



**US Army Corps  
of Engineers** ®  
Walla Walla District  
**BUILDING STRONG**®

**WASHINGTON STATE DEPARTMENT OF  
TRANSPORTATION**

**STATE ROUTE 124/MONUMENT DRIVE  
EASEMENT**

**PM-EC-2014-0050B**

**ENVIRONMENTAL ASSESSMENT**

**December 2014**

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## 1.0 INTRODUCTION

This environmental assessment (EA) considers and describes the potential environmental effects of the U.S. Army Corps of Engineers, Walla Walla District (Corps) issuing a perpetual easement to the Washington State Department of Transportation (WSDOT) for the use of a portion of Corps managed federal land in the construction of a vehicle overpass for State Route (SR) 124 and the realignment of a portion of Monument Drive (Figures 1 and 2). As required by the National Environmental Policy Act (NEPA) of 1969 and subsequent implementing regulations promulgated by the Council on Environmental Quality, this assessment is being prepared to determine whether the proposed action constitutes a "...major Federal action significantly affecting the quality of the human environment..." and whether an environmental impact statement (EIS) is required. The information contained in this EA is considered to be of sufficient depth to define the nature and scope of the impacts associated with the proposed issuing of an easement to WSDOT for the proposed SR 124 vehicle overpass and Monument Road realignment activities on Corps managed lands.



Figure 1: Location of Proposed WSDOT SR 124/Monument Drive Project

### 1.1 Background

SR 124 is a two lane east/west rural arterial road located in Walla Walla County (Figure 2). It intersects with Highway 12 at both its east and west terminus; is approximately 45 miles long

and connects the communities of Waitsburg, Prescott and Burbank Heights. The road serves as an access route (and shortcut) between the Tri-Cities and eastern Washington. Due to the increase in traffic volume, WSDOT has determined that the portion of SR 124 between the intersection of Monument Drive and SR 124 and the Union Pacific Railroad tracks poses a safety hazard to motorists (Figure 3).

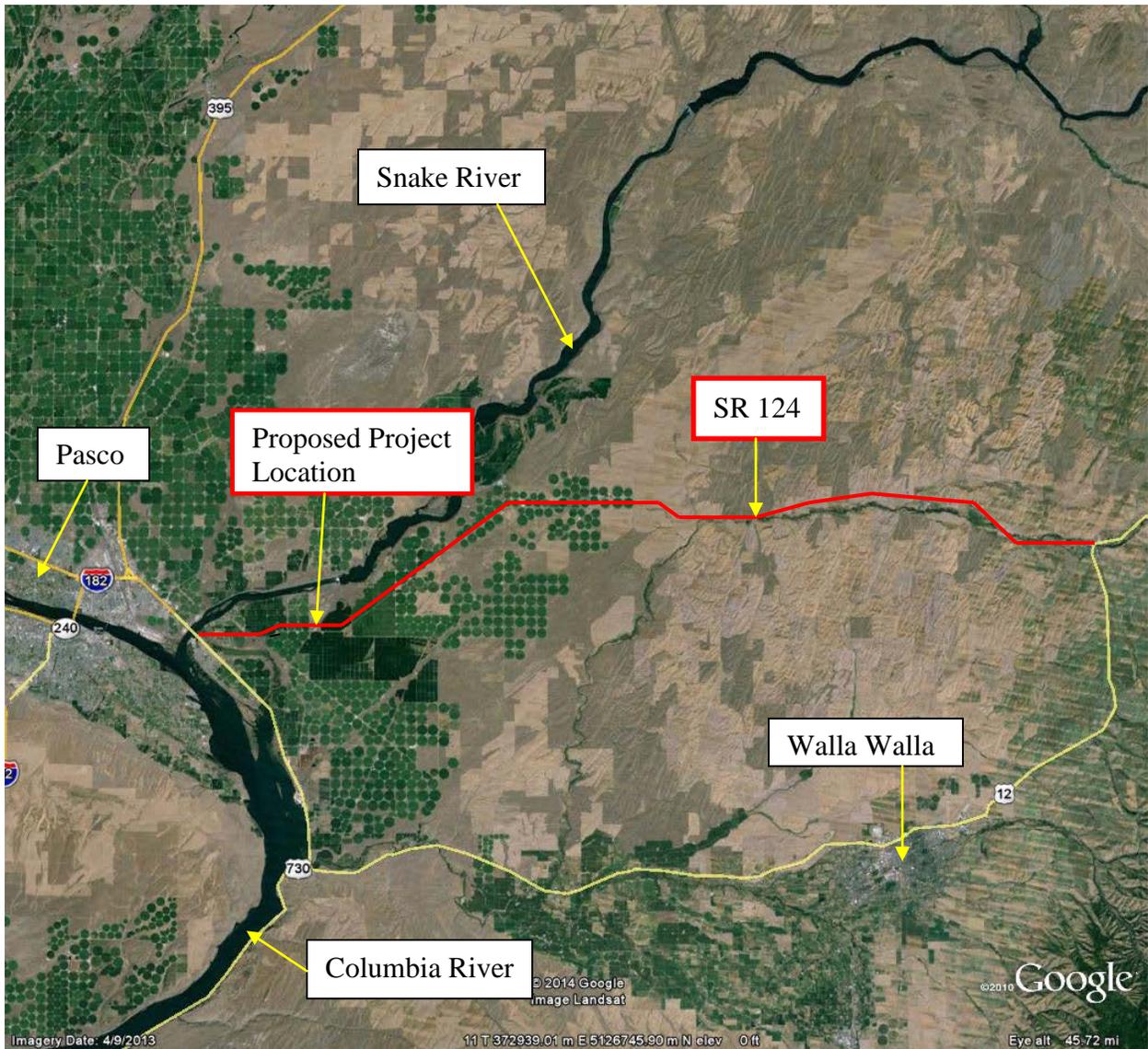


Figure 2: SR 124 and Proposed Project Location



Figure 3: WSDOT SR 124 Safety Hazards Location

Specifically, there are two issues which need to be addressed. The first one is the Union Pacific Railroad crossing of SR 124 near Monument Drive (Figure 3). The tracks are at grade and the only safety feature presently operating at the site is a set of overhead lights to signal that a train is approaching the road crossing. There are no barriers to stop vehicles from driving over the tracks as trains approach the road (Figure 4). The second issue is the intersection of SR 124 and Monument Drive. The current alignment has the intersection located in close proximity to the railroad crossing (about 250 feet) which limits sight distance and increases the potential for collisions as vehicles enter onto SR 124 from Monument Drive (Figures 3 and 4).



Figure 4: Union Pacific Railroad Tracks Crossing SR 124

## 2.0 PURPOSE AND NEED

The Corps proposes to issue a perpetual easement to WSDOT for use of a portion of Corps managed federal land in the construction of a vehicle overpass on SR 124 and accompanying realignment of a portion of Monument Drive. The purpose of the proposed action is to address safety issues/concerns – i.e. prevent train/vehicle collisions and provide a better sight view at the intersection of SR 124 and Monument Drive. The action is needed because the railroad tracks are at grade, provide no barriers to stop vehicles from proceeding over the tracks as trains approach the road, and the current intersection of SR 124 and Monument Drive is located in close proximity to the railroad.

### **3.0 ALTERNATIVES**

This section describes alternatives for meeting the identified project purpose and need.

#### **3.1 Alternative 1 – No Action**

Under the no action alternative, the Corps would not issue an easement to WSDOT and the SR124 vehicle overpass and Monument Drive realignment would not be constructed. Current driving conditions would remain the same. Although the “no action” alternative does not meet the project purpose and need, under Council on Environmental Quality guidelines, it serves as the project baseline for environmental conditions and therefore is carried forward for analysis.

#### **3.2 Alternative 2 – (Proposed Action)**

Under this alternative, the Corps would issue a perpetual easement to WSDOT for the construction of an approximately 150 foot vehicle overpass spanning the Union Pacific’s railroad tracks. This would require WSDOT to realign a section of SR 124 south of the current SR 124 alignment. WSDOT would also realign a section of Monument Drive by moving its intersection with SR 124 further to the west thereby increasing the sight distance to over 700 feet and meeting WSDOT standards for sight distance at intersections (Figure 5). Vegetation within the project area would be cleared where needed. Approximately 265,990 cubic yards of fill material would be obtained from either WSDOT and/or commercial sources and used to build up low areas and for ramp construction. Work would involve the use of heavy equipment including dump trucks, tracked excavators, bulldozers, wheeled loaders, backhoes, cranes, cement trucks, concrete pumps, flatbed trucks, graders, pavers and vibratory rollers.

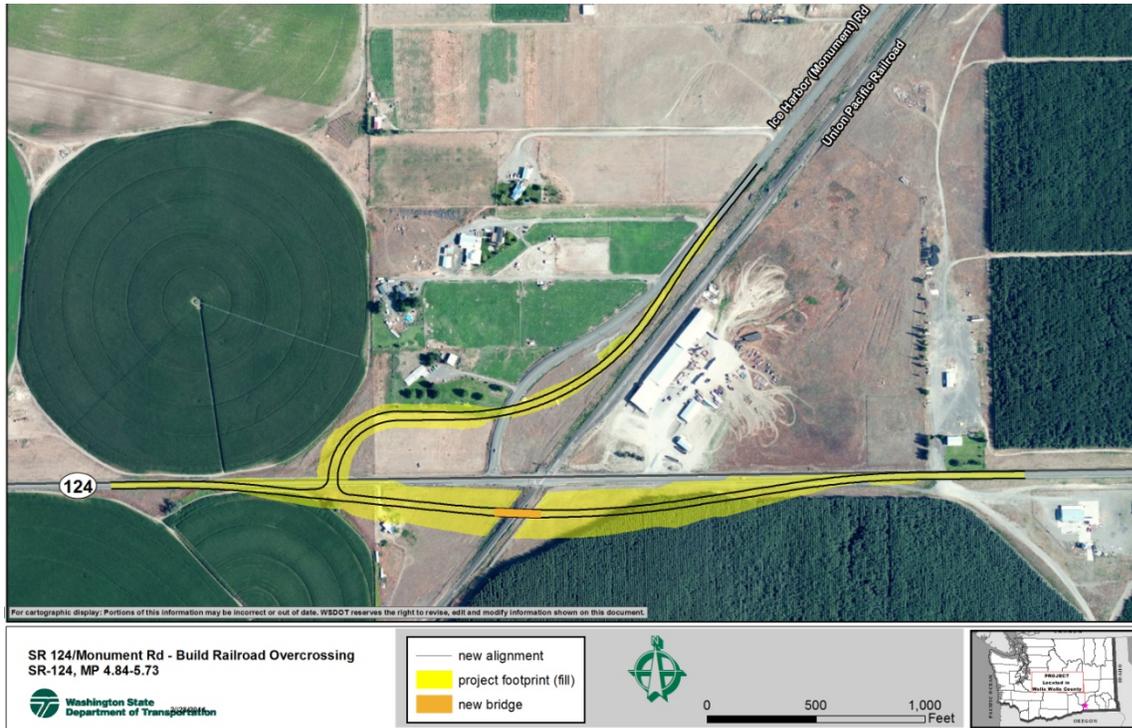


Figure 5: Proposed SR 124 Overpass and Monument Drive Realignment

#### 4.0 AFFECTED ENVIRONMENT and ENVIRONMENTAL IMPACTS

This section identifies and describes: (1) the affected environment – i.e. the existing natural, cultural and socioeconomic resources which have the potential to affect or to be affected by the alternatives, and (2) what the effects on those resources might be. Although the full range of existing resources within the project area were initially considered, only those resources determined relevant to the proposed action were included in the affected environment. While the intent is to focus on relevant resources, it is also important to recognize that the level of relevance of each identified resource to the proposed action is not the same. Some resources figure more prominently in the action than others. For purposes of this EA, all relevant resources are identified but not all are discussed in detail. Table 1 provides a list of the relevant resources identified for the WSDOT SR 124 Overpass/Monument Drive Realignment Project.

