



Public Notice

US Army Corps
Of Engineers
Seattle District

Planning Branch
Post Office Box 3755
Seattle, Washington 98124-2255
Michael Scuderi, Project Manager
Telephone: (206) 764-7205

Public Notice Date: November 14, 2001
Expiration Date: December 14, 2001
Reference: PL-01-03
Name: Seattle District,
Corps of Engineers

30 Day Notice

Interested parties are hereby notified that the U.S. Army Corps of Engineers, Seattle District, plans to perform work related to the Snoqualmie River Flood Damage Reduction Study, King County, Washington. This work is subject to Section 404 of the Clean Waters Act and described below and shown on the enclosed drawing(s). This notice was previously issued under number TB-99-01 (issued June 14, 1999) that was subsequently withdrawn on June 12, 2001 to incorporate design changes.

LOCATION: The proposed project is located adjacent to the Snoqualmie River, downstream of the city of Snoqualmie, King County, Washington. The project is located between river mile (RM) 40 and river mile 42.

WORK: The project area is located immediately downstream of the town of Snoqualmie, King County, Washington, above Snoqualmie Falls. The project is comprised of three primary elements: 1) right bank channel widening, 2) left bank channel widening, and 3) removal of an abandoned railroad bridge and approach trestle on the right bank. In addition, rock riprap would be placed in one of the shoreline areas to address increased flood velocities.

Right Bank Channel Widening. The right bank channel widening element consists of removing an existing rock outcrop just upstream from the Puget facility's footbridge. The work would occur along approximately 340 linear feet of river shoreline. The channel in the vicinity of this element would be widened from about 140 feet to 200 feet in order to increase the hydraulic efficiency of the channel widening area during a flood. About 0.2 acres of land above the normal water line of the river and 0.5 acres below the water line would be used for project construction. Site inspection has revealed that the outcrop is probably solid rock, and the modified side slope would end up being nearly vertical. An excavation of about 8,056 cubic yards of rock and common material (dirt) would be needed landward of ordinary high water. An excavation of about 2648 cubic yards of rock and common material (dirt) would be needed riverward of ordinary high water. It is anticipated that the rock will be excavated by blasting and some of the rock would require underwater removal. If possible, directional blasting will be used to provide alcoves for fish refuge and areas for plantings. Blasted rock may be used as riprap or bedding spalls for the left bank element. An existing right bank gravel road, which is owned and used by Puget Sound Energy, would be used to reach the right bank construction site. Because the construction area would encroach on the gravel road, a small portion of the road would have to be moved landward within the channel widening area. At the end of construction, the gravel road would be left in a condition as good or better than currently exists. In addition, after construction native trees would be planted along the modified shoreline wherever conditions would allow for the growth of

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trees (i.e. where the shoreline is not solid rock).

Left Bank Channel Widening. The left bank channel widening element consists of removing earth and rock just downstream of the Highway 202 bridge. The work would occur along approximately 475 linear feet of river shoreline. The channel in the vicinity of this element would be widened from about 150 to 175 to 200 feet in order to increase the hydraulic efficiency of the channel widening area during a flood. About 0.9 acres of land above the normal water line of the river and 1.2 acres below the water line would be used for project construction. Inspection of the left bank area to date indicates that the majority of the material to be excavated is probably earth, and an estimated 12,819 cubic yards of material would have to be excavated along the steep river slope landward of the ordinary high water level and 8,210 cubic yards below ordinary high water. The left bank work would consist of first clearing the bank of trees and shrubs, excavating the slope to a 1.5:1 slope (1.5 feet of horizontal distance for every 1 foot of vertical), and then armoring the bank and buried toe with derrick stone up to elevation 405 feet and class V rock riprap from elevation 405 feet to 414 feet in order to protect the bank from erosion. An estimated 8,482 cubic yards of derrick stone would be needed for the bank. The rock riprap would extend up the bank slope to elevation 414, and from there to the top of the bank the bank would be protected with gravel or spalls. The rock would be 6 feet thick on the buried toe of the rock revetment and bank slope up to elevation 405 feet and about 4.5 feet thick from elevation 405 feet to 414 feet. The weighted toe is required to prevent movement of the bank protection and to provide subsurface armor protection if toe scour should occur. At elevation 405 feet there will be a bench of varying width to facilitate plantings. Approximately 5,989 cubic yards of derrick stone would be placed below ordinary high water.

The removal of trees and shrubs along the left bank shoreline area would require mitigation from the standpoint of loss of aesthetics and loss of fish and wildlife habitat. Willow lifts will be planted in the riprap at elevations 401, 406, and 410 feet. Large trees and shrubs will be planted on the bench at elevation 405 feet. Small and medium size trees and shrubs not to exceed 20 feet in height would be planted on the slope above elevation 414 feet. Larger native trees (both coniferous and deciduous) would be planted at the very top of the bank native trees where space is available. Within the buried toe of the revetment, double rootwads would be imbedded in the riprap and placed about every 30 linear feet along the disturbed shoreline to provide fish habitat.

Railroad Bridge Removal. This project element involves the removal of an old, abandoned railroad bridge which crosses the Snoqualmie River about one-half mile upstream of the State Highway 202 Bridge. The right bank right span of the bridge fell into the river during the 1990 flood. The remaining 180 foot long built-up member steel truss bridge span is supported by two timber piling groups. The right bank approach is a 750 foot long timber pile trestle, while that on the left bank is a 675 foot long earthen embankment leading to a 75 foot long timber pile trestle. The bridge and timber support removal could be facilitated by falsework to be constructed near the left bank of the river. The bridge will be removed in sections to the falsework and cut up and dismantled on the left bank. All rails and ties associated with the bridge will be removed as well. All materials (steel, rails, and timber) are believed to be salvageable material. The right bank approach (wooden trestle) will be removed by dismantling the trestle from the Mill Pond Road placing a temporary access road in the footprint of the trestle. During construction of the road, approximately 0.26 acres of freshwater wetland will be temporarily filled with 208 cubic yards of gravel for the roadbed. After the trestle is dismantled, the temporary road fill will be removed and replanted with native vegetation. The wetland area will be regraded and replanted with wetland vegetation.

