

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 “a shoe is on the other foot” 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 – 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.

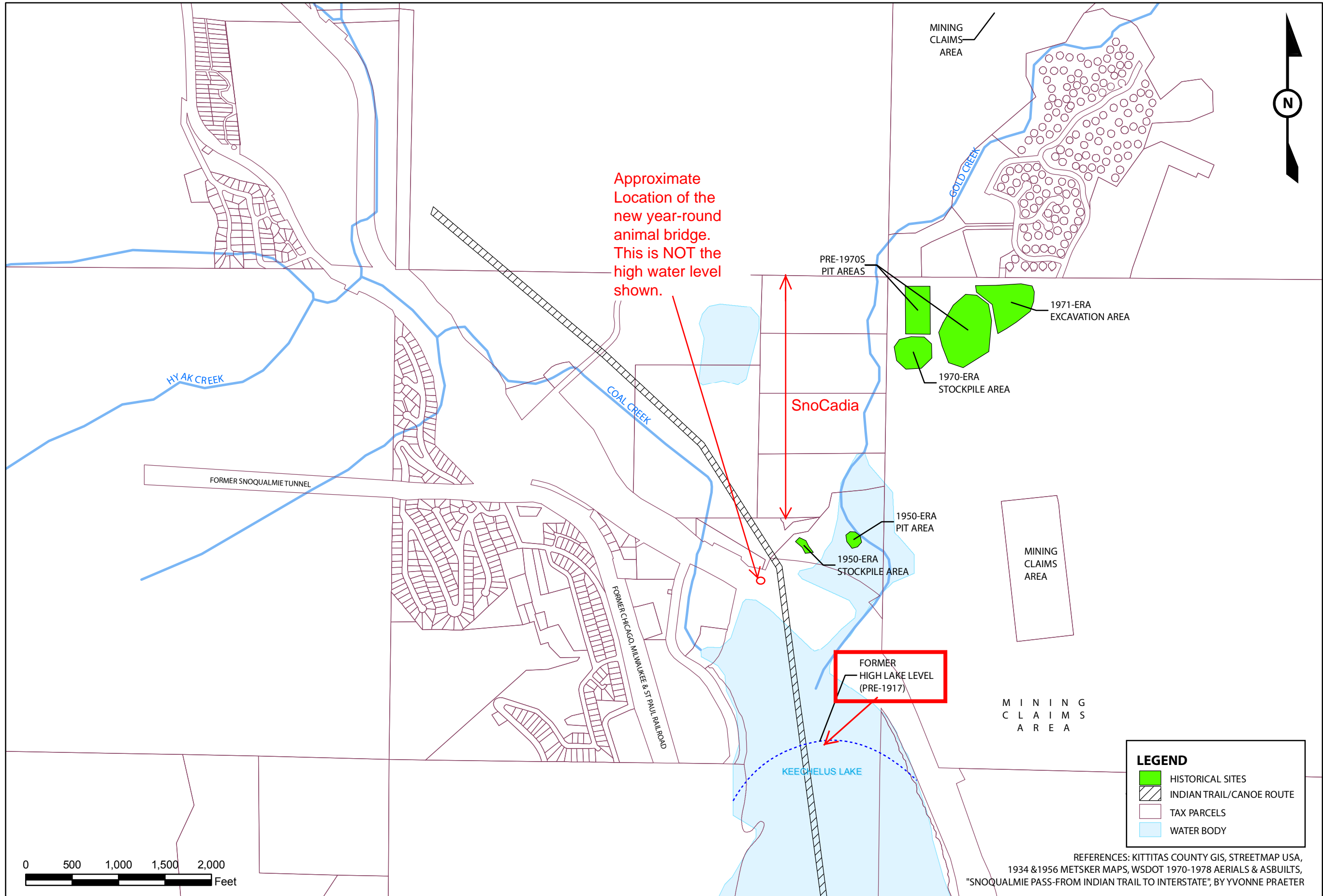


FIGURE 3
HISTORICAL FEATURES MAP

PROJECT NAME:..... GOLD CREEK PROJECT AREA
PROJECT AREA:..... GOLD CREEK
STATE:..... WASHINGTON

DATE: 05/18/11
DRAWN BY:..... NAC
CHECKED BY:..... APH

Map #	Parcel #	Owner	Acres	Improvements
1	298135	Wenatchee National Forest	639.39	None Listed
2	138135	WSDOT	303.1	None Listed
3	453337	Robertson, Jeff Et Al	8.86	192 ft ² A-Frame Cabin built in 2003
4	328235	Ski Tur Valley Maintenance Assoc.	44.77	Ski Tur Housing development
5	954931	Cascade Land Conservancy	20.01	None Listed
6	748335	Christensen, Robert Trustee For (Class 4a Creditors)	8.72	Ski Tur Housing development
7	423337	Skone, Donald S. Etux	4.76	1,356 ft ² SFR built in 2000 with septic service
8	433337	Skone, Suzanne S	5.35	1,808 ft ² SFR built in 1998 with septic service
9	443337	Cascade Land Conservancy	5.57	None Listed
10	788335	Wenatchee National Forest	619.34	None Listed
11	373733	Miller, Michael	20.66	None Listed
12	798335	Darland, Michael L Etux	20	None Listed
13	937836	Darland, Michael L Etux	20	None Listed
