

YAKIMA COUNTY
Updated 7/24/2008

LISTED

Endangered

Gray wolf (*Canis lupus*)

Threatened

Bull trout (*Salvelinus confluentus*) – Columbia River distinct population segment

Grizzly bear (*Ursus arctos horribilis*)

Marbled murrelet (*Brachyramphus marmoratus*)

Northern spotted owl (*Strix occidentalis caurina*)

Spiranthes diluvialis (Ute ladies'-tresses), plant

Designated

Critical habitat for the northern spotted owl

Critical habitat for the Columbia River distinct population segment of the bull trout

CANDIDATE

Fisher (*Martes pennanti*) - West Coast distinct population segment

Greater sage grouse (*Centrocercus urophasianus*) – Columbia Basin distinct population segment

Mardon skipper (*Polites mardon*), butterfly

Yellow-billed cuckoo (*Coccyzus americanus*)

SPECIES OF CONCERN

Animals

Bald eagle (*Haliaeetus leucocephalus*) (delisted, monitor status)

Black swift (*Cypseloides niger*)

Burrowing owl (*Athene cunicularia*)

Ferruginous hawk (*Buteo regalis*)

Larch Mountain salamander (*Plethodon larselli*)

Loggerhead shrike (*Lanius ludovicianus*)

Long-eared myotis (*Myotis evotis*)

Northern goshawk (*Accipiter gentilis*)

Olive-sided flycatcher (*Contopus cooperi*)

Pacific lamprey (*Lampetra tridentata*)

Pallid Townsend's big-eared bat (*Corynorhinus townsendii pallescens*)

Peregrine falcon (*Falco peregrinus*) (Delisted, monitor status)

Redband trout (*Oncorhynchus mykiss*)

River lamprey (*Lampetra ayresi*)
Sagebrush lizard (*Sceloporus graciosus*)
Sharptail snake (*Contia tenuis*)
Townsend's ground squirrel (*Spermophilis townsendii*)
Western brook lamprey (*Lampetra richardsoni*)
Western gray squirrel (*Sciurus griseus griseus*)
Westslope cutthroat trout (*Oncorhynchus clarki lewisi*)
Wolverine (*Gulo gulo*)

Vascular Plants

Astragalus columbianus (Columbia milk-vetch)
Calochortus longebarbatus var. *longebarbatus* (Long-bearded sego lily)
Castilleja cryptantha (Obscure indian-paintbrush)
Cryptantha leucophaea (Gray cryptantha)
Cypripedium fasciculatum (Clustered lady's-slipper)
Erigeron basalticus (Basalt daisy)
Lomatium tuberosum (Hoover's desert-parsley)
Pinus albicaulis (Whitebark pine)
Sisyrinchium sarmentosum (Pale blue-eyed grass)
Tauschia hooveri (Hoover's tauschia)

Mark Eberlein
FEMA- Region X
130 228th Street SW
Bothell, WA 98021-9796

December 16, 2008

U.S. Fish and Wildlife Service
Attn: Robert Newman
Upper Columbia Fish and Wildlife Office
11103 East Montgomery Drive
Spokane, Washington 99206

And

National Marine Fisheries Service
Attn: Steve Landino, State Director
510 Desmond Drive SE, Suite 103
Lacey, Washington 98503

**Re: South Naches River Road Re-Alignment Project, Yakima County, WA.
USFWS Reference: 1-9-04-I-177 (File #807.4000).
NMFS Tracking No.: 2004/00332**

Dear Mr. Newman and Mr. Landino:

In March of 2004, the Washington State Department of Transportation (WSDOT) submitted a Biological Assessment (BA) for informal consultation to the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) (collectively “the Services”) for the South Naches River Road Re-Alignment Project in Yakima County, Washington (WSDOT Project #LA05467). Concurrence letters from the USFWS (dated April 8, 2004) and from the NMFS (dated July 7, 2004) were received by WSDOT. Since this time, the project has not been built and several changes to the project have occurred including a change in the action agency, a project design change, the designation of critical habitat for bull trout, and the delisting of the bald eagle. The effects analysis determinations however, have not changed.

On May 31, 2007 the Federal Emergency Management Agency (FEMA) received an application from Yakima County requesting funding through the Hazard Mitigation Grant Program to re-align a portion of Lewis Road. Attached to this application were the aforementioned Services consultation letters to WSDOT and the original BA prepared by WSDOT. FEMA requests that the USFWS and NMFS review the changes detailed

below and recommend an appropriate course of action for FEMA's compliance under the Endangered Species Act (ESA) and Magnuson-Stevens Act (MSA).

Action Agency

The regulations (50 CFR 402.08) implementing Section 7 of the ESA of 1973, as amended, allow a Federal agency to designate a non-Federal representative to conduct informal consultations or prepare BAs by giving written notice to the Director for such designation. On May 10, 1999, Gene Fong, Division Administrator of the Federal Highways Administrations (FHWA) provided the Services with written notice so designating WSDOT as the FHWA non-Federal representative.

The original BA prepared by WSDOT for FHWA for the South Naches Road Alignment Project included the re-alignment of a portion of Lewis Road. The project has not been built. Under the Hazard Mitigation Grant Program, FEMA has been requested to provide funding to re-align the portion of Lewis Road which was part of the original, larger WSDOT project. FEMA would not fund the entire project discussed in the original BA, but only the Lewis Road re-alignment. Therefore, FHWA would remain responsible for the remainder of the project as described in the aforementioned BA and FEMA would require ESA and MSA compliance for the Lewis Road re-alignment only.

Project Description Changes

The original project is described in paragraph one of the Executive Summary in the 2004 BA which states:

Yakima County, in cooperation with the FHWA, plans to realign the existing roadway beginning at the junction of US 12 in the City of Naches and proceeding south on the South Naches Road. The project will include the addition of sidewalks along the first 1370 feet of road beginning at the junction of US 12 and S. Naches Road. A new roadway is proposed just beyond the existing Naches River Bridge and will continue southwest to connect with the Naches-Tieton Road approximately 2100 feet. Included with the improvement of South Naches Road, Lewis Road will be re-located out of the Naches River floodway.

As previously stated, FEMA is considering funding the Lewis Road re-alignment only and the remainder of the project actions would remain the responsibility of the FHWA.

Design changes were identified after comparing the description of the Lewis Road re-alignment between the 2004 BA and the 2007 Hazard Mitigation Application. The changes are as follows:

- 1) ***Floodway vs. Floodplain.*** On page 2 of the original BA, the design included relocating Lewis Road 600 feet to the south, away from the Naches River and into the area that is not considered the floodway of the Naches River. Under recently changed floodway delineations (FEMA Firm Preliminary Map), the

proposed new location is no longer outside the floodway, but under the new guidelines it would remain within the floodway, but be located 600 feet further away from the river than at present.

- 2) **Road Removal.** The original design included removing the entire existing roadway and fill. The new design would remove a portion of Lewis Road (approximately 1700 feet) and the remaining roadway would not be maintained. The portion to be removed would be where Lewis Road approaches South Naches Road (see Appendix A, Figure 2).
- 3) **Stormwater treatment.** On page 2 of the original BA, it states that “*stormwater treatment for the new impervious surface will be through infiltration along side slopes adjacent to the roadway and through the use of bio-swales.*” However, on page 31 it states “*A stormwater site plan has not yet been developed but based on weather patterns and annual precipitation with the project action area, it is likely that infiltration, using vegetation on embankment slopes, in an appropriate method.*” The 2007 application states that the relocation of the 1700 feet of Lewis Road “*will utilize a design to mitigate stormwater runoff that was not in effect when the current road was designed.*” The stormwater treatment for the new road will be through infiltration along side slopes adjacent to the roadway.
- 4) **In-water work window.** Although there is no in-water work proposed for the Lewis Road relocation, the 2004 BA did have some in-water work near the South Naches channel. This work would remain as part of the FHWA project, but not as part of the FEMA segment. The 2004 BA proposed an in-water work window of June 1 to October 31. USFWS (Krupka 2008) commented that bull trout are most likely present in the Naches River between mid-September and mid-July. As discussed later under the species information, sub-adult and adult bull trout are present year-round in the Naches River, but an in-water work window of mid-July through mid-September may be more appropriate to coincide with the time of reduced numbers of bull trout in the project area (as the spawning adults would be in the headwaters and out of the project area). Construction activities would likely occur during the spring and summer, but at this time it does not appear necessary to impose an in-water work window for the FEMA segment. To minimize and reduce potential sedimentation impacts to Naches River and to support the “may affect, not likely to adversely affect” determinations, it would be prudent for construction methods to use Best Management Practices for minimizing dust, debris, and construction related pollutants to ensure to the extent practicable that no pollutants enter the Naches River and sedimentation is minimized.
- 5) **Culverts, Stream Crossings, roadside ditches.** There are no culverts, stream crossings, or roadside ditches along the segment of Lewis Road that is proposed to be removed. The road prism is slightly elevated above general ground surface grade, but no obvious channels conveying stormwater were noted during a site visit on November 25, 2008 by a URS biologist.

Environmental Baseline

The existing Lewis Road is compact gravel and dirt and the new road would be paved.

The environmental baseline only describes the riparian area and channel of the South Naches River Channel (a historic side channel currently functioning as an irrigation canal), rather than the main channel of the Naches River which is the river channel potentially impacted by the Lewis Road project's actions.

The BA does not contain matrices of pathways and indicators for the mid-Columbia River steelhead DPS (NMFS Matrix) and bull trout (USFWS Matrix). It does, however, have a description of NMFS indicators for the South Naches River Channel in the text. In many cases the text does not indicate the status of the NMFS indicators or how the project will affect the indicators. The BA does not address the subpopulation size, growth and survival, life history diversity and isolation, and integration of species and habitat conditions indicators for bull trout.

The only time the environmental baseline text addresses the main channel of the Naches River and its riparian area is for the Large Woody Debris, Pool Frequency and Quality, and off-channel habitat indicators. For those indicators, the text states that the re-alignment of the Lewis Road and potential subsequent levee setback would re-connect the Naches River with a portion of its floodplain, providing a beneficial effect. This is incorrect for two reasons. First, page 2 of the BA states that a levee setback is not directly associated with the project, but that Yakima County has funds for a possible levee setback. Secondly, a levee between Lewis Road and the Naches River was not found to exist during a November 25, 2008 site visit by a URS biologist.

Finally, recent changes of FEMA mapping of the Naches River Floodway have extended the extent of the floodway to encompass the proposed new alignment of the Lewis Road (see Appendix A, Figure 2).

Species Evaluation

The status or critical habitat designations have changed from those listed in the South Naches Road Re-alignment BA for the following species. In the case of chum salmon and bull trout, errors in the BA are also addressed.

Bald Eagle (*Haliaeetus leucocephalus*):

The bald eagle has been de-listed under the ESA by the U.S. Fish and Wildlife Service and is no longer a species considered in a Biological Assessment.

Bull Trout (*Salvelinus confluentus*):

The BA makes the statement that surveys in 2001 found only two bull trout in the Naches basin. This is incorrect and the survey referenced was a Forest Service survey of a

limited area of the Naches basin. The Naches River fluvial bull trout stock spawns primarily in the American River, Rattlesnake Creek, and Crow Creek, with limited spawning occurring in other headwater tributaries of the Naches River (USFWS 2001). Spawning surveys of the three major spawning tributaries (1999-2007) indicate approximately 88 redds per year (USFWS 2001, Anderson 2008). Adult and sub-adult bull trout occur year-round throughout the Naches River mainstem, including the reach of the Naches River in the vicinity of the project (Anderson 2008). Mature bull trout do not spawn every year (but more like every other year), and therefore non-spawning but adult bull trout are present in the project area all year. The only change during the spawning season, is that a portion of the mature bull trout leave the project area to spawn in the headwaters in late summer and early fall. The 2004 BA appears to primarily concern itself with the likelihood of bull trout occurring in the South Naches River Channel.

