

SEPA ENVIRONMENTAL CHECKLIST

A. Background [\[help\]](#)

1. Name of proposed project, if applicable:

Palouse to Cascades State Park Trail: Beverly Bridge Rehabilitation

2. Name of applicant:

Washington State Parks and Recreation Commission

3. Address and phone number of applicant and contact person:

Washington State Parks and Recreation Commission

Attn: Chelsea Harris

Eastern Region Headquarters

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4. Date checklist prepared:

January 2020 - March 2020

5. Agency requesting checklist:

Washington State Parks and Recreation Commission

6. Proposed timing or schedule (including phasing, if applicable):

- o 12/2019 Began permit documentation actions and 60% Design work
- o 3/2020 60% Design Development Package completed
- o 5/2020 90% Design completed
- o 7/2020 permits in hand and 100% Construction Document Package
- o 9/2020 contract awarded
- o 11/2020 to 5/2021 construction
- o 5/2021 construction complete and opening the bridge

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Auxiliary activities connected to this proposal include potential improvements to the trails on both sides of the bridge in the future including trail heads/parking areas, interpretative signage, and equestrian mounting aid stations for riders with disabilities. While these elements are not included in the proposed project, and have not yet been otherwise budgeted, they will be consistent with the 2018 Washington State Trails Plan, the Palouse to Cascades State Park Trail Classification and Management Plan (CAMP) for Lind to Malden, the Iron Horse State Park, and John Wayne Pioneer Trail Management Plan.

The Beverly Bridge project addresses another opportunity of providing power redundancy to rural areas along the west bank of the Columbia River within the jurisdiction of the Kittitas County Public Utilities District (PUD) that are not easily accessed by other means. For many years, the bridge has carried power lines across the river, ensuring reliable electrical service to remote areas until a fire in 2014 damaged the

timber decking on the west end of the bridge, rendering the bridge inaccessible by the PUD, thus forcing the PUD to decommission the lines. The power lines are still in place, but minor and necessary repairs are needed to be made prior to recommissioning them. Conversion of the Beverly Bridge for recreational use would enable utility maintenance operations and offers the opportunity to re-constitute power redundancy to this portion of Kittitas County.

Any subsequent phases, or stand-alone projects, associated with this proposal will include additional environmental review. This includes specific project actions or land acquisition/use agreements at such time developments or other actions are proposed. Depending upon the nature of the proposal, some future projects may be considered categorically exempt from additional review under SEPA (WAC 197-11-305). Categorically exempt projects do not require preparation of an environmental checklist or threshold determination. Future phases may include capital projects, land use or acquisition agreements, implementation of management plan objectives, or other facility improvements. All future projects will comply with State Parks policy as well as local, state, and federal environmental regulation.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

- Priority Habitats and Species List has been obtained from the Washington Department of Fish and Wildlife (WDFW)
- An Information for Planning and Consultation (IPaC) list of federal-listed threatened and endangered species has been obtained from the US Fish and Wildlife Service (USFWS)
- Lead painting sampling has been conducted. Lead paint has been found but will not be significantly disturbed by the project. Any paint that is removed, for example in preparation for welding, will be confined and properly disposed of following Best Management Practices spelled out in the *Washington Standard Specifications for Road, Bridge and Municipal Construction* (2020 edition).
- A Cultural Resource Survey and Report has been prepared for this proposal. The bridge has been listed on the National Register of Historic Places, and surveys for significant historic and cultural resources have been completed in potential construction staging areas at both ends of the bridge.
- A Biological Assessment (BA) addressing potential effects to federal-listed threatened and endangered species has been prepared for the project. The BA may be used in consultation with the USFWS and NMFS.
- A Record of Environmental Consideration for the Palouse to Cascades (State Park) Trail Upgrade Project has been prepared by the Joint Base Lewis-McChord – Yakima Training Center.
- A rare plant survey for Washington State rare and Federal Endangered Species Act (ESA) listed plants based on GIS data and past field assessments by the Washington Natural Heritage Program.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No other proposals or pending applications will affect this project proposal.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Grant County: Shoreline Substantial Development Permit
- Kittitas County: Shoreline Substantial Development Permit
- National Environmental Policy Act (NEPA): Biological Assessment
- United States Army Joint Base Lewis-McChord, Yakima Training Center: Construction easement
The Army may will have NEPA review authority over all or part of the project.
- United States Coast Guard (USCG): letter identifying that no permits are required
 - The proposal falls under USCG Bridge permitting category as “maintenance”
- United States Army Corp of Engineers (USACE): letter identifying that no permits are required
 - Section 404: project does not involve a discharge or dredged of fill material
 - Section 10: U.S. Coast Guard has jurisdiction with maintenance of bridges

- Washington Department of Fish and Wildlife: Hydraulic Project Approval
- Washington Department of Natural Resources (DNR), Natural Heritage Program (NHP): survey for rare, endangered, or threatened plants

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project will rehabilitate the Beverly Bridge preserving its historical character as a railroad bridge to create a non-motorized crossing of the Columbia river suitable for hikers, bikers, and equestrian travelers. The project will connect and complete the Palouse to Cascades State Park Trail. The Beverly Bridge is approximately 3,000 feet across. The existing railroad ties will be replaced with a platform constructed of pre-cast concrete slabs. New handrails will be installed on both sides to the new trail.