14	617836	Darland, Michael L Etux	20	None Listed
15	287836	Darland, Michael L Etux	16.8	None Listed
16	None	None	--	--
17	534236	Kerslake, Dale E.	0.54	None Listed
18	544236	WSDOT	11.06	None Listed
19	238335	M L Mathieu Properties Llc	3.8	None Listed
20	248335	Pierce, Lee G Etux	0.42	1,512 ft ² SFR with garage, with septic system and fuel tank.
21	028335	WSDOT	9.48	Salt storage shed, wash bay, 3 USTs
22	11810	WSPR	1.99	None Listed
23	038335	ASD Hyak LLC	17.4	None Listed
24	018335	WSPR	2	None Listed
25	868335	WSPR	4.5	None Listed
26	258335	Ravikovich, Alexander Pynda, Oleg	3.16	None Listed
27	168335	Puget Sound Energy	1.28	None Listed
28	858335	Hunter Michael Etux	0.56	None Listed
29	158635	Schneider, Ronald Etux	0.4	Bavarian Condos - 620 ft ² condo built in 1985
30	908335	Craven, Greg	0.86	None Listed
31	808335	Mardee Lake, Inc.	50	None Listed
32	818335	Mardee Lake, Inc.	97.6	None Listed
33	15226	Cascade Land Conservancy	215.6	Designated as agricultural land
34	886036	SPUD	0.07	SPUD Wastewater Treatment Plant
35	171636	Hunter Michael Etux	0.005	None Listed

Notes
ft2 = square feet
SFR = single-family residence
SPUD = Snoqualmie Pass Wastewater Treatment Plant
WSDOT = Washington State Department of Transportation
WSPR = Washington State Parks and Recreation