Bull Trout critical habitat:

The BA references critical habitat for bull trout proposed for designation on November 29, 2002 (67 FR 71236-71438). The proposed critical habitat included the entire Naches River basin below naturally occurring impassable barriers, with a lateral extent defined as the bankfull width of the stream channel.

A final rule designating bull trout critical habitat was published on September 26, 2005, after the BA was written (70 FR 56212-56311). The final rule excluded portions of the Naches River basin from critical habitat designation, but the mainstem of the Naches River in the project vicinity remained designated as critical habitat for bull trout with the same lateral extent as defined in the proposed critical habitat designation.

Canada Lynx (*Lynx canadensis*) critical habitat:

Critical habitat for Canada Lynx was proposed on November 9, 2005, after the BA was written (70 FR 68294). Designated critical habitat for Canada lynx was finalized on September 9, 2006 (71 FR 66008-66059). The closest existing designated critical habitat for Canada lynx to the project action area is in Chelan County, with no critical habitat in the vicinity of the project area.

Marbled murrelet (*Brachyramphus marmoratus*):

The BA does not mention that critical habitat has been designated on May 24, 1996 for the marbled murrelet (61 FR 26256-26320). Critical habitat for marbled murrelet is not designated east of the Cascade Mountain crest, so it is not an issue for this BA.

Northern spotted owl (*Strix occidentalis*):

Critical habitat for northern spotted owl was revised on August 13, 2008 (73 FR 47326-47374). Designated critical habitat for northern spotted owl remains essentially the same as what was present in the original final rule, with the nearest critical habitat to the project area approximately fifteen miles west of the project.

Mid-Columbia River Steelhead (*Oncorhynchus mykiss*):

Although steelhead primarily spawn in tributaries (higher up in the watershed), there is no barrier to preclude them from spawning in the project area. The only studies of spawning steelhead in the Naches basin have been redd counts, which are highly questionable because steelhead primarily spawn in the spring (March-June) when the streams are high and turbid (particularly likely to be true in project area). As a result, steelhead redds have only been observed during years of reduced spring flows and usually only in tributaries (generally warmer tributaries).

Mid-Columbia River Steelhead DPS critical habitat:

Critical habitat for mid-Columbia River steelhead is mentioned in the main body of the text, but not in the summary table present in the executive summary. At the time that the BA was written, critical habitat was defined as including all portions of the riparian habitat that contribute to the functioning of the in-stream habitat. This would have included the entire project action area of the Lewis Road project. Critical habitat for the mid-Columbia River steelhead DPS was revised on September 2, 2005 (70 FR 52630). The Naches River channel in the vicinity of the project remains designated as critical habitat for middle Columbia River steelhead but the lateral extent of critical habitat is now defined as the bankfull width of the stream channel.

Chum salmon (*Oncorhynchus keta*) EFH:

Chum salmon habitat is incorrectly listed as Essential Fish Habitat under the Magnuson-Stevens Fishery Conservation and Management Act. EFH has not been designated for chum salmon in the Columbia River watershed. In addition, although historically present in the Naches River basin, chum salmon have been extirpated from the basin and the remaining chum salmon population in the Columbia River watershed is considered a single ESU (lower Columbia River chum salmon) that has been federally listed as threatened and is essentially restricted to the Columbia River watershed downstream from Bonneville Dam (with a few hundred fish passing over Bonneville Dam annually and none documented to occur in the Naches River watershed).

Effects Analysis

A final rule designating bull trout critical habitat was published on September 26, 2005, after the BA was written (70 FR 56212-56311). Therefore a supplemental effects analysis is provided below.

In the critical habitat final rule for bull trout, the USFWS defined the eight (8) primary constituent elements (PCEs) to be essential for the conservation of bull trout. All lands identified as essential and proposed as critical habitat contains one or more of the PCEs.

The eight PCEs are identified in bold italics, followed by the effects analysis to that PCE.

1. **Water temperatures that support bull trout use. Bull trout have been documented in streams with temperatures from 32 to 72° F (0- to 22 °C), but are found more frequently in temperatures ranging from 36 to 59° F (2 to 15°C):** The project would have no effect on water temperatures that support bull trout use.
2. **Complex stream channels with features such as woody debris, side channels, pools, and undercut banks to provide a variety of depths, velocities, and instream structures:** The existing conditions of the road does contribute fine sediment to the river during high flood events. There is minimal riparian vegetation in this area and the proposed project would include vegetation plantings that may improve the riparian area. Relocating the road will marginally improve floodplain function by allowing the river to flood naturally on this side of the river as it is confined on the opposite bank by a levee. However, benefits are somewhat reduced because the entire road is no longer being removed. Therefore, flood events will continue to scour and erode portions of the road that are not removed.
3. **Substrates of sufficient amount, size, and composition to ensure success of egg and embryo overwinter survival, fry emergence, and young-of-the-year and juvenile survival:** There is no spawning in this reach of the river.
4. **A natural hydrograph, including peak, high, low, and base flows within historic ranges:** The project will have no effect on peak or base flows.
5. **Springs, seeps, groundwater sources, and subsurface water to contribute to water quality and quantity as a cold water source:** The project activities would have no impact on this PCE.
6. **Migratory corridors with minimal physical, biological, or water quality impediments between spawning, rearing, overwintering, and foraging habitats, including intermittent or seasonal barriers induced by high water temperatures or low flows:** The project will have limited benefit in reducing sedimentation impacts to the river because only a portion of the road is proposed to be removed. The existing road is compact dirt and gravel and is overtopped during high flood events. The remaining road will no longer be maintained and the impact of that to the river is uncertain.
7. **An abundant food base including terrestrial organisms of riparian origin, aquatic macroinvertebrates, and forage fish:** The project will not reduce the quantity or quality of a food base for bull trout.
8. **Permanent water of sufficient quantity and quality such that normal reproduction, growth, and survival are not inhibited:** The project will have no impact on water supply.

Revised Effects Determinations

Table 1. Species Effects Determinations

Species	Listing Status-2004	Listing Status-2008	Determination of Effect-2004	Determination of Effect-2008
Bald Eagle	T	Delisted	NE	Delisted
Bull Trout	T	T	NLAA	NLAA
Canada Lynx	T	T	NE	NE
Gray Wolf	T	T	NE	NE
Grizzly Bear	T	T	NE	NE
Marbled Murrelet	T	T	NE	NE
Mid-Columbia Steelhead	T	T	NLAA	NLAA
N. Spotted Owl	T	T	NE	NE
Ute Ladies tresses	T	T	NE	NE

Table 2. Revised Critical Habitat Effects Determinations

Species	Critical Habitat Status-2004	Critical Habitat Status-2008	Determination of Effect-2004	Determination of Effect-2008
Bald Eagle	Not designated	Species delisted, NA	NA	NA
Bull Trout	Proposed	Designated on 9/26/05	Not likely to adversely modify proposed critical habitat	May affect, not likely to adversely affect (NLAA)
Canada Lynx	Not designated	Designated on 9/9/06	NA	NE
Gray Wolf	Not designated in Washington State	Not designated in Washington State	NA	NA
Grizzly Bear	Not designated	Not designated	NA	NA
Marbled Murrelet	Designated on 5/24/96	Still designated	No effects call provided	NE
Mid Columbia Steelhead	Designated	Revised 9/2/05	NLAA	NLAA
N. Spotted Owl	Designated	Revised on 8/13/08	NE	NE
Ute Ladies tresses	Not designated	Not designated	NA	NA

Table 3. EFH Effects Determinations

Essential Fish Habitat For:	2004 Determinations	2008 Determinations
Chinook	NLAA*	No effect
Coho	NLAA*	No effect

* Effects determinations for EFH are different than for ESA species. The appropriate effects determinations are either no effect or adverse affect (see EFH regulations).

References

Anderson, Eric. 2008. Personal communication with Eric Anderson (Fisheries Biologist, WDFW), December 2, 2008. Washington Department of Fish and Wildlife, Region 3 Office, Yakima, Washington.

Krupka, J. 2008. Comments and questions via email in response to the scoping notice for Lewis Road Relocation. December 10, 2008.

USFWS (US Fish and Wildlife Service). 2001. Yakima basin case history for bull trout (*Salvelinus confluentus*). In U.S. Fish and Wildlife Service bull trout workshop. U.S. Fish and Wildlife Service, Columbia River Fisheries Program Office, Vancouver, Washington.



FEMA

February 24 2009

Mr. Rich Torquemada
U.S. Fish and Wildlife Service
Upper Columbia Fish and Wildlife Office
11103 East Montgomery Drive
Spokane, Washington 99206

Steve Landino, State Director
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, Washington 98503

**Re: South Naches River Road Re-Alignment Project, Yakima County, WA.
USFWS Reference: 1-9-04-I-177 (File #807.4000).
NMFS Tracking No.: 2004/00332**

Dear Mr. Torquemada and Mr. Landino:

In March of 2004, the Washington State Department of Transportation (WSDOT) submitted a Biological Assessment (BA) for informal consultation to the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) (collectively "the Services") for the South Naches River Road Re-Alignment Project in Yakima County, Washington (WSDOT Project #LA05467). Concurrence letters from the USFWS (dated April 8, 2004) and from the NMFS (dated July 7, 2004) were received by WSDOT. Since then, the project has not been built and several changes to the project have occurred, including a change in the action agency, a project design change, the designation of critical habitat for bull trout, and the delisting of the bald eagle. The effects analysis determinations, however, have not changed.

On May 31, 2007, the Federal Emergency Management Agency (FEMA) received an application from Yakima County requesting funding through the Hazard Mitigation Grant Program (HMGP) to re-align a portion of Lewis Road. Attached to this application were the aforementioned Services consultation letters to WSDOT and the original BA prepared by WSDOT. FEMA requests that the USFWS and NMFS review the changes detailed in the enclosed addendum. FEMA's determination of effects for all present species/critical habitat is no effect except for Bull Trout and Mid Columbia Steelhead. FEMA determines that the proposed action may affect but is not likely to adversely affect Bull Trout, Mid Columbia Steelhead and their associated Critical Habitat. Additionally, FEMA determines that the proposed action will not adversely

Mr. Rich Torquemada
Steve Landino, State Director
February 24, 2009
Page 2

affect Essential Fish Habitat for Columbia River Chinook and Coho, per the Magnuson-Stevens Fisheries Conservation Act (MSA).

I look forward to your response. Please call me if you have any questions at 425-487-4735 or email at mark.eberlein@dhs.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark G. Eberlein", with a long horizontal flourish extending to the right.

Mark G. Eberlein
Regional Environmental Officer

Enclosures (2)

cc: Jeff Legg, Yakima County, Yakima

MGE:bb



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Central Washington Field Office
215 Melody Lane, Suite 119
Wenatchee, Washington 98801

March 17, 2009

In Reply Refer To:

USFWS Reference: 13260-2009-1-0065

Cross Reference: 1-9-04-1-177

Hydrologic Unit Code: 17-03-00-02-03

Mark G. Eberlein, Regional Environmental Officer
Federal Emergency Management Agency
U.S. Department of Homeland Security, Region X
130 228th Street, SW
Bothell, Washington 98021-9796

Dear Mr. Eberlein:

This responds to your request for informal consultation on the Lewis Road Re-location Project (Project), located in Naches, Okanogan County, Washington. Your February 24, 2009, cover letter and Biological Assessment (BA) were received in the U.S. Fish and Wildlife Service's (Service) Central Washington Field Office on March 13, 2009.

This Project was previously consulted upon as the South Naches River Road Re-Alignment Project, as proposed by the Washington State Department of Transportation (WSDOT) in 2004 (USFWS reference 1-9-04-I-177), but was never implemented. This proposed action amends and updates the 2004 WSDOT BA to reflect a new action agency, design changes, the designation of critical habitat for the bull trout (*Salvelinus confluentus*) and the de-listing of the bald eagle (*Haliaeetus leucocephalus*). In addition, the Project only implements a portion of the action proposed by WSDOT in 2004.

