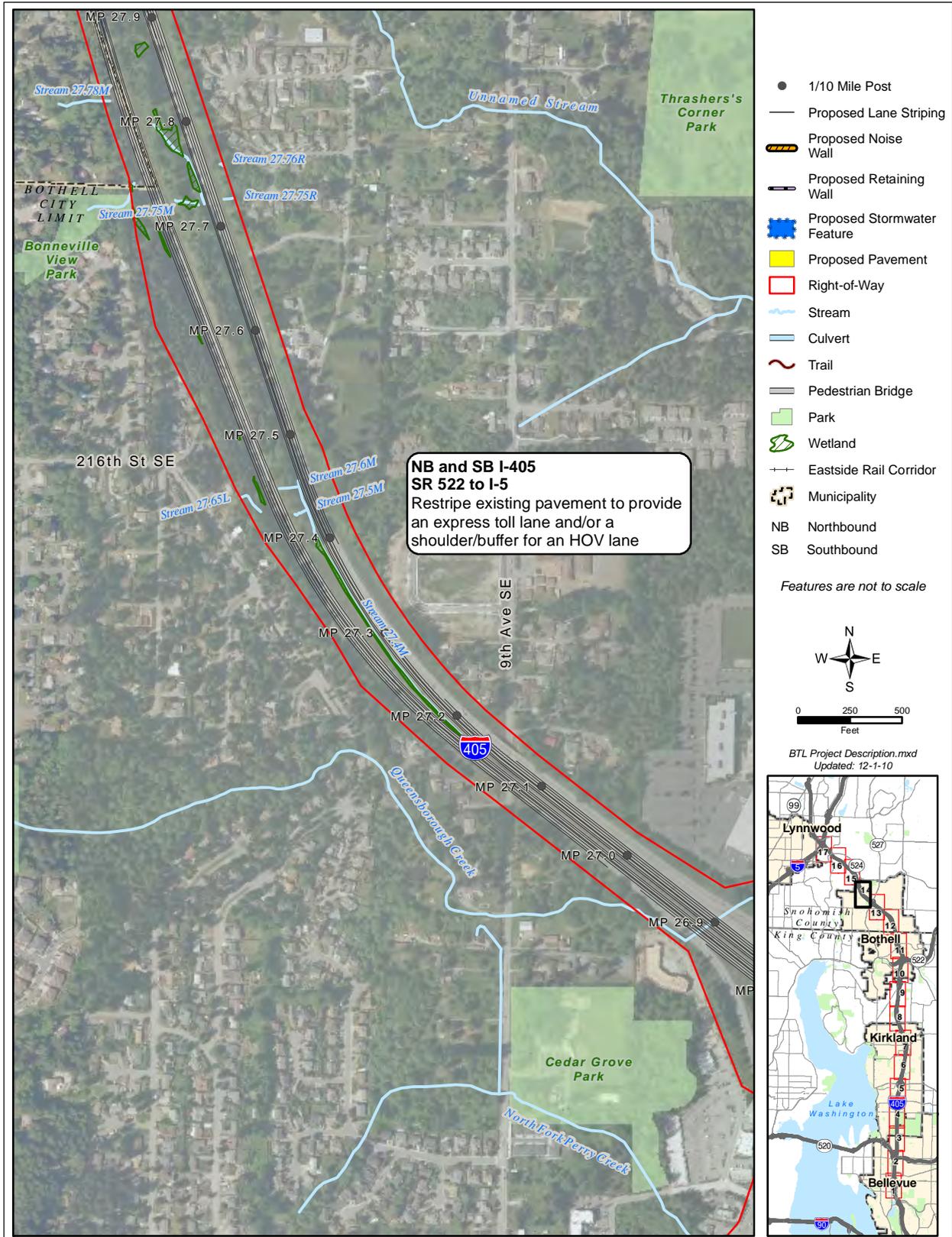
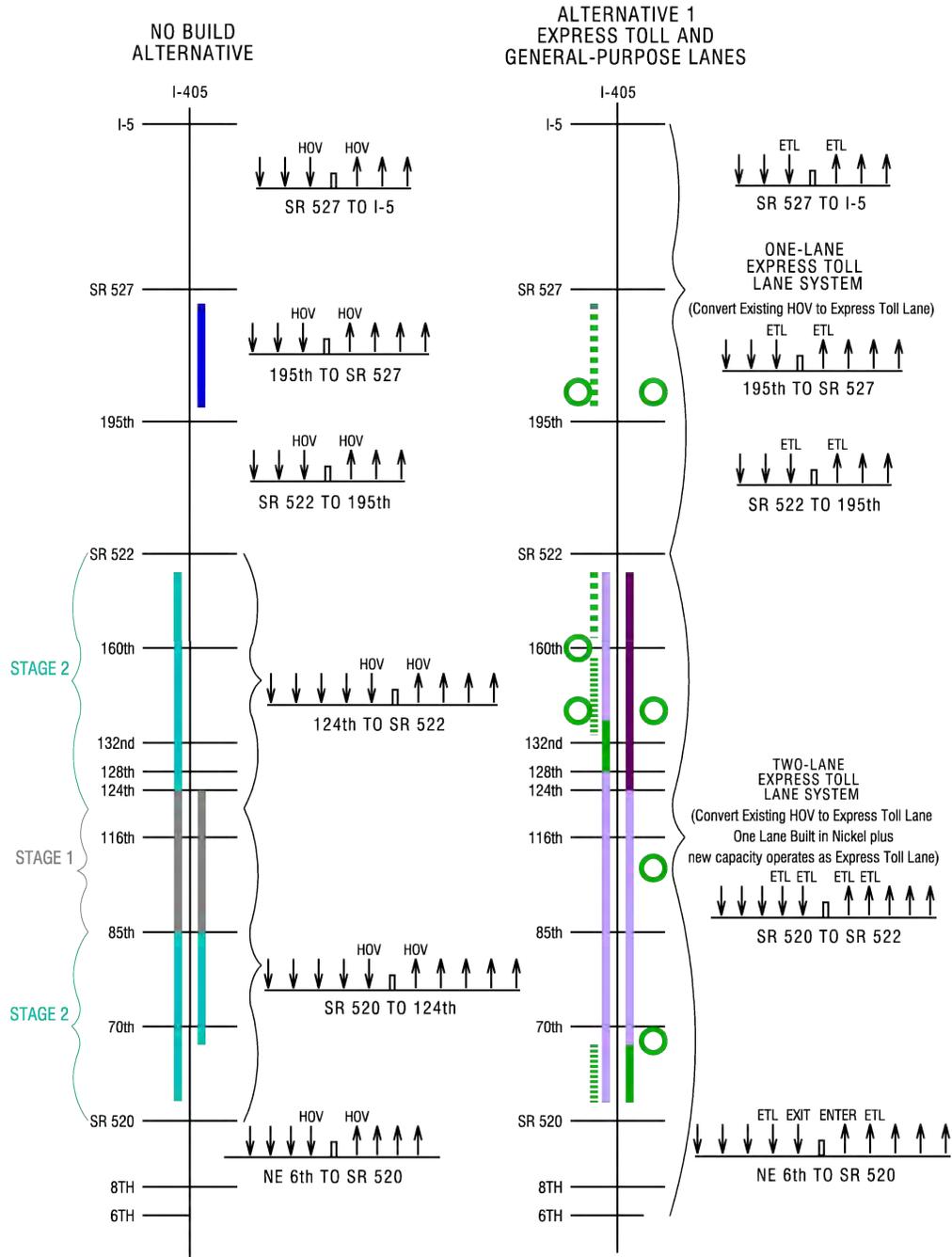


Exhibit 3: Express Toll and General-Purpose Lanes (Selected Alternative)



- | | |
|----------------------------------|---|