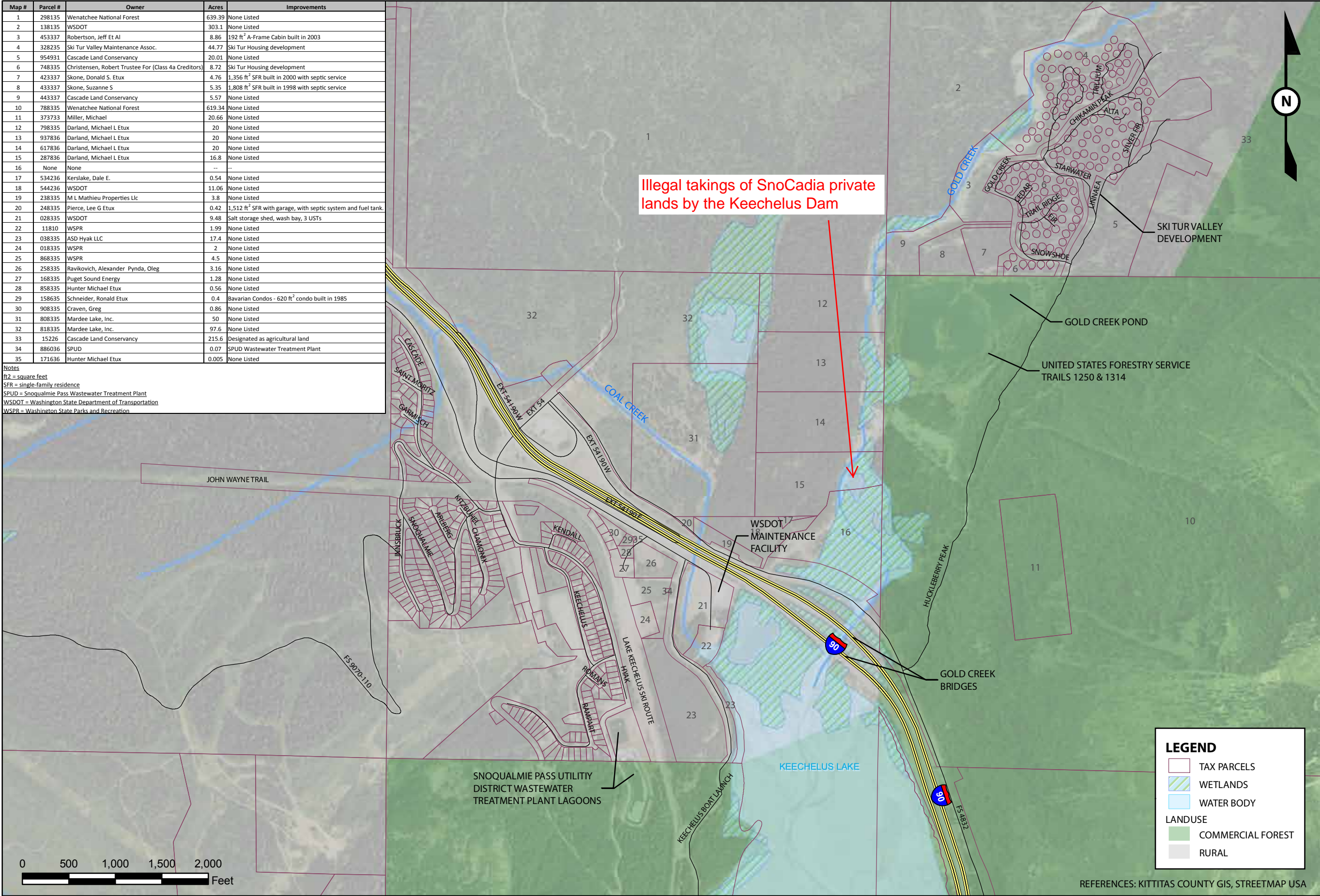