The Federal Emergency Management Agency (FEMA) has requested Service concurrence with the determination of "may affect, not likely to adversely affect" the bull trout and its designated critical habitat in accordance with section 7(a)(2) of the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 et seq.). The Service does not anticipate effects to other listed or proposed species or their habitats.

The proposed action consists of the re-alignment of about 1,700 feet of Lewis Road, relocating it approximately 600 feet further away from the Yakima River to reduce its exposure to flood events. New construction of the relocated road will follow conventional best management practices, including stormwater management. In addition, about 200 feet of the existing road

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would be obliterated. For a more detailed description of the proposed action, please refer to the Project BA and administrative record.

The Project BA describes effects that are either extremely unlikely to occur and/or are very small in scale. The Service agrees that the proposed action will result in discountable and insignificant effects to individuals and the habitats of the listed species named above. Therefore, the Service concurs with your determinations of "may affect, not likely to adversely affect" for the bull trout and its designated critical habitat, based on the information included in the BA. Our concurrence is conditioned on the Project being implemented as described in the BA.

This concludes informal consultation pursuant to the implementing regulations of the Endangered Species Act, 50 C.F.R. § 402.13. This Project should be reanalyzed if new information reveals effects of the action that may affect listed or proposed species or designated or proposed critical habitat in a manner or to an extent not considered in this consultation; if the action is subsequently modified in a manner that causes an effect to a listed or proposed species or designated or proposed critical habitat that was not considered in this consultation; and/or, if a new species is listed or critical habitat is designated that may be affected by this Project.

Section 7(a)(1) of the Act requires Federal agencies to utilize their authorities to further the purposes of the Act by carrying out conservation programs for the benefit of endangered and threatened species. Conservation recommendations are discretionary agency activities to minimize or avoid adverse effects of a proposed action on listed species or critical habitat, to help implement recovery plans, or to develop information. The Service recommends that FEMA removes the entire segment of old road that is flood prone, rather than just 200 feet. The flood history of this area suggests it is likely the old road prism will eventually be eroded into the Yakima River, increasing its already high sediment load. A high sediment load can degrade the aquatic environment and impact a number of species, including threatened and endangered species.

Thank you for your assistance in the conservation of listed species. If you have any questions or comments regarding this letter, please contact Jeff Krupka at the Central Washington Field Office in Wenatchee at (509)665-3508, extension 18, or via e-mail at jeff_krupka@fws.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken S. Berg" with a stylized flourish at the end. Below the signature, the word "FOR" is written in a simple, blocky font.

Ken S. Berg, Manager
Washington Fish and Wildlife Office

cc: Eric Anderson, Washington Department of Fish and Wildlife, Region 2, Yakima
Bob Newman, Upper Columbia Fish and Wildlife Office, Spokane
Justin Yeager, Eastern Washington Branch Office, NMFS, Ellensburg

SEARCHED [] INDEXED []
SERIALIZED [] FILED []
MAY 19 2008
FBI - WENATCHEE

From: Diane Driscoll [Diane.Driscoll@noaa.gov]
Sent: Thursday, March 26, 2009 10:41 AM
To: Eberlein, Mark
Cc: Diane Driscoll
Subject: Reinitiation of ESA consultation for South Naches River Road/ Lewis Road

Mark,

I have reviewed all the information you provided and the prior Letter of Concurrence issued on July 7, 2004 (2004/00332) for the South Naches River Road Realignment Project, Yakima County, WA. The proposed changes described in your addendum to the BA: (1) floodway versus floodplain; (2) road removal; (3) storm water treatment; (4) In-water work window and; (5) culverts stream crossing, roadside ditches do not result in a change of the effects of the project on Middle Columbia River steelhead or their designated critical habitat. Therefore, reinitiation of consultation is not required at this time. If there are further changes to the project, please call or email me. I appreciate your quick response with information and for keeping NMFS informed of changes to previously approved projects. Thank you.

Diane

Diane Driscoll
Fishery Biologist
NMFS Habitat Conservation Division
304 South Water Street, Suite 201
Ellensburg, WA 98926
Office: 509-962-8911 x227
Fax: 509-962-8544

What you do speaks so loud that I cannot hear what you say.
Ralph Waldo Emerson



Huibregtse, Lonman Associates, Inc.
CIVIL ENGINEERING • LAND SURVEYING • PLANNING

TRANSMITTAL MEMO *Mark B.*
Public Services *(cp)*

JAN 09 2009

Phone: 509-966-7000 / FAX: 509-965-3800
To: Gary Don Steve
Deno

Date: January 9, 2009 **Project No.:** 06058
To: Yakima County Public Services **Attention:** Mark Brzoska
From: Gene Soules
Re: Lewis Road

We are sending you attached the following items:

One (1) set of stamped and signed plan sheets for the above referenced project.

Mark:

Here's the plans you asked for. As I had mentioned on the phone, I needed to adjust the profile grade on Lewis Road from Sta. 11+40 to EOP to provide cover over the irrigation culvert at Sta. 14+13. This changed the earthwork quantities from what I gave you last week.

They are now:

New Lewis Road: (including old road approach at Sta. 13+13 Lt.)

Roadway Excavation	=	1140 CY
Roadway Embankment	=	1042 CY
CSTC	=	633 CY
CSBC	=	1609 CY

Existing Lewis Road:

Embankment Removal	=	2546 CY
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Copy to: _____ **Signed:** Gene Soules



SOUTH NACHES

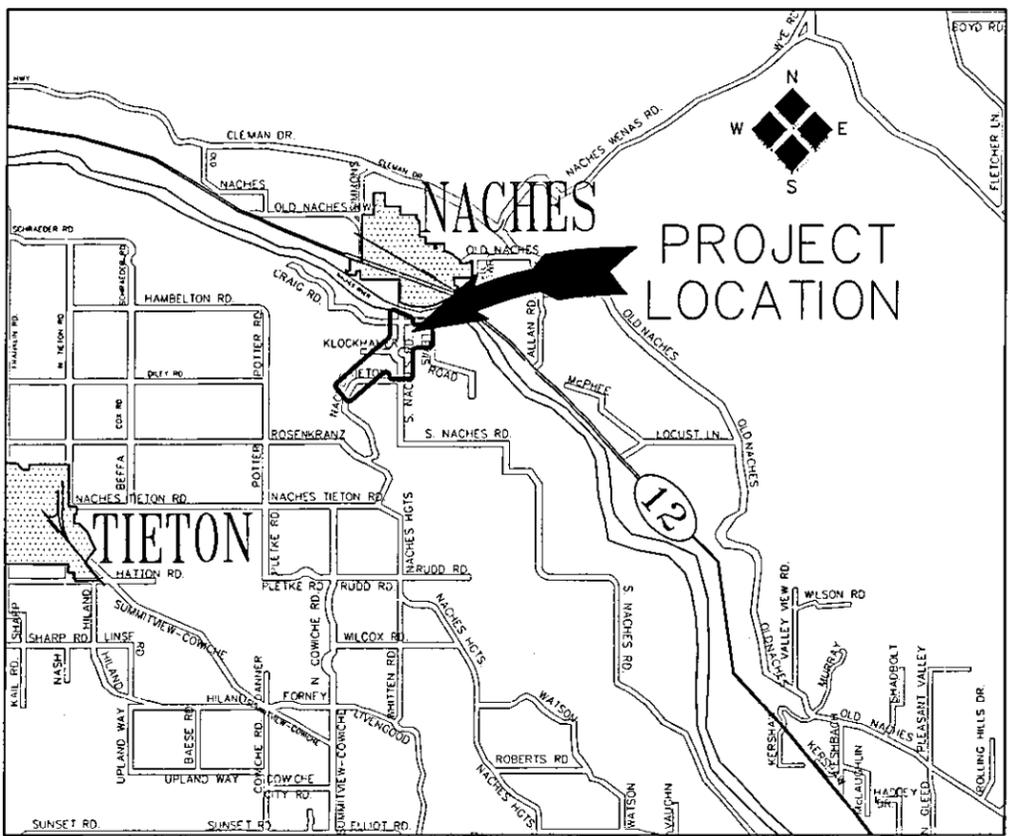
ROAD IMPROVEMENT PROJECTS

NACHES-TIETON RD. M.P. 3.59 TO BRIDGE NO. 35

LEWIS RD. M.P. 0.00 TO 0.32

INDEX:

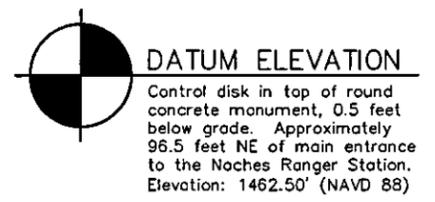
- SHEET 1 - COVER SHEET, LEGEND, INDEX AND VICINITY MAP
- SHEET 2 - ROADWAY SECTIONS AND NOTES
- SHEET 3 - SUMMARY OF QUANTITIES AND PROJECT DETAILS
- SHEET 4 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 68+50 TO 72+00
- SHEET 5 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 72+00 TO STA. 77+00
- SHEET 6 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 77+00 TO STA. 82+00
- SHEET 7 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 82+00 TO STA. 87+00
- SHEET 8 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 87+00 TO STA. 91+00
- SHEET 9 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 91+00 TO STA. 96+00
- SHEET 10 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 96+00 TO STA. 100+00
- SHEET 11 - PLAN AND PROFILE, NACHES-TIETON RD. STA. 100+00 TO BRIDGE NO. 35
- SHEET 12 - PLAN AND PROFILE, LEWIS RD. STA. 0+00 TO STA. 4+00
- SHEET 13 - PLAN AND PROFILE, LEWIS RD. STA. 4+00 TO STA. 9+00
- SHEET 14 - PLAN AND PROFILE, LEWIS RD. STA. 9+00 TO STA. 14+25
- SHEET 15 - PLAN AND PROFILE, LEWIS RD. STA. 14+25 TO STA. 17+00
- SHEET 16 - (EXISTING) LEWIS ROAD REMOVAL LIMITS
- SHEET 17 - INTERSECTION PLAN AND PROFILE NACHES-TIETON RD. & (OLD) NACHES-TIETON RD.
- SHEET 18 - INTERSECTION PLAN AND PROFILE SO. NACHES RD. & KLOCKHAMER RD.
- SHEET 19 - INTERSECTION PLAN AND PROFILE SO. NACHES RD. & CRAIG RD.
- SHEET 20 - ROAD APPROACH PROFILES
- SHEET 21 - ROAD APPROACH PROFILES
- SHEET 22 - SOUTH NACHES CHANNEL BRIDGE PLAN
- SHEET 23 - SOUTH NACHES CHANNEL BRIDGE SECTION AND ELEVATION
- SHEET 24 - SOUTH NACHES CHANNEL BRIDGE TRAFFIC PLAN PHASES 1 AND 2



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING FEATURES	NEW FEATURES
PROPERTY LINE	NEW RIGHT OF WAY LINE
FENCE (ALL TYPES)	HMA PAVEMENT
OVERHEAD POWER	NEW AND/OR RELOCATED FENCE
UNDERGROUND POWER	CATCHPOINT, CUT
OVERHEAD TELEPHONE	CATCHPOINT, FILL
UNDERGROUND TELEPHONE	SILT FENCE
UNDERGROUND GAS	MONUMENT
UNDERGROUND WATER	CHECK DAM
SANITARY SEWER	NEW GUARDRAIL
IRRIGATION LINE	
BURIED CABLE TV	
TELEPHONE POLES	CATCH BASIN
TELEPHONE PEDESTAL	PROPERTY CORNER
POWER POLES	FIRE HYDRANT
GUY WIRE ANCHOR	WATER VALVE
MAILBOX	WATER METER
TELEPHONE HAND HOLE	TV CABLE BOX
IRRIGATION VALVE	TREES
IRRIGATION BLOWOFF VALVE	HEDGE
SPRINKLER HEADS	SHRUBS
STANDPIPE	



NOTICE TO CONTRACTOR

THE CONTRACTOR IS ADVISED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES SHOWN HEREON IS BASED UPON UTILITY INFORMATION OF RECORD, INFORMATION PROVIDED TO YAKIMA COUNTY, AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE CONTRACTOR MUST CALL THE LOCAL UTILITY COORDINATION COUNCIL AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION TO REQUEST FIELD LOCATIONS OF UTILITIES. 1-800-424-5555 IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY PERTINENT LOCATIONS AND ELEVATIONS ESPECIALLY AT CONNECTION POINTS, UTILITY CROSSINGS AND AT POTENTIAL UTILITY CONFLICTS. FIELD VERIFY DEPTHS BY POTHOLING PRIOR TO BEGINNING ANY CONSTRUCTION WORK TO ALLOW FOR RELOCATION OR ADJUSTMENT OF GRADE OR ALIGNMENT OF PLANNED INSTALLATIONS. NOTIFY THE ENGINEER BEFORE POTHOLING AND IMMEDIATELY IF UTILITIES ARE OTHER THAN SHOWN. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR POTHOLING OR ADJUSTMENTS. ALL PRIVATE UTILITIES UTILITY POLES AND TELEPHONE PEDESTALS WILL BE RELOCATED BY OTHERS.