The project will also allow access for repair and restoration of existing but decommissioned electrical powerlines that cross the bridge. This restoration will return electric power redundancy to rural areas along the west bank of the Columbia River within the jurisdiction of the Kittitas County Public Utilities District (PUD) that are not easily served by other means. Conversion of the Beverly Bridge for recreational use would enable future utility maintenance operations.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposal spans the Columbia River on the former Milwaukee Road Railroad bridge at the town of Beverly, WA 99321. The Beverly Bridge crosses the river approximately three miles downstream of the Wanapum Dam, spanning between the Grant County side on the left bank and the Kittitas County side on the right bank. The bridge is approximately 7.9 miles south of the I-90 crossing of the Columbia River at Vantage via State Route 243 on the Grant County side. The bridge is at latitude 46° 50'1.83"N and longitude 119° 56' 31.16"W. The bridge lies in Township 16N, Range 23E spanning between Sections 33 and 34. The bridge spans between Water Resource Inventory Areas (WRIA) 40 and 41. The bridge crosses the Columbia approximately 1.6 miles river from the mouth of Crab Creek.

In addition to the bridge itself, the project will include materials staging areas on both banks within DNR owned properties within the former railroad grade footprint.

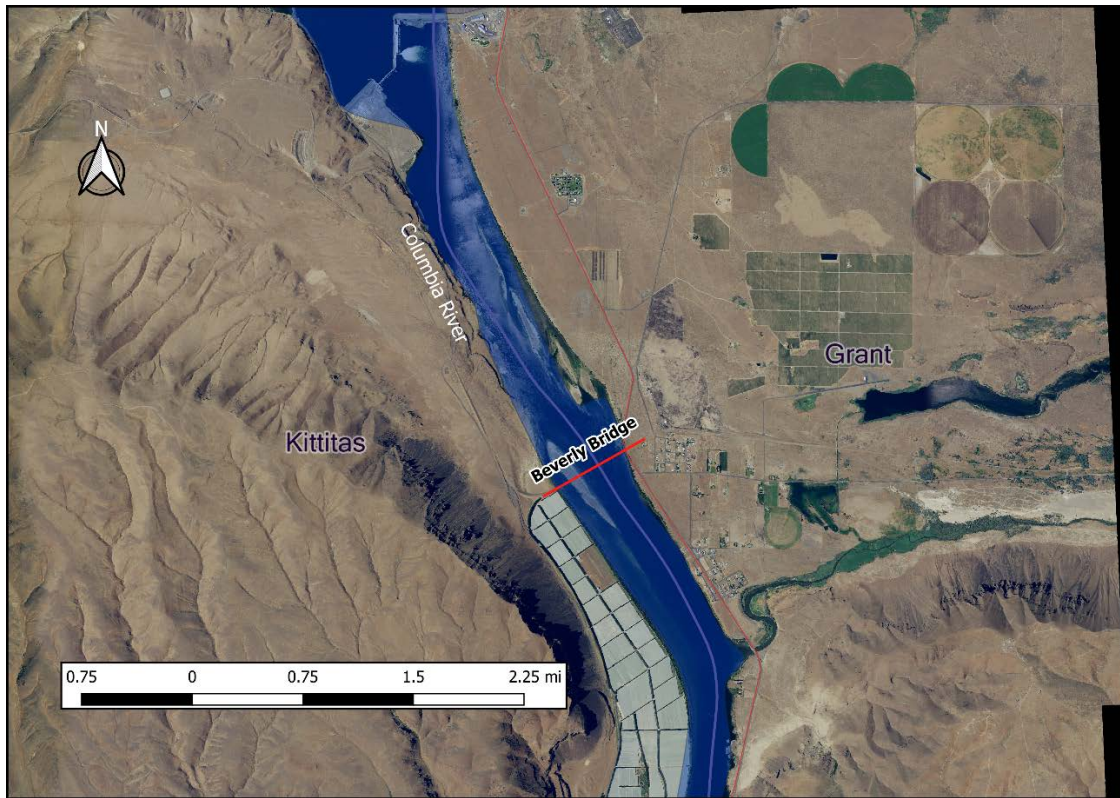


Figure 1. Beverly Bridge project vicinity

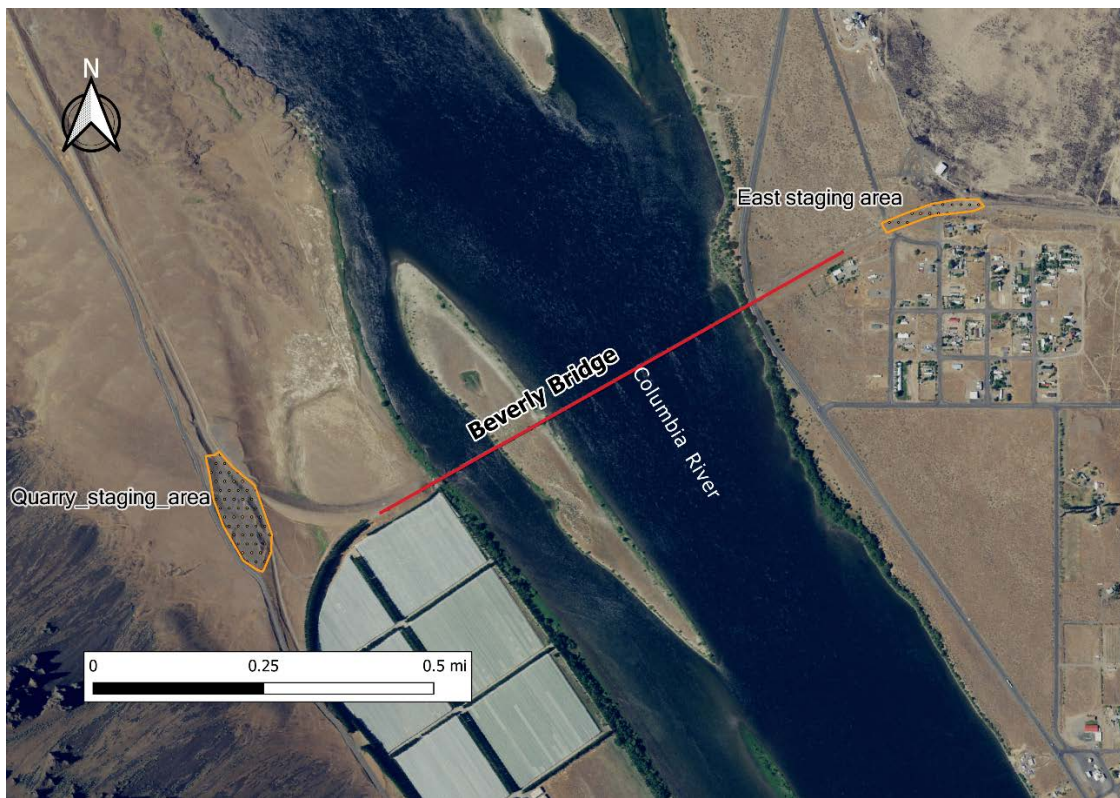


Figure 2. Beverly Bridge detail with east and west bank staging areas

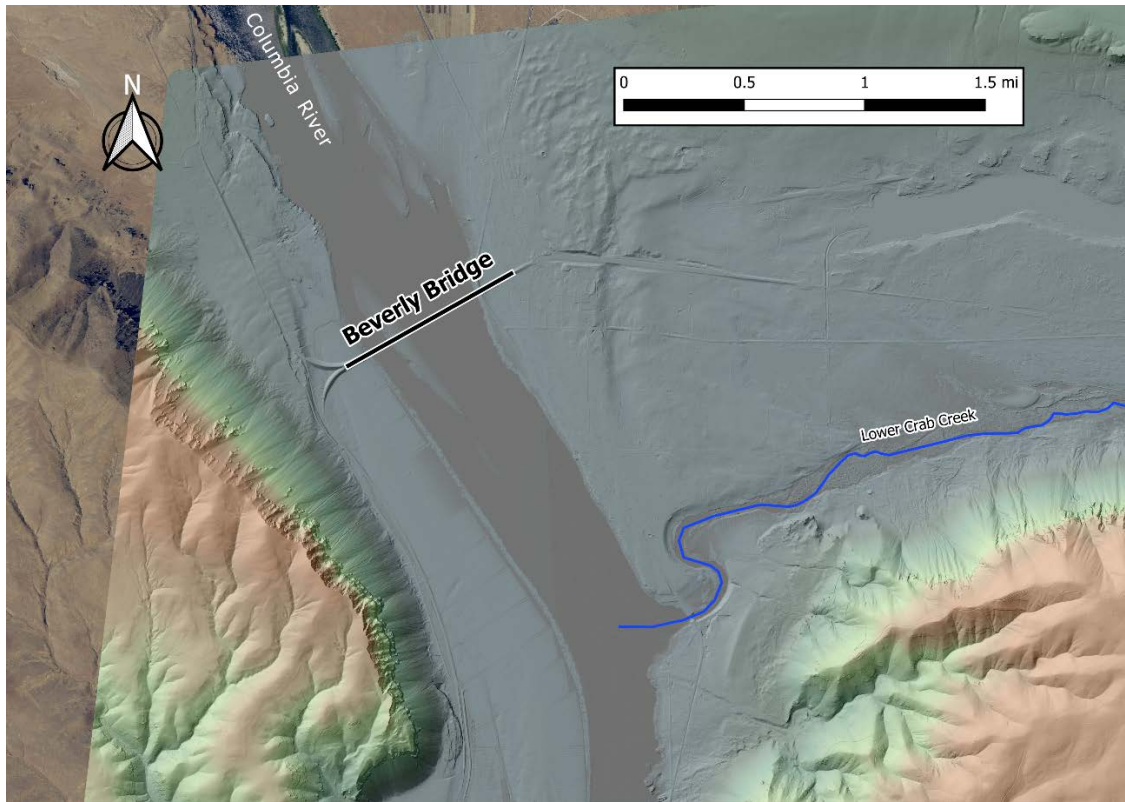


Figure 3. Project vicinity with topographic hill shade

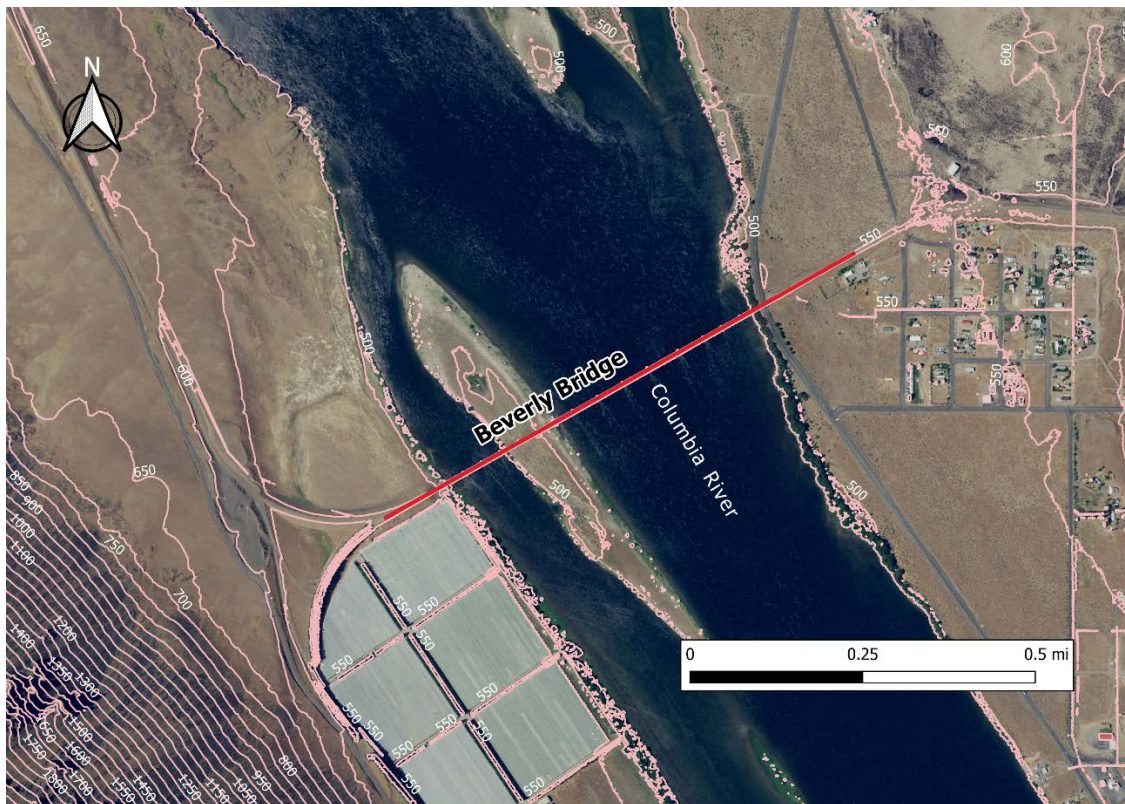


Figure 4. Project vicinity with contour lines

B. Environmental Elements [\[help\]](#)

1. Earth [\[help\]](#)

a. General description of the site (circle one):

Flat, rolling, hilly, steep slopes, mountainous, other: large river and its banks and floodplain

b. What is the steepest slope on the site (approximate percent slope)?

22% slope except for the slopes from the horizontal railroad grade itself which slope between 32% and 36%.

c. What general types of soils are found on the site (e.g., clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Nearer the river the soils are alluvial Torrefluvents. The left bank consists of Burbank stony and cobbly loamy sands. On the right bank the soils consist more of the Fortyday Nevo Rock outcrop type and the Malaga cobbly sandy loam.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no unstable soils. The Columbia River has moved alluvium in the adjacent floodplain, but the surrounding landscape holds stable glacial deposits and basalt.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The project anticipates using a .5-acre area of an abandoned gravel quarry on the right bank in Kittitas County to stage the new pre-cast concrete panels and anticipates using a .15-acre area on the left bank near the town of Beverly within the DNR owned right-of-way to temporarily stage the removed railroad ties. There may possibly be some modest grading of these staging areas, but no significant excavation or fill is anticipated.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

No erosion will occur as a result of project activities. No clearing is included in this proposal. Construction activities such as the transport of the new concrete slabs or of the removed railroad ties will occur within the footprint of the existing former railroad bed.

g. About what percent of the site will be covered with impervious surfaces after project construction (e.g., asphalt or buildings)?