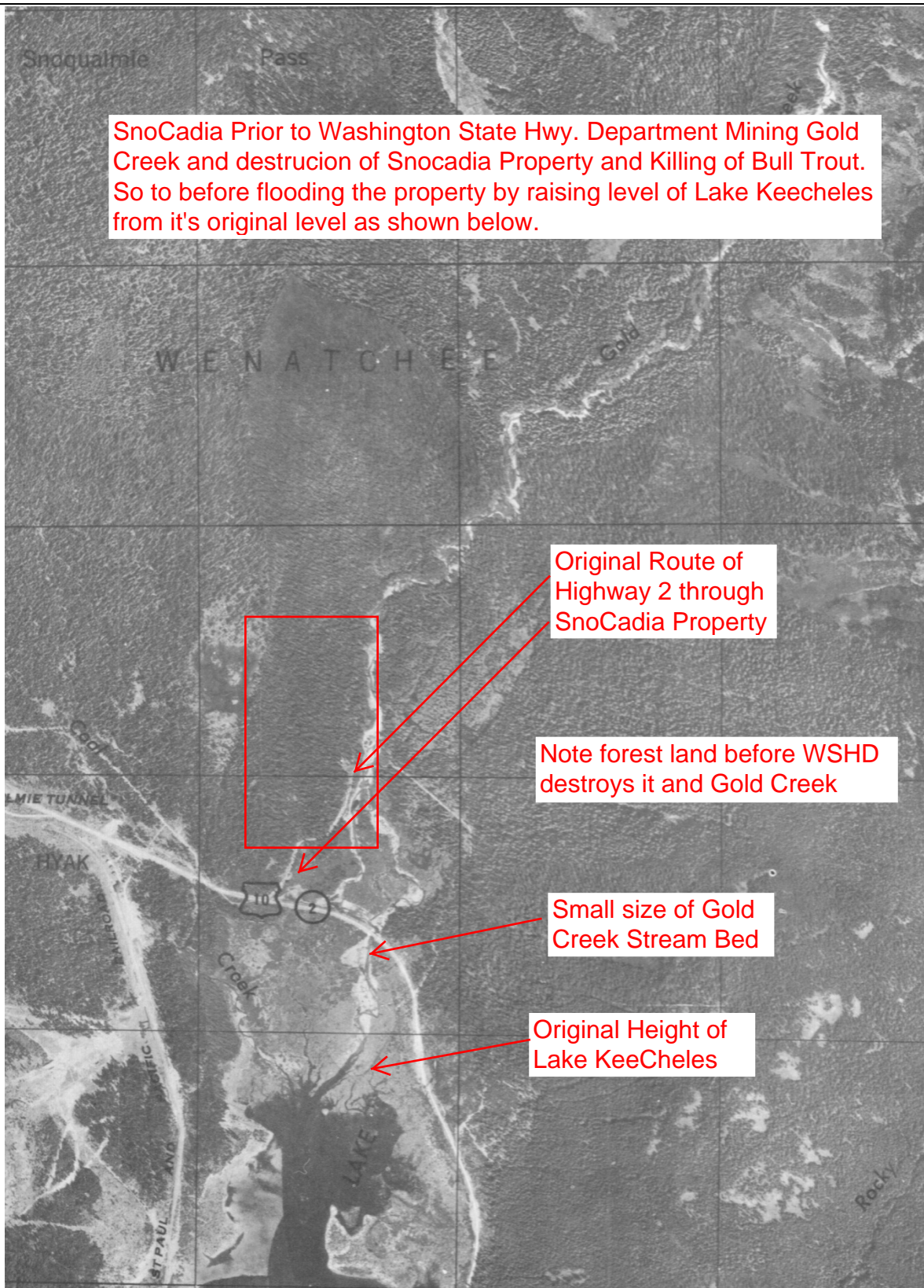