**YAKIMA COUNTY PUBLIC SERVICES
TRANSPORTATION SERVICES DIVISION**

GARY EKSTEDT, P.E.
COUNTY ENGINEER

APPROVED FOR CONSTRUCTION

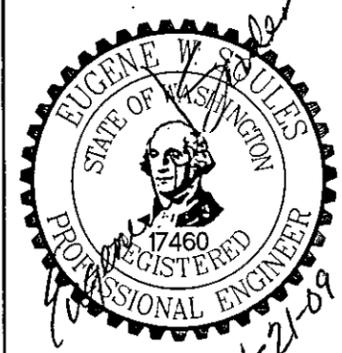
BY _____ DATE _____

C 3211
SOUTH NACHES ROAD

FC 3122
LEWIS ROAD

REGION NO.	STATE
10	WASH
FED. AID. PROV. NO. STPR Y 393(002)	

PREPARED UNDER
THE DIRECTION OF:



**Hulbregtse, Louman
Associates, Inc.**

801 North 39th Avenue • Yakima, WA 98902
(509) 966-7000 • FAX (509) 965-3800

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SCALE:	HORIZ. NONE VERT. NONE
REVISION:	
FILENAME: 06048 SH 1-3.dwg	

COVER SHEET,
LEGEND, INDEX, AND
VICINITY MAP

SHEET 1 OF 24



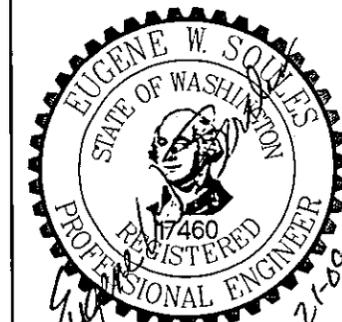
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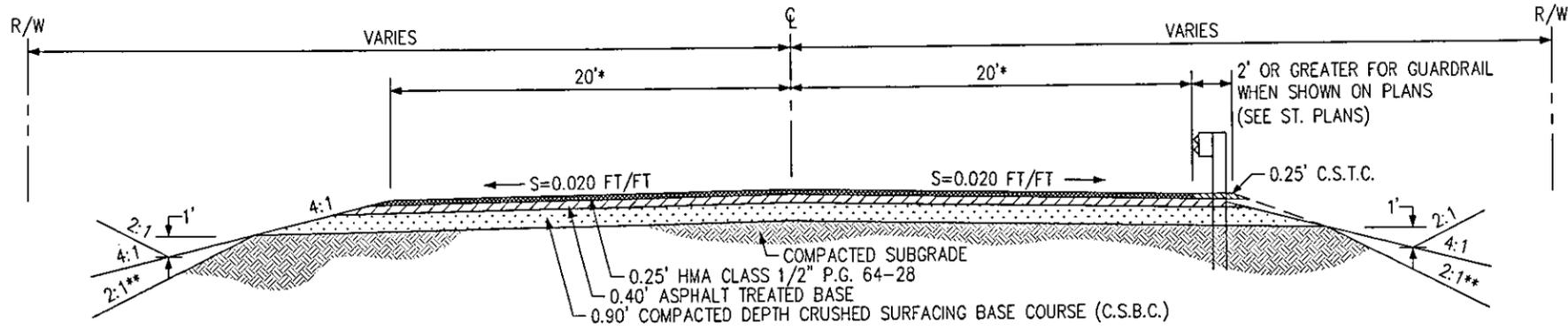
ROADWAY SECTIONS
AND
NOTES

SHEET 2 OF 24

PLOT DATE: 01-21-09

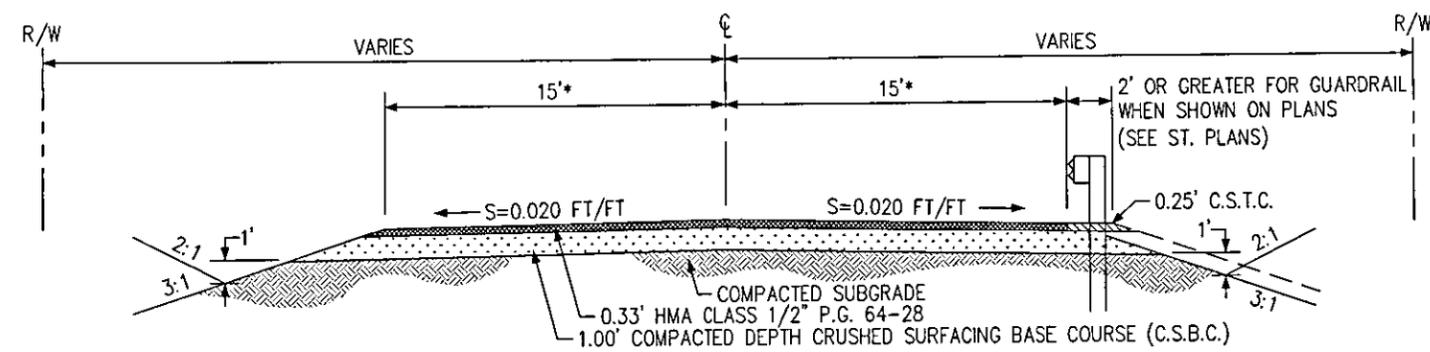
GENERAL NOTES:

1. THE CONTRACTOR IS ADVISED THAT HIS PROPOSED MEANS AND METHODS OF CONSTRUCTION ARE SUBJECT TO APPROVAL OF THE ENGINEER, AND MAY BE REJECTED IF THE ENGINEER DETERMINES THAT THE PROPOSED MEANS AND METHODS OF CONSTRUCTION CAUSE DAMAGE OR CONSTITUTE OR CREATE A HAZZARD TO THE WORK OR TO PERSONS OR PROPERTY, OR WILL NOT PRODUCE THE FINISHED WORK IN ACCORDANCE WITH THE TERMS OF THE CONTRACT. THE ENGINEER'S APPROVAL OF THE CONTRACTOR'S MEANS AND METHODS OF CONSTRUCTION, OR HIS FAILURE TO EXERCISE HIS RIGHT TO REJECT SUCH MEANS AND METHODS OF CONSTRUCTION, SHALL NOT RELIEVE THE CONTRACTOR OF THE OBLIGATION TO ACCOMPLISH THE RESULT INTENDED BY THE CONTRACT. THE EXERCISING OF SUCH RIGHT TO REJECT SHALL NOT CREATE A CAUSE FOR ACTION FOR DAMAGES.
2. EXISTING TRAFFIC SIGNS SHALL BE RELOCATED AND MAINTAINED UNTIL NEW PERMANENT SIGNING IS INSTALLED.
3. ROADWAY EXCAVATION AND EMBANKMENT QUANTITIES SHOWN ON THE PLAN AND PROFILE SHEETS ARE RAW QUANTITIES FOR INFORMATIONAL PURPOSES AND HAVE NOT BEEN ADJUSTED FOR SHRINK/SWELL.
4. ALL IRRIGATION, CROSS AND APPROACH CULVERTS SHALL HAVE BEVELED ENDS. THE MINIMUM COVER OVER ALL APPROACH CULVERTS SHALL BE ONE FOOT.
5. TRAFFIC ON SOUTH NACHES ROAD SHALL BE MAINTAINED DURING THE RECONSTRUCTION WORK.



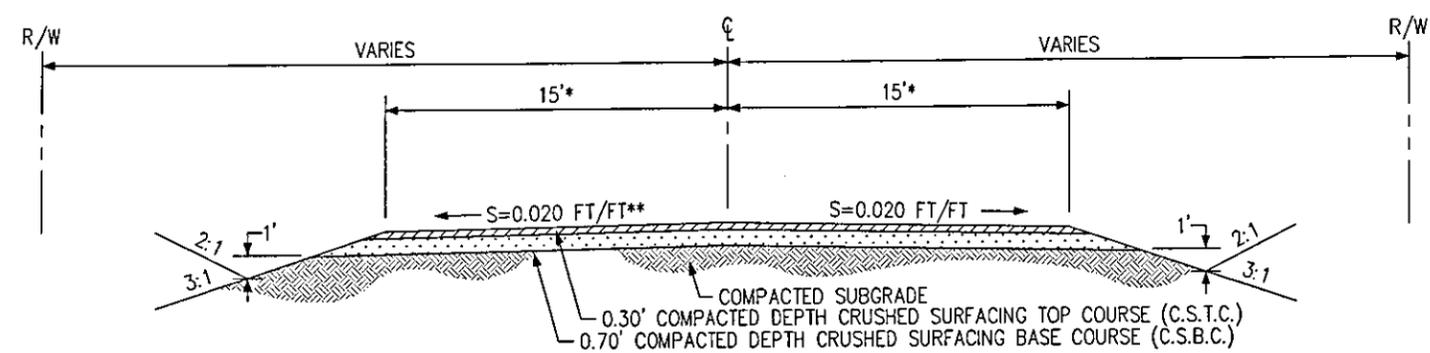
TYPICAL ROADWAY SECTION "A"

NACHES TIETON ROAD, STA 68+50 TO STA 88+93.83,
SOUTH NACHES ROAD, STA 88+93.83 TO STA 103+84.6,
* VARIES: STA. 68+50 TO 70+00, STA. 102+35 TO 103+85, SEE PLANS
** STA. 86+00 TO 103+84.6, 2:1
** STA. 99+00 TO 101+30 LT, 1.5:1



TYPICAL ROADWAY SECTION "B"

(OLD) NACHES-TIETON ROAD, STA 0+00 TO STA 2+00 - 4:1 SLOPE
KLOCKHAMER ROAD, STA 3+00 TO STA 5+00
OLD SOUTH NACHES ROAD, STA 5+00 TO STA 7+00 *20'
CRAIG ROAD, STA 8+00 TO STA 10+00



TYPICAL ROADWAY SECTION "C"

LEWIS ROAD, STA 0+20 TO STA 17+00
* VARIES: STA. 16+00 TO 17+00, SEE PLANS
** VARIES: STA. 0+20 TO 0+80 IS PAVED WITH 0.30' HMA CLASS 1/2" PG 64-28 AND 0.70' C.S.B.C.