The project will cover the entire length of the Beverly Bridge with precast concrete panels, so 100% of impervious surface across the bridge is proposed. The existing pervious gravel of the former railroad grade will be maintained in the approaches to the bridge deck.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

The project contractor will be required to implement to standard erosion and sediment control measures according to the WSDOT Standard Specifications for Highway Construction (2020 version).

2. Air [\[help\]](#)

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Construction activities may create some temporary vehicle and equipment exhaust and dust emissions. The use of this equipment may result in localized, short term emissions and potential fugitive dust. Two particular activities will generate dust, and both will be locally contained. One is localized paint removal to enable specific welding operations. Washington State regulations require needle scalars and a vacuum system in place for this operation. The other activity is the drilling of 5/8" diameter holes in the deck panels for the attachments for the handrail system. This activity will have a dust and debris containment system that joins the drilling activity at each hole site. Lead paint debris and drilling dust will be contained and disposed of using vacuum-shrouded hand tools or equivalent means and according to the requirements of the Washington Standard Specifications for Road, Bridge and Municipal Construction (2020 version).

Once the rehabilitation of the bridge has been completed, including the restoration and upgrade of the power lines, there will be occasional vehicle emissions exclusively related to infrequent maintenance needs of the Kittitas PUD to access their equipment.

The completed trail will host equestrians and their horses, so the presence of small discrete amounts of dried and powdered horse manure will be possible. The completed project will not increase the possible transport of noxious weeds by the equestrians and their horses significantly beyond the current levels as the bridge length is not long relative to the length of the Palouse to Cascades State Park Trail. It is anticipated that the same best practices to avoid the spread of noxious weeds that WSPRC currently encourages on the rest of the Palouse to Cascades State Park Trail be part of the users' behaviors encouraged by WSPRC on the Beverly Bridge.

- b. **Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.**

There are no off-site sources of emissions or odor that will affect the proposal.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**

Motorized equipment will meet required emission standards and will be turned off when not in use. Best management practices will be used during construction to minimize potential fugitive dust.

3. Water [\[help\]](#)

- a. **Surface Water:** [\[help\]](#)

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Yes, the Columbia River flows below the Beverly Bridge, ultimately flowing into the Pacific Ocean approximately 400 miles downstream from the project.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

Yes, the project will work above and over the Columbia River. Construction specifications will require the contractor to provide containment of all materials and debris that could be dropped into

the river, especially during demolition and removal of the railroad ties. The project will require no construction activity below the Ordinary High-Water Mark of the Columbia River.

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material will be placed in or removed from surface water or wetlands.

- 4. Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

The proposal will not require surface water withdrawals or diversions.

- 5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

The bridge spans the Columbia River and is located within but above the 100-year floodplain. No construction activity will occur on the ground within 100-year floodplain.

- 6. Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

The proposal does not involve any discharges of waste materials to surface waters.

b. **Ground Water:** [\[help\]](#)

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Groundwater will not be withdrawn as part of this proposal.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (e.g., domestic sewage, industrial, agricultural, containing the following chemicals..., etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

This proposal does not involve the discharge of waste materials to the ground.

c. **Water runoff (including stormwater):**

- 1. Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Precipitation runoff from the impervious surface of the bridge deck will enter the Columbia River and the floodplain below the bridge. Vehicle use on the bridge will be limited to occasional (annual or semi-annual) inspection and maintenance of Kittitas County PUD power lines, therefore automotive generated pollution will be negligible. The completed trail will host equestrians and their horses, so the presence of small discrete amounts of horse manure liquified by rain will be possibly also runoff the bridge deck. The completed project will not increase the possible transport of noxious weeds by the equestrians and their horses significantly beyond the current levels as the bridge length is not long relative to the length of the Palouse to Cascades State Park Trail. It is anticipated that the same best practices to avoid the spread of noxious weeds that WSPRC currently encourages on the rest of the Palouse to Cascades State Park Trail be part of the users' behaviors encouraged by WSPRC on the Beverly Bridge.

2. Could waste materials enter ground or surface waters? If so, generally describe.

The completed trail will host equestrians and their horses, so the presence of small discrete amounts of horse manure liquified by rain will be possibly also runoff the bridge deck and enter the Columbia. State Parks is preparing a plan to anticipate and manage this concern and may include informational signage to educate trail users and request that they clean up after their animals.

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, precipitation that currently drains into the Columbia River and its floodplain will continue to do so as it did before the project.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

None.

4. Plants [\[help\]](#)

a. Check the types of vegetation found on the site:

- Deciduous tree: alder, maple, aspen, other
- Evergreen tree: fir, cedar, pine, other
- Shrubs
- Grass
- Pasture
- Crop or grain
- Orchards, vineyards or other permanent crops.
- Wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- Water plants: water lily, eelgrass, milfoil, other
- Other types of vegetation: desert and sage shrub steppe species

b. What kind and amount of vegetation will be removed or altered?

None. All construction staging and access will occur in previously cleared areas.

c. List threatened and endangered species known to be on or near the site.

