

**APPENDIX A**  
**AGREEMENT BETWEEN WSDOT AND STATE PARKS**  
**FOR THE TEMPORARY OCCUPANCY OF**  
**CRYSTAL SPRINGS SNO-PARK**

Rex Derr  
Director



STATE OF WASHINGTON  
WASHINGTON STATE PARKS AND RECREATION COMMISSION

7150 Cleanwater Drive S.W. • P.O. Box 42650 • Olympia, WA 98504-2650 • (360) 902-8500  
TDD (Telecommunications Device for the Deaf): (360) 664-3133  
[www.parks.wa.gov](http://www.parks.wa.gov)

October 15, 2007

Jason W. Smith, Environmental Manager  
I-90 Snoqualmie Pass East Project  
WA State Department of Transportation  
1710 S. 24th Avenue, Suite 100  
Yakima, WA 98902

RE: I-90 Snoqualmie Pass East Project  
Temporary Occupancy of the Crystal Springs Sno-park

Dear Mr. Smith,

I am writing in response to your letter dated April 25, 2007, regarding WSDOT occupying the Crystal Springs Sno-park on a temporary basis. Based on your letter, the Washington State Parks and Recreation Commission (WSPRC) understands the following:

1. WSDOT's temporary occupancy of the Crystal Springs Sno-park would begin during the first phase of construction of the I-90 Snoqualmie Pass East project, which is currently funded and may begin in 2009. It is anticipated to be used for future phases of construction, which are unfunded.
2. WSDOT anticipates that actions associated with staging and stockpiling would occur while temporarily occupying the Crystal Springs Sno-park.
3. WSPRC understands that this temporary use will have minimal effects to winter use and will be beneficial in the long term. WSPRC will review and approve a summer management plan of the site along with a conceptual site plan. WSPRC will identify the condition that the site must be reclaimed to for each winter recreation season, as well as the end of the I-90 project.
4. WSDOT and WSPRC are working together to develop a Memorandum of Agreement that will further outline the protocols and details for the temporary occupancy which should be finalized in late 2007 or early 2008.

In your letter dated April 25, 2007, you outlined guidance from the Federal Highway Administration and the conditions that must be met for when a temporary occupancy of a Section 4(f) resource will not constitute a "use" of that resource. Specifically, Condition 5, states that "there must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource..."



Jason W. Smith, WSDOT  
October 15, 2007  
Page Two

Because of the commitments WSDOT made to Washington State Parks in your letter dated April 25, 2007, the WSPRC commits to working with WSDOT in the future to develop the MOA described above, in addition to temporary construction easements and conceptual site plans in order to temporarily occupy the Crystal Springs Sno-park. These authorizations by WSPRC will specify the temporary operations, environmental protections, long-term reclamation, and communication protocol during the time WSDOT is temporarily occupying the property.

The WSPRC appreciates the opportunity to work with WSDOT on the I-90 Snoqualmie Pass East Project.

Sincerely,

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

Steve Hahn, Lands Program Manager

cc: Tim Schmidt, Lake Easton State Park Manager  
Lynn Harmon, Property & Acquisition Specialist 4

**APPENDIX B**  
**AGREEMENT BETWEEN WSDOT AND USFS**  
**FOR THE TEMPORARY OCCUPANCY OF**  
**CABIN CREEK SNO-PARK**



United States  
Department of  
Agriculture

Forest  
Service

Okanogan-Wenatchee  
National Forest

Cle Elum Ranger District  
803 West Second Street  
Cle Elum, WA 98922  
(509) 674-4411

File Code: 1900/2730

Date: July 13, 2007

Jason W. Smith, Environmental Manager  
I-90 Snoqualmie Pass East Project  
WA ST Dept. of Transportation  
1710 South 24<sup>th</sup> Ave., Suite 100  
Yakima, WA 98902