MONUMENT SCHEDULE		
NACHES-TIETON ROAD	NORTHING	EASTING
PC STA. 70+12.08	504371.0815	1588671.6233
POC STA. 71+39.35	504495.3168	1588699.2504
INT STA. 71+60.94	504516.3405	1588704.1642
PT STA. 78+86.45	505100.8110	1589106.7387
PC STA. 83+90.56	505387.4851	1589521.4085
PT STA. 86+70.62	505576.7147	1589726.6167
POC STA. 88+93.83	505749.4513	1589867.9842
PC STA. 92+12.97	505996.4305	1590070.1117
POC STA. 96+98.66	506430.9289	1590276.2687
PT STA. 99+20.73	506651.6633	1590295.9970
POC STA. 101+75.62	506906.4912	1590290.4163

AS SHOWN ON PLANS DENOTES LOCATION OF INSTALLATION OF COUNTY FURNISHED MONUMENT CASE AND COVER.

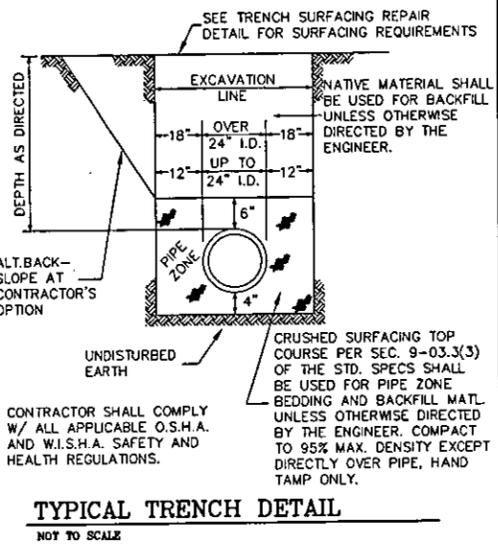
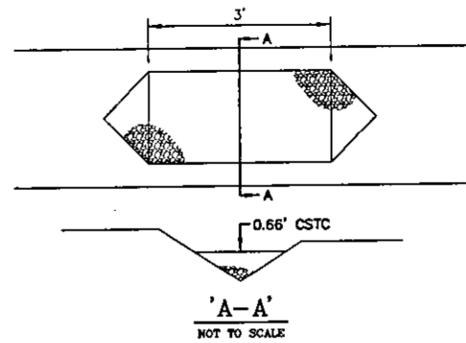
STATION	LT	RT	SUPPORT
NACHES-TIETON RD. 84+95	✓		TYPE 2
S. NACHES RD. 93+80		✓	TYPE 2
S. NACHES RD. 96+60		✓	TYPE 1

MAILBOX SCHEDULE

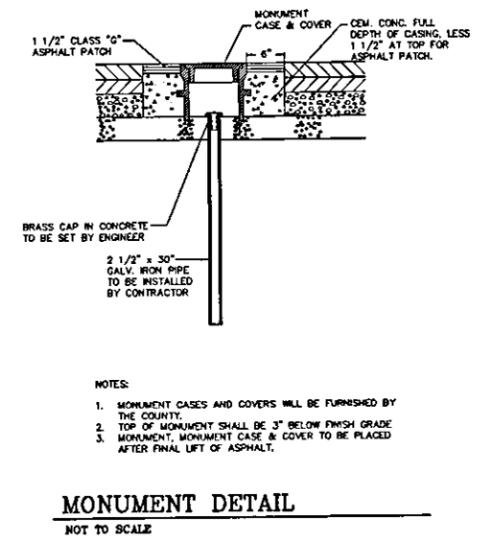
AS SHOWN ON PLANS, DENOTES MAILBOX LOCATION PER MAILBOX SCHEDULE SHOWN ON THIS SHEET. MAILBOX LOCATIONS WERE DETERMINED BY THE POSTMASTER. VERIFY FINAL SUPPORT TYPE AND LOCATION. INSTALL MAILBOX SUPPORTS PER WSDOT STANDARD PLAN H-12, 12A.

SUMMARY OF QUANTITIES					
ITEM NO.	TOTAL QUANTITIES	UNIT	ITEM DESCRIPTION	SCHEDULE A NACHES-TIETON RD./SO. NACHES RD.	SCHEDULE B LEWIS ROAD
PREPARATION					
1	1	LS	MOBILIZATION	1	1
2	1	LS	CLEARING AND GRUBBING	1	1
3	1	LS	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	1	1
EARTHWORK					
4	18130	CY	ROADWAY EXCAVATION INCLUDING HAUL	14440	3690
5	8000	CY	COMMON BORROW INCLUDING HAUL	8000	
DRAINAGE					
6	250	CY	QUARRY SPALLS (TRUCK MEASURE)	250	
7	70	LF	SCHEDULE A CULVERT PIPE 12 IN. DIAM.	70	
8	60	LF	SCHEDULE A CULVERT PIPE 18 IN. DIAM.		60
STRUCTURE					
9	1	LS	PRECAST THREE SIDED BRIDGE STRUCTURE No. 3	1	
10	1	LS	REMOVE EXISTING BRIDGE NO. 34	1	
11	520	CY	STRUCTURE EXCAVATION CLASS A, INCL. HAUL	520	
12	1	LS	SHORING OR EXTRA EXCAVATION CLASS A	1	
13	470	CY	GRAVEL BACKFILL FOR WALLS	470	
14	1	LS	DEWATERING	1	
15	12	EA	ECOLOGY BLOCK IN PLACE	12	
SURFACING					
16	16000	TON	CRUSHED SURFACING BASE COURSE	13000	3000
17	1600	TON	CRUSHED SURFACING TOP COURSE	400	1200
18	4600	TON	ASPHALT TREATED BASE	4600	
ASPHALT PAVEMENT					
19	2900	TON	HMA CL. 1/2 IN PG-64 28	2900	
20	220	TON	HMA FOR APPROACH	170	50
EROSION CONTROL AND PLANTING					
21	20	DAY	ESC LEAD	20	
22	2200	LF	SILT FENCE	2000	200
23	9	EA	CHECK DAM	9	
24	1	ACRE	MULCHING WITH PAM	1	
25	2	ACRE	SEEDING, FERTILIZING, AND MULCHING	2	
TRAFFIC					
26	2380	LF	BEAM GUARDRAIL, TYPE 1	2380	
27	2	EA	BEAM GUARDRAIL TRANSITION SECTION, TYPE 2	2	
28	2	EA	BEAM GUARDRAIL TRANSITION SECTION, TYPE T10	2	
29	4	EA	BEAM GUARDRAIL ANCHOR TYPE 1	4	
30	4	EA	BEAM GUARDRAIL ANCHOR TYPE 5	4	
31	3	EA	BEAM GUARDRAIL ANCHOR TYPE 7	3	
32	5	EA	BEAM GUARDRAIL FLARED TERMINAL	5	
33	1	EA	BEAM GUARDRAIL NON-FLARED TERMINAL	1	
34	14	DAY	PORTABLE TEMPORARY TRAFFIC CONTROL SIGNA	14	
35	1	LS	PERMANENT SIGNING	1	
36	10500	LF	PAINT LINE	10500	
37	200	LF	SINGLE SLOPE CONCRETE BARRIER	200	
38	1640	HR	FLAGGERS AND SPOTTERS	1500	140
39	1	LS	TRAFFIC CONTROL SUPERVISOR	1	
40	1	LS	OTHER TEMPORARY TRAFFIC CONTROL	1	
41	1	LS	CONSTRUCTION SIGNS CLASS A	1	
OTHER ITEMS					
42	560	SF	SHORING OR EXTRA EXCAVATION CLASS B	560	
43	1	LS	SPOC PLAN	1	
44	1	EA	MAILBOX SUPPORT TYPE 1	1	
45	2	EA	MAILBOX SUPPORT TYPE 2	2	
46	11	EA	MONUMENT CASE AND COVER (COUNTY FURNISH)	11	
47	EST.	FA	MINOR CHANGE	\$5,000	\$5,000

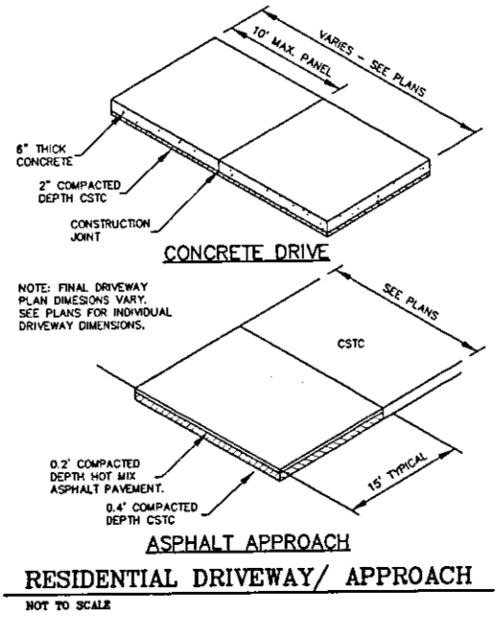
ROAD DITCH CHECK DAM SCHEDULE	
STATION	
77+00	LEFT AND RIGHT
78+50	LEFT AND RIGHT
80+00	LEFT AND RIGHT
84+50	LEFT AND RIGHT
86+25	RIGHT



TYPICAL TRENCH DETAIL
NOT TO SCALE



MONUMENT DETAIL
NOT TO SCALE



RESIDENTIAL DRIVEWAY/ APPROACH
NOT TO SCALE



C 3211
SOUTH NACHES ROAD

FC 3122
LEWIS ROAD

REGION NO.	STATE
10	WASH

FED. AID. PROV. NO.
STPR Y 393(002)

PREPARED UNDER
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A.J.H.	G.W.S.
SCALE:	HORIZ. NONE
	VERT. NONE
REVISION:	
FILENAME: 06048 SH 1-3.dwg	

SUMMARY OF
QUANTITIES AND
PROJECT DETAILS

SHEET 3 OF 24

PLOT DATE: 01-21-09

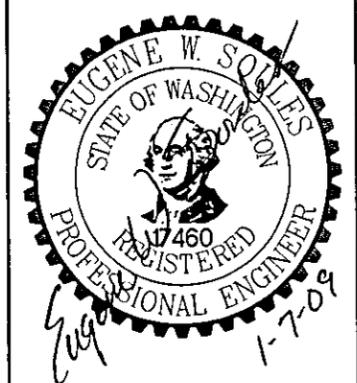


SOUTH NACHES ROAD IMPROVEMENT PROJECTS

LEWIS ROAD

FC 3122

PREPARED UNDER THE DIRECTION OF:



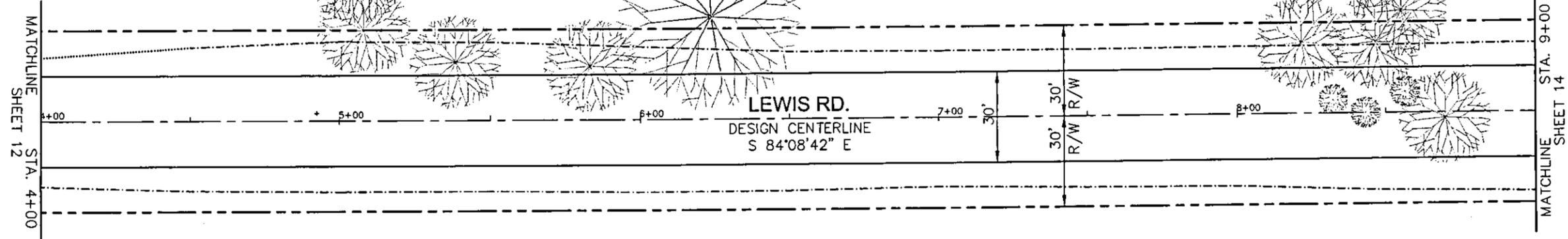
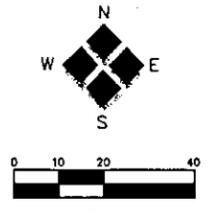
Hulbregtse, Louman Associates, Inc.