**Table 1: WSDOT SR 124/Monument Drive Relevant Environmental Resources**

Resource/Further Discussion	Condition/Status
Biological/NO	<p>Under the No Action Alternative there would be no construction work and therefore no project impacts to wildlife or vegetation.</p> <p>For the proposed alternative, WSDOT did a series of biological reviews (Appendix A) including the use of its Programmatic Biological Assessment for Eastern Washington that addresses</p>

	<p>species/critical habitat under the jurisdiction of U.S. Fish and Wildlife Service. The proposed project does not require in-water work so no consultation was done with the National Marine Fisheries Service. WSDOT made a No Effect determination for the proposed undertaking. A Corps staff biologist reviewed WSDOT's biological documents and concurred with its findings (Appendix A). The Corps biologist also stated there would be no effect to Endangered Species Act-listed species or to other wildlife.</p>
Water Quality/NO	<p>The No Action alternative would maintain existing conditions and therefore avoid any in-water or ground disturbing activities which might be subject to the Clean Water Act.</p> <p>Under the proposed alternative, there would be no in-water work. In addition, while more than an acre of ground would be disturbed, there is no possibility of project storm water or point-source discharge entering a water of the United States as the project area is approximately 2 miles from the Snake River. No further consideration under the Clean Water Act is required.</p>
Cultural Resources/NO	<p>The No Action alternative would maintain existing conditions and therefore avoid any ground disturbing activities which could potentially impact cultural resources.</p> <p>WSDOT undertook both a literature search and field survey for the proposed alternative, neither of which identified any cultural properties within the Area of Potential Effect (Appendix B). WSDOT consulted with appropriate Indian Tribes and received no comments. It also submitted a "No Historic Properties Affected" determination to the Washington State Historic Preservation Office (SHPO) and received SHPO concurrence. The Corps reviewed WSDOT's project cultural resources survey report, concurred with the findings and made a "No Historic Properties Affected" determination (Appendix B).</p>
Traffic/NO	<p>The No Action alternative would maintain existing conditions and therefore would result in no changes to the current flow of traffic.</p> <p>Under the proposed alternative, traffic would continue to use the existing SR 124 lanes except when tie-in with the new alignment occurs. During this time, there would be flagger controlled one-way, one lane traffic on both the existing and new sections of SR 124. For Monument Drive, there would be flagger control for one way, one lane traffic – i.e. construct one lane of the realigned road section, move traffic over to it and then construct</p>

	the other lane.
Visual/NO	<p>The No Action alternative would maintain existing conditions and therefore would result in no changes to both the on-road as well as off-road views which can currently be seen.</p> <p>The proposed alternative would involve transporting a large volume of fill material to build up the project area. The maximum fill height (located near the SR 124/railroad crossing) would be 45 feet above the existing ground and 30 feet above the rail line. WSDOT did a visual impact assessment study using Federal Highway Administration (FHWA) methodology that included the establishment of 6 Key View locations from which to analyze the project's visual impacts. The study identified that the highest degree of sensitivity to visual changes in the project area would be from local residents. Area businesses and drivers were expected to be less sensitive to the changes. The assessment concluded that none of the changes resulting from the proposed action would have substantial visual impacts (WSDOT Visual Impact Assessment, 2014).</p>
Hazardous/Toxic Materials/NO	<p>The No Action alternative would maintain existing conditions and therefore, unless a specific need was identified, no assessment or response to hazardous/toxic materials would be made.</p> <p>For the proposed alternative, WSDOT undertook a review of potential hazardous material impacts in the project area. This included both a check of hazardous material databases and a field reconnaissance. The database check showed no hazardous material sites are located within the project area or within immediate proximity to it. Two waste generator sites are located at the confluence of the Columbia and Snake Rivers, possibly 5 or more miles from the project area. The field reconnaissance indicated that should certain areas of land need to be acquired, some level of remediation would be necessary after acquisition. However, the extent of remediation would not be known until a more detailed survey and assessment could be made. Avoidance of potentially contaminated sites is the preferred approach but this may not be possible. Another approach would be to try and have the site cleaned-up before WSDOT acquisition but this too, may not occur and is beyond the scope of this analysis (WSDOT Hazardous Materials Memorandum, 2014).</p>
Noise/NO	Under the No Action Alternative there would be no construction work and therefore no change in the existing noise level.

	<p>For the proposed alternative, WSDOT did a screening level noise analysis based on existing information and using an average vehicle speed of 60 miles per hour. The analysis was extended out 20 years (i.e. 2013-2033) using a .05% annual growth factor. The numbers generated for the year 2033 were modeled using the FHWA Traffic Noise Model (version 2.5). The traffic noise level was set at 66 decibels (worse case) and impacts were modeled out (i.e. contour lines) to a distance of 150 feet from the SR 124 center line and 63 feet from the Monument Drive centerline. The analysis showed only one home that could potentially be impacted by noise. If the home remains in its current location, it would not be feasible to build a noise barrier because the access/driveway to SR 124 would make the noise wall ineffective at reducing noise. Likewise, it would not be cost effective (reasonableness) to construct a new home (WSDOT Noise Screening Memorandum, 2014).</p>
<p>Air Quality/NO</p>	<p>The project area is currently in attainment and meets Washington State’s ambient air quality standards and would continue to do so under the No Action Alternative.</p> <p>For the Preferred Alternative, there would be only minor effects to air quality given the nature of work to be done and its limited duration. Best management practices would be used to reduce emissions and dust (e.g. watering down dirt areas). It is anticipated the project area would remain in attainment during construction activities.</p>
<p>Environmental Justice (EJ)/NO</p>	<p>The No Action alternative would maintain existing conditions and therefore avoid any impacts to area residents (e.g. loss of property, structures, etc.).</p> <p>The proposed alternative would involve the acquisition of additional land. WSDOT did an EJ analysis for the project and determined that a protected EJ population is present in the project area. Based on the EJ information and overall project needs, the proposed alternative would impact the EJ community. However, WSDOT determined that adverse impacts could be minimized by acquiring land on the south side of SR 124 instead of the north side. WSDOT is working with the affected EJ individuals who have expressed support for the project. Meeting these individuals’ preference for relocation would help ensure the project does not have disproportionate high and adverse effects (WSDOT Environmental Justice Memorandum, 2014).</p>
<p>Climate Change/NO</p>	<p>The Council on Environmental Quality (CEQ), in NEPA guidance for documenting effects of climate change and</p>

	<p>Greenhouse Gas (GHG) emissions, uses 25,000 metric tons of carbon dioxide (CO<sub>2</sub>)-equivalent GHG emissions on an annual basis as threshold guidance that agencies should consider as an indicator that a quantitative and qualitative assessment should be provided to decision makers and the public. The EPA provides an average estimate of 4.75 metric tons of CO<sub>2</sub> produced per passenger vehicle (i.e. passenger cars, vans, pickup trucks and sport/utility vehicles) per year. While the No Action alternative would maintain existing conditions, there would continue to be an increase in GHG due to the increase in the number of vehicles using SR 124 along with other developments which could have GHG emissions.</p> <p>Under the proposed alternative, the type and number of vehicles and equipment needed along with the limited construction time to complete the project would not generate 25,000 metric tons of carbon dioxide equivalent GHG emissions.</p>
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#### **4.1 – Cumulative Effects**

The proposed work is being done to address safety issues identified by WSDOT and is generally limited to a narrowly defined area. Minimal vehicle delays would occur due to construction activities, but these would be of short duration. No other undertakings in proximity to the project area are known to have been recently completed, are currently underway or be scheduled to start in the near future. Consequently, most project effects would be “stand alone” as opposed to cumulative in nature.

### **5.0 ENVIRONMENTAL REVIEW REQUIREMENTS**

#### **5.1 Federal Requirements**

##### **5.1.1 National Environmental Policy Act**

This EA was prepared, and is being circulated to agencies and the public for review and comment, pursuant to requirements of the NEPA. Full compliance with NEPA would be achieved when the Finding of No Significant Impact (FONSI), if one is determined to be appropriate, is signed.

##### **5.1.2 Clean Air Act, As Amended**

The project area meets Washington State’s ambient air quality standards. There would be only minor effects to air quality given the proposed work activities to be done and their limited duration. The project area would still meet attainment standards.

### **5.1.3 Clean Water Act**

The proposed project does not involve in-water work and the project area is located approximately 2 miles from the Snake River. While more than an acre of ground would be disturbed, there is no possibility of project storm water or point-source discharge entering a water of the United States.

### **5.1.4 Endangered Species Act of 1973, As Amended**

WSDOT performed biological reviews focused on the proposed alternative along with working under its Programmatic Biological Assessment for Eastern Washington that addresses species/critical habitat under the jurisdiction of U.S. Fish and Wildlife Service. The proposed project does not require in-water work so no consultation was done with the National Marine Fisheries Service. WSDOT made a “No Effect” determination for the proposed undertaking. A Corps staff biologist reviewed WSDOT’s biological documents/determination and concurred with the findings. The Corps biologist also indicated there would be no effect to Endangered Species Act-listed species or to other wildlife (Appendix A).

### **5.1.5 Fish and Wildlife Coordination Act**

The Fish and Wildlife Coordination Act (FWCA) authorizes the U.S. Fish and Wildlife Service to evaluate the possible impacts to fish and wildlife species resulting from proposed Federal water resource development projects. The proposed action does not involve in-water work and therefore does not involve activities subject to the FWCA.

### **5.1.6 Migratory Bird Treaty Act**

The Migratory Bird Treaty Act (MBTA) (16 U.S.C. §§ 703-712, as amended) prohibits the “taking” of and commerce in migratory birds (live or dead), any parts of migratory birds, their feathers, or nests. “Take” as defined in the MBTA, includes any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof by any means or in any manner. The overall project landscape would generally be considered unsuitable habitat for Migratory birds (e.g. paved roads, railroad tracks, grasses, etc.). Further, it is anticipated that birds would avoid the project area while work is being performed.

### **5.1.7 National Historic Preservation Act, As Amended**

WSDOT undertook both a literature search and field survey for the proposed alternative. There were no previously recorded cultural resources (e.g. sites, structures, etc.) within the Area of Potential Effect (APE). Likewise, the field survey did not identify any cultural properties. Based on the literature search and field investigations, the cultural resources report concluded that no historic properties are located in the APE (Appendix B). Preparation of an inadvertent

discovery plan was recommended in the unlikely event that historic properties or human remains are discovered during construction. WSDOT, on behalf of the Federal Highway Administration (FHWA) and in accordance with Section 106 of the National Historic Preservation Act, submitted a “No Historic Properties Affected” determination to the Washington State Historic Preservation Office (SHPO) for concurrence. (FHWA funds would be used for the project and therefore, FHWA is the lead federal agency for the proposed undertaking.) The SHPO concurred with WSDOT’s determination (Appendix B). WSDOT also consulted with the Confederated Tribes and Bands of the Yakama Nation, Confederated Tribes of the Umatilla Indian Reservation and the Confederated Tribes of the Colville Reservation regarding the proposed undertaking (Appendix B). No tribal comments were received.