Associated Design Features - Shoreline Protection. Completion of the 3 element project would result in significantly increased river velocities during a flood in the vicinity of the State Highway 202 bridge. There are areas, particularly on the right bank just upstream of the bridge, where expected 100-year flow velocities could produce significant erosion. The following measure would be intended to negate damage to critical infrastructure due to increased erosion from increased velocities. The area of concern is the right bank

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shoreline area upstream of the Highway 202 bridge. Within this area riprap would be placed in a shallow trench in an area slightly landward of the shoreline to serve as “launched” stone protection. Should the river erode the bank to the riprap pile, then stone would slip over the bank (launch) and continue to do so until the erosion ceased. The mound of riprap would be a triangular prism about 7.5 feet high, 15 feet wide at the top, and about 260 feet long, totaling about 450 cubic yards of rock. The riprap would be placed in an excavated trench about ten feet deep in order to minimize its appearance. Excavated trench material (about 350 cubic yards) would be grade to existing ground level over the riprap prism to facilitate the re-establishment of vegetation.

PURPOSE: Purpose of this project is to provide flood damage reduction for the city of Snoqualmie while minimizing impacts to the environmental resources of the area.

MITIGATION: Mitigation for the project will focus on avoiding and minimizing project impacts. For the channel widening section the amount of riprap to be placed on the bank will be kept to a minimum (i.e. riprap will not be placed to the top of the bank on the left bank element). To minimize disruption to inwater habitat, the toe of the bank protection structures will be buried. To compensate for the vegetation removed, a combination of willows and native trees and low lying shrubs will be planted on the exposed slopes next to the river and large woody debris will be placed on the toe on the left bank channel widening area to replace lost habitat. At the upstream end of the left bank channel widening area, the riprap will be covered with a dirt blanket to provide a ramp for migrating animals.

The majority of the existing shoreline vegetation on the right bank erosion control area will be retained by placing the self launching toe back from the existing shoreline adjacent to the utility right of way. The use of this alignment will minimize loss of vegetation in part through the use of the existing access road. The overburden removed during preparation of the project site will be stockpiled and then placed over the riprap after it is placed. This will provide a growing medium for revegetation of the area.

The railroad bridge removal will be staged on the left bank to avoid impacts to prime forest habitat and wetlands. The fill placed by the trestle removal will be removed and the area will be regraded and replanted.

During construction, inwater work in the channel widening area will be kept to a minimum. Silt curtains will be used to control turbidity releases to the river. A spill prevention plan will be set up to help avoid spills and program a response to handle spills in case one occurs. Fish will be directed away from the blasting area through the use of a bubble curtain. The timing and size of the blasting will be controlled to minimize disruption to fish and wildlife.

COORDINATION: The proposed work is being coordinated with the following Federal, State, or local agencies:

Federal

Environmental Protection Agency
U.S. Fish and Wildlife Service
National Marine Fisheries Service

Indian Tribes

Snoqualmie Tribe
Tulalip Tribe

State of Washington

Department of Ecology
Department of Fish and Wildlife

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Local

King County Public Works
City of Snoqualmie

CULTURAL AND HISTORIC RESOURCES: The District Engineer has reviewed the latest published version of the National Register of Historic Places, lists of properties determined eligible, and other sources of information. A field reconnaissance of the site did not identify any significant cultural or historic resources that would directly be affected by the proposed project. Part of the work is located on a property registered in the National Register of Historic Places (Snoqualmie Falls Historic District) but will not affect any register structures or the character of the site. Unknown archeological, scientific, prehistoric or historical data may be lost or destroyed by work to be accomplished under the requested work.

The District Engineer invites responses to this Public Notice from Federal, State and local agencies, historical and archeological societies, Indian tribes and other parties likely to have knowledge of or concerns with historic properties in the area.

ENDANGERED SPECIES - The Endangered Species Act of 1973, as amended, requires assessment of potential impacts to listed and proposed species. The U.S. Fish and Wildlife Service (USFWS) identified federally listed and proposed animal species which may occur in the project vicinity. Included in this list were four species listed as threatened, bald eagles (*Haliaeetus leucocephalus*), marbled murrelets (*Brachyramphus marmoratus marmoratus*), northern spotted owls (*Strix occidentalis caurina*), and bull trout (*Salvelinus confluentus*). The National Marine Fisheries Service (NMFS) identified one species listed as threatened, Puget Sound chinook salmon (*Oncorhynchus keta*), as occurring downstream of the project area. After receipt of comments from this public notice, the U.S. Army Corps of Engineers will evaluate the potential impacts to the listed species.

PUBLIC HEARING - Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

EVALUATION - The decision whether to perform the proposed work will be based on an evaluation of the probable impact, including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefits which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership, and, in general, the needs and welfare of the people.

The U.S. Army Corps of Engineers (Corps) is soliciting comments from the public; Federal, State, and local agencies and officials; Indian tribes; and other interested parties in order to consider and evaluate the impacts of this activity. Any comments received will be considered by the Corps to determine whether to issue, modify, condition or not proceed with the proposed work. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the activity.

The evaluation of the impact of the activity on the public interest will include application of the guidelines

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promulgated by the Administrator, Environmental Protection Agency, under authority of Section 404(b) of the Clean Water Act.

ADDITIONAL EVALUATION - The State of Washington is reviewing this work for consistency with the approved Washington Coastal Zone Management Program.

This proposal is the subject of Shorelines Management Act and will be conducted in a manner consistent to the maximum extent practicable with the approved State Coastal Zone Management Program. The city of Snoqualmie, one of the project's local sponsors, will process a Shorelines Substantial Development Permit for this project.