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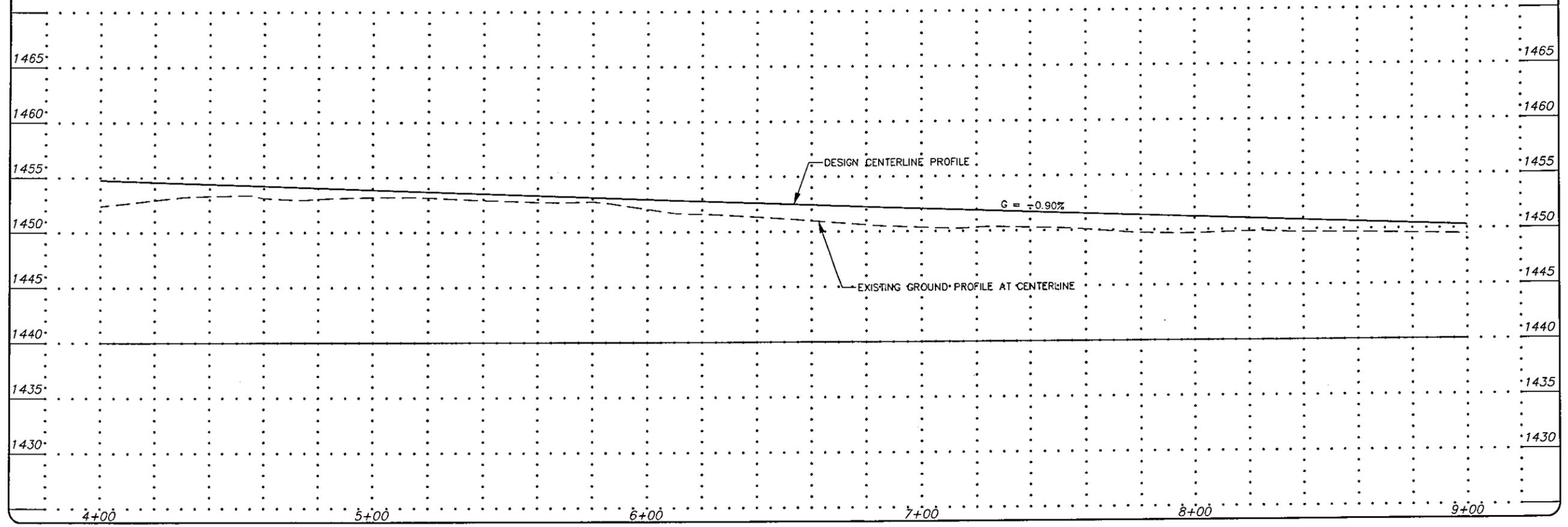
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SCALE:	HORIZ. AS SHOWN VERT. AS SHOWN
REVISION:	
FILENAME: 06058 SH 12-15.dwg	

PLAN AND PROFILE
LEWIS ROAD
STA. 4+00 TO
STA. 9+00

SHEET 13 OF 25
PLOT DATE: 01-06-09



BOISE BUILDING SOLUTIONS MFG, INC.

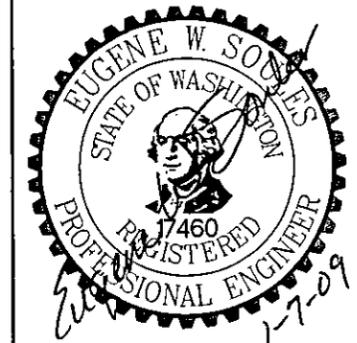




SOUTH NACHES ROAD IMPROVEMENT PROJECTS
LEWIS ROAD

FC 3122

PREPARED UNDER THE DIRECTION OF:



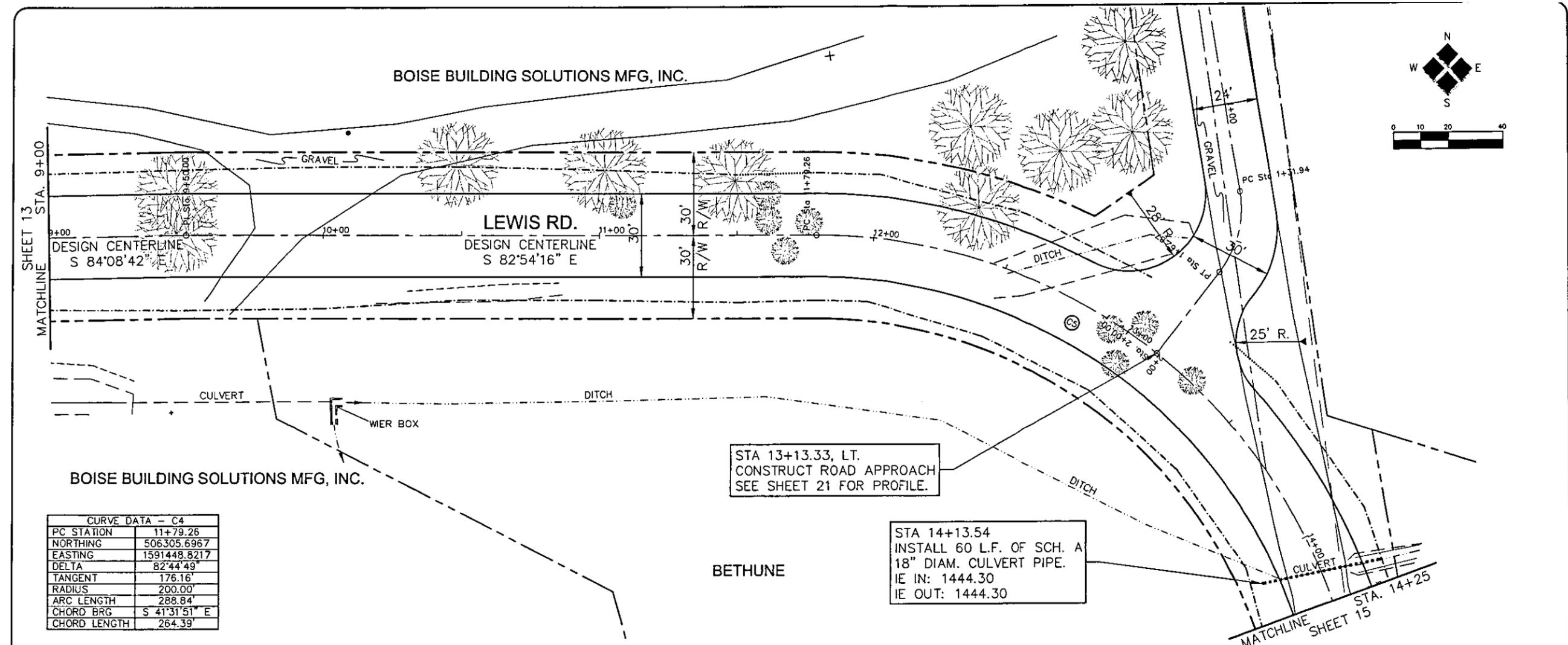
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SCALE:	HORIZ. AS SHOWN VERT. AS SHOWN
REVISION:	
FILENAME: 06058 SH 12-15.dwg	

PLAN AND PROFILE
LEWIS ROAD
STA. 9+00 TO
STA. 14+25

SHEET 14 OF 25
PLOT DATE: 01-06-09

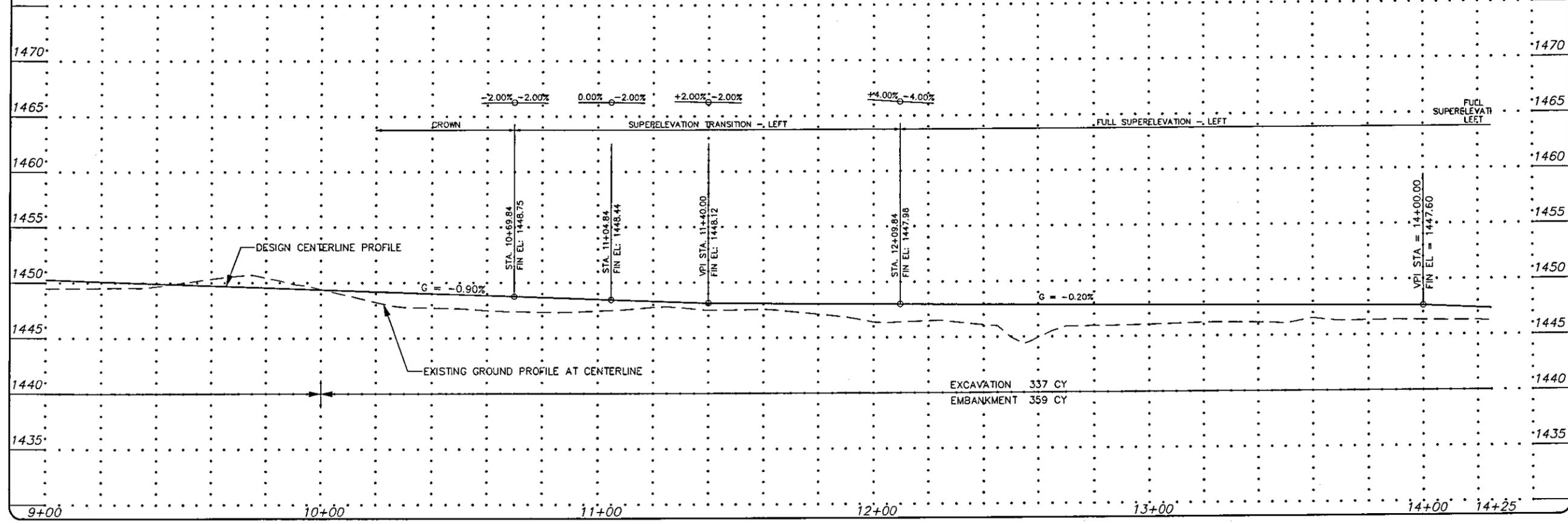


CURVE DATA - C4

PC STATION	11+79.26
NORTHING	506305.6967
EASTING	1591448.8217
DELTA	82°44'49"
TANGENT	176.16'
RADIUS	200.00'
ARC LENGTH	288.84'
CHORD BRG	S 41°31'51" E
CHORD LENGTH	264.39'

STA 13+13.33, LT. CONSTRUCT ROAD APPROACH SEE SHEET 21 FOR PROFILE.

STA 14+13.54
INSTALL 60 L.F. OF SCH. A 18" DIAM. CULVERT PIPE.
IE IN: 1444.30
IE OUT: 1444.30



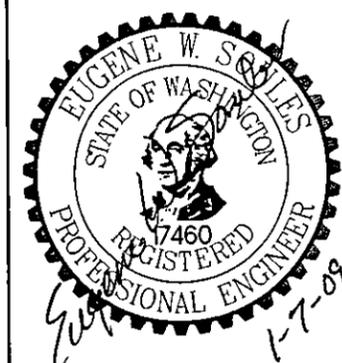
EXCAVATION 337 CY
EMBANKMENT 359 CY



SOUTH NACHES ROAD IMPROVEMENT PROJECTS
LEWIS ROAD

FC 3122

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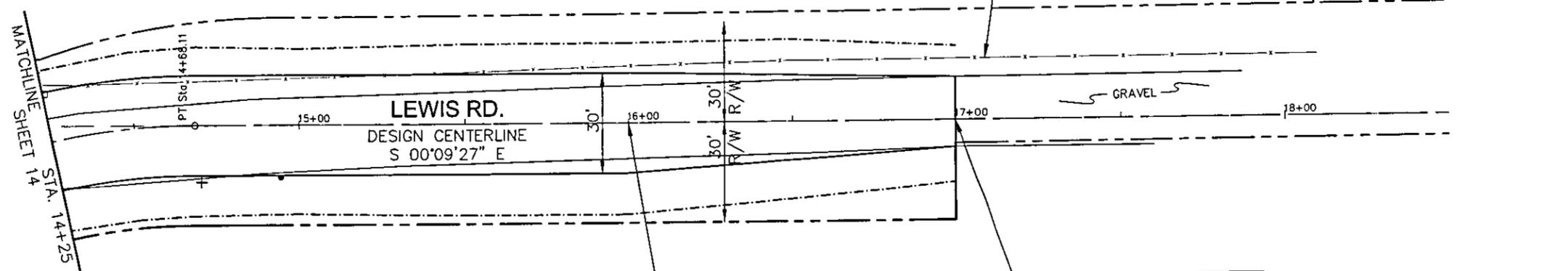
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		VERT. AS SHOWN	
REVISION:			
FILENAME: 06058 SH 12-15.dwg			