The Corps reviewed WSDOT’s project cultural resources survey report, concurred with the findings and made a “No Historic Properties Affected” determination (Appendix B).

## 6.0 COORDINATION.

This EA is being distributed for public and agency review and comment and is also available through the Corps’ website ([www.nww.usace.army.mil](http://www.nww.usace.army.mil)). Table 2 contains the distribution list.

**Table 2. Distribution List**

<b>Individual</b>	<b>Organization</b>
Christine Reichgott	Environmental Protection Agency
Michelle Eames	U.S. Fish and Wildlife Service
Erin Britton Kuttel	U.S. Fish and Wildlife Service
Tom Schirm	Washington Department of Fish and Game
	Walla Walla County Commissioners
Eric Quaempts	Confederated Tribes of Umatilla Indian Reservation
Phil Rigdon	Confederated Tribes and Bands of the Yakama Indian Nation
Gary Passmore	Confederated Tribes of the Colville Reservation
Gary Burke	Confederated Tribes of Umatilla Indian Reservation
JoDe Goudy	Confederated Tribes and Bands of the Yakama Indian Nation
Michael Finley	Confederated Tribes of the Colville Reservation
Doc Bower	WSDOT
Bill Sauriol	WSDOT
Kerry Grant	WSDOT
Liana Liu	FHWA
	Washington Department of Ecology
	National Marine Fisheries Service

## 7.0 REFERENCES

Washington State Department of Transportation, 2014: SR 124/Monument Road Railroad Crossing, Visual Impact Assessment. May 2014.

Washington State Department of Transportation, 2014: SR 124/Monument Road/RR Xing/Build Overpass, Hazardous materials Investigation, Technical Memo XL-4496. April 2014.

Washington State Department of Transportation, 2014: Cultural Resources Survey, Washington State Department of Transportation, SR 124 Monument Road Railroad Overcrossing Project, Report No. 14-12. August, 2014.

Washington State Department of Transportation, 2014: WSDOT Eastern Washington Determination Form, Report No. 00267. April 2014.

Washington State Department of Transportation, 2014: SR 124 Monument Rd./Railroad Crossing – Construct Bridge project , Environmental Justice Determination Memorandum. September 30, 2014.

Washington State Department of Transportation, 2014: WSDOT April 7, 2014 ESA No Effect Documentation Letter to Ms. Liana Liu, Federal Highway Administration.

Washington State Department of Transportation, 2014: Noise Screening Memorandum, March 17, 2014.

Washington State Department of Transportation, 2014: Conservation Measures to Implement.

U.S. Environmental Protection Agency, 2011. Greenhouse Gas Emissions; Emission Facts: Greenhouse Gas Emissions from a Typical Passenger Vehicle. Available at [www.epa.gov/climatechange/emissions/index.html](http://www.epa.gov/climatechange/emissions/index.html) and [www.epa.gov/OMS/climate/420f05004.htm](http://www.epa.gov/OMS/climate/420f05004.htm).

# **APPENDIX A**

## **BIOLOGICAL COORDINATION**

**WSDOT EASTERN WASHINGTON DETERMINATION FORM** Report No. 00267

NOTE: This form must be completed prior to project initiation and NEPA Document Approval

Submittal Date: mm \_\_\_ dd \_\_\_ yyyy (This field must be filled in if it is being printed for submittal.)

Project Name: SR 124/Monument Road/Railroad Crossing – Build Overcrossing Project

SR: 124 Start MP: 4.84 End MP: 5.73 Work Order: XL4498

Region:  SCR  NCR  ER County: Walla Walla WIN No. \_\_\_\_\_

T 9N R 31E S 34,35 1/4S WRIA (Name and No.): Lower Snake (33)

**Program Area:**

Date of Site Visit 3/10/2014

- Pavement Preservation
- Slide Abatement & Repair
- Bank Stabil. & Flood Damage Repair
- Bridge Replac., Maint. & Repair
- Mobility Improvement
- Safety Improvement
- Facilities Preservation & Construction
- Environmental Retrofit and Enhancement
- Drainage System Maintenance and Repair

- This is a:  NE  
 Informal consultation  
 Formal consultation

Indicate which species/critical habitat could occur in the project action area by checking the boxes below. Enter an effect determination to the right of each species/critical habitat identified. (NE=No effect, NLTAA=May affect, not likely to adversely affect, AA=May affect, likely to adversely affect).

- Woodland Caribou \_\_\_\_\_
- Wenatchee Mountains Checker-mallow \_\_\_\_\_
- Wenatchee Mountains Checker-mallow Critical Habitat \_\_\_\_\_
- Pygmy Rabbit \_\_\_\_\_
- Gray Wolf \_\_\_\_\_
- Marbled Murrelet \_\_\_\_\_
- Marbled Murrelet Critical Habitat \_\_\_\_\_

**Fill this in once the PBA is complete and signed**

Project Biologist Geoffrey Gray

Date Project Biologist Signed 3/20/2014

Reviewing Biologist Craig Broadhead

Date Reviewing Biologist Signed 4/7/2014

Form Updated: \_\_\_\_\_

Concurrence Date: \_\_\_\_\_

- Spotted Owl \_\_\_\_\_
- Spotted Owl Critical Habitat \_\_\_\_\_
- Grizzly Bear \_\_\_\_\_
- Canada Lynx NE
- Canada Lynx Critical Habitat \_\_\_\_\_
- Bull Trout NE
- Bull Trout Critical Habitat NE
- Water Howellia \_\_\_\_\_
- Ute Ladies'-Tresses NE
- Spalding's Catchfly \_\_\_\_\_

**Identify project area and action area (attach map):**

The project study area totals 60 acres, 44 of which occur within the existing WSDOT right of way (ROW). The remaining 16 acres would require acquisition. The project footprint is approximately 24 acres in size and will require vegetation grubbing. The footprint and surrounding vicinity include fallow fields, irrigated pasture, orchards, rural residential properties, the WSDOT ROW, and railroad ROW. SR 124 is utilized by 3,300 vehicles per day, traveling at 60 miles per hour. Due to existing disturbance, the project action area (PAA), typically delimited by elevated construction noise over baseline ambient levels, is limited to terrestrial areas within 1,000 feet of the project footprint. Since no aquatic resources are present within the PAA, the PAA does not include an aquatic zone of impact.

**WSDOT EASTERN WASHINGTON DETERMINATION FORM (continued)**

**Provide project description:**

Reroute State Route (SR) 124, from milepost (MP) 4.84 to MP 5.73, over existing Union Pacific Railroad tracks in Walla Walla County. The project involves construction of a new bridge overcrossing to prevent train/vehicle collisions on SR 124 as well as reconfiguring Monument Road to provide better sight distance for vehicles at the SR 124 / Monument Drive intersection. The project will result in 4.35 acres of new impervious surface (IS). However, the project is designed to infiltrate all stormwater.

Project timing - Projected Start date: 5/1/2014 Projected End date: 10/31/2014 Total Work Days: 120

Project Equipment dump truck, tracked excavator, bulldozer, wheeled loader, backhoe, crane, cement truck, concrete pump, flatbed truck, grader, paver, and vibratory roller.

Will detours be used?  Yes  No If yes describe: \_\_\_\_\_

Will project work at night?  Yes  No

Will artificial lights be used over or adjacent to aquatic area?  Yes  No

Will blasting occur?  Yes  No

If yes, # of blasts \_\_\_\_\_

Timing of blasts (am or pm, day, month) \_\_\_\_\_

Will pile driving occur?  Yes  No

If yes, # of piles: \_\_\_\_\_ Will pile driving occur w/in OHWM of stream?  Yes  No

Describe pile driving method: \_\_\_\_\_

Timing of pile driving: \_\_\_\_\_

Total time pile driving will occur: \_\_\_\_\_

Type and diameter of piling to be used: \_\_\_\_\_

Will the project create any new impervious surface?  Yes  No

Amount of new impervious surface? \_\_\_\_\_ (acres) OR 185000 (sq ft)

**WSDOT EASTERN WASHINGTON DETERMINATION FORM (continued)**

Will grading or filling occur?  Yes  No

If yes, will grading or filling occur within 300 feet of a water body?  Yes  No

Total amount of grading or clearing: 24 (acres) OR \_\_\_\_\_ (sq ft)

Total amount of filling: 274410 (cu yd)

Will any soils be exposed?  Yes  No

If yes, what is the erosion potential:  High  Medium  Low

Will bare soils be revegetated or hydroseeded after construction?  Yes  No

If yes, describe: standard native roadside grass seed mix

Will trees or shrubs be planted?  Yes  No

If yes, describe: \_\_\_\_\_

**In-Water Work**

Will project conduct in-water work?  Yes  No

If yes, in which water body? \_\_\_\_\_

Is HPA required?  Yes  No If yes, has it been obtained yet?  Yes  No

What is in-water work window? \_\_\_\_\_

Will work occur within in-water work window?  Yes  No

Will flow be altered?  Yes  No

How?  Quantity  Quality  Rate  Duration  Hydrodynamics

Describe in-water work:

Describe any culvert replacement or extension:

Describe in-stream habitat where impacts will occur (address spawning/rearing habitat, etc.):

Quantify the amount of in-stream habitat to be impacted:

WSDOT EASTERN WASHINGTON DETERMINATION FORM (continued)

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**Vegetation Impacts**

Will vegetation be impacted?  Yes  No

If yes, total amount to be removed by project: 24 (acres) OR \_\_\_\_\_ (sq ft)

Type to be removed:  Trees  Shrubs  Herbaceous

Will trees >6 inches dbh be removed within 300 feet of a water body?  Yes  No

If yes, describe the species, amount, and size of trees to be removed:

Vegetation disturbed is limited to non-native annual grasses, weeds, alfalfa, and orchard trees.

Will vegetation within 300 feet of any water body be removed?  Yes  No

Is the vegetation part of the riparian corridor?  Yes  No

Quantify the amount of riparian habitat to be impacted:

Describe impacts to riparian habitat:

---

**Fish Habitat Improvement**

Will the project result in water quality improvements to waters with listed fish?  Yes  No

Will any fish barriers be eliminated as part of the project?  Yes  No

Will revegetation of streambanks or riparian areas occur?  Yes  No

Will any large woody debris or habitat structures be placed in streams?  Yes  No

Will any logs or stumps from the project be donated to other fish habitat projects?  Yes  No

Will fish habitat be created as part of this project?  Yes  No

If yes to any of the above, describe:

**WSDOT EASTERN WASHINGTON DETERMINATION FORM (continued)**

**Baseline Conditions**

Describe the vegetation in the project area (attach photographs):

The footprint and surrounding vicinity include disturbed, fallow fields, irrigated pasture, orchards, rural residential properties, the WSDOT ROW, and railroad ROW. SR 124 is utilized by 3,300 vehicles per day, traveling at 60 miles per hour.