RECEIVED

AUG 22 2007

SCR I-90 OFFICE  
DOCUMENT CONTROL

RE: I-90 Snoqualmie Pass East Project  
WSDOT's Temporary Occupancy of the Cabin Creek Sno-park

Dear Mr. Smith: *Jason*

I am writing in response to your letter dated April 25, 2007, regarding WSDOT occupying the Cabin Creek Sno-Park on a temporary basis. Based on your letter, the U.S. Forest Service understands the following:

1. WSDOT's temporary occupancy of the Cabin Creek Sno-park would occur during a future phase of construction of the I-90 Snoqualmie Pass East Project, which is currently unfunded.
2. WSDOT anticipates that actions associated with staging and stockpiling would occur while temporarily occupying the Cabin Creek Sno-park.

In your letter dated April 25, 2007, you outlined guidance from the Federal Highway Administration and the conditions that must be met for when a temporary occupancy of a Section 4(f) resource will not constitute a "use" of that resource. Specifically, Condition 5., states that "there must be documented agreement of the appropriate Federal, State, or local officials having jurisdiction over the resource..."

Because of the commitments WSDOT made to the U.S. Forest Service in your letter dated April 25, 2007, the U.S. Forest Service commits to working with WSDOT in the future to develop a Special Use Permit to temporarily occupy the Cabin Creek Sno-park. The Special Use Permit will specify the temporary operations, environmental protections, long-term reclamation, and communication protocol during the time WSDOT is temporarily occupying the property.

The U.S. Forest Service appreciates the opportunity to work with WSDOT on the I-90 Snoqualmie Pass East Project.

Sincerely,

*Floyd*

FLOYD J. ROGALSKI  
Natural Resource Planner



**APPENDIX C**  
**MEMORANDUM OF AGREEMENT**  
**BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION**  
**AND THE**  
**WASHINGTON STATE HISTORIC PRESERVATION OFFICER REGARDING**  
**THE**  
**I-90 SNOQUALMIE PASS EAST PROJECT,**  
**KITTITAS COUNTY, WASHINGTON**

**MEMORANDUM OF AGREEMENT  
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION  
AND THE  
WASHINGTON STATE HISTORIC PRESERVATION OFFICER  
REGARDING THE  
I-90 SNOQUALMIE PASS EAST PROJECT,  
KITTTAS COUNTY, WASHINGTON**

**WHEREAS**, the U.S. Department of Transportation, Federal Highway Administration (FHWA), has provided federal funding to the Washington State Department of Transportation (WSDOT) for the replacement of the Snowshed Bridge No. 90/110N (Snowshed), located in Kittitas County, Washington; and

**WHEREAS**, FHWA has determined that the I-90 Snoqualmie Pass East Project (Undertaking) will have an adverse effect on the Snowshed, a property listed in the National Register of Historic Places (NRHP); and

**WHEREAS**, FHWA, in consultation with the Washington State Historic Preservation Officer (SHPO), has determined the Undertaking's adverse effects cannot be avoided, and that implementation of the stipulations of this MOA will satisfactorily take into account the Undertaking's adverse effects on the historic property; and

**WHEREAS**, the US Forest Service (USFS), Wenatchee National Forest and WSDOT have participated in the consultation and, based on this discussion, the USFS has agreed to be a consulting party;

**WHEREAS**, the Confederated Tribes of the Colville Reservation, Muckleshoot Tribe, Snoqualmie Nation, Tulalip Tribes, Yakama Nation, and Wanapum Tribe have been invited as consulting parties to this MOA, with in-person participation by the Muckleshoot, Snoqualmie, Yakama, and Wanapum to date; and

**WHEREAS**, FHWA has consulted with, and has requested the comments of, the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, the implementing regulations for the National Historic Preservation Act (16 USC 470(f);

**NOW, THEREFORE**, FHWA and SHPO agree that if the Undertaking proceeds, it shall be implemented in accordance with the following stipulations in order to take into account the Undertaking's effects on historic properties, and further agree that these stipulations shall govern the Undertaking and all of its parts concerning its effects on the Snowshed until this MOA expires or is terminated.