PLAN AND PROFILE
LEWIS ROAD
STA. 14+25 TO
STA. 17+00

SHEET 15 OF 25

PLOT DATE: 01-06-09

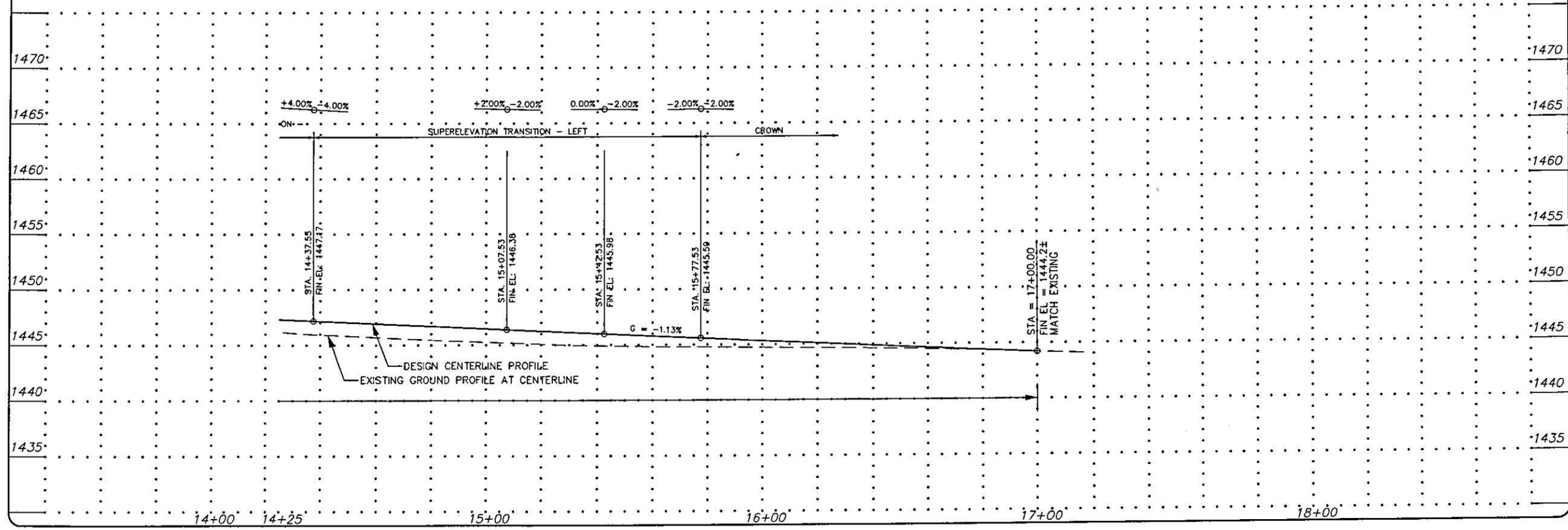
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DELTA	82°44'49"
TANGENT	176.16'
RADIUS	200.00'
ARC LENGTH	288.84'
CHORD BRG	S 41°31'51" E
CHORD LENGTH	264.39'



STA. 14+25 TO STA. 18+09 LT, REMOVE EXISTING FENCE. RESET EXISTING OR NEW IN KIND TO R/W. PROVIDE ADDITION CORNER POSTS AS NEEDED.

STA 16+00.00, END TYPICAL ROADWAY SECTION "C". BEGIN SHOULDER TAPER.

STA. 17+00.00, EOP END NEW IMPROVEMENTS. MATCH EXISTING ROAD. END SHOULDER TAPER, LEFT AND RIGHT.

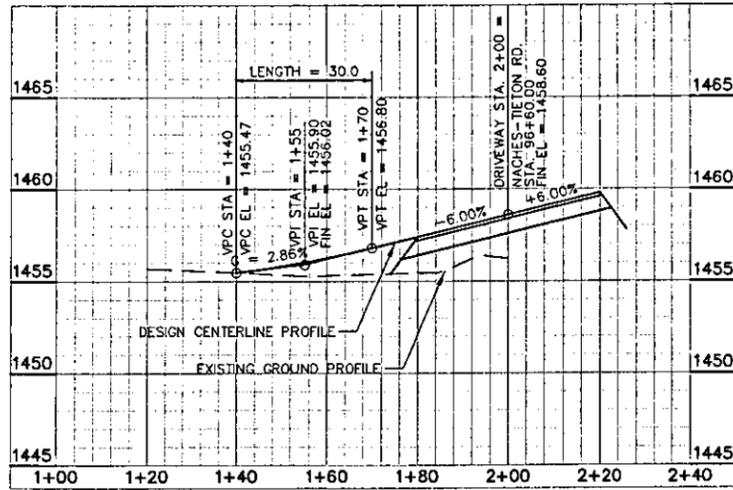


1470
1465
1460
1455
1450
1445
1440
1435

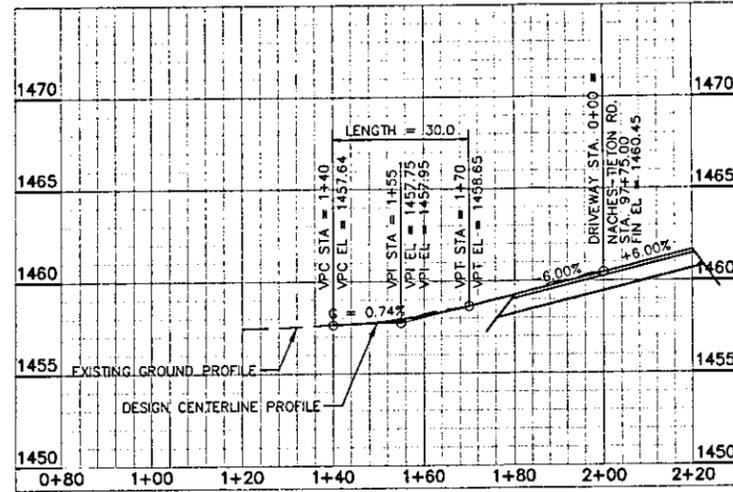
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1450
1445
1440
1435

14+00 14+25 15+00 16+00 17+00 18+00

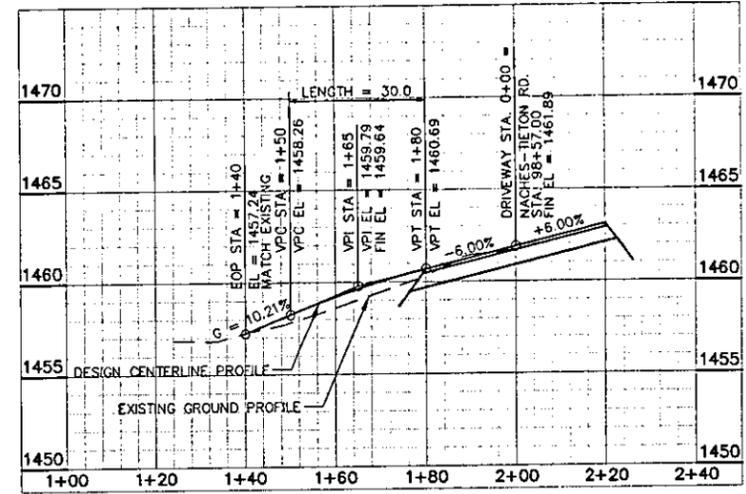
SO. NACHES RD. 96+60.0, LT.



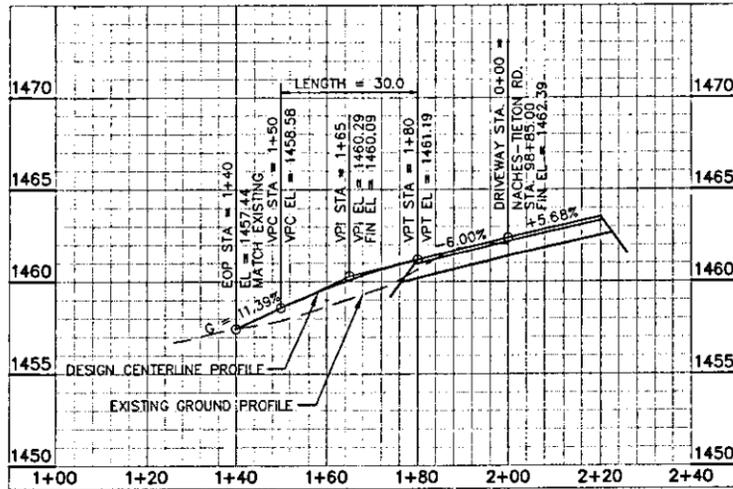
NACHES-TIETON RD. 97+75.0, LT.



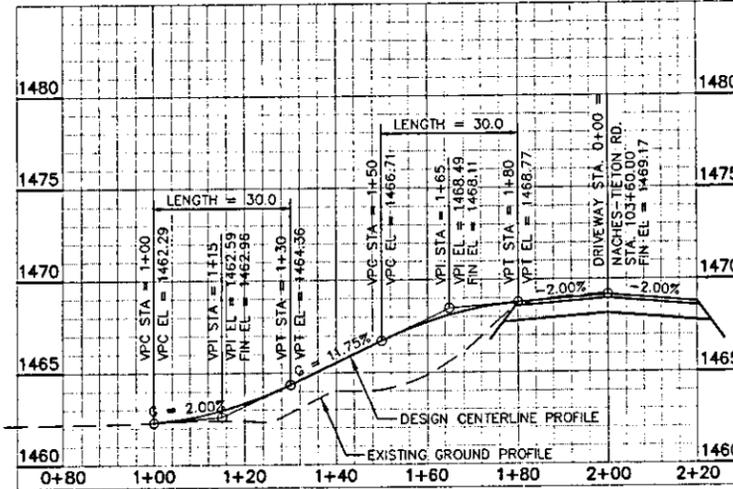
NACHES-TIETON RD. 98+57.0, LT.



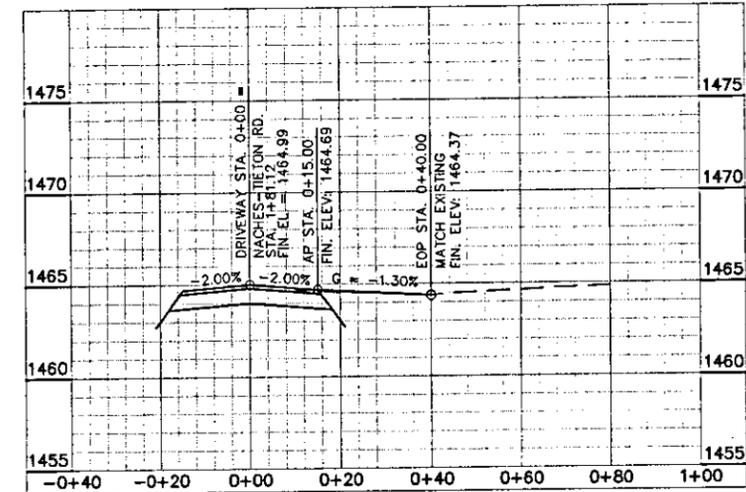
NACHES-TIETON RD. 98+85.0, LT.