A final Environmental Assessment and Finding of No Significant Impact has already been prepared for the proposed work. Based on the assessment of potential impacts from the proposed work, an Environmental Impact Statement will not be required.

COMMENT AND REVIEW PERIOD: Additional information concerning the project may be obtained at the above referenced address from Mr. Michael Scuderi, (206) 764-7205, or from Mr. Paul Cooke, (206) 764-3622. Comments on these factors will be accepted and made part of the record. Comments should refer to the reference number shown above and reach this office, Attn: Mr. Michael Scuderi, NWS-PM-PL-ER, no later than the expiration date of this public notice to insure consideration.

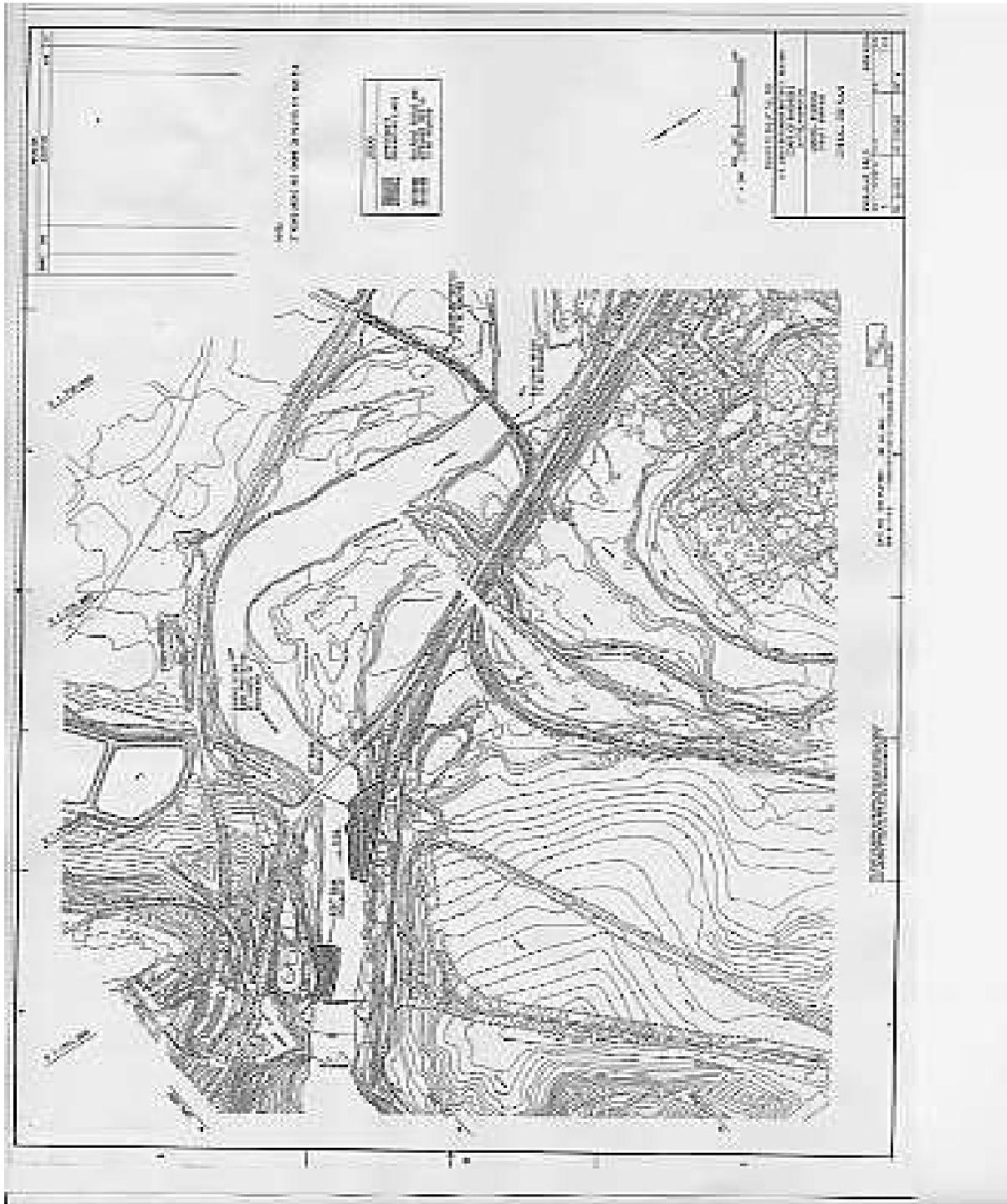
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Drawing () or Drawings (x)