Habitat in Project Action Area:

Deciduous Forest _____%	Coniferous Forest _____%	Mixed Forest _____%
Riparian _____%	Wetlands _____%	Alpine _____%
Meadow _____%	Rock-Talus _____%	Developed <u>100</u> %
Do streams occur in the project action area? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Other _____%

If yes, name the stream segment: \_\_\_\_\_

Comments:

Instream Habitat in Project Action Area:

Gravel: _____%	Riffle: _____%	Other: _____
Cobble: _____%	Pool: _____%	_____
Silt/Sand: _____%	Glide: _____%	_____

Do riparian areas occur in the project action area?  Yes  No

If yes, describe riparian corridors by river system:

**LISTED SPECIES IMPACT INFORMATION AND EFFECT DETERMINATION**

Woodland Caribou Is project located in Pend Oreille or Stevens Counties?  Yes  No

Is the project above 4,300 feet elevation in Pend Oreille and/or Stevens County?  Yes  No

Comments:

Effect Determination \_\_\_\_\_ NE:  WC1  WC2  WC3 NLTAA:  WC4

**LISTED SPECIES IMPACT INFORMATION (continued)**

**Wenatchee Mountains Checker-mallow**

- Is the project located in Chelan County?  Yes  No  
Is the project located in the Wenatchee Mountains between 1,600 and 3,300 feet in elevation?  Yes  No  
Is suitable wetland habitat present?  Yes  No  
Will the project occur  in or  within 200 feet of suitable wetland habitat?  Yes  No  
Is the project located entirely within the developed portion of the roadway?  Yes  No  
Has a survey been completed?  Yes  No If yes, was the plant present?  Yes  No

Comments:

Effect Determination \_\_\_\_\_ NE:  WMC1  WMC2  WMC3  WMC4  WMC5  
NLAA:  WMC6  WMC7

**Wenatchee Mountains Checker-mallow Critical Habitat**

- Will the project potentially affect critical habitat?  Yes  No If yes, complete individual BA.  
Effect Determination \_\_\_\_\_

**Pygmy Rabbit**

- Does the project occur within the historic range of the pygmy rabbit?  Yes  No  
Does the project occur within the current range of the pygmy rabbit?  Yes  No  
Does the project occur within the developed portion of the WSDOT ROW?  Yes  No  
Does the project involve the removal of sagebrush or ground disturbing activities within native shrub-steppe habitat?  Yes  No

Comments:

Effect Determination: \_\_\_\_\_ NE:  PR1  PR2  PR3 NLAA:  PR4

**Gray Wolf**

- Is project located within either the Cascade mountains or the Northern Rocky Mtn. DPS?  Yes  No  
Is project within a county where gray wolf is on the county species list?  Yes  No  
If yes, will the project occur within developed city limits?  Yes  No  
Will the project occur within 0.25 mi of an active, developed transportation corridor?  Yes  No  
Are high quality foraging areas or a known occupied wolf territory present?  Yes  No  
Is a known  territory  wolf den  rendezvous site within  $\leq 0.5$  mi?  Yes  No  
Are high quality  foraging or  ungulate calving areas present?  Yes  No  
Will the project generate noise above ambient levels?  Yes  No  
Will the project occur between March 15 and June 30?  Yes  No  
Will the project occur between April 16 and November 30, or June 16 and November 30?  Yes  No

**LISTED SPECIES IMPACT INFORMATION (continued)**

Comments:

Effect Determination \_\_\_\_\_ NE:  GW1  GW2  GW3  
NLTAA:  GW4  GW5  GW6  GW7  GW8

**Marbled Murrelet**

Is the project located within 55 miles of marine waters?  Yes  No  
Is the project in Yakima, Kittitas, or Chelan County?  Yes  No  
Will the project involve  clearing native vegetation or will it produce  noise above the ambient levels?  
Is project during  April 1 to August 5, or  August 6 to September 15?  Yes  No  
In suitable habitat?  Yes  No Distance from suitable habitat:  0.25mi  0.50mi  1m \_\_\_\_\_ (Other)  
Occupied sites?  Yes  No Distance to occupied site:  0.25mi  0.50mi  1m \_\_\_\_\_ (Other)  
Suitable habitat impacted?  Yes  No Amount of alteration (acres): \_\_\_\_\_  
# Trees to remove: \_\_\_\_\_ # Potential Nest Trees Removed \_\_\_\_\_  
(A nest tree is a tree with at least 1 suitable platform)

Comments:

Effect Determination \_\_\_\_\_ NE:  MM1  MM2  MM3 NLTAA:  MM4  MM5  MM6  
AA:  MM7  MM8

**Marbled Murrelet Critical Habitat**

Is the project within or adjacent to critical habitat?  Yes  No  
Is the project within 300 ft of critical habitat?  Yes  No  
Will project result in removal of understory vegetation or trees of any size?  Yes  No  
Amount (acres): \_\_\_\_\_

Comments:

Effect Determination \_\_\_\_\_ NE:  MMCH1  MMCH NLTAA:  MMCH3

**LISTED SPECIES IMPACT INFORMATION (continued)**

**Spotted Owl**

Is project located in Okanogan, Chelan, Kittitas, or Yakima County?  Yes  No  
Is project during  March 1 to July 15  July 16 to Sept 30?  
Project in or adjacent to suitable habitat?  Yes  No Suitable habitat within:  0.25mi  1.0mi  
Project within dispersal habitat?  Yes  No  0.50mi  1.8mi  
Project in owl circle?  Yes  No Distance to center: \_\_\_\_\_  
# Known owl circles within:  1.0mi  1.8mi  
Will suitable habitat be impacted?  Yes  No Amount (acres): \_\_\_\_\_  
Will dispersal habitat be impacted?  Yes  No Amount (acres): \_\_\_\_\_  
Is large woody debris lacking in adjacent forests?  Yes  No

Comments:

Effect Determination \_\_\_\_\_ NE:  SO1  SO2  SO3  SO4  SO5  
NLTAA:  SO6  SO7  SO8 AA:  SO16

**Spotted Owl Critical Habitat**

Is project within critical habitat?  Yes  No  
Will critical habitat be impacted?  Yes  No Amount (acres): \_\_\_\_\_

Comments:

Effect Determination \_\_\_\_\_ NE:  SO9  SO10  SO11  
NLTAA:  SO12  SO13  SO14  SO15 AA:  SO16

**Grizzly Bear**

Is project within the montane areas of the Okanogan Highlands or the Cascade Mountains?  Yes  No  
Is project within developed limits of a town?  Yes  No  
Will the project clear native vegetation outside the developed roadway prism or produce noise above ambient levels?  Yes  No  
Project distance to active developed transportation corridor? \_\_\_\_\_

**LISTED SPECIES IMPACT INFORMATION (continued)**

Comments:

Effect Determination \_\_\_\_\_ NE:  GB1  GB2  GB3 NLTAA:  GB4

**Canada Lynx**

Is the project located within the montane areas of the Okanogan Highlands, the Cascade Mountains, or the Blue Mountains?  Yes  No

Is the project located outside the developed city limits?  Yes  No

Is suitable habitat present within the project action area?  Yes  No

Distance to suitable habitat: \_\_\_\_\_ mi

Will noise be generated above ambient levels?  Yes  No

Will native vegetation be cleared?  Yes  No Amount: \_\_\_\_\_ (acres)

Comments:

Effect Determination NE NE:  CL1  CL2  CL3 NLTAA:  CL4

**Canada Lynx Critical Habitat**

Does the project occur on SR 20 from MP 157.40 to 167.04 or from MP 214.34 to 214.70?  Yes  No

Effect Determination \_\_\_\_\_ NE:  CLCH1  CLCH2 NLTAA:  CL4

**LISTED SPECIES IMPACT INFORMATION (continued)**

**Bull Trout**

Is work within a watershed with documented or potential bull trout presence?  Yes  No  
Recovery Unit \_\_\_\_\_ Is project in a core area?  Yes  No  
Name of core area \_\_\_\_\_ Is project in a local population area?  Yes  No  
Name of local population \_\_\_\_\_  
Will work occur off of developed roadway?  Yes  No  
Grading/Clearing/Vegetation removal work?  Yes  No  
Work w/in 100ft of a waterbody which supports or drains into a bull trout supporting waterbody?  Yes  No  
Work w/in 300ft of a waterbody which supports or drains into a bull trout supporting waterbody?  Yes  No  
Distance from waterbody: \_\_\_\_\_ Will riparian vegetation > 6" dbh be removed?  Yes  No  
Work w/in water containing bull trout?  Yes  No  
 Spawning  Rearing  Transport habitat present in project area?  Yes  No  
Will the project remove any large woody debris?  Yes  No  
Will in water work impact:  Spawning  Rearing  Transport habitat?  
Amount of new non-pollution generating impervious surface: \_\_\_\_\_ (acres) OR \_\_\_\_\_ (sq ft)  
Amount of pollution generating new impervious surface: \_\_\_\_\_ (acres) OR \_\_\_\_\_ (sq ft)  
Is the project in a watershed that <=100 acres?  Yes  No  
How much infiltration and/or dispersion of stormwater is occurring? \_\_\_\_\_ %  
Is project TDA impervious surface >5% total basin area?  Yes  No  
Is dilution analysis required? (If yes, attach analysis)  Yes  No  
Is this an emergency project?  Yes  No  
Is this an environmental enhancement project?  Yes  No  
Does project install riprap below OHWM?  Yes  No Amount: \_\_\_\_\_ cu. yds.  
Do water quality indicators show the receiving waterbody is not properly functioning?  Yes  No  
Comments:

Effect Determination NE NE:  BT1  BT2  BT3 NLTAA:  BT4  BT5  BT6  BT7  
AA:  BT8  BT9  BT10

**Bull Trout Critical Habitat**

Is the project within critical habitat?  Yes  No  
Is the project within 300 ft. of critical habitat?  Yes  No  
Will the project affect any primary constituent element of critical habitat? Please consider lake and reservoir habitat and PCE #9.  Yes  No

**LISTED SPECIES IMPACT INFORMATION (continued)**

Comments:

Effect Determination NE NE:  BC1  BC2  BC3  BC4  
NLTAA:  BC5  BC6  BC7  BC8  
AA:  BC9  BC10  BC11

**Water Howellia**

Is project in Spokane County?  Yes  No Habitat (wetland) present?  Yes  No  
Will project be conducted entirely w/in the developed portion of the road prism?  Yes  No  
Will project alter habitat or hydrology?  Yes  No Is project below 2300 feet in elevation?  Yes  No  
Will project occur w/in 200 ft of suitable wetland habitat?  Yes  No  
Survey completed (between May 25 and July 15)?  Yes  No Species present?  Yes  No

Comments:

Effect Determination \_\_\_\_\_ NE:  WH1  WH2  WH3  WH4  WH5  
NLTAA:  WH6

**Ute Ladies'-Tresses**

Is the project between 700 ft and 7,000 ft in elevation?  Yes  No  
Is suitable riparian or wetland habitat present?  Yes  No  
Will the project involve ground disturbing activities or vegetation removal?  Yes  No  
Will the project occur within 200 ft of suitable riparian or wetland habitat?  Yes  No  
Has a survey been completed (between August 1 and Sept. 15)?  Yes  No Species Present?  Yes  No

Comments:

Effect Determination NE NE:  ULT1  ULT2  
NLTAA:  ULT3  ULT4  ULT5  ULT6

**LISTED SPECIES IMPACT INFORMATION (continued)**

**Spalding's Catchfly**

Is the project located in Adams, Asotin, Garfield, Lincoln, Spokane, or Whitman County?  Yes  No

Is suitable native grassland habitat present?  Yes  No

Will the project involve ground disturbing activities or vegetation removal?  Yes  No

Will project occur  in or  within 200ft of native grassland habitat?  Yes  No

Has a survey been completed?  Yes  No Plant present?  Yes  No

Comments:

Effect Determination \_\_\_\_\_ NE:  SC1  SC2  SC3  SC4

**EFFECT DETERMINATION**

Is the project consistent with the PBA?  Yes  No

And select the appropriate conservation measures and sign below.