FIGURE 2
CURRENT FEATURES MAP

PROJECT NAME:..... GOLD CREEK PROJECT AREA
PROJECT AREA:..... GOLD CREEK
STATE:..... WASHINGTON

DATE: 05/18/11
DRAWN BY:..... NAC
CHECKED BY:..... APH



SnoCadia Prior to Washington State Hwy. Department Mining Gold Creek and destruction of Snocadia Property and Killing of Bull Trout. So to before flooding the property by raising level of Lake Keecheles from it's original level as shown below.

Original Route of Highway 2 through SnoCadia Property

Note forest land before WSHD destroys it and Gold Creek

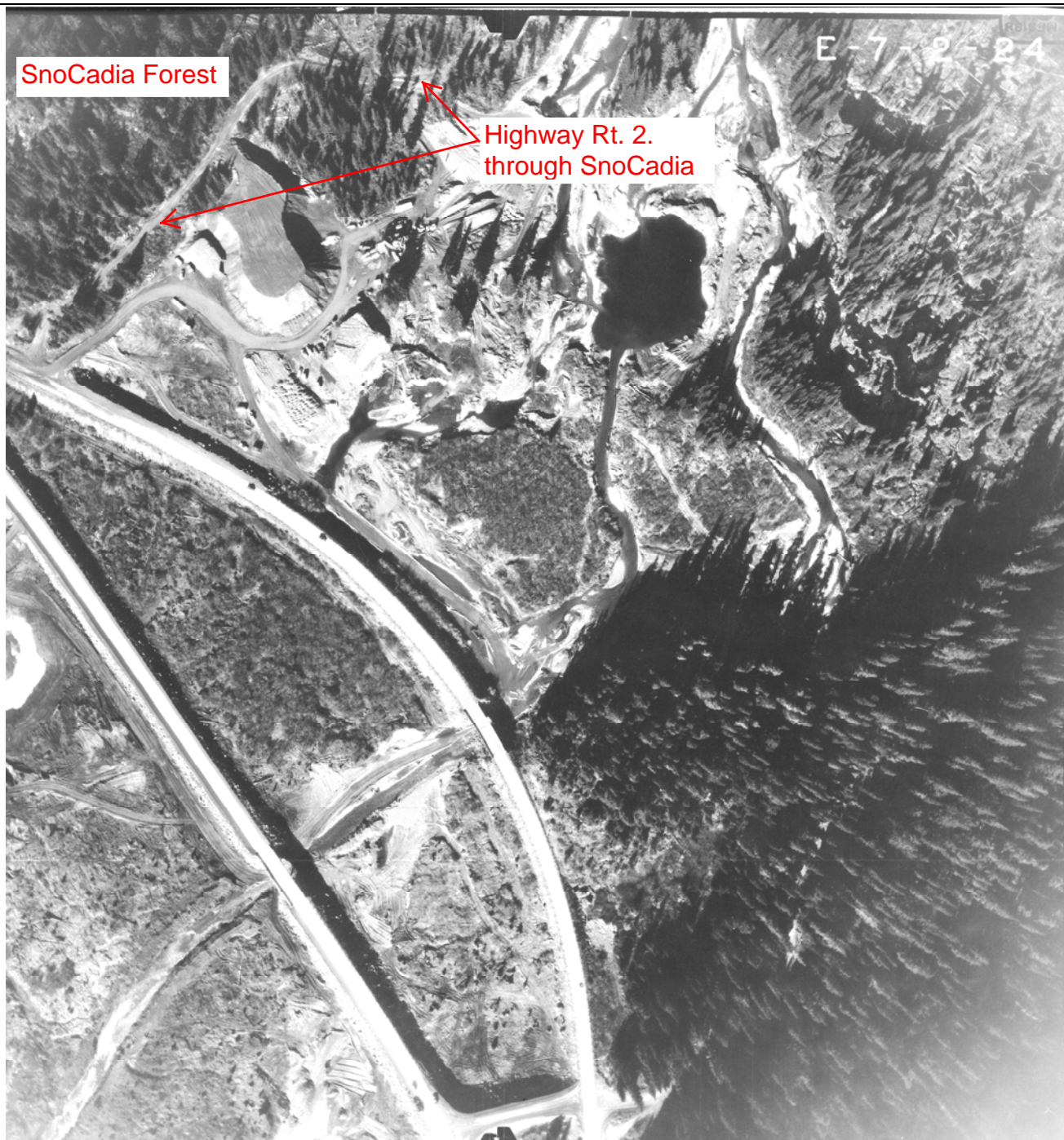
Small size of Gold Creek Stream Bed

Original Height of Lake KeeCheles

Source: University of Washington