Federal Species (scientific name)	Status
Ute-ladies tresses (<i>Spiranthes diluvialis</i>)	ESA listed Threatened
Northern wormwood (<i>Artemisia borealis</i> var. <i>Wormskioldii</i>)	Candidate for ESA-listing
Washington State Species (scientific name)	Status
Nuttall's sandwort (<i>Minuartia nuttallii</i>)	State Threatened

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

An onsite plant survey will identify any locations of threatened and endangered species. The project will follow mitigation sequencing measures to avoid, minimize or mitigate impacts to species that are present within the project action area.

e. List all noxious weeds and invasive species known to be on or near the site.

An onsite plant survey will also seek to identify any locations of noxious weeds or invasive species.

Species of interest on site include:

- Dalmatian toadflax
- Russian, spotted, diffuse, and meadow knapweed
- Butterfly bush
- Scotch broom
- Russian olive
- Japanese and Bohemian knotweed
- Yellow-flag iris
- Purple loosestrife
- Reed canary grass
- Common reed
- Puncturevine
- Canada and Scotch thistle
- Kochia
- Saltcedar

5. Animals [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Fish: salmon, trout, and shellfish.

Mammals: deer, bear, elk, beaver, rabbits, and ground squirrels.

Birds: buteo hawks, osprey, herons, wading birds, loons, swans, geese, ducks, coots, cranes, plover, avocets, sandpipers, gulls, terns, kingfishers, bald and golden eagles, grouse, quail, songbirds and other passeriformes, flycatchers, and corvids.

Golden Eagles have been identified in the area and are a federally protected species. Sagebrush lizards have also been observed in the area, a state candidate (Washington Department of Fish and Wildlife, Priority Habitat and Species database accessed November 2019). It is unlikely that any of these species occurs currently within the project area or would be affected by the proposal.

b. List any ESA-threatened and endangered species known to be on or near the site.

Name	<i>Scientific Name</i>	ESA Status	Critical Habitat in Action Area
Fish			
Upper Columbia River Spring-run Chinook Salmon	<i>O.tshawnyshaw</i>	Threatened	Migration in Columbia River
Upper Columbia River Steelhead (DPS)	<i>O. mykiss</i>	Threatened	Migration in the Columbia River

Bull Trout	<i>S. confluentus</i>	Threatened	Migration in the Columbia River
Mammals			
Columbia Basin Pygmy Rabbit	<i>Brachylagus idahoensis</i>	Endangered	No
Gray Wolf	<i>Canis lupus</i>	Endangered	Location not available
North American wolverine	<i>Gulo gulo luscus</i>	Proposed threatened	No
Birds			
Marbled murrelet	<i>Brachyramphus marmoratus</i>	Threatened	No
Yellow-billed Cuckoo	<i>Coccyzus americanus</i>	Threatened	No

c. Is the site part of a migration route? If so, explain.

The site crosses the Columbia River. The river and the Columbia Basin are a major migration route for salmonids and a range of migratory birds. The project includes no in-water work.

d. Proposed measures to preserve or enhance wildlife, if any:

The project contractors will take precautions to avoid allowing any construction debris into the river or the nearby floodplain. During our plant survey we will also survey for possible pygmy rabbit burrows, and on the chance that any are found then protective measures will be developed to protect species and their habitat. Measures would likely include adjusting work areas to avoid impacts. The USFWS will be consulted immediately if ESA-listed species are discovered.

e. List any invasive animal species known to be on or near the site.

There are no known invasive species on or near the site.

6. Energy and Natural Resources [\[help\]](#)

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

The completed project design does not include any lighting across the bridge, nor any initial other energy needs. There is a potential that in the future that WA State Parks will design and add restrooms or a parking lot for trail users that may require new "energy needs," but no firm plans exist at this time.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

There are no lighting or other energy needs in the proposal.

7. Environmental Health [\[help\]](#)

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.**

This former railroad bridge still hosts nearly 3,000 feet of old creosote-treated railroad ties across the span. Removing these will be a large component of the project. It is planned that these treated wood railroad ties will be removed whole or in as complete a condition as possible, in order to limit any dispersal of the treated wood into the environment. The contractor will be required to capture and contain any errant wood fragments and prevent them from descending to the Columbia or the floodplain below. These railroad ties will ultimately be removed from the site and either disposed of or designated for appropriate reuse. Construction activities may create some temporary vehicle and equipment exhaust and dust emissions. The use of this equipment may result in localized, short term emissions and potential fugitive dust.

Two activities will generate potentially hazardous dust, and both activities will include best practices to assure that the dusts will be locally contained. The best practices will follow the 2020 Washington State Department of Transportation (WSDOT) Standard Specifications for Road, Bridge, and Municipal Construction. One is localized paint removal to enable specific welding operations. WSDOT regulations require needle scalars and a vacuum system in place for this operation. Any removed paint will be contained and properly disposed of in accordance with the USEPA lead-based paint debris guidance and into a certified construction and demolition landfill. The other activity is the drilling of 5/8" diameter holes in the deck panels for the attachments for the handrail system. This activity will have a dust and debris containment system that joins the drilling activity at each hole site, again following the WSDOT Standard Specifications.