**CONSERVATION MEASURES TO IMPLEMENT**

- CM-1  CM-2  CM-3  CM-4  CM-5  CM-6  CM-7  CM-8  
 CM-9  CM-10  CM-11  CM-12  CM-13  CM-14  CM-15  CM-16  
 CM-17  CM-18  CM-19  CM-20  CM-21  CM-22  CM-23  CM-24  
 CM-25  CM-26  CM-27  CM-28  CM-29  CM-30  CM-31  CM-32  
 CM-33  CM-34  CM-35  CM-36  CM-37  CM-38  CM-39  CM-40  
 CM-41  CM-42  CM-43  CM-44  CM-45  CM-46  CM-47  CM-48  
 CM-49  CM-50  CM-51  CM-52  CM-53  CM-54  CM-55

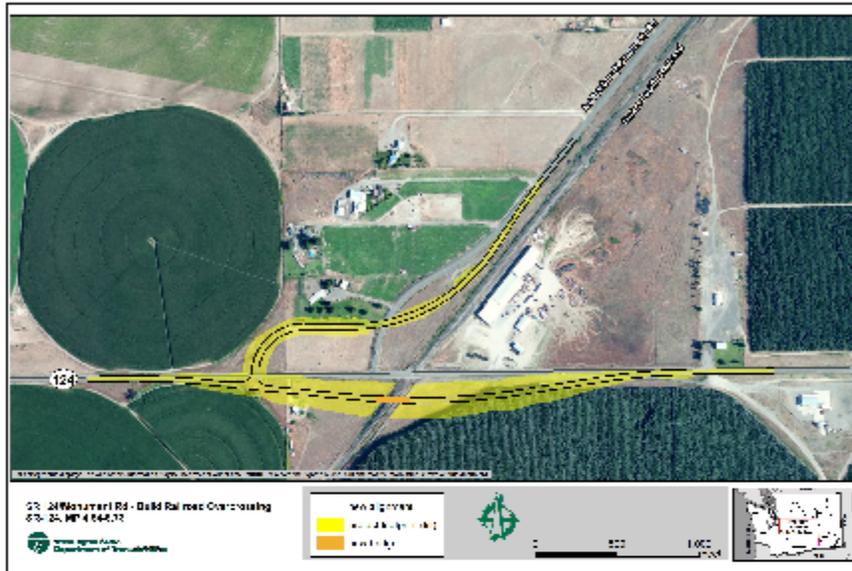
Additional conservation measures:

<u>Geoffrey Gray</u>	Date	<u>3/20/2014</u>
Project Biologist		
<u>Craig Broadhead</u>	Date	<u>4/7/2014</u>
Regional Biologist (or Reviewing Biologist)		

Project: SR 124/Monument Road/Railroad Crossing – Build Overcrossing Project

Region:  SCR  NCR  ER

**Vicinity Map**



**Photo 1**



**Photo 2**



**Photo 3**



According to the Federal Register (Vol. 78, No. 192 /Thursday, October 3, 2013, page 61633), the western yellow-billed cuckoo currently nests almost exclusively in low to moderate elevation moist, riparian woodlands that cover 50 acres or more within arid to semiarid landscapes.

This habitat is not present within the project action area. As such, it is concluded that the project will not affect western yellow-billed cuckoo due to lack of species presence.

Geoffrey T. Gray  
ESA and Wetland Biologist  
WSDOT South Central Region  
2809 Rudkin Road, Union Gap, WA 98903-1648  
509.577-1756 office, 509-728-5546 cell  
[grayg@wsdot.wa.gov](mailto:grayg@wsdot.wa.gov)

**Leier, John P NWW**

---

**From:** Tice, Benjamin J NWW  
**Sent:** Wednesday, May 21, 2014 2:19 PM  
**To:** Leier, John P NWW  
**Subject:** FW: SR 124 / Monument Road Railroad Overcrossing - discipline reports update (UNCLASSIFIED)  
**Attachments:** 2014.04.07 SR 124 RR overcrossing PBA Cover DRAFT.pdf; BE.pdf; CM.pdf; PBA.pdf; western yellow-billed cuckoo.docx

Classification: UNCLASSIFIED  
Caveats: NONE

John,

I have reviewed the attached biological documents provided by WSDOT for the SR 124/Monument Drive Railroad Overcrossing project and concur with their findings. There will be no effect to ESA-listed species. There will also be no effect on other biological laws.

Ben

-----Original Message-----

From: Bower, Doc [<mailto:BowerD@wsdot.wa.gov>]  
Sent: Thursday, May 01, 2014 2:58 PM  
To: Leier, John P NWW  
Cc: Sauriol, William; Tice, Benjamin J NWW; Hall, Scott M NWW; Fleming, Robert; Grant, Kerry; Elder, Greg; Francis, Michael NWW; McDonald, Joyce M NWW  
Subject: [EXTERNAL] RE: SR 124 / Monument Road Railroad Overcrossing - discipline reports update

Hi John,

I just wanted to give you an update on the progress of our discipline reports.

- Ø Endangered Species Act 4/7/2014 (attached)
  - o 2014.04.07 SR 124 RR overcrossing PBA Cover DRAFT
  - o PBA
  - o BE
  - o CM
- Ø Section 106 of the National Historic Preservation Act - Cultural Resources
  - o In process
- Ø Visual Quality 5/1/2014 (attached)
  - o VIA Memo SR 124-Monument Rd Railroad Crossing
- Ø Hazardous Materials

- o In process
- Ø Noise (3/17/2014)
- o SR 124 / Monument Road Railroad Overcrossing Noise Screening Analysis.
- Ø Environmental /Socioeconomic - Justice
- o In process

Doc Bower

Transportation Planning Specialist

WSDOT

South Central Region

2809 Rudkin Road

Union Gap, WA 98903-2560

(509) 573-8323

[bowerd@wsdot.wa.gov](mailto:bowerd@wsdot.wa.gov)

Classification: UNCLASSIFIED

Caveats: NONE

# **APPENDIX B**

## **CULTURAL RESOURCES COORDINATION**

**Cultural Resource Inventory for the Washington State Department of  
Transportation's SR124/Monument Road Railroad Crossing- Construct Railroad  
Overcrossing Project: Investigations on US Army Corps of Engineers  
Administered Lands. Walla Walla County, Washington**

Report Prepared for the US Army Corps of Engineers, Walla Walla District by the Washington State  
Department of Transportation, South Central Region Environmental Program.

Investigations conducted under ARPA Permit Number DAC68-9-24-24, Ice Harbor Lock and Dam

Dean R. Weaver, MA

WSDOT SC Region Archaeologist, Principal Investigator



#### Executive Summary:

The Washington State Department of Transportation (WSDOT) is proposing to construct an overpass conveying SR124 over the Union Pacific Railroad tracks in Section 35, Township 9N Range 31 East, and east of Burbank Heights in Walla Walla County, Washington. The project includes the construction of a highway overpass and the realignment of Monument Road. The road realignment would occur partially on land owned by the US Army Corps of Engineers. This short report describes WSDOT's compliance with Section 106 of the National Historic Preservation Act within the boundaries of the Army Corps property. A WSDOT archaeologist conducted background research and field investigations to assess the project's effects on historic properties. There are no recorded archaeological sites or other historic properties within the project's Area of Potential Effects. There are no standing structures of historic age in the USACOE parcel. Native vegetation has been eradicated within the Corps parcel, and there is no indication of any traditional cultural practices persisting in the area. The archaeological survey consisted of pedestrian survey and the excavation of twelve shovel probes. No cultural material was observed, apart from recent small-scale dumping activity. The realignment of Monument Road within the USACOE parcel does not appear to affect any historic property.

#### Project Description:

The primary purpose of this project is to build a bridge crossing SR 124 over the Union Pacific Railroad tracks. It is located at mile post 5.28 on State Route 124 in Walla Walla County. The purpose of this project is to separate the railroad trains and the vehicles on SR 124. A secondary objective is to provide better sight distance for vehicles at the SR 124 / Monument Road intersection. The current distance between Monument Road and the railroad tracks is about 250 feet. This project will move the SR 124/Monument Road intersection about 550 feet to the west increasing the sight distance to about 720 feet which meets the WSDOT standards for sight distance at an intersection.

#### Regulatory Context:

This project is funded by the Federal Highway Administration (FHWA), and since portions of this project take place on lands administered by the US Army Corps of Engineers, Section 106 of the National Historic Preservation Act applies. FHWA is the lead agency for Section 106 compliance, with certain responsibilities delegated to WSDOT under the 2<sup>nd</sup> amended programmatic agreement of 2012.

#### Environmental and Cultural Context:

The project area lies within the Columbia Basin of Washington, east of the confluence of the Columbia and Snake Rivers. Franklin and Dyrness describe this area as shrub steppe, characterized by bunchgrasses and sagebrush. The underlying geology consists of vast Miocene basalt flows, ranging from 600 to 1500 meters thick and covering 300,000 square kilometers (Franklin and Dyrness 1988:29). These flows are overlain by Plio-Pleistocene sediments, in this area mostly glaciolacustrine sand.

The project area lies within the traditional territory of the Walula or Walla Walla People. Traditionally, the Walla Walla were Sahaptin speakers of the Plateau culture group. The peoples of the Plateau share broad similarities in social organization and culture including: a riverine settlement pattern, extensive trade and intermarriage networks, complex fishing technology, and a seasonal round exploiting numerous fish, game, berry and root resources.

The closest ethnographically-recorded native settlements are in the vicinity of the modern-day Tri-Cities. A major, year-round village was located at the confluence of the Columbia and Snake Rivers, near present-day Pasco. Ray anglicized its name to K'ú'sis, or "two rivers meet". According to Ray (1936) the village was multiethnic, with inhabitants of Yakama, Umatilla and Walula ancestry. The village was noted as a trading center as well as a productive fishery. Ray recorded another village across the river from Richland, the name of which he transcribed as Tana'xá'u. According to Ray's informants, this means "throw rocks at fish", and the location was noted for abundant fish. Around these major settlements, there would have been numerous satellite habitations dedicated to specialized purposes and utilized by smaller task groups. The locations of these camps would have been more fluid, changing with environmental and cultural dynamics, and are less likely to have been recorded by ethnographers.

The confluence of the Snake and Columbia Rivers was the location of the resurrection of the then-languishing Northern Pacific Railway. The railway had run out of construction funds in 1873, leaving a line running from Carlton Minnesota (west of present Duluth) to the banks of the Missouri River at Bismarck, North Dakota. A separate line had begun at Kalama, Washington and stretched 25 miles north, leaving a gap of some 1500 miles. Construction renewed in 1879 at Ainsworth, at the confluence of the Columbia and Snake Rivers. NP lines soon began to reach west and northeast from Ainsworth, and by mid-1883 NP rails connected Wallula to St. Paul, Minnesota. Other lines quickly followed, and the joint Union Pacific-Northern Pacific subsidiary Oregon Railway and Navigation (OR&N) constructed a branch from Wallula to Spokane which opened to traffic in 1889. The line became part of the Union Pacific proper in 1900 (Laubaugh n.d.) and continues to operate as of 2014.

Irrigation projects were underway in the Burbank area by the turn of the 20<sup>th</sup> century, and lasted until the drainage-related crop failures of the 1920s. The Federally-funded Columbia Basin Project was more successful, and by 1940 had irrigated 370,000 acres. The construction of US12 spelled the end of most of downtown Burbank, and led to the formation of Burbank Heights north and east of the confluence.