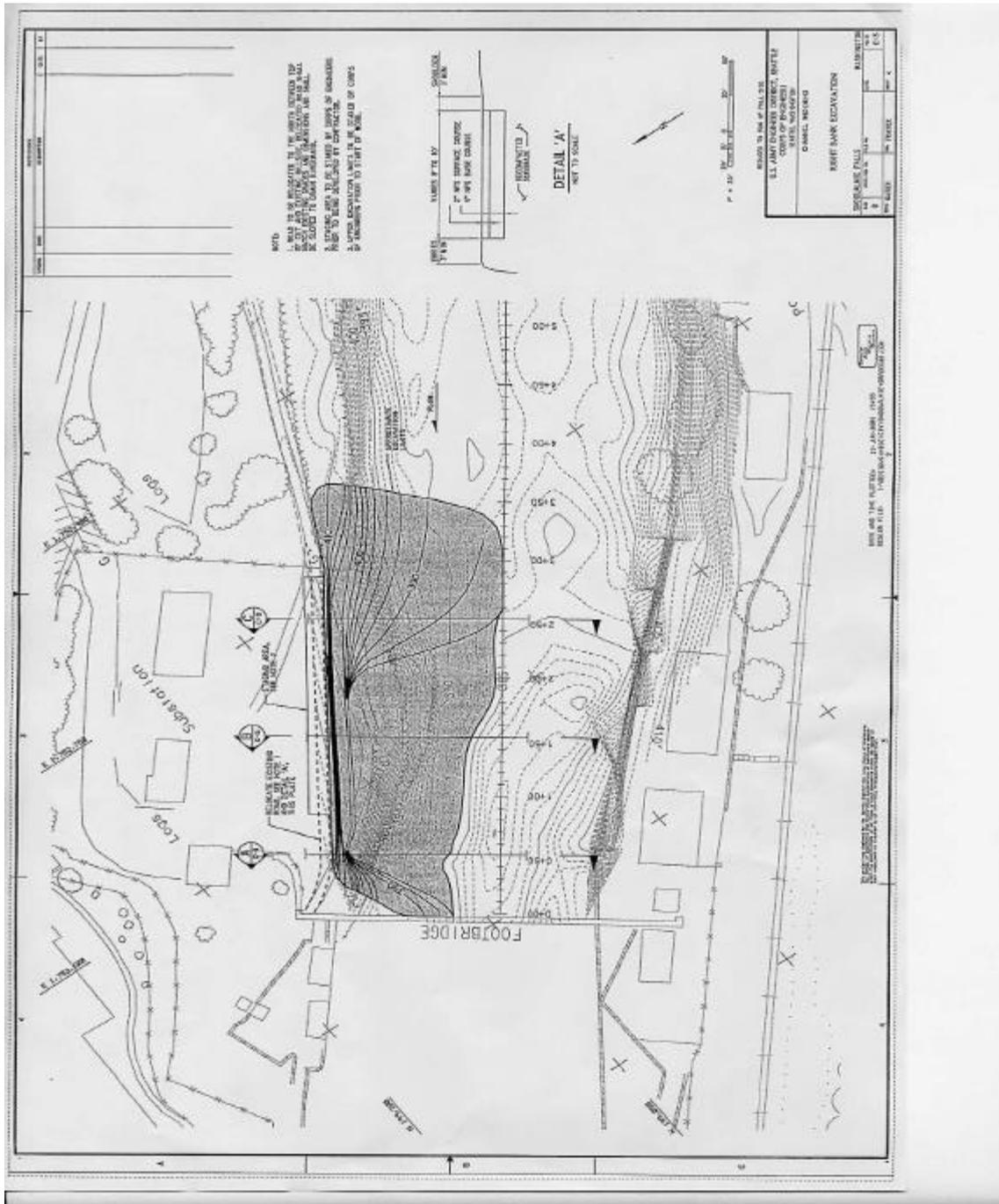
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<p>PURPOSE: Flood Flood Damage Reduction</p> <p>DATUM: NVGD</p> <p>ADJACENT PROPERTY OWNERS: List Available from Corps of Engineers</p>	<p>SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY</p> <p>PROJECT LOCATION</p> <p>SEATTLE DISTRICT CORPS OF ENGINEERS</p>	<p>IN: Waters of the U.S. adjacent to the Snoqualmie River</p> <p>AT: Sec. 30, T24N R8E</p> <p>COUNTY: King STATE: WA</p> <p>SHEET 1 OF 9</p> <p>DATE: November 14, 2001</p>
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PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

RIGHT BANK CHANNEL WIDENING AREA

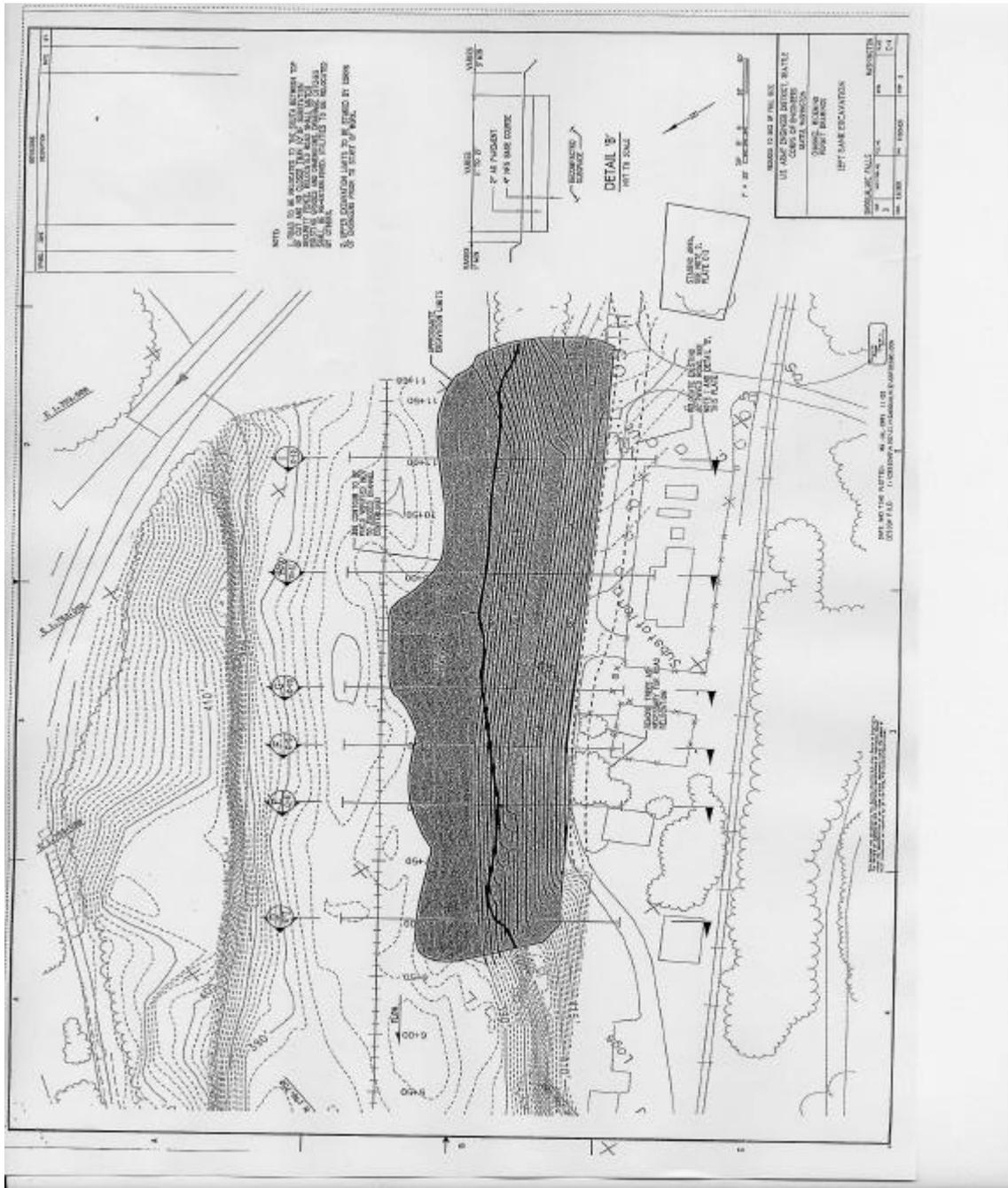
SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA

SHEET 3 OF 9
DATE: November 14, 2001

Public Notice: PL-01-03



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

LEFT BANK CHANNEL WIDENING AREA

SEATTLE DISTRICT CORPS OF ENGINEERS

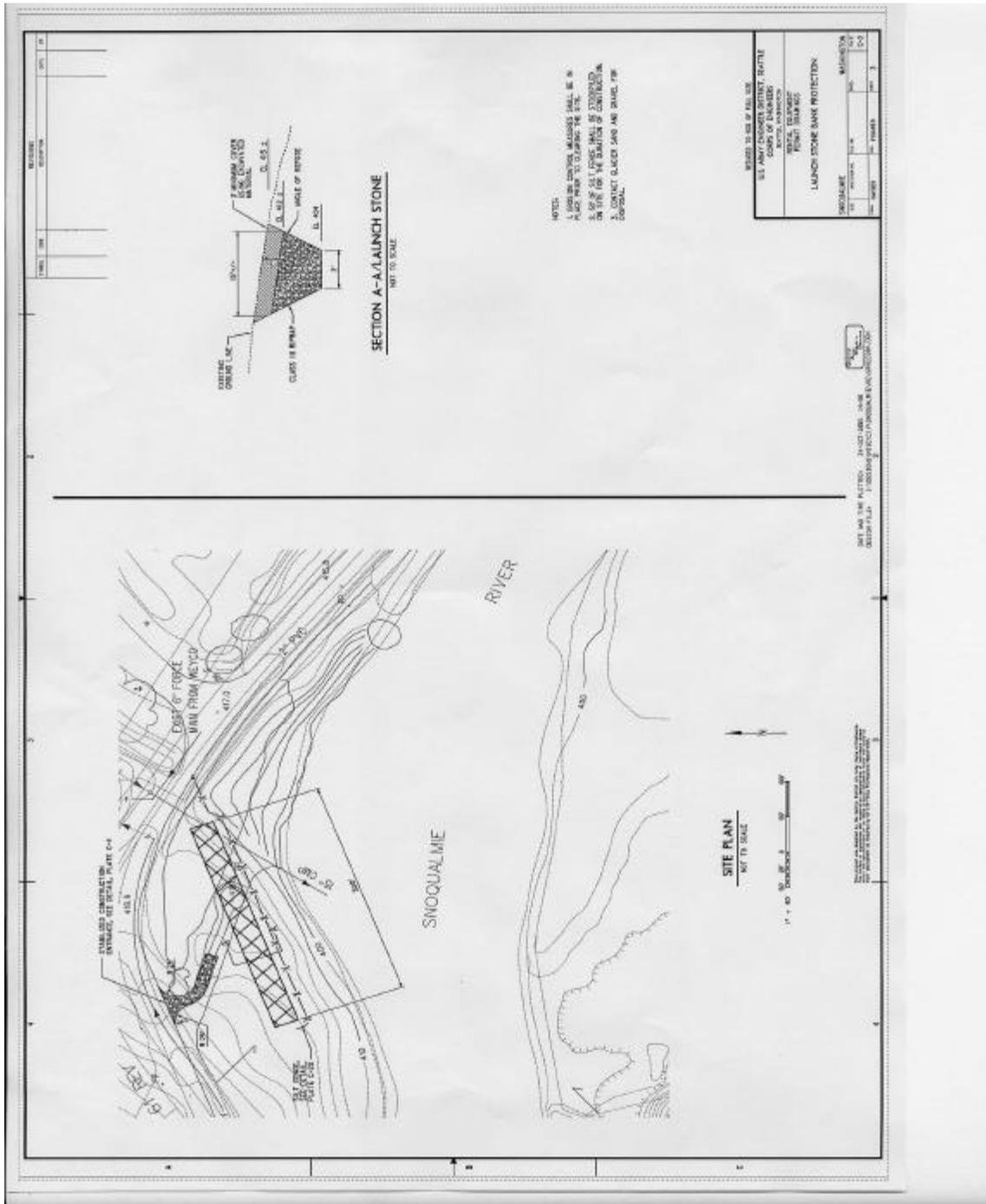
IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E