1. Describe any known or possible contamination at the site from present or past uses.

The bridge was painted in the past with lead paints. These paints will not be significantly disturbed in the rehabilitation effort. Small amounts of paint may be removed in small discrete locations to suitably prepare steel surfaces for welding, etc. Any removed paint will be contained and properly disposed of in accordance with the USEPA lead-based paint debris guidance and into a certified construction and demolition landfill. No other site contamination is known.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no hazardous chemicals, underground liquids or pipelines in the vicinity.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

There will be no toxic or hazardous chemicals stored, used, or produced during the project's construction or lifetime of use.

4. Describe special emergency services that might be required.

Special emergency services are not anticipated. Typical safety measures (fall prevention for workers, etc.) will be employed.

5. Proposed measures to reduce or control environmental health hazards, if any:

Containment measures will be implemented to capture any errant wood fragments or debris from the demolition and to prevent them from descending to the Columbia River or the floodplain below.

The bridge was painted in the past with lead paint. Any removed lead paint will be contained and properly disposed following Best Management Practices spelled out in the Washington Standard Specifications for Road, Bridge and Municipal Construction (2020).

b. Noise

1. What types of noise exist in the area which may affect your project (e.g., traffic, equipment, operation, other)?

The bridge rehabilitation occurs in a remote and quiet area.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (e.g., traffic, construction, operation, other)? Indicate what hours noise would come from the site.

During the demolition of the railroad ties and placement of the new concrete deck panels there will be noise created by forklifts and transportation vehicles. Construction would occur during daylight hours only. Long-term, the non-motorized recreational uses created by the completed project will not create noise.

3. Proposed measures to reduce or control noise impacts, if any:

Construction equipment will be equipped with standard mufflers. Construction will be limited to daytime hours.

8. Land and Shoreline Use [\[help\]](#)

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Currently, the site is a fenced off abandoned railroad bridge. Adjacent properties are owned by Washington State Department of Natural Resources, Washington State Parks and Recreation Commission, and Washington State Department of Transportation (SR 243) and the U.S. Department of Defense. Nearby to the site on the left, east bank is the town of Beverly, WA. Nearby on the right, west bank are agricultural lands (an apple farm owned by Auvil Fruit Company) and an abandoned gravel quarry (on DoD property). The proposal will not affect current land uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

The project site has not been used as working farmlands. The project will not affect any working farmland or forestlands.

1. Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?

The westside of the project lies tangent to an orchard owned by Auvil Fruit Company. The orchard is approximately 1325 acres (2.1 sq. miles). Huntzinger Road provides the primary access to both the orchard and the west end of project south from I-90. Auvil Fruit does not operate oversize equipment on the road. Any application of pesticides happens rarely and would require Beverly Bridge project workers remove themselves only from locations directly adjacent to the orchard only if winds were from the south to the north and only for a short time, until the spray settled. Otherwise,

the project will not be affected by the operations of any nearby working farmland operations. The project will not affect the orchard operations so long as Huntzinger Road is not blocked.

c. Describe any structures on the site.

The only structure on the site is the focus of the project; the Beverly Bridge across the Columbia River.

d. Will any structures be demolished? If so, what?

No structures will be demolished.

e. What is the current zoning classification of the site?

Beneath the bridge on the Grant County side the zoning is 'Rural Residential.' Beneath the bridge on the Kittitas County side the zoning is 'Forest and Range.'

f. What is the current comprehensive plan designation of the site?

In the Grant County Land Use Comprehensive Plan, the area on the east shore has been designed 'Rural Lands Rural Residential 1.' In Kittitas County on the western shore, the site straddles a 'Rural Working' land use designation under and tangent to the north of the bridge and a 'Commercial Agriculture' designation tangent to the south (where there is a hop or apple farm, see question 8a above).

g. If applicable, what is the current shoreline master program designation of the site?

In the Kittitas County Shoreline Master Plan (SMP) the Shoreline Environment Designation (SED) is 'Rural Conservancy' along the left bank and 'Natural' for the mid-river island below the bridge. In the Grant County Shoreline Master Plan (SMP) the Shoreline Environment Designation (SED) is also 'Rural Conservancy.'

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No. Neither Kittitas nor Grant counties have classified the area as critical. The USFWS using the National Wetland Inventory designates the Columbia River and its shoreline beneath the bridge as lacustrine wetlands.

i. Approximately how many people would reside or work in the completed project?

None.

j. Approximately how many people would the completed project displace?

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

Local government will receive a copy of this environmental checklist, initial reviews indicate the proposal is compatible with local plans. This project is consistent with State Parks 2014-2019 Strategic Plan which identifies cross-state trails as a core component of agency recreation programs. In addition, the project is consistent with Washington State Parks and Recreation Commission support of the Palouse to Cascades Trail as expressed in a 2016 Commission Resolution. The project is also consistent with the Department of Archaeology and Historic Preservation 2014-2019 Strategic Plan, which includes the goal of improving cross-disciplinary decision-making for managing historic resources on state-owned land.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

There will be no impacts to nearby agricultural lands. All construction access and staging will occur within existing DNR and US Army Yakima Training Center rights of way.

