

Data Submitted (UTC 11): 3/24/2020 7:00:00 AM

First name: Michael L.

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Organization:

Title:

Comments: [Forest Service note: The content of the attached letter is included below. Due to formatting constraints, included images cannot be converted to text. Notations are made where the commenter included images.]

This document visually demonstrates how together with the Dam on lake Keechelus destroyed and kill-off or migrating salmon, especially sockeye, various species of trout including the bull trout WSDOT (previously WSHD) turned it into a major Rock Mine.

INFORMATION PREPARED BY WSDOT ON GOLD CREEK MINING, WATER LEVELS DEMONSTRATING THAT ANIMALS AT HIGH WATER MUST, UNAVOIDABLY USE SNOCADIA PROPERTY AS THEIR PATHWAY IN ORDER TO USE THE YEAR-ROUND BRIDGE UNDERPASS AS PLANNED

This information is taken from WSDOT studies of the mining of Gold Creek and demonstrates what happens when [ldquo]a shoe is on the other foot[rddquo] as regards EIS studies. It also show what the logged off land looked like when Boise Cascade bought it. As for old growth trees, parts of them are distributed in the Pacific Northwest in various homes and buildings.

As for care for Gold Creek, the Title for the SnoCadia Property continues to reserve the right for WSDOT to enter it and proceed with their mining of Gold Creek should they chose to do so. While, as other documents I have provided demonstrating WSDOT and the Cascade Land Conservancy, now Fortierra, did have time to modify titles on lands shown in this document to remove any potential ROW purchase that they control either solely or jointly to maintain the inverse condemnation that removed the necessity for them to purchase the property that was zoned Commercial [ndash] Lodging during their planning and execution of this animal migration over the property.

I have included, as a first photo, the actual size of the old SR 2 Gold Creek Bridge and its surroundings. It was a small taking of real estate as could be the case with the ROW located on the SnoCadia Property as shown on the SnoCadia PUD filing to link up with the existing ROW of the Wenatchee Forest guarded by a large Iron gate which could serve as the required emergency assess for not only SnoCadia but all of the residential properties east of SnoCadia which have NO EMERGENCY EXIT should one be necessary either at the northeast corner which Forterra purchased and WSDOT removed transportation access or directly across the southern location indicated on the filed PUD plan.

I have included a chart of the combined high water months and high activity animal movement months taken from

another WSDOT study. One can easily conclude that these overlapping events take place during the spring and summer months when persons who wish to enjoy the SnoCadia Property will be under the strongest pressure for animals that want to cross I-90 north and/or south will be forced to use the year round bridge (that why the built is and that is why they call it that) to do so. They will enter the SnoCadia Property per force and by design. WSDOT has known from the beginning as did and do their wildlife specialists.

Was the statement by Mr. Whitehouse uninformed or purposefully dishonest? Any request for an EIS study will have as its predicate the previous evidence of the destruction of the Gold Creek drainage by WSDOT who is responsible for their now being an approximate 16 acre rock pile without Gold Creek much of the year with the actual Gold Creek year round flow against the easternmost boundary of the SnoCadia development. Much more can and shall be written when necessary.

THE WASHINGTON STATE HIGHWAY DEPARTMENT & CONSTRUCTION OF THE KEECHELUS DAM
DESTROYED AND CONTINUES TO DESTROY BULL TROUT.

USE PUBLIC DISCLOSURE TO OBTAIN PLANS AND DRAWINGS OF THE STRUCTURE DESIGNED BY
WSDOT TO RESTORE BULL TROUT BUT NEVER BUILT TO REPAIR THE DAMAGE WSDOT DID TO THIS
FISHERY

Please take note of the fact that Gold Creek, in 1914, was the small water body which is seen in the photo above. This is the original size and length of Gold Creek Bridge. Compare this to the current I-90 Bridge structure for I-90 that was built to essentially replace what was once necessary bridge and cross Gold Creek.

Actually, it is now necessary for a bridge to cross the additional land area that was created to expand the north boundary of Lake Keechelus to accommodate the Keechelus Dam which stores and supplies water to the Yakima drainage. In addition, note all of the trees, which were nearby and were surrounding the original SR 2 highway which crossed Snoqualmie Pass. This small stream bed and bridge were all destroyed and displaced by the aggressive mining for rock and gravel and other rock materials produced by the Washington State Highway Department, forerunner of today's WSDOT.

Gold Creek Bridge, Sunset Highway, Snoqualmie Pass, October 19, 1914 Courtesy Washington State Archives
(WSDOT AR20130226-01 985)

[Forest Service note: Due to formatting constraints, the referenced image could not be converted to text. The commenter provides narrative description in the text above. Image is available for review in the original document.]

[Forest Service note: Commenter provided an image of a document titled [Idquo]Gold Creek Project Area Figure 3 Historical Features Map[rdquo] produced by SoundEarth Strategies, dated 5/18/11. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

[Idquo]Approximate Location of the new year-round animal bridge. This is NOT the high water level shown.[rdquo] Arrow points to area above Keechelus Lake.

Four land parcels are marked as [Idquo]SnoCadia[rdquo]. Gold Creek runs through their eastern portion.