**I. STIPULATIONS**

FHWA shall ensure that the following stipulations are carried out:

I-90 Snoqualmie Pass East Project

7/25/07

Page 1 of 4

**A. Historic Structures Report for Travelers' Rest:** Under this agreement, WSDOT will provide funds necessary to complete a historic structures report for Travelers' Rest, a historic-era, WSDOT-owned building in Kittitas County in the Snoqualmie Pass Summit vicinity now serving as a popular rest stop. The report will be prepared in accordance with the reporting guidelines contained in the National Park Service's "Preservation Brief 43: The Preparation and Use of Historic Structure Reports." The report will include the following components:

- 1) A NRHP determination of eligibility or ineligibility, which will document the structure's history, its uses and physical appearances over time, and photographic documentation of its past and present appearances, including its setting.
- 2) The building's current structural condition.
- 3) Assessments for stabilizing, repairing, restoring and rehabilitating the structure.
- 4) Recommendations for future uses/adaptive reuses.

**B. Site Assessment:** An assessment of the Travelers' Rest site's current and potential uses, to include mitigation options and needs, within WSDOT's corridor management planning process.

**C. Phase 1 Environmental Site Assessment:** An assessment per American Society of Testing and Materials (ASTM) E 1527-05 standard practices of addressing the potential for the Travelers' Rest property's containing hazardous materials.

**D. Interpretive Signage at Travelers' Rest:** Develop and install interpretive panels for display on the exterior of the building near the entrance, in the hallway leading to the restrooms, and/or within the coffee shop or vendor existing at the time of project development. Panels will depict, with text and photos: 1) historic travel, including that by American Indians, over Snoqualmie Pass; 2) history of the Travelers' Rest building and site; and 3) history and engineering facts of the Snowshed. SHPO will be afforded the opportunity to review and comment on draft text, message, and photographs for the signage.

**E. Costs:** Costs for items A, B and C, collectively, are not to exceed \$30,000. Costs for item D are not to exceed \$15,000.

**F. Inadvertent Discovery Plan (IDP):** During tribal consultation, several tribes indicated an interest in WSDOT's commitment to developing an IDP. WSDOT will develop a project-specific IDP that takes into account pre-construction, construction activities, and cultural resource monitoring for each phase of the project.

## II. DISPUTE RESOLUTION

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with the objecting party(ies) to resolve the objection. If FHWA determines, within 30 days, that such objections cannot be resolved, FHWA shall:

I-90 Snoqualmie Pass East Project

7/25/07

Page 2 of 4

- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Section 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by FHWA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FHWA will give consideration to comments from the parties to the MOA and make a final decision.
- C. FHWA's responsibilities to carry out all other actions subject to the terms of this MOA that are not subject of the dispute will remain unchanged. FHWA will notify all parties of its decision in writing before implementing that disputed portion of the Undertaking. FHWA's decision will be final.

### **III. AMENDMENTS, TERMINATION AND NONCOMPLIANCE**

If any signatory to this MOA determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6 (c)(7) and 800.6 (c)(8). The amendment will be effective on the date a copy is signed by all of the original signatories and is filed with the Council. If a MOA is not amended following the consultation set out in accordance with Dispute Resolution, it may be terminated by any signatory. Within 30 days following termination, FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(a)(1) or request the comments of the Council under 36 CFR 800.7(a) and proceed accordingly.

### **IV. DURATION**

This MOA will take effect immediately upon execution by the Signatory Parties. The terms of this MOA shall be satisfactorily fulfilled within five years following the date of execution. Prior to such time, FHWA may consult with SHPO to reconsider the terms of the agreement and propose its amendment in accordance with Stipulation III above. Unless terminated pursuant to Stipulation III above, this MOA will be in effect until FHWA, in consultation with SHPO, determines that all of its terms have been satisfactorily fulfilled.