9. Housing [\[help\]](#)

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

None.

c. Proposed measures to reduce or control housing impacts, if any:

Not applicable.

10. Aesthetics [\[help\]](#)

a. What is the tallest height of any proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?

The height of bridge truss is approximately 40 feet above the grade of the railroad tracks (or the new deck paneling). This is approximately 110 feet above the low flow water surface elevation. The railroad tracks sit at approximately 545 feet above sea level.

b. What views in the immediate vicinity would be altered or obstructed?

None.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The rehabilitation will improve the aesthetics of a currently abandoned railroad bridge that has sustained past damage due to vandalism and a small fire. The project is designed to maintain the historic character of the National Register listed bridge.

11. Light and Glare [\[help\]](#)

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

None. Bridge illumination is not included in the project proposal. Demolition and construction will occur during daylight hours without the use of additional lighting.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. The project will not create lighting or glare.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

No light or glare impacts will be created.

12. Recreation [\[help\]](#)

a. What designated and informal recreational opportunities are in the immediate vicinity?

The rehabilitation will connect the east and west sides of the Washington Palouse to Cascades State Park Trail and enhance non-motorized recreation in the area. Currently, other recreational opportunities exist on the Columbia River (boating, fishing, wind surfing) and in the surrounding area (hiking, bird watching, horseback riding, bicycling).

b. Would the proposed project displace any existing recreational uses? If so, describe.

The project will not displace any existing recreational uses but will enhance opportunities on the trail.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None.

13. Historic and cultural preservation [\[help\]](#)

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

The Beverly Bridge is the subject of the rehabilitation project. The bridge was constructed in 1909 by the Chicago, Milwaukee, St. Paul, and Pacific Railroad. The bridge was listed in the National Register of Historic Places in 1982 because of its association with The Milwaukee Road railroad.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The project area is known to hold evidence of past use by Indigenous communities. The site also holds evidence of past use as a major railroad bridge construction site and a well-used railroad route for decades. A site survey has been conducted by a consulting archaeologist as part of the project site preparation.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archaeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

A site survey supplemented with reviews of historic maps and past archeological surveys and research have been conducted by a consulting archaeologist as part of the project environmental review.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Known sites containing significant cultural or historic resources will be avoided during construction. The historic integrity of the Beverly Bridge, which is itself listed on the National Register of Historic Places will be protected through careful design and coordination with WA State Parks' historians and the Department of Archaeology and Historic Preservation (DAHP).

14. Transportation [\[help\]](#)

- a. **Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

On the Kittitas County side of the Columbia River the only road serving the site is Huntzinger Road extends parallel to the Columbia River. On the Grant County side of the river the nearest road is SR 243. In Grant County the small town of Beverly lies nearby, east of the bridge and tangent to the Palouse to Cascades State Park Trail and includes a grid of short east-west streets intersected with four north-south streets.

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

No, the area is not served by public transit. The Grant County Transit Authority offers a Dial-A-Ride Transportation (DART) service to Mattawa, approximately 7³/₄ miles south of Beverly.

- c. **How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?**

The project proposal does not include any plans for constructing any parking, nor eliminating any existing parking. Future actions may include establishment of parking areas and trailheads along the trail. The amount of parking that would be needed has not been defined.

- d. **Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The proposal will construct non-motorized trail along the full length of the Beverly Bridge. Minor improvements to the trail approaches to the bridge will be necessary to provide smooth transitions from the trail to the bridge and vice versa.

- e. **Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.**

The proposal will convert an abandoned railroad to a non-motorized trail, and thus improve Washington State pedestrian and bicycle facilities.

- f. **How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

Although the rehabilitation has been prioritized by Washington State Parks and Recreation Commission as a significant improvement in the Palouse to Cascades State Park Trail, it is impossible to forecast the number of vehicular trips to the site that might be generated by the project.

- g. **Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

- h. **Proposed measures to reduce or control transportation impacts, if any:**

Not applicable.

15. Public Services [\[help\]](#)

- a. **Would the project result in an increased need for public services (e.g., fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.**

It is possible that an increased use of the trail due to the bridge becoming a viable trail link will slightly increase the potential for an accident among the trail users. It is likely that existing public services (e.g., fire protection, police protection, health care, schools) will be capable of responding to any additional need.

- b. **Proposed measures to reduce or control direct impacts on public services, if any.**

None.

16. Utilities [\[help\]](#)

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____**

None currently. The project includes restoration of the electrical power across the bridge, so electrical power may be available as a result of the project.

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

The project includes restoration of the electrical power lines across the bridge, so in theory electrical power may be available to the bridge deck in the future as a result of the project. The electrical power aspects and scope of the project focuses on restoring the powerlines and the electrical transmission capacity across the river and do not specifically include providing power to the bridge for use on the span. The utility providing the service will be the Kittitas Public Utility District.

C. Signature [\[help\]](#)

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee: Chelsea Harris

Position and Agency/Organization: Environmental Planner/ Washington State Parks and Recreation Commission

Date Submitted: 3/24/2020