There are no recorded archaeological sites within one mile of the project area. The railroad grade is on the alignment of the 1880's era OR&N, but has been substantially improved to handle today's mainline freight trains, and it bears little resemblance to the historic line. The Lower Snake River Archaeological District lies approximately two miles to the north of the APE. This 9.5 mile-long district encompasses the

Snake River and its banks and islands from the Columbia River Confluence and Ice Harbor Lock and Dam, and includes 21 recorded archaeological sites at the time of this report. In aggregate, these sites represent major precontact habitation along the Snake River, and include house pit depressions, burials, and shell middens.

The project area lies upon a divide between the archaeologically rich Columbia and Snake River Valleys. The paucity of sites in this upland is due in part to its less hospitable conditions and lack of water. However, other factors influence the sparse archaeological record of this locale. Primarily, survey coverage is extremely limited. The closest archaeological survey in the inter-riverine uplands is over a mile from the project area, and was limited to compliance investigations for a curve realignment project (Larson 2001). The most extensive survey was conducted in 2001 by Applied Archaeological Research (AAR) for the Bonneville Power administrator (BPA). AAR investigated 121 power pole locations and 20 miles of access road between Burbank Substation and the Nine Mile Tap, approximately nineteen miles to the southeast. AAR identified three cobble tools at one of the tower locations along Burbank Ridge, now designated 45WW202. This sort of site is typical of small ephemeral activity areas away from the significant habitation sites.

The only structures within the project's APE are a 1984 residence and a mid-1970's mobile home. Neither is of sufficient age to be eligible for the National Register of Historic Places, and neither demonstrates the extraordinary significance necessary for early inclusion.

#### Methods and Results of Investigations:

The USACE lands within the APE were surveyed on foot. Transect spacing was approximately 5 meters. Conditions ranged from warm to hot, and no inclement weather or other adverse conditions affected the conduct of the fieldwork. During the survey, we observed that the parcel has been disturbed by soil borrowing and wasting. Small-scale recent dumping from the edge of monument road was also evident. We observed no archaeological materials during the survey, despite approximately 75-100% surface visibility.

We excavated twelve shovel probes to determine the presence or absence of buried archaeological materials along the proposed Monument Road relocation. Each shovel probe was excavated to a depth of one meter, soil conditions permitting. All excavated matrix was screened through ¼ inch mesh. No buried cultural materials were identified, and sediments were congruent with Quincy and Hazel series soils. Intact native soils within the project area consisted of deep, aeolian foamy fine sand with an estimated 2% lime-stained rounded pebbles. This sediment is truncated in the northern portion of the APE, where there is the most extensive disturbance from borrowing and wasting. Widespread but generally shallow ground disturbance was evidenced by surface features and the presence of crusher gravel with the native sediment.

Shovel probing at the railway overcrossing abutment locations and the proposed new Monument Road/SR 124 intersection also produced no archaeological materials, although these portions of the

project are not on USACOE property, the negative results are pertinent to an understanding of the local archaeology.

#### Conclusions and Recommendations.

Based on the results of our research and field investigations, there are no historic properties in the APE. There are no standing structures within the USACOE parcel. We found no evidence of archaeological materials either on the surface or in the shovel probes. The native vegetation has been eradicated and invasive cheat grass now dominates. It is unlikely that any traditional cultural property or practice is associated with the project area, and there will be no effect to any historic building or structure. The project mainly involves building fill prisms, and will have little potential to affect any deeply buried sites which may remain undiscovered. In summation, this project is unlikely to affect any historic property. A full report on the entire project area will be completed and distributed to our consulting parties. An inadvertent discovery plan will be developed to address the possibility of encountering archaeological materials during construction.

#### References:

Becker, Tom E. and Bill R. Roulette

- 2005 Results of an Archaeological Survey of the Franklin-Walla Walla Transmission Line Upgrade Project, Franklin and Walla Walla Counties, Washington. Report prepared by Applied Archaeological Research for the Bonneville Power Administration. AAR, Inc., Portland, Oregon.

Historical Research Associates, Inc.

- 2007 Historic, Archaeological and Cultural Resources Discipline Report. Prepared for David Evans and Associates and the Washington State Department of Transportation. On file at the Washington State Department of Archaeology and Historic Preservation, Olympia.

Larsen, Sharon

- 2001 *A Cultural Resources Survey for the Washington State Department of Transportation's Proposed SR124 MP6.25 Curve Realignment Project, Walla Walla County.* Report prepared by Archaeological and Historical Services for the Washington State Department of Transportation. Eastern Washington University, Cheney.

Laubaugh, Glenn

- 2014 *The Oregon /Washington Railroad and Navigation Company (OR&N) and Related Companies*. Pacific Northwest Chapter, National Railway Historical Society website. [http://www.pnw-nrhs.org/hs\\_or\\_n.html](http://www.pnw-nrhs.org/hs_or_n.html), Accessed 7/18/2014.

Ray, Verne F

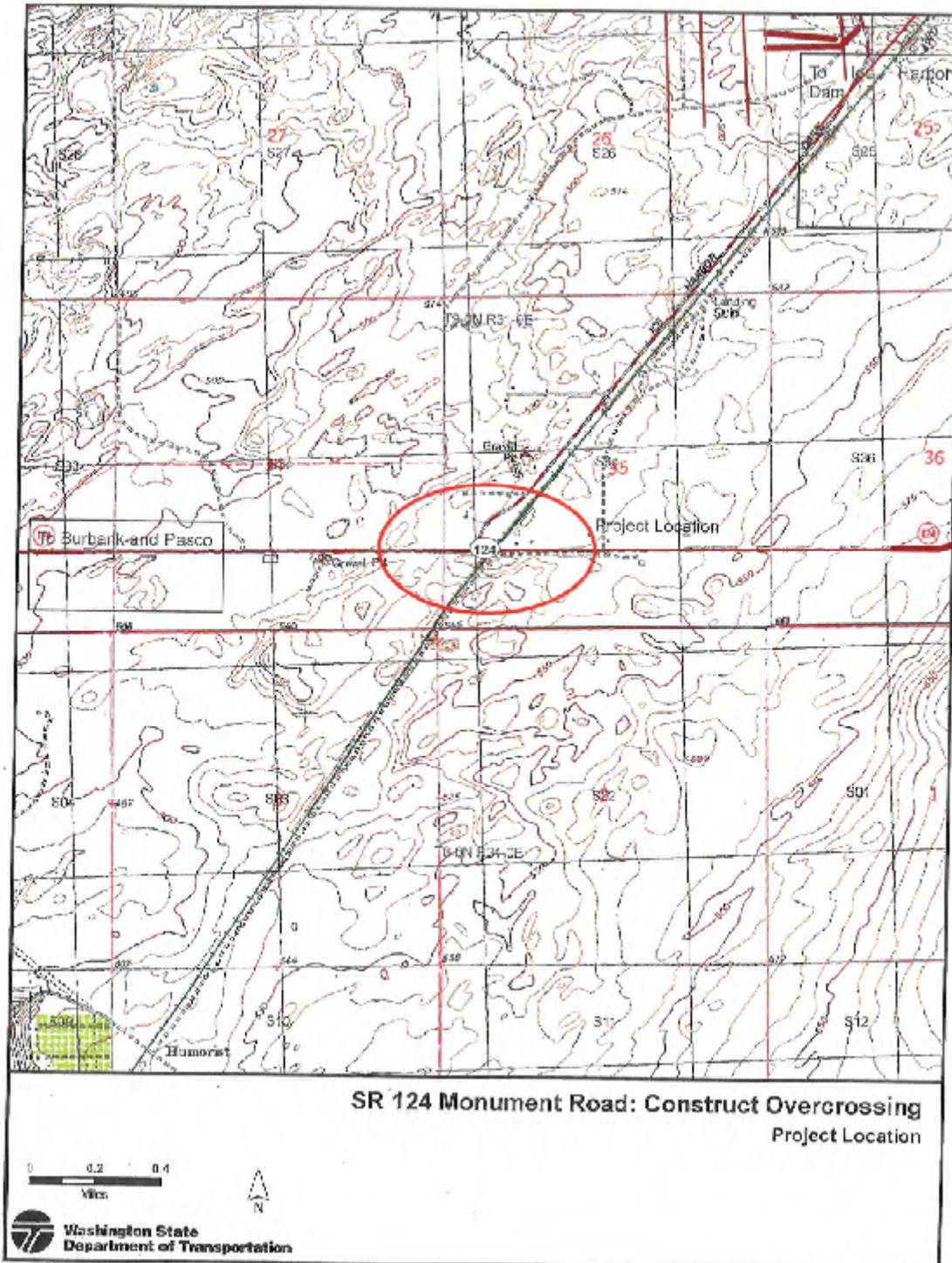
- 1936 Native Villages and Groupings of the Columbia Basin. *Pacific Northwest Quarterly* 27:2 April 1936.



