

I-90 Snoqualmie Pass East Project
Phase 3 and West Bound Widening Project
Kittitas County Shoreline Application

Exhibit F

**Supplemental Information to Shoreline Application
including Wetland and Aquatic Resource Impacts and
Mitigation**

Exhibit F
Kittitas County Shoreline Permit Application
Supplemental Project Details
Phase 3, I-90 Snoqualmie Pass East (SPE) Project

Construction Water and Trust Water Rights:

See Exhibit H of the Shoreline Application -

The Washington State Department of Transportation is considering four sites to provide water for construction (e.g., embankment compaction, dust control) and watering for plant establishment at mitigation/restoration areas for the remaining I-90 Snoqualmie Pass East Project Phases 3 and 4:

- Easton Stockpile Area (potential well/groundwater withdrawal)
- Crystal Springs Sno Park (potential well/groundwater withdrawal)
- Kachess River at the I-90 bridges (potential surface water withdrawal)
- Yakima River at the Stampede Pass Road bridge (potential surface water withdrawal)

In 2008, WSDOT began the process of acquiring a reliable source of water for highway construction, maintenance and operational requirements, specifically the Interstate 90 Snoqualmie Pass East Project in Kittitas County. In 2009, WSDOT acquired *Yakima River Basin - Claim #00366, Subbasin 09, Wilson Creek. Priority date of 5/24/1884. Total 350 acre/feet/year to seasonally irrigate 35 acres.*

WSDOT temporarily placed the claim in the State Trust Water Right Program through 2019 (See Report of Examination No. CS4-00366CTCLsb9@1). This approval included a temporary change of the purpose from irrigation to instream flow and mitigation of new water uses. Ecology determined that the consumptive use quantity for this claim was 113 acre-feet/year. As part of the temporary changes to this water right, WSDOT and Ecology entered into an agreement that defined uses, conditions and mitigation. The temporary water right decision also allows WSDOT to participate in Ecology's agreement with the US Bureau of Reclamation (USBR) to assign, store and deliver up to 1,000 acre feet (consisting of one or more water rights) in Keechelus Lake to mitigate for partial or year round periods of downstream water uses outside of normal water storage schedule. (See Ecology/US Bureau of Reclamation (USBR) Exchange Contract No. 09XX101700 (January 2009))

This mitigation strategy offsets impacts or impairment to other water rights, Total Water Supply Availability, instream flows, and USBR target flows. It also requires the USBR to store and release an equivalent quantity of water to offset approved downstream uses in the Yakima Basin.

Question 2 – Authorized Agent:

Interstate 90 (I-90) is part of the National System of Interstates, designated by the US federal government to connect by routes, the principal metropolitan areas, cities and industrial centers, to serve the National Defense and to connect at suitable points and routes of continental importance.

The process for obtaining new or modified federal highway easement require that FHWA complete a formal request to the US Department of Interior (through the local US Forest Service office) for federal land easement approval.

The Federal Highway Administration (FHWA) delegates authority to the Washington State Department of Transportation (WSDOT) through a Stewardship Agreement for project development and construction administration actions.

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Question 16 – Project Summary:

The Washington State Department of Transportation (WSDOT) plans to continue phased construction of the Interstate 90 (I-90) Snoqualmie Pass East Project (I-90 Project) that will meet projected traffic demands, improve public safety, and meet identified project needs in a 15-mile stretch of Interstate 90 (I-90) between the communities of Hyak at milepost (MP) 55.1 and Easton at MP 70.3 in Kittitas County, Washington. Project needs include reducing safety risks associated with avalanches and unstable slopes, fixing structural deficiencies, addressing traffic volumes, and enhancing ecological connectivity across I-90. A comprehensive project description is available in the *I-90 Snoqualmie Pass East Final Environmental Impact Statement and Section 4(f) Evaluation*.

Phase 3 reconstructs I-90 from MP 64.15 to MP 70.3 with temporary construction work that extends to MP 70.58. Critical to maintaining the schedule for Phase 3, construction work in 2020 is required to construct a temporary detour titled: Westbound Widening (WBW) Detour from MP 67.02 to MP 70.58.

Except for one private parcel, the majority of the project west of Sparks Road (approximately MP 68.6) is on US federal lands, managed by the Forest Service (Exhibit B). East of the Forest Service boundary near Sparks Road the majority of lands are state and private lands near the community of Easton.

Phase 3 will reconstruct the I-90 from 2 lanes to 3 lanes in both directions; replace existing truck climbing lanes where needed; improve stormwater treatment; bring the east and west bound lanes together between MP 67.5 and MP 69.5 at the existing EB location; replace existing bridge structures and add new structures related to streams, hydrology and US Forest Service commitments that meet the purpose and need of the project (WSDOT Final EIS, 2008).