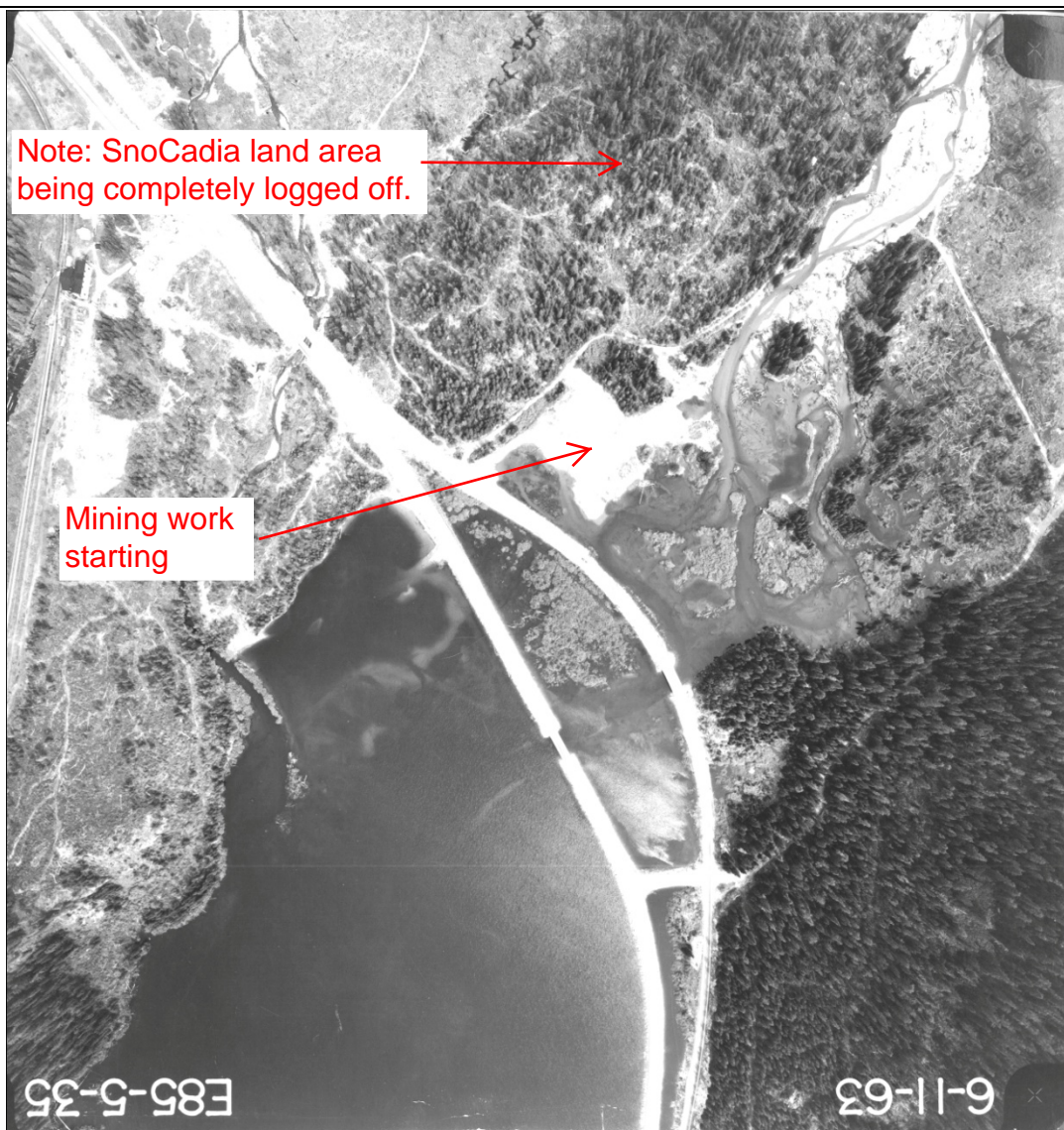
1944 Aerial Photograph



Source: Washington State Department of Transportation



1957 Aerial Photograph



Source: Washington State Department of Transportation



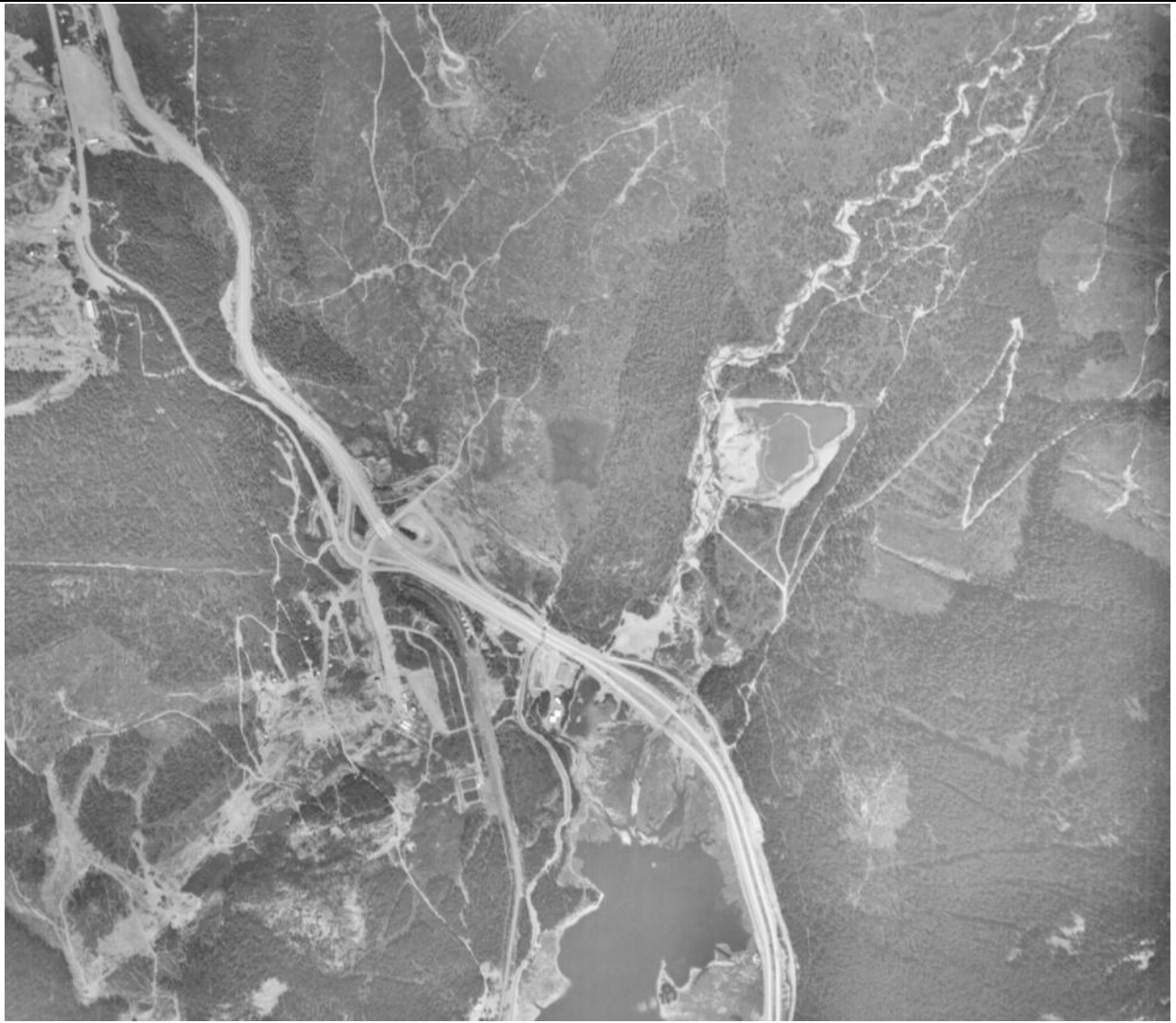
1963 Aerial Photograph



Source: University of Washington



1970 Aerial Photograph