| BASILINE | BELLEVUE TO LYNNWOOD IMPROVEMENT PROJECT |
| — NICKEL STAGE 1 (BUILT) | — NICKEL LANE OPERATES AS EXPRESS TOLL LANE |
| — NICKEL STAGE 2 (NOT BUILT) | — PROPOSED WIDER PAVEMENT |
| — BOTHELL AUXILIARY LANE (BUILT) | — PROPOSED ADDITIONAL LANE |
| | — NICKEL LANE OPERATES AS GP LANE |
| | ○ PROPOSED ENFORCEMENT AREA |
| | — PROPOSED BUFFER WIDENING |
| | — PROPOSED TRANSIT SHOULDER |

Exhibit 4: High-Occupancy and General-Purpose Lanes

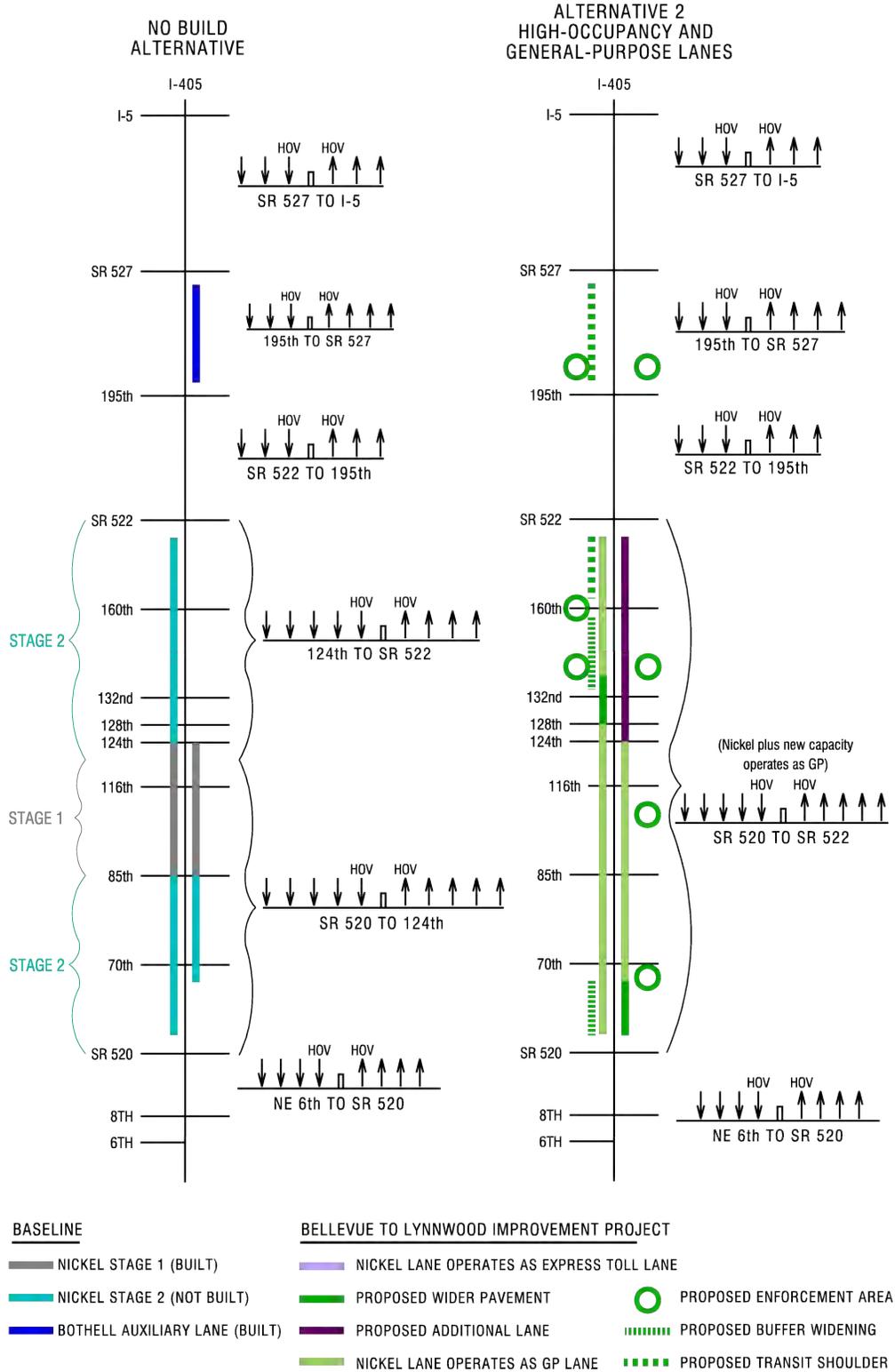
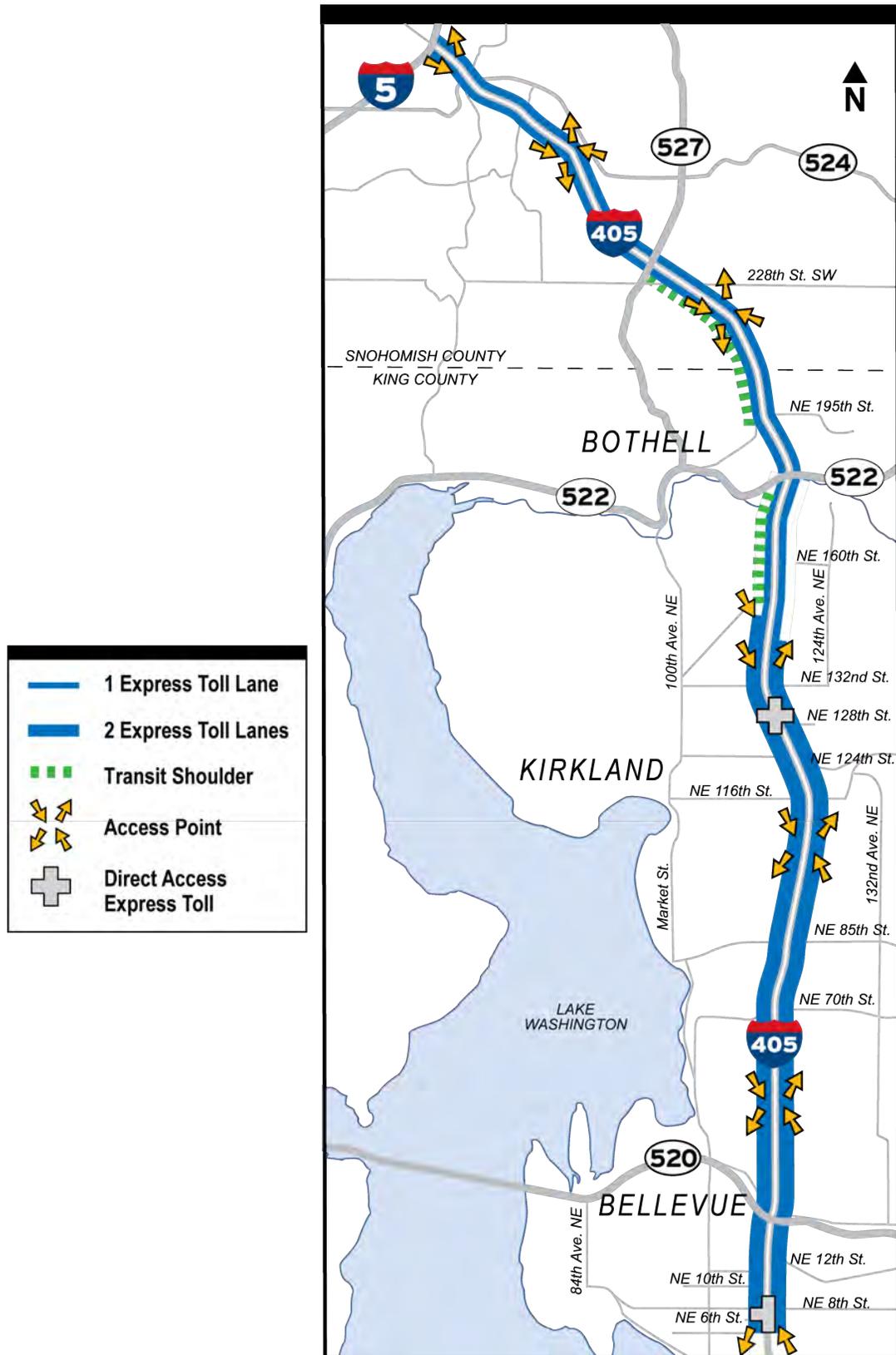


Exhibit 5: Express Toll Lane access locations



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