Overview of Project Area, view to North



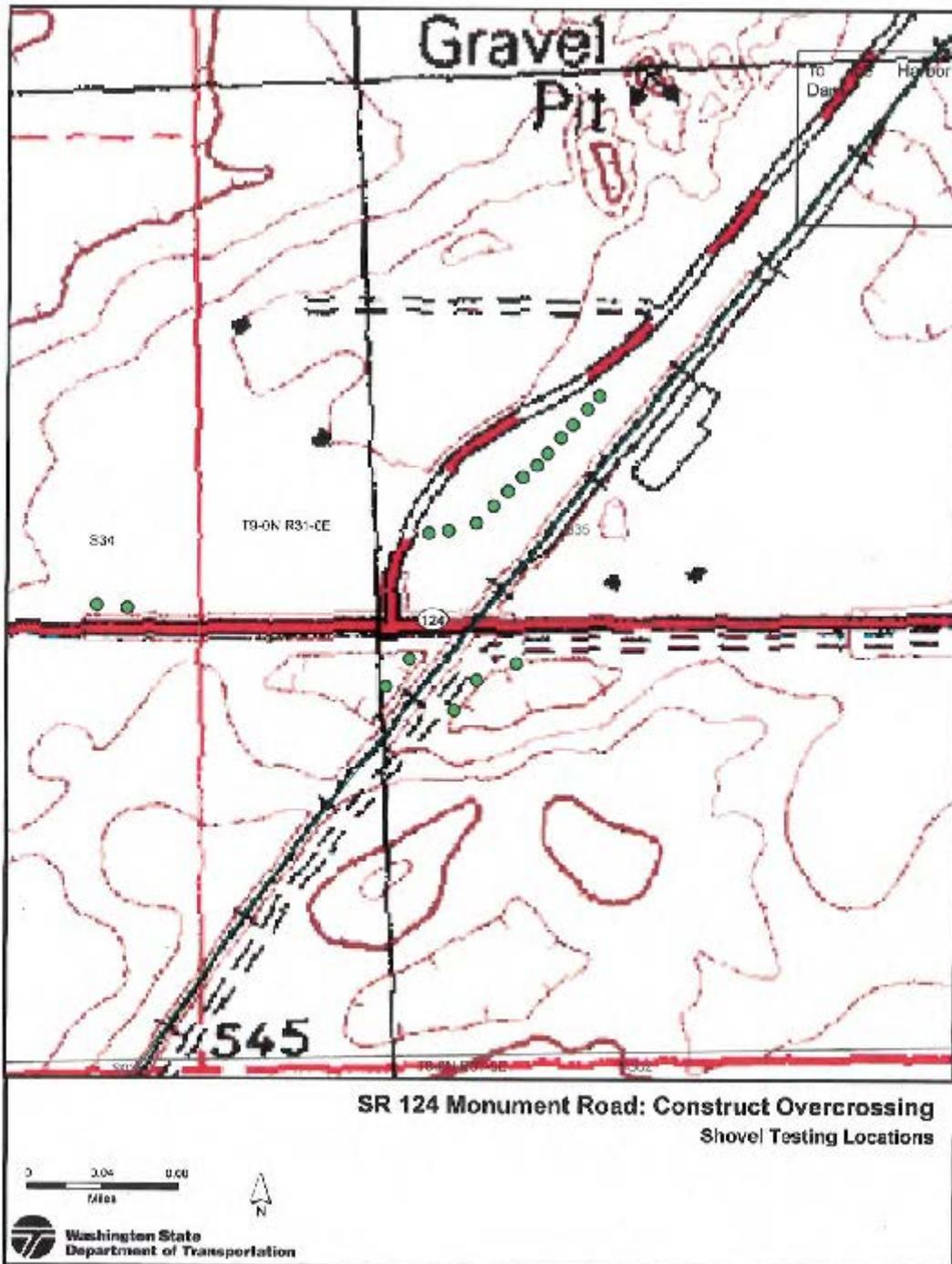




SR124/127 2x2, Red Plate, 01/03/2011



○ Shows Testing Area with Number



SR124 181.0mg.mxd F00162\_01/22/14



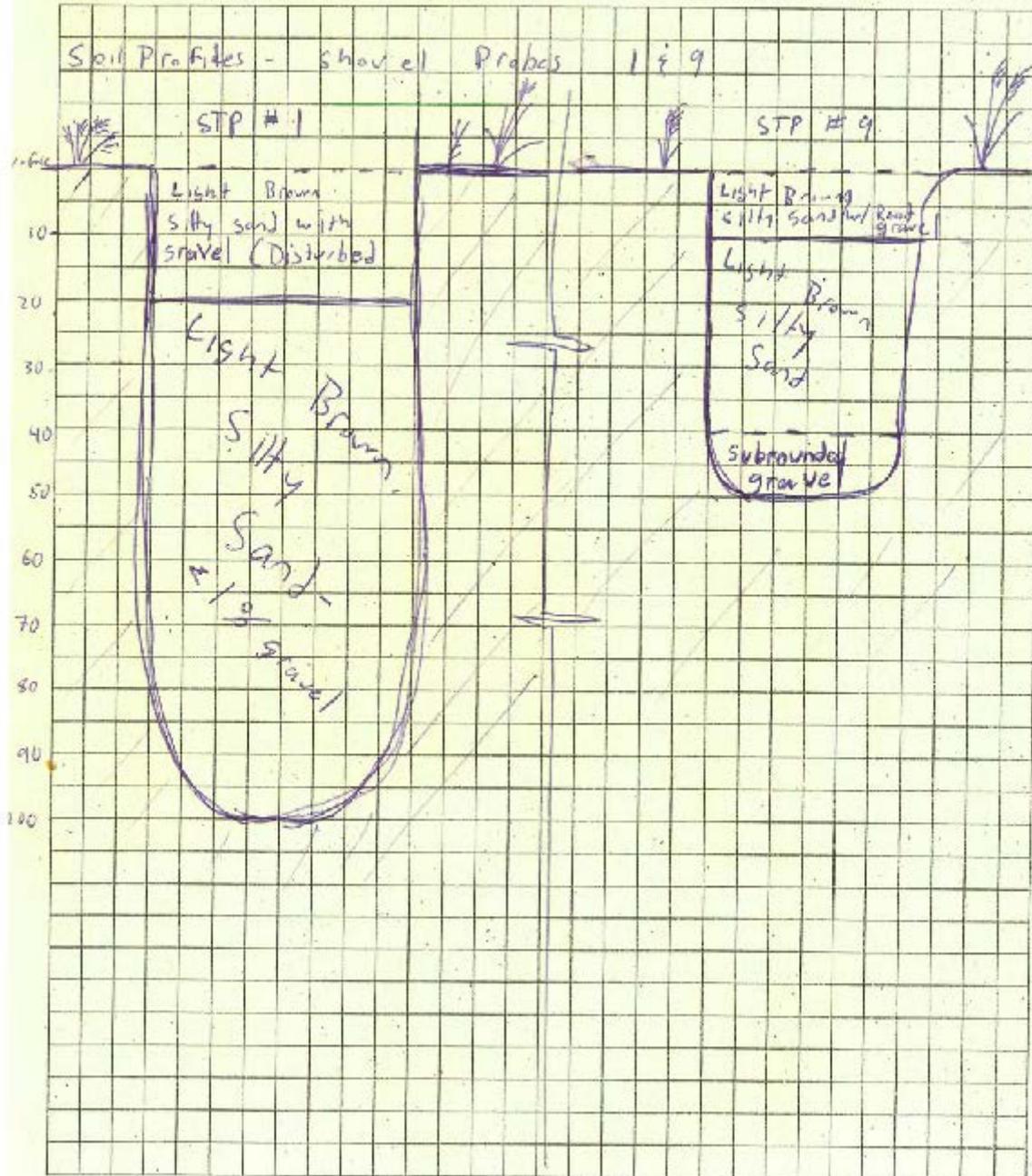
Washington State Department of Transportation

Project SR 124 Monument Rd RR Xing

Sheet No. 1 of 2 Sheet

S.R. 124 Made by Weaver Checked by -

Date 8/20/14 Supv. -



DOT 229-007AK  
Revised 7/92

Sheet No.



Alyson Brooks Ph.D., Director  
State Historic Preservation Officer

February 3, 2015

Mr. Dean Weaver  
WSDOT Archaeologist  
WSDOT  
2714 N. Mayfair Street  
Spokane, WA 99207-2090

In future correspondence please refer to:  
Log: 051914-11-FHWA  
Property: SR 124 Monument Road Railroad Overcrossing  
Re: Archaeology - No Historic Properties

Dear Mr. Weaver:

Thank you for contacting our office and providing a copy of the cultural resources survey report and concurring correspondence from the Army Corps of Engineers. We concur with your professional recommendations and your finding of No Historic Properties Affected.

We would appreciate receiving any correspondence or comments from concerned tribes or other parties that you receive as you consult under the requirements of 36CFR800.4(a)(4).

These comments are based on the information available at the time of this review and on the behalf of the State Historic Preservation Officer in conformance with Section 106 of the National Historic Preservation Act and its implementing regulations 36CFR800.

Should additional information become available, our assessment may be revised. In the event that archaeological or historic materials are discovered during project activities, work in the immediate vicinity must stop, the area secured, and this office and the concerned tribes notified.

Thank you for the opportunity to review and comment. If you have any questions, please contact me.

Sincerely,

Lance Wollwage, Ph.D.  
Transportation Archaeologist  
(360) 586-3536  
lance.wollwage@dahp.wa.gov

---

State of Washington • Department of Archaeology & Historic Preservation  
P.O. Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065  
www.dahp.wa.gov



Same letter also sent to the Yakama and Colville Tribes.



South Central Region  
2809 Rudkin Road  
Union Gap, WA 98003-1848  
509-577-1600 / FAX: 509-577-1603  
TTY: 1-800-833-6388  
www.wsdot.wa.gov

April 25, 2014

Teara Farrow Ferman  
Cultural Resources Program  
Confederated Tribes of the Umatilla Indian Reservation  
P.O. Box 638  
Pendleton, OR 97801

RE: SR 124 Monument Road Railroad Overcrossing  
Initiation of Consultation and Area of Potential Effects

Dear Ms. Farrow-Ferman:

The Washington State Department of Transportation (WSDOT), South Central Region (SCR) is proposing an undertaking to address identified transportation safety needs State Route (SR) 124. WSDOT proposes to convert the at-grade crossing of SR 124 and the Union Pacific Railroad into an overcrossing. SR 124 will be realigned to the south, passing over the railroad on a new overcrossing. Monument (also known as Ice Harbor) Road will be realigned as well.

The proposed SR124 crossing improvements are located between Mileposts (MP) 5.28 and 5.39, within Sections 34 and 35 of Township 9 North, Range 31E. We have included a vicinity map and plan sheets depicting the location of the undertaking. We propose that the Area of Potential Effects includes the footprint of all ground-disturbing activities with a buffer sufficient to encompass all construction activities. We have attached a graphic showing cut and fill locations along with the proposed APE limits.

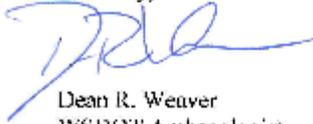
The Monument Road right of way is owned by the U.S. Army Corps of Engineers. WSDOT is consulting with the Corps, and an ARPA permit authorizing archaeological investigations is currently under review. A WSDOT archaeologist will be conducting the investigation for this project.

Preliminary background research shows no recorded archaeological resources within one mile of the APE. The APE contains no structures which are likely to be eligible for the NRHP. Native vegetation has been eradicated from the project area, which consists of road and rail corridor and agricultural land.

We look forward to your comments on these undertakings and to your concurrence with our proposed Area of Potential Effect.

If you have any questions about the proposed project, please contact Jason Smith, Region Environmental Program Manager, at (509) 577-1750 or by e-mail at smithjw@wsdot.wa.gov. If you have technical questions, you may contact Dean Weaver by phone at (509) 324-6157 or by e-mail at weaverd@wsdot.wa.gov. Thank you for your assistance with this project.

Sincerely,



Dean R. Weaver  
WSDOT Archaeologist  
Eastern, North Central and South Central Regions

Enclosures: Project Vicinity Map and APE Map

cc: SCR Environmental project file  
Scott Williams, WSDOT Cultural Resources Program Manager



CENWW-PM-PD-TC

**Cultural Resources Compliance Report**

<b>Project Name:</b>	HLD Washington Department of Transportation Proposal to Realign Portions of Monument Drive
<b>Record Date:</b>	19 December 2014
<b>Record Author:</b>	Scott M. Hall
<b>USACE Project Location:</b>	Monument Drive, Ice Harbor Lock and Dam
<b>Project County, State:</b>	Walla Walla County, Washington
<b>Township, Range, Section:</b>	SW ¼ of Sec. 35, T9N, R31E
<b>USGS Topographic Maps:</b>	USGS 7.5' "Humorist, Wash." (1992)
<b>Landowner:</b>	US Army Corps of Engineers
<b>Cultural Report No.:</b>	2015-NWW-005
<b>Compliance Project No.:</b>	PM-EC-2014-0050

**Project Description:**

The Washington Department of Transportation (WA DOT) has submitted a proposal to the U.S. Army Corps of Engineers, Walla Walla District (Corps) to realign portions of Monument Drive near where it intersects with U.S. Highway 124 (Figures 1 and 2). The Corps must complete a pair of real estate permits to allow the work to be completed. The first is a temporary construction license to allow the work to take place, and an amended easement for WA DOT to operate and maintain the new alignment of the road across Corps owned lands.

The overall project includes the construction of an overpass along U.S. Highway 124 to replace what is currently an at grade crossing, creating a new connection between U.S. Highway 124 and Monument Drive at a safer distance from the overpass, and realignment of portions of Monument Drive to accommodate the new intersection location (Figure 3). WA DOT is doing the work with funds provided by the U.S. Highway Administration, and will be completing review of the entire project in accordance with Section 106 of the National Historic Preservation Act (NHPA). However, that review is being done under an existing Programmatic Agreement that does not include the Corps. Therefore, the Corps is completing this NHPA Section 106 review of its undertakings, which include the two real estate instruments described above (Figures 1 and 2). These two undertakings encompass a total of 7 acres of Corps managed lands.