Question 19 – Clearing trees or shrub canopy:

This project is estimated to include approximately 120 acres of clearing and grubbing work over the next 6 years. All but an estimated 20 acres of tree and shrub removal is on federally managed land. The project will require a 402 NPDES Construction Stormwater permit and will comply with temporary Erosion and Sediment Control best management practices (BMPs), including establishment of vegetation as erosion control.

Question 20 – Revegetating tree or shrub canopy:

The project will revegetate disturbed areas as required and restore wetland and aquatic resources with native woody plant species as required to meet Department of Ecology, US Corps of Engineers and US Forest permit conditions. WSDOT will also revegetate I-90 roadsides using approved roadside guidelines. Roadside revegetation will primarily be comprised of native grass and forb species that will not diminish traffic safety visual requirements.

Question 21 – Wetland Impacts:

Wetland impacts, on non-federal lands are estimated to be 0.47 acres. On non-federal and federal lands, Phase 3 is estimated to have total wetland impacts of 3.31 acres. WSDOT has a Wetland Biology report that contains Ecology's required wetland and aquatic resource delineations, field notes and photos of all wetlands near or impacted by the project. Exhibit E, page 7 and 8 of the 2018 NEPA/SEPA Re-evaluation provide additional information on wetland and aquatic resource

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impacts and restoration plans. WSDOT using the Department of Ecology's current Joint Guidance as the basis for defining wetland and aquatic resource impacts and mitigation elements of the project. A specific Phase 3 Wetland and Stream Report is expected to be available to permit agencies by the end of September 2019.

Wetland and Aquatic impacts on non-federal lands can be found on Exhibit B, pages 7 and 8.

Question 22 – Wetland Restoration:

WSDOT coordinates closely with the Ecology, the US Corps of Engineers and the US Forest Service on project-wide, corridor-level mitigation for wetland and aquatic resource impacts throughout project planning, design, and phased construction. Phase 1 impacts and mitigation are documented in the *I-90 Snoqualmie Pass East Phase 1 Final Wetland and Aquatic Resource Mitigation Plan* (WSDOT 2011). Phase 2A impacts and mitigation are documented in the *I-90 Snoqualmie Pass East Phase 2A Final Wetland and Aquatic Resource Mitigation Plan* (WSDOT 2014). The project currently has a positive balance of mitigation credit that will be used for Phase 3 until restoration sites in the project are graded and ready for native plan restoration.

Question 23 – Impervious Surfaces:

All existing impervious surfaces will be removed and replaced with new imperious surfaces that will increase the highway by two (2) additional lanes. Overall, Phase 3 and 4 are estimated to increase the net imperious surfaces by 25%. This increase can be assumed to be true for areas of the project within 1000 feet of both sides of Kachess River.

The existing highway does not have engineered stormwater treatment and stormwater from the existing Kachess River bridges drain untreated stormwater directly into the river. The proposed project will include engineered stormwater treatment that will convey stormwater to stormwater treatment areas prior to any discharge. Phase 3 is expected to reduce pollutant loads into the river and surrounding area by providing new stormwater treatment.

Question 24 – Removal of Impervious Surfaces:

All existing impervious surface will be removed as part of the project. WSDOT may recycle some or all of the existing concrete into the proposed project.

Question 25 – Creation of Structural Stabilization Structures (revetment/bulkhead/riprap):

No. The new Kachess River bridges will span Kachess River without any piers or stabilization structures within the OHWM of Kachess River.

Question 26 – Removal of Shoreline Stabilization Structures:

The existing four (4) piers on the existing WB Bridge are within the OHWM of Kachess River and will be removed to bank and upland ground levels. WSDOT is working with the Washington State Department of Fish and Wildlife (WDFW) on HPA conditions and expectations. Removal of the existing piers below the ground level is not expected due to the heavily altered nature of Kachess River which serves as a controlled flow channel for the US Bureau of Reclamation (USBOR)

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Yakima Irrigation Project. Removing the existing piers would have high risk to water quality, aquatic life and likely require significant bank work and additional stabilization.

Question 28 – Development within the Floodplain:

WSDOT designed the new Kachess River bridges to have no impacts to the floodplain. However, WSDOT is working with Arden Thomas with the Kittitas County Flood District to make the final decision on potential floodplain impacts. If Kittitas County determines that there are potential floodplain impacts WSDOT will submit a Floodplain Development application. We are confident that the project avoids floodplain impacts, however we will wait for your determination.

Question 29 – Removal of structures from the Floodplain:

As stated in question 26, the four existing piers on the existing WB Bridge will be removed to ground elevations as to not impede flows or river debris.