Source: University of Washington



1975 Aerial Photograph

9-12-77

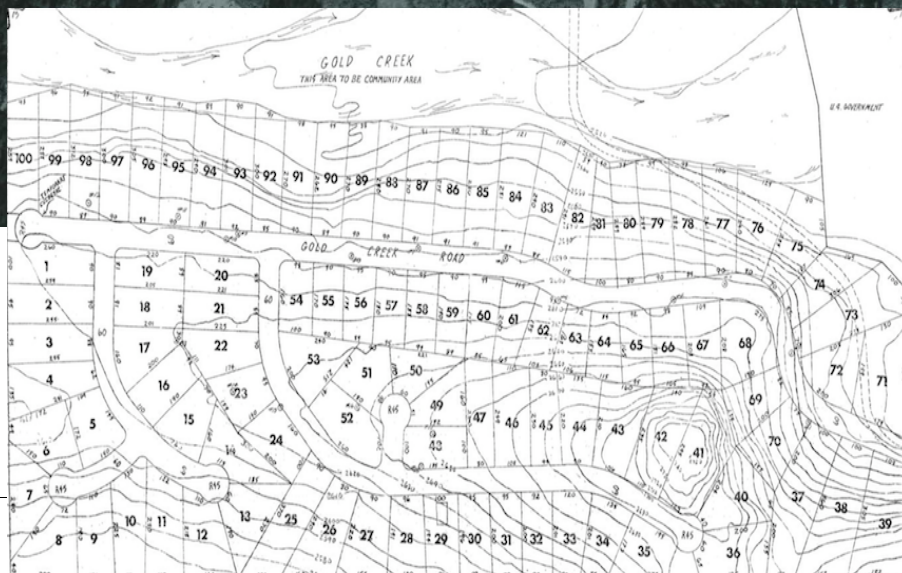
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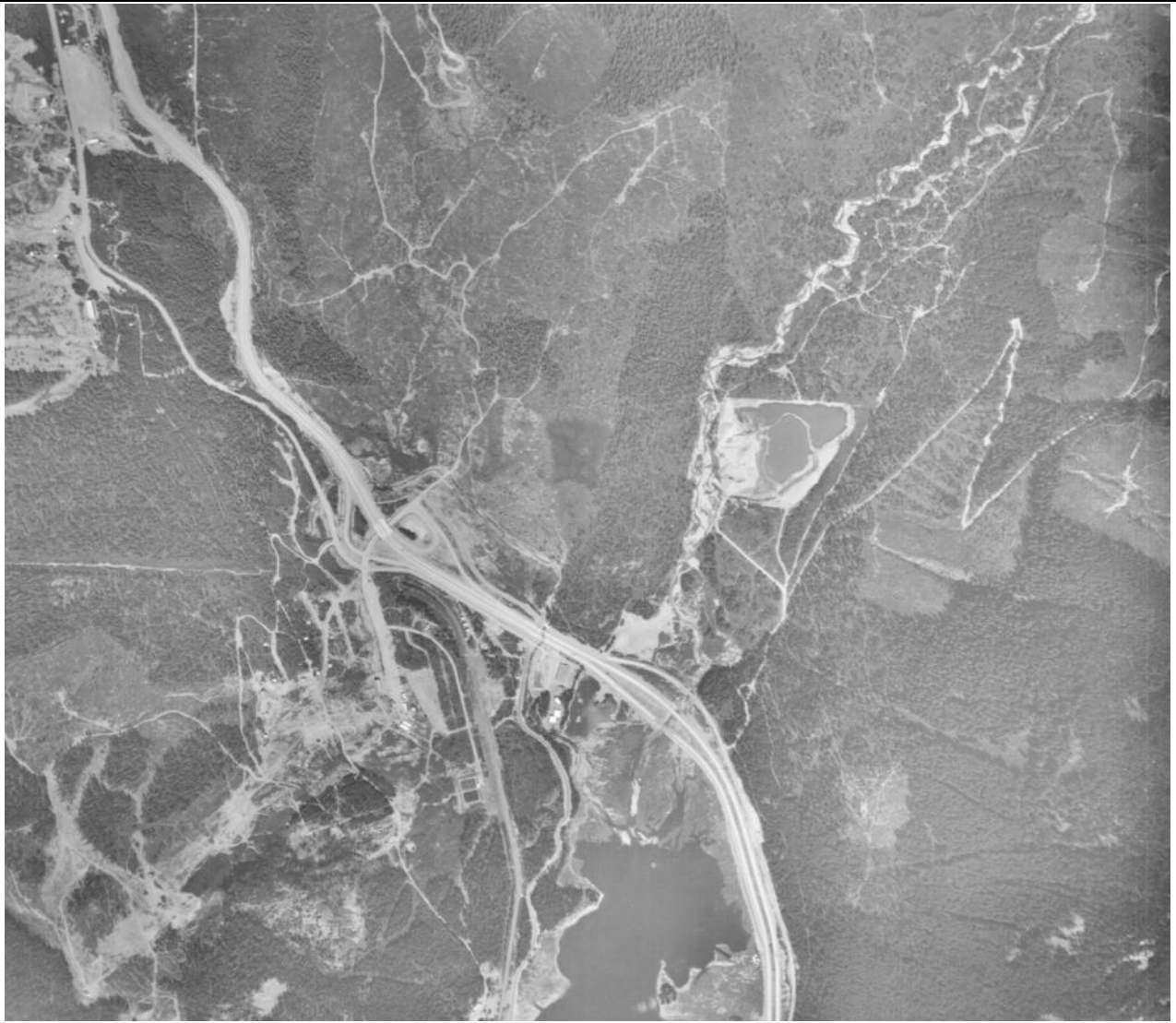
22-107

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

10X



1977 Aerial Photograph



Source: USGS, Google Earth