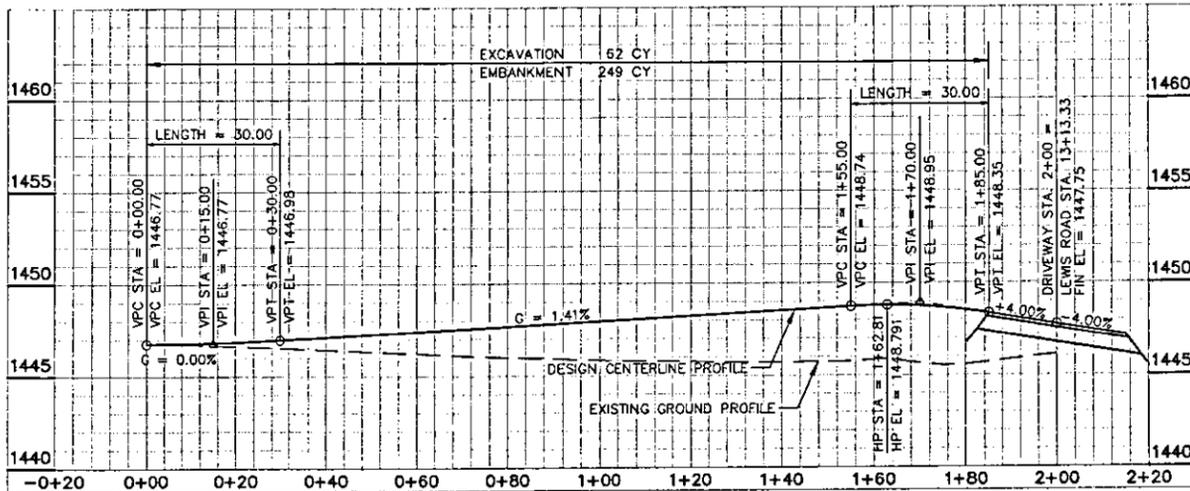
SO. NACHES RD. 103+60.0, LT



KLOCKHAMER RD. 1+81.12, RT.



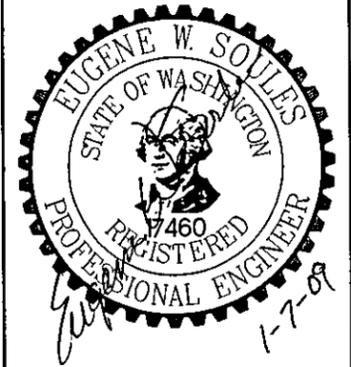
LEWIS RD. 13+25.0, LT.



SOUTH NACHES ROAD IMPROVEMENT PROJECTS
LEWIS ROAD

C 3211

PREPARED UNDER THE DIRECTION OF:



Hulbregtse, Louman Associates, Inc.

801 North 39th Avenue • Yakima, WA 98902
(509) 966-7000 • FAX (509) 965-3800

DRAWN: A.J.H.	CHECKED BY: G.W.S.
SCALE:	HORIZ. NONE VERT. NONE
REVISION:	
FILENAME: 0604B SH 20-21.dwg	

APPROACH PROFILES

SHEET 21 OF 24

PLOT DATE: 01-06-09

The following conditions and measures shall be followed:

- The applicants shall obtain all required local, state, and federal permits and approvals prior to implementing the Proposed Action Alternative and comply with any and all conditions imposed.
 - The applicant is responsible for selecting, implementing, monitoring, and maintaining best management practices to control erosion and sediment, reduce spills and pollution, and provide habitat protection.
 - Any change to the approved scope of work will require re-evaluation for compliance with NEPA and other laws and Executive Orders.
 - In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity should be discontinued, the area secured, and the State and FEMA notified.
 - Construction shall occur during non-flood seasons. However, should construction be required during the flood season, as determined by the local floodplain administrator, all construction equipment shall be staged in an area not susceptible to flood events or be readily transportable out of the floodplain to avoid any flood damages.
-

PUBLIC NOTICE**Federal Emergency Management Agency
Draft Environmental Assessment
Lewis Road Relocation and Reconstruction
Yakima County, WA**

The US Department of Homeland Security's Federal Emergency Management Agency (FEMA) proposes to provide funding to Yakima County for a road relocation and construction project in central Washington.

FEMA prepared a draft environmental assessment (EA) for the proposed project pursuant to the National Environmental Policy Act (NEPA) of 1969 and FEMA's implementing regulations found in 44 Code of Federal Regulations (CFR) Part 10. The EA evaluates alternatives for compliance with applicable environmental laws, including Executive Orders #11990 (Protection of Wetlands), #11988 (Floodplain Management), and #12898 (Environmental Justice). Many alternatives were evaluated during the development of the Naches River Comprehensive Flood Hazard Management Plan (CFHMP) and the Upper Yakima River CFHMP. The alternatives evaluated in the EA are the (1) no action; and (2) reducing flood damage and providing improved ingress and egress for residents along Lewis Road by relocating and reconstructing Lewis Road. No practicable alternatives outside the floodplain were identified.

The proposed action, while remaining in the floodplain, would offer some reduction in potential road damage and loss of lives from residences traversing it when the road is inundated during flood events. However, the road would still be subject to future damages by virtue of its location in the floodplain and floodway. Further analysis is available in the EA.

The EA is available for review online at the FEMA environmental website at: <http://www.fema.gov/plan/ehp/envdocuments> under Region X. If no significant issues are identified during the comment period, FEMA will finalize the EA, issue a Finding of No Significant Impact (FONSI) and fund the project. Unless substantive comments are received, FEMA will not publish another notice for this project. However, should a FONSI be issued, it will be available for public viewing at <http://www.fema.gov/plan/ehp/envdocuments> under Region X.

The draft EA is also available for review on February 6, 2009 at the Yakima County Public Services Department at 128 N. 2nd Street, Yakima, Washington.

Written comments on the draft EA should be directed no later than 5 pm on March 6, 2009 to Steven Randolph, Program Manager, FEMA Region 10, 130 228th Street SW, Bothell Washington 98021-9796 or by e-mail at steven.randolph@dhs.gov. Comments can also be faxed to 425-487-4613.

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PUBLIC NOTICE Federal Emergency Management Agency Draft Environmental Assessment Lewis Road Relocation and Reconstruction Yakima County, WA The US Department of Homeland Security's Federal Emergency Management Agency (FEMA) proposes to provide funding to Yakima County for a road relocation and construction project in central Washington. FEMA prepared a draft environmental assessment (EA) for the proposed project pursuant to the National Environmental Policy Act (NEPA) of 1969 and FEMA's implementing regulations found in 44 Code of Federal Regulations (CFR) Part 10. The EA evaluates alternatives for compliance with applicable environmental laws, including Executive Orders #11990 (Protection of Wetlands), #11988 (Floodplain Management), and #12898 (Environmental Justice). Many alternatives were evaluated during the development of the Naches River Comprehensive Flood Hazard Management Plan (CFHMP) and the Upper Yakima River CFHMP. The alternatives evaluated in the EA are the (1) no action; and (2) reducing flood damage and providing improved ingress and egress for residents along Lewis Road by relocating and reconstructing Lewis Road. No practicable alternatives outside the floodplain were identified. The proposed action, while remaining in the floodplain, would offer some reduction in potential road damage and loss of lives from residences traversing it when the road is inundated during flood events.

However, the road would still be subject to future damages by virtue of its location in the floodplain and floodway. Further analysis is available in the EA. The EA is available for review online at the FEMA environmental website at: <http://www.fema.gov/plan/ehp/envdocuments> under Region X. If no significant issues are identified during the comment period, FEMA will finalize the EA, issue a Finding of No Significant Impact (FONSI) and fund the project. Unless substantive comments are received, FEMA will not publish another notice for this project. However, should a FONSI be issued, it will be available for public viewing at <http://www.fema.gov/plan/ehp/envdocuments> under Region X. The draft EA is also available for review on February 6, 2009 at the Yakima County Public Services Department at 128 N. 2nd Street, Yakima, Washington. Written comments on the draft EA should be directed no later than 5 pm on March 6, 2009 to Steven Randolph, Program Manager, FEMA Region 10, 130 228th Street SW, Bothell Washington 98021-9796 or by e-mail at steven.randolph@dhs.gov. Comments can also be faxed to 425-487-4613. (09549495)
February 6, 2009

Legal Notices - Yakima Herald-Republic - 02/06/2009



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FEMA

February 19, 2009

Environmental Coordinator
Yakama Agency
Bureau of Indian Affairs
401 Fort Road
Toppenish, Washington 98948

Dear Environmental Coordinator:

The U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA) is proposing to fund the relocation of Lewis Road under our Hazard Mitigation Grant Program (HMGP) from Disaster 1671 Floods of 2006. The road is being relocated 500 feet farther from the Naches River in order to minimize damages and facilitate emergency access. Enclosed is a copy of the draft Environmental Assessment for your review and comment. It is my understanding from Jeff Legg, Yakima County Project Manager, that previous correspondence between the county and the Nation has occurred regarding this project. The county prepared a Cultural Resource Survey for this project (as part of a larger project) in anticipation of funding from the Washington Department of Transportation. The Survey was conducted in September, 2007. The Washington Department of Archaeology and Historic Preservation concurred with the Area of Potential Effect and the findings that no historic properties are affected.

Since a couple of years has passed since that correspondence and one element of the project, Lewis Road Relocation, will now be funded by another federal agency, FEMA is interested in any comments or concerns you may have regarding this project. We would appreciate any comments by March 10. I recognize that this is a shortened timeframe, but felt it was prudent given the familiarity you already have with this project and the deadline the county has for starting this project (due to other funding sources). Please feel free to contact me by phone at 425-487-4735 or email: mark.eberlein@dhs.gov should you have comments or need more time.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark G. Eberlein".

Mark G. Eberlein
Regional Environmental Officer

Enclosure

cc: Mark Stewart, WAEMD, Camp Murray
Russell Holter, WDAHP, Olympia
Jeff Legg, Yakima County, Yakima

MGE:bb

Summary of comments received on the Draft EA

1. Lewis Road has not been substantially damaged by yearly floods. The road does not require more than normal maintenance to keep it in shape.

Response: The 1995/1996 flood event repairs to Lewis Road cost the tax payers of Yakima County \$25,149 and prevented residents of Lewis Road access to their homes and property during the event. The 50 Year Benefit-Cost Analysis completed for this project shows the current annual cost for Lewis Road is \$49,173 after the relocation the annual cost is calculated to be \$25,776. The relocation will provide safer access and reduce the hazards for the residents during frequent flood events which are not possible with the current location of Lewis Road.

2. Will removing the existing portion of Lewis Road put any properties at risk from flooding?

Response: The current road is not elevated beside or near any private property and cannot be considered a flood barrier. Material to be removed from the floodplain is the current Lewis Road approach to the South Naches Road.

3. Will landowners be allowed to maintain the portion of Lewis Road that the County will not maintain?

Response: A portion of the existing Lewis Road will not be maintained by Yakima County after the new road is constructed. Landowners will be able to perform regular maintenance to the road in the floodway. If landowners desire to raise the elevation or widen the road by bringing in fill material, an application for a permit would need to be submitted to Yakima County prior to any work.

4. Will irrigation that is currently supplied by the ditch be affected by the new road location and construction?

Response: The new road will be located just north of the ditch, and any modifications required will be implemented as to not affect its current function. The county has already relocated the passage under the South Naches Road.

5. Will construction of the road affect any springs in the area?

Response: Yakima County does not foresee any impact to local springs during or after the implementation of this project. Springs are supplied by pervious underground layers which will not be disturbed in this project.

6. It would be most cost effective to make the existing road “flood damage proof” and pave the existing location. One other option is to extend the embankment dike from the old drop box site down to the corner where Lewis Road has a 90° turn, this is much better than moving the road in a flood way 600 feet but keeping it in the flood way.

Response: Please see response to comment #1 above. This project had multiple alternatives considered and the County chose this alternative which has the least financial impact in the short and long term, and would provide safer access during flooding events. Currently there are no “flood damage proof” techniques for roads located within a floodway. The cost savings to the tax payers of Yakima County is presented as a response to comment #1.

The intent of this road relocation project is to provide a safer way for the residents of Lewis Road to access their property during frequent flood events. Ninety percent of casualties during a flood event are from people driving through flooded roadways. The other intent is to lower the annual maintenance cost of Lewis Road.