**Archaeological Survey:**

On March 24, 2014 the Corps issued an Archaeological Resources Protection Act (ARPA) permit to WA DOT to complete the portions of their overall testing project located on Corps lands. Specifically, the Corps asked that all of the Corps lands located within the project area be pedestrian surveyed, and that a single line of shovel tests be placed along the revised route of Monument Drive where it crossed Corps land (Figure 4). The pedestrian reconnaissance was done at spacing of between 5-10 meters. A total of

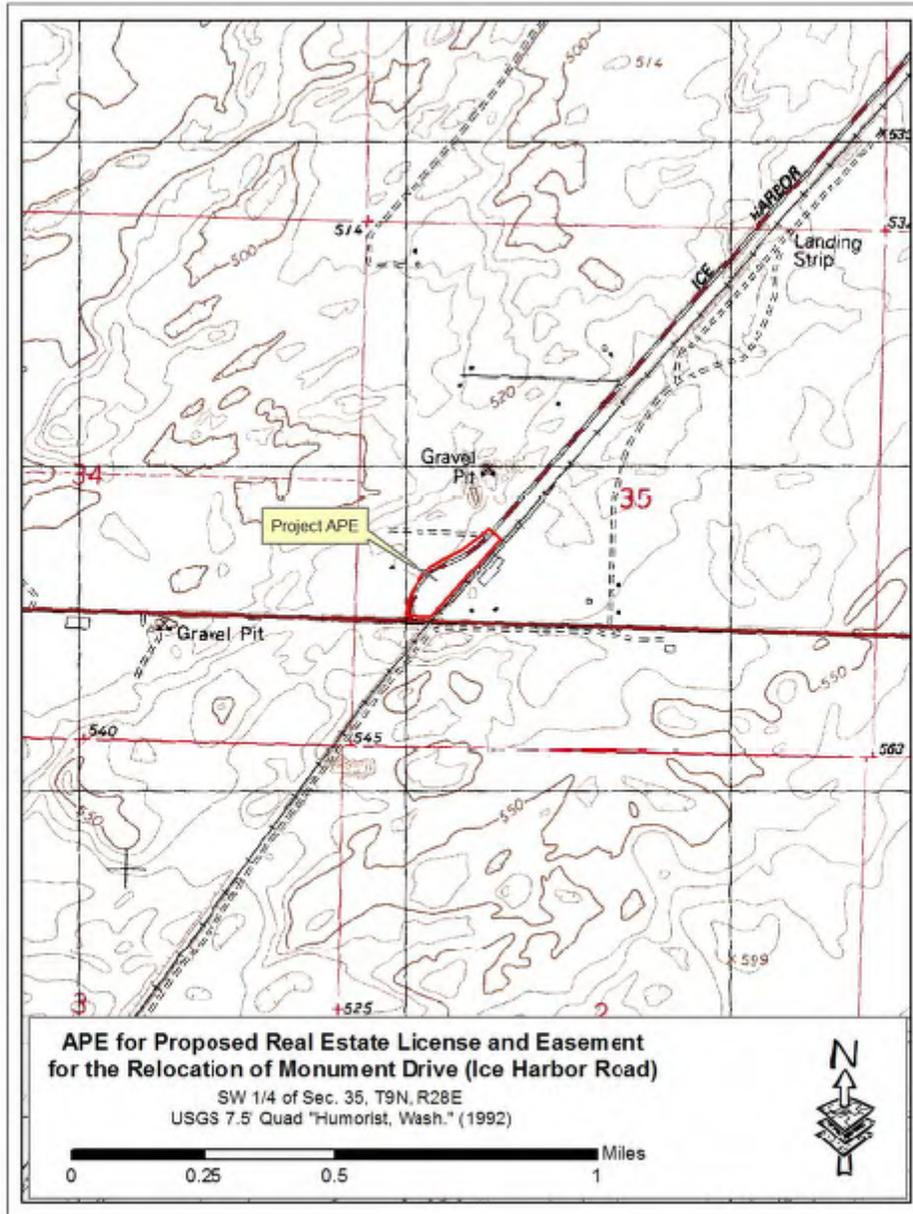


Figure 1. Overview of the real estate instrument area of potential effect projected over the USGS 7.5' Quad "Humorist, Wash." (1992).

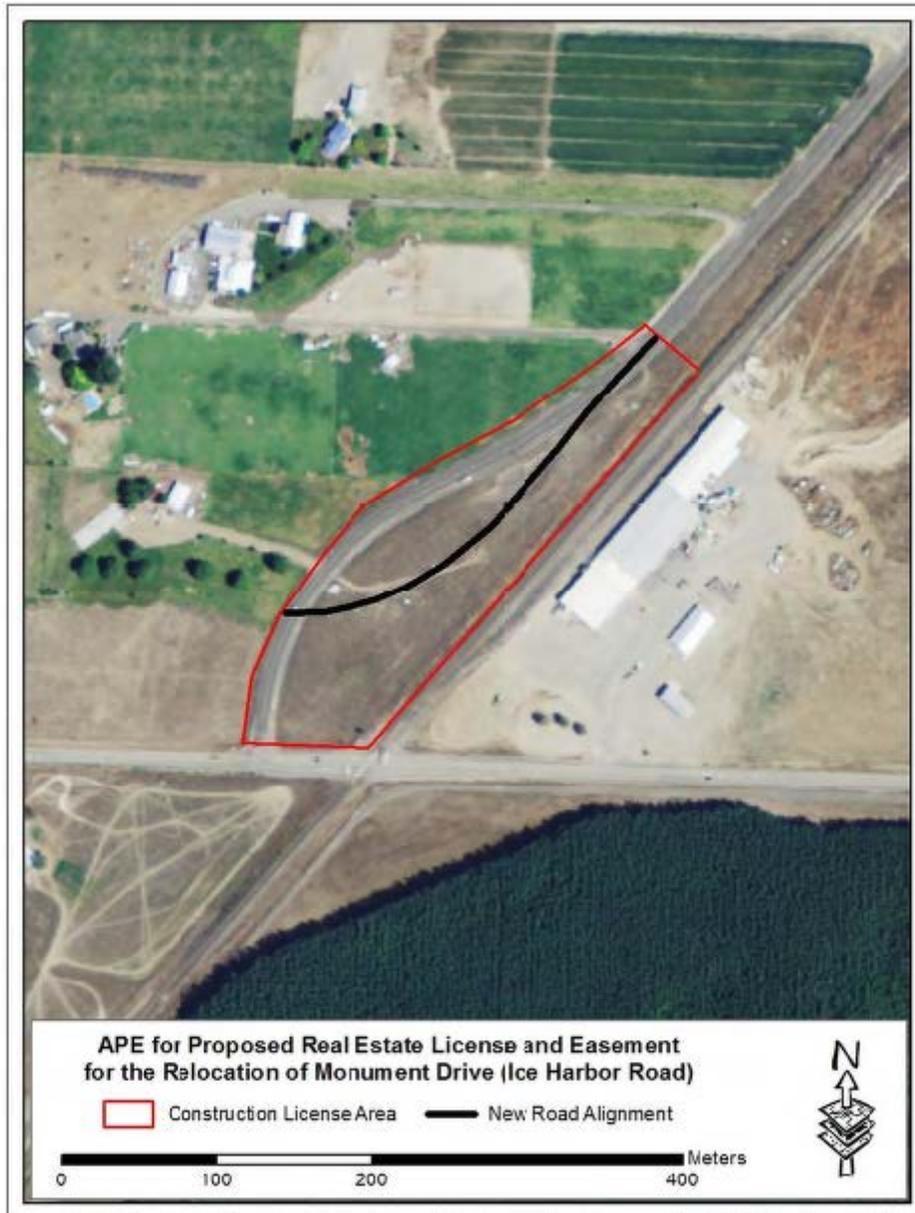


Figure 2. Detail view of the project area of potential effect projected over a 2013 digital orthographic photo.



Figure 3. Drawing showing the proposed realignment (Weaver 2014:10, Appendix A)



Figure 4. Locations of the 12 shovel test pits, located along the proposed revised route of Monument Drive.

12 shovel tests were excavated on Corps managed lands. All of the tests were a minimum of 30-centimeter in diameter, and excavated to a depth of one meter, conditions permitting. All soils removed from the shovel tests were screened through ¼-inch hardware mesh. The resulting report (Weaver 2014, Appendix A) documents the area specific to the Corps real estate instruments as being sterile of cultural material. The report also states that much of this portion of the larger project has been extensively disturbed by past construction, including highway and railroad work.

**Determination of Effect:**

The archaeological survey completed by Weaver (2014) confirms that there are no historic properties within the footprint covered by the Corps' real estate instrument. Therefore, the issuance of these instruments will result in no historic properties affected. The Corps also works with area Tribes to identify traditional cultural resources (Historic Properties of Religious and Cultural Significance to an Indian Tribe) that may be affected by Corps projects. The resulting data is maintained in a secure geographic information system geodatabase. There are properties of this type located near the project area. One, in particular, is very close and is described as a historic fishing and fowl hunting area associated with the Confederated Tribes and Bands of the Umatilla Indian Reservation. This particular project is located over one and a half miles from the nearest shoreline of the Snake River, and therefore no effects are anticipated to values associated with this property. Because no archaeological resources have been identified within the project area, the Corps has determined that the proposed issuance of the real estate instruments will result in no historic properties affected. In accordance with the terms of the Federal Columbia River Power System Programmatic Agreement (USACE 2009), the Corps is not required to complete individual consultation on this project, and the Corps may proceed with issuance of the construction license and easement. The WA DOT, under the auspices of the U.S. Highway Administration will also complete their own Section 106 review of the larger project prior to implementation.

**Finding:**

<input type="checkbox"/> No Undertaking/No Potential to Cause Effects	<input checked="" type="checkbox"/> No Historic Properties Affected
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- No historic properties are located in the project area, and the lead Federal Agency has no further obligation to consult on the activity, as per the 2009 Federal Columbia River Power System (FCRPS) programmatic agreement.

**Certification of Results:**

I certify that this investigation was conducted and documented according to Secretary of Interior's Standards and guidelines and that the report is complete and accurate to the best of my knowledge.

Scott M. Hall, Archaeologist  
US Army Corps of Engineers

Rigden Glaab, Archaeologist & Peer Reviewer  
US Army Corps of Engineers

## References Cited

Weaver, Dean R.

- 2014 *Cultural Resource Inventory for the Washington State Department of Transportation's SR124/Monument Road Railroad Crossing-Construct Railroad Overcrossing Project: Investigations on US Army Corps of Engineers Administered Lands. Walla Walla County, Washington.* Report Prepared for the US Army Corps of Engineers, Walla Walla District by the Washington State Department of Transportation, South Central Region Environmental Program. Investigations conducted under ARPA Permit Number DAC68-9-14-24, Ice Harbor Lock and Dam. Washington. Ms on file.

## USACE

- 2009 *Systemwide Programmatic Agreement for the Management of Historic Properties Affected by the Multipurpose Operations of the Fourteen Projects of the Federal Columbia River Power System.* Ms on file at the US Army Corps of Engineers, Walla Walla District. Walla Walla, WA.