COUNTY: King STATE: WA

SHEET 4 OF 9

DATE: November 14, 2001



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

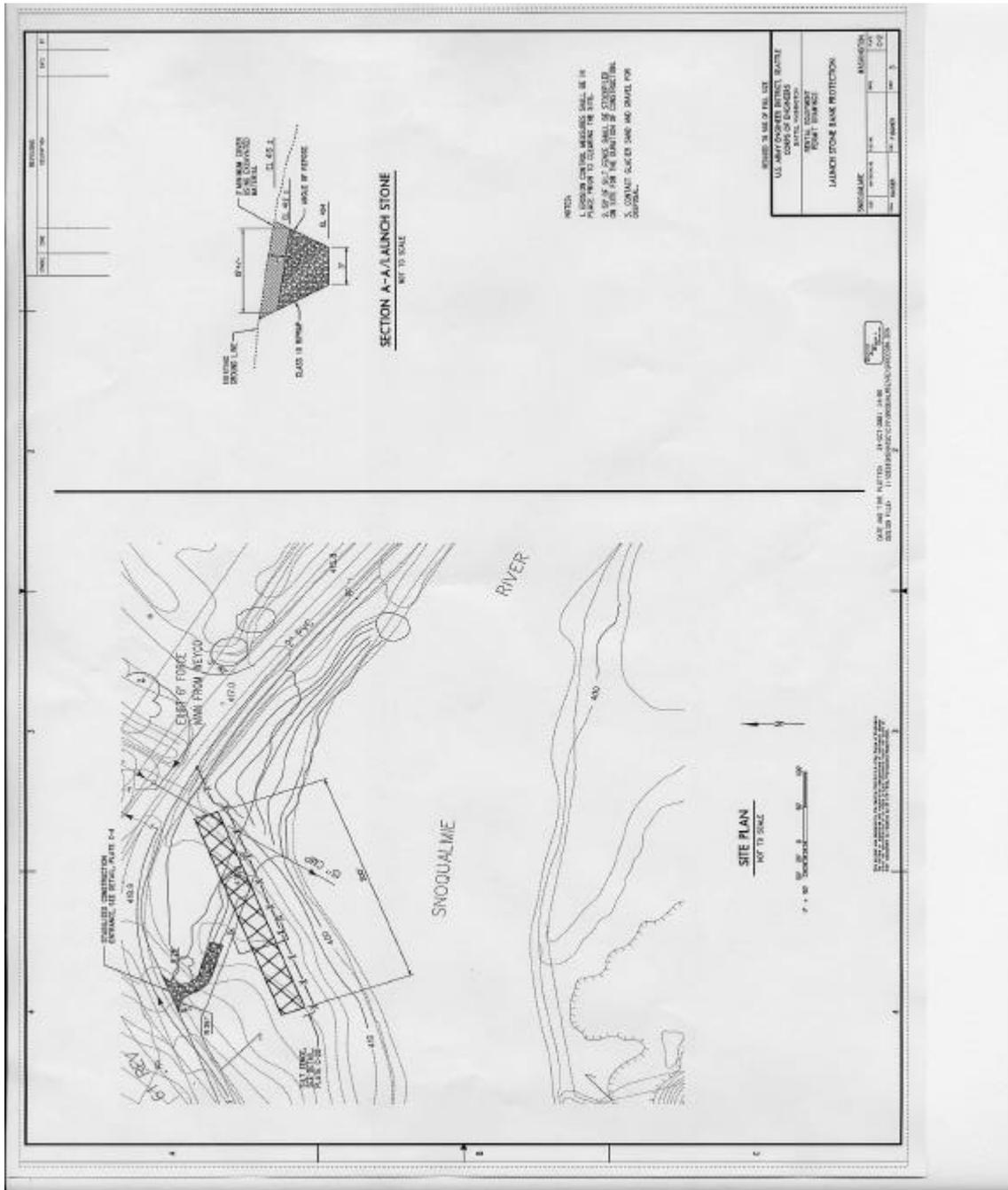
RAILROAD BRIDGE REMOVAL AREA

SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA

SHEET 5 OF 9
DATE: November 14, 2001



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

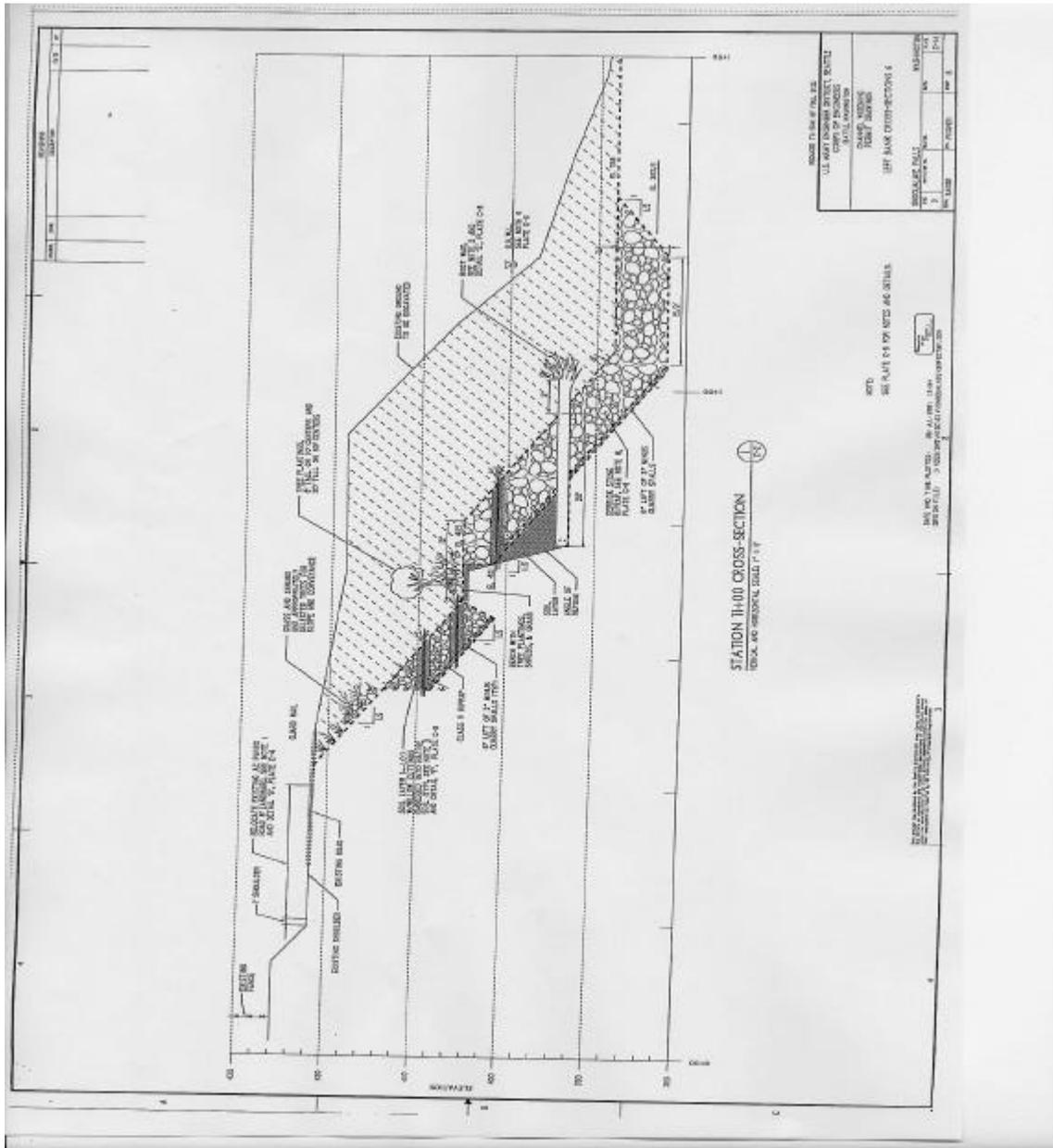
EROSION CONTROL AREA

SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA

SHEET 6 OF 9
DATE: November 14, 2001



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

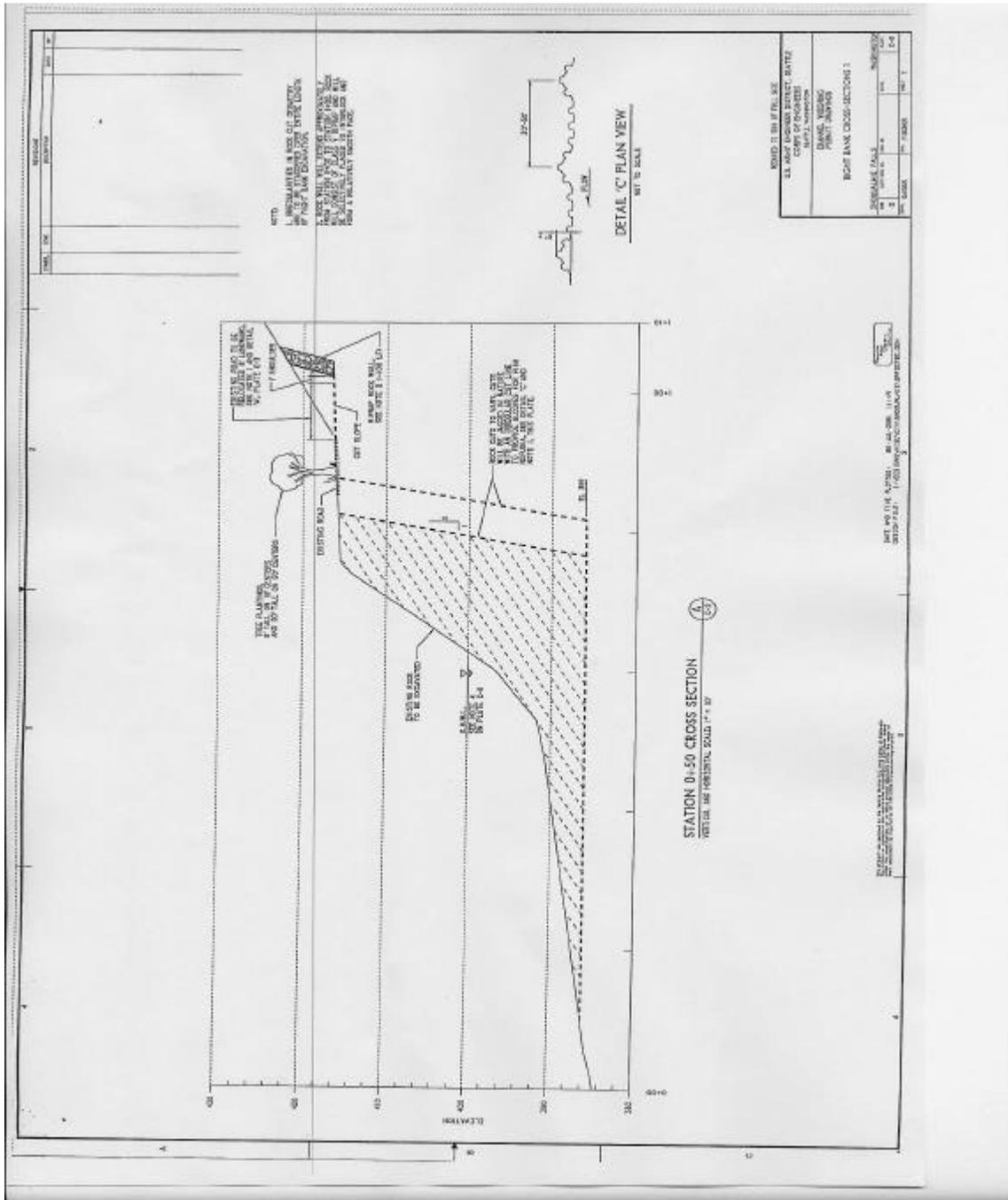
SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

CROSS SECTION FOR LEFT BANK CHANNEL WIDENING INCLUDING REPLANTING AND LWD

SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA
SHEET 7 OF 9
DATE: November 14, 2001