**V. EXECUTION**

Execution of this MOA by the SHPO, its transmittal to the Council in accordance with 36 CFR 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR 800.6(c), that FHWA has afforded the Council an opportunity to comment on the Undertaking's effects on historic properties.

**SIGNATORY PARTIES:**

**Federal Highway Administration**

By *Daniel M. Mathis* Date 10/09/07

Division Administrator

**Washington State Department of Transportation**

By *George R. Helsing* Date 9/27/07  
for South Central Region Administrator

**Washington State Historic Preservation Officer**

By *[Signature]* Date 10/10/07

State Historic Preservation Officer

**CONCUR:**

**Advisory Council on Historic Preservation**

By \_\_\_\_\_ Date \_\_\_\_\_

**APPENDIX D**  
**WSDOT BRIDGE INSPECTION REPORT**  
**DECEMBER 12, 2005**

# BRIDGE INSPECTION REPORT

BATS 4 0 0 1

Status: Complete

Ver Date 12 / 12 / 2005

Agency: Washington State

Bridge No. 90/110N	Page 1 of 2	Structure Type CTUN
Bridge Name LAKE KEECHELUS SNOWSHE	Route 00090	Intersecting LAKE KEECHELUS SNO
Structure ID 0003754B	MilePost 58.08	Location 5.6 E KING CO

*Hubert C. Ritt*

*Red Bing*

Inspection Date: 11/7/2005  
BATS Hours: 2.00

Inspector's Signature HCR IDent# G0004

Co-Inspector's Signature JB

	Structural Adqcy (657)	N	<input type="checkbox"/>	Pier/Abut/Protect (679)	1950	Year Built
9	Deck Geometry (658)	N	<input type="checkbox"/>	Scour (680)	1956	Year Rebuilt
3	Underclearance (659)	8	<input type="checkbox"/>	Approach Rdwy (681)	O 99	Operating Rating
5	Operating Level (660)	7	<input type="checkbox"/>	Retaining Walls (682)	O 99	Inventory Rating
9	Alignment Adqcy (661)	9	<input type="checkbox"/>	Pier Protection (683)	A	Open Closed Posted
9	Waterway Adqcy (662)	N	<input type="checkbox"/>	Bridge Rails (684)	99' 99"	Vertical Over Deck
9	Deck Overall (663)	N	<input type="checkbox"/>	Transition (685)	16' 04"	Vertical Under
7	Drains Condition (664)	N	<input type="checkbox"/>	Guardrails (686)	H	Vertical Under Code
7	Superstructure (671)	N	<input type="checkbox"/>	Terminals (687)		
0	Number Utilities (675)	N	<input type="checkbox"/>	Revise Rating (688)		
7	Substructure (676)		<input type="checkbox"/>	Photos Flag (691)		
9	Chan/Protection (677)		<input type="checkbox"/>	Soundings Flag (693)	0.00	Asphalt Depth
9	Culvert (678)		<input type="checkbox"/>	Measure Clearance (694)	0	Speed Limit

**Inspections Performed:**

IT	OF	NF	Date	Report Type
Y	24		11/07/05	Routine
				Fracture Critical
				Underwater
				Special
				Interim
				Equipment
				Damage
				Safety
				Short Span

Sufficiency Rating: #####

## BMS Elements

Element	Element Description	Total	Units	Env	State1	State2	State3	State4
331	Concrete Bridge Railing	1,000	LF	3	0	1,000	0	0
363	Tunnel-Concrete Lined	500	LF	3	480	20	0	0
403	Poured Rubber and Bulb-T	8,000	LF	3	0	8,000	0	0
9201	Attenuator - Weekday	0	FL	2	0	0	0	0
9309	Summer Inspection	1	EA	3	1	0	0	0

## Notes

0 The snowshed is oriented from the west to the east, over westbound I-90.  
The 26 columns are counted from west to east also.

331 The concrete bridge rail, NJB, are spalled, cracked, and scarred by traffic.

363 WEST portal:

Areas of patched spalls.