The FORMER HIGH LAKE LEVEL (PRE-1917) label and location is indicated.

[Forest Service note: Commenter provided an image of a document titled [Idquo]Gold Creek Project Area Figure 2 Current Features Map[rdquo] produced by SoundEarth Strategies, dated 5/18/11. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

[Idquo]Illegal takings of SnoCadia private lands by the Keechelus Dam[rdquo] Arrow points to the eastern portion of a land parcel numbered [Idquo]15[rdquo].

[Forest Service note: Commenter provided an image of a document titled [Idquo]1944 Aerial Photograph[rdquo]. Source: University of Washington. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

[Idquo]Original Route of Highway 2 through SnoCadia Property[rdquo]. Arrow points to the southeastern portion of what appears to be location of SnoCadia parcels. A second arrow points further south just above what is labeled as Highway 10 and Route 2.

[Idquo]Small size of Gold Creek Stream Bed[rdquo] Arrow points to Gold Creek immediately south of what is labeled as Highway 10 and Route 2.

[Idquo]Original Height of Lake KeeCheles[rdquo] Arrow points in the vicinity of the Lake over what appears to be open ground.

[ldquo]Note forest land before WSHD destroys it and Gold Creek[rdquo] Text placed over photograph with no arrow used.

[Forest Service note: Commenter provided an image of a document titled [ldquo]1957 Aerial Photograph[rdquo]. Source: Washington State Department of Transportation. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

A label placed in the top left corner of the image reads [ldquo]SnoCadia Forest[rdquo]

[ldquo]Highway Rt. 2 through SnoCadia[rdquo] is labeled with two arrows, one above the interstate, one after Rt. 2 takes a short turn eastward.

[Forest Service note: Commenter provided an image of a document titled [ldquo]1963 Aerial Photograph[rdquo]. Source: Washington State Department of Transportation. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

[ldquo]Note: SnoCadia land area being completely logged off[rdquo] Arrow points to area.

[ldquo]Mining work starting[rdquo] Arrow points to a bare area north of the Highway between Route 2 and Gold Creek.

[Forest Service note: Commenter provided an image of a document titled [ldquo]1970 Aerial Photograph[rdquo]. Source: University of Washington. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The commenter did not add text to the image.]

[Forest Service note: Commenter provided an image of a document titled [ldquo]1975 Aerial Photograph[rdquo]. Source: University of Washington. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The commenter did not add text to the image.]

[Forest Service note: Commenter provided an image of a document titled [ldquo]1977 Aerial Photograph[rdquo]. No source attribution. An portion of the image is boxed and labeled [ldquo]10X[rdquo]; inset of land parcels

overlays the bottom of the photograph. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The text added to the image by the commenter is typed below with a description of its placement on the image.]

[Idquo]A 100 lot plat was conditionally approved by Kittitas Co. Pending installation of paid for sewer service which SPUD never installed.

[Forest Service note: Commenter provided an image of a document titled [Idquo]1994 Aerial Photograph[rdquo]. Source: USGS, Google Earth. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The commenter did not add text to the image.]

[Forest Service note: Commenter provided an image of a document titled [Idquo]2006 Aerial Photograph[rdquo]. Source: USGS, Google Earth. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The commenter did not add text to the image.]

[Forest Service note: Commenter provided an image of a document titled [Idquo]2009 Aerial Photograph[rdquo]. Source: USDA Farm Service Agency, Google Earth. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document. The commenter did not add text to the image.]

[Forest Service note: Commenter provided an images two pages (cover and page 103) and two figures (Gold Creek NE and Gold Creek NW) from Chapter 3. from a document titled [Idquo]Baseline Wildlife Monitoring at I-90 Snoqualmie Pass East, Prior to the Installation of Wildlife Crossing Structures[rdquo], Washington State Department of Transportation. Due to formatting constraints, the image could not be converted to text. Image is available for review in the original document.

Page 103 displays multiple locations in the northern portion of Keechelus lake labeled: Coyote/Deer/Racoon, Deer/Racoon/Canid, Dog, Canid, Deer, Multiple deer trails, Deer/Canid, Deer/Elk, Coyote, Many older deer trails, Many deer trails, or Old deer trails. The two figures display crossings recorded and relative water level in structure, by month. The commenter provides interpretation in the text below.]

This animal monitory information related to the Gold Creek animal crossing needs did not require elevating the two I-90 Bridge Structures. The majority of animal movements (which were numerically very small in total per month) took place when water levels were high on both NE & NW observations. This means that one crossing at the smaller western underpass would have satisfied all necessary animal movement.

This fact establishes the REAL reason for the elevation of I-90 as it crosses Gold Creek was the recovery of all of the wetland potential lying below the then existing ground level surface. Those wet lands to be recovered by elevated bridges were needed to satisfy the legally required wet land recovery on other portions of I-90 that intruded into Lake Keechelus. By adding animal protection and crossings, WSDOT diffused what would have been a terrible public relations nightmare for destruction of a beautiful Gold Valley setting as well as the noise and air pollution damage to commercially zoned properties.