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

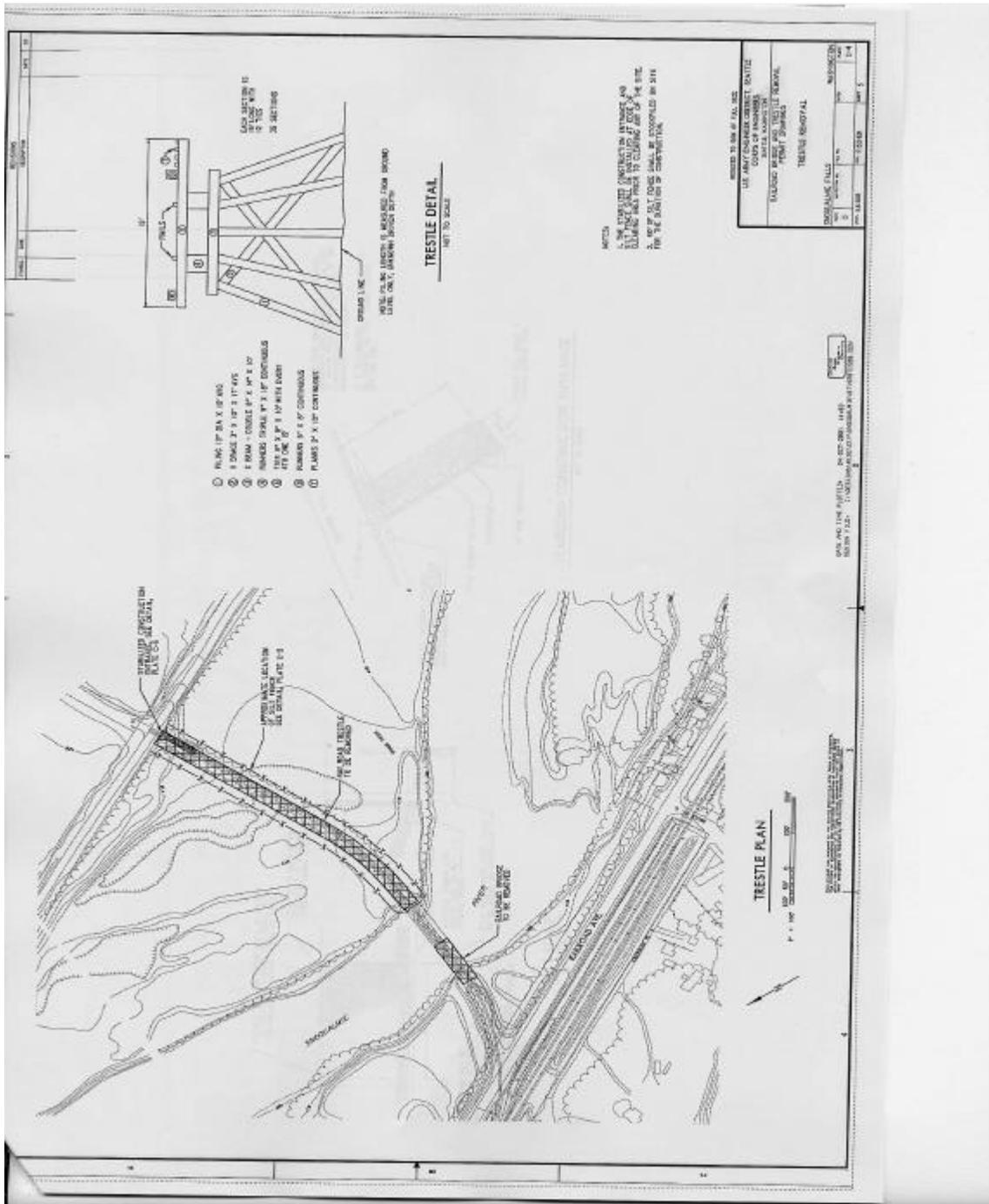
CROSS SECTION FOR RIGHT BANK CHANNEL WIDENING

SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA

SHEET 8 OF 9
DATE: November 14, 2001



PURPOSE: Flood Flood Damage Reduction

DATUM: NVGD

ADJACENT PROPERTY OWNERS:
List Available from Corps of Engineers

SNOQUALMIE RIVER FLOOD DAMAGE REDUCTION STUDY

TRESTLE REMOVAL AREA

SEATTLE DISTRICT
CORPS OF ENGINEERS

IN: Waters of the U.S. adjacent to the Snoqualmie River

AT: Sec. 30, T24N R8E
COUNTY: King STATE: WA

SHEET 9 OF 9
DATE: November 14, 2001



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Mail Stop PV-11 • Olympia, Washington 98504-8711 • (206) 459-6000

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

Notice of Application for
Water Quality Certification
and for
Certification of Consistency with the
Washington Coastal Zone Management Program

Date: Nov. 14, 2001

Notice is hereby given that a request has been filed with the Department of Ecology, pursuant to the requirements of Section 401 of the federal Clean Water Act of 1977 (PL 95-217), to certify that the project described in the Corps of Engineers Public Notice No. PL-01-03, will comply with Sections 301, 302, 303, 306, and 307 of the Act, and with applicable provisions of State and Federal water pollution control laws.

Notice is also given that a request has been filed with the Department of Ecology, pursuant to the requirements of Section 307(c) of the federal Coastal Zone Management Act of 1972 (16 U.S.C. 1451), to certify that the above-referenced project will comply with the Washington State Coastal Zone Management Program and that the project will be conducted in a manner consistent with that Program.

Any person desiring to present views pertaining to the project on either or both (1) compliance with water pollution control laws or (2) the project's compliance or consistency with the Washington State Coastal Zone Management Program may do so by providing written comments within 30 days of the above publication date to:

Alice Kelly
Dept. of Ecology
3190 160th Ave. SE
Bellevue, WA 98008-5452