EAST portal:

Diagonal and pattern cracks.

There is a 8" x 9" x 2" deep spall in the portal column at the guardrail on the south side, see photo 5.

NORTH side:

The 500 ft. long retaining wall acts as an abutment along the north side. There is 2 sq. ft. of scattered spalls. There are also vertical cracks in the wall, some are leaching and rust stained. There are numerous scattered delaminations up to 3 sq. ft. in the wall toward the west portal.

On the backside (north face) of the north wall, toward the top is an area of about 2 sq. ft. that is delaminated.

SOUTH side:

The 26 columns have scattered cracks and small spalls. Split columns are 6, 11, 16, and 21.

The east half of Column 11 has a 10" long spall on the NW edge with exposed rebar, see photo 6.

East face of Column 20, at the bottom, has a spall with about 8" of exposed ebar.

Several of the concrete edge beams between the columns have cracks in the haunch to the column and at midspans. A couple of these cracks are open up to 1/8", see photo 4.

Ceiling/Roof:

There are 200 pre-cast concrete girders 40 ft. long forming the roof of the shed. Several of these girders are spalled at the south

# BRIDGE INSPECTION REPORT

BATS

4 0 0 1

Status: Complete

Ver Date 12 / 12 / 2005

Agency: Washington State

Page 2 of 2

Bridge No. 90/110N

Structure Type CTUN

Bridge Name LAKE KEECHELUS SNOWSHE

Route 00090

Intersecting LAKE KEECHELUS SNO

Structure ID 0003754B

MilePost 58.08

Location 5.6 E KING CO

*Hubert C. Pette*

*Jed Bingle*

Inspection Date: 11/7/2005

Inspector's Signature HCR IDent# G0004

Co-Inspector's Signature JB

BATS Hours: 2.00

side on the edge beams, see photo 4. These girders also have transverse cracks in bottom of web and a few small spalls in the seams.

There is a 1 ft. x 2 ft. plywood form left in place between Columns 18 and 19.

403 The top of roof is covered with snow in 2005 and we were unable to inspect the joints. The following is from a previous report: By removing moss it is possible to notice that there are adhesion cracks between the poured rubber and the precast concrete girders. Leakage in the joints, due to a lack of adhesion of the poured rubber to the girders, is visible from below.  
REPAIR 12528.

664 The drain was plugged during the 2005 inspection.

682 There is a diagonal crack at the north, bottom corner of the east retaining wall.

691 The elevation photo was taken during the 2001 inspection. In 2005, photos 2 and 3 were archived.

9201 There isn't a safe shoulder inside the shed, which is like a tunnel. Inspection should be done with traffic control (cone off left lane, use arrow board and attenuator). Contact Bob Cernick at Hyak (425-434-6258).

## Repairs

Repair No	Priority	Repair Description	Date Noted
12528	4	Monitor the progress of the adhesion cracks between the poured rubber and the roof beams. If the cracks get worse the roof should be given a new asphalt coating.	07/09/1996

## Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	11/07/2005	Y		2.0	HCR	G0004	JB	2005 inspection took place during a total I-90 closure due to a rock slide at about MP59. If not for this, attenuator or lane closure required.
<b>Resource</b>	<b>Use</b>	<b>Hours</b>	<b>Min</b>	<b>Req</b>	<b>Max</b>	<b>Notes</b>		
Attenuator						There isn't a safe shoulder inside the shed, which is like a tunnel. Inspection should be done with traffic control (cone off left lane, use arrow board and attenuator). Contact Bob Cernick at Hyak (425-434-6258).		
Scheduling Rest	OT					There isn't a safe shoulder inside the shed, which is like a tunnel. Inspection should be done with traffic control (cone off left lane, use arrow board and attenuator). Contact Bob Cernick at Hyak (425-434-6258).		
Scheduling Rest	SEAS							

## Sticky Notes

Creator	Created	Table Reference	Note