

10. Consideration of Criteria per KCC 17A.01.060(1)(c)

A.) *There is no other practical alternative to the proposed development with less impact on the critical area and its buffer.*

- This work is critical to maintain local and through access to I-90, an essential transportation corridor for the state of Washington. With an uptick in work zone incidents, diverting traffic away from the work zone is critical for the safety of highway workers and the travelling public. Other concepts considered for this work included:
 - i. Construction of a larger bridge (~500ft) over the Canyon Road interchange. This alternative was identified as infeasible and not cost-effective.
 - ii. Reducing I-90 to one lane. This would cause significant back-ups on I-90 and create an unsafe work zone for contractors.

B.) *The application of this Title would unreasonably restrict the ability to provide agency services to the public.*

- As the responsible agency for I-90 maintenance, WSDOT is obligated to maintain structurally deficient highway infrastructure. The existing concrete bridge deck has potholes, patches, spalling, rutting, and cracking. This repetitive patching and maintenance on the bridge deck causes intermittent delays for the travelling public and exposes highway workers to traffic more frequently.

C.) *The proposal does not pose an unreasonable threat to the public health, safety, or welfare on and off the development proposal site.*

- A no-action alternative would be a greater threat to the safety of the travelling public.

D.) *The proposal attempts to mitigate impacts to the critical area functions and values consistent with the best available science.*

- WSDOT will seek coverage under WDFW's Hydraulic Project Approval (HPA) process. Common requirements permittees are subject to under the HPA include riparian vegetation protection/restoration, containment structures that prevent pollutant discharge to state waters and other Best Management Practices (BMP's) to prevent environmental degradation. All impacts are temporary, there will be no permanent impacts to the critical area or its function.

E.) *The proposal is consistent with other applicable regulations and standards*

- WSDOT is legally required to protect sensitive environmental areas and obtain any relevant permits in support of the project. The following pieces of environmental documentation have been, or will be prepared for this project:
 - i. NEPA/SEPA Project Approval
 - ii. Sec. 106 of the National Historic Preservation Act Exemption
 - iii. Washington Department of Fish and Wildlife (WDFW) Individual Hydraulic Permit Approval
 - iv. Endangered Species Act Review and Letter of Concurrence from WDFW and NMFS
 - v. Ecology Construction Stormwater permit

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DEC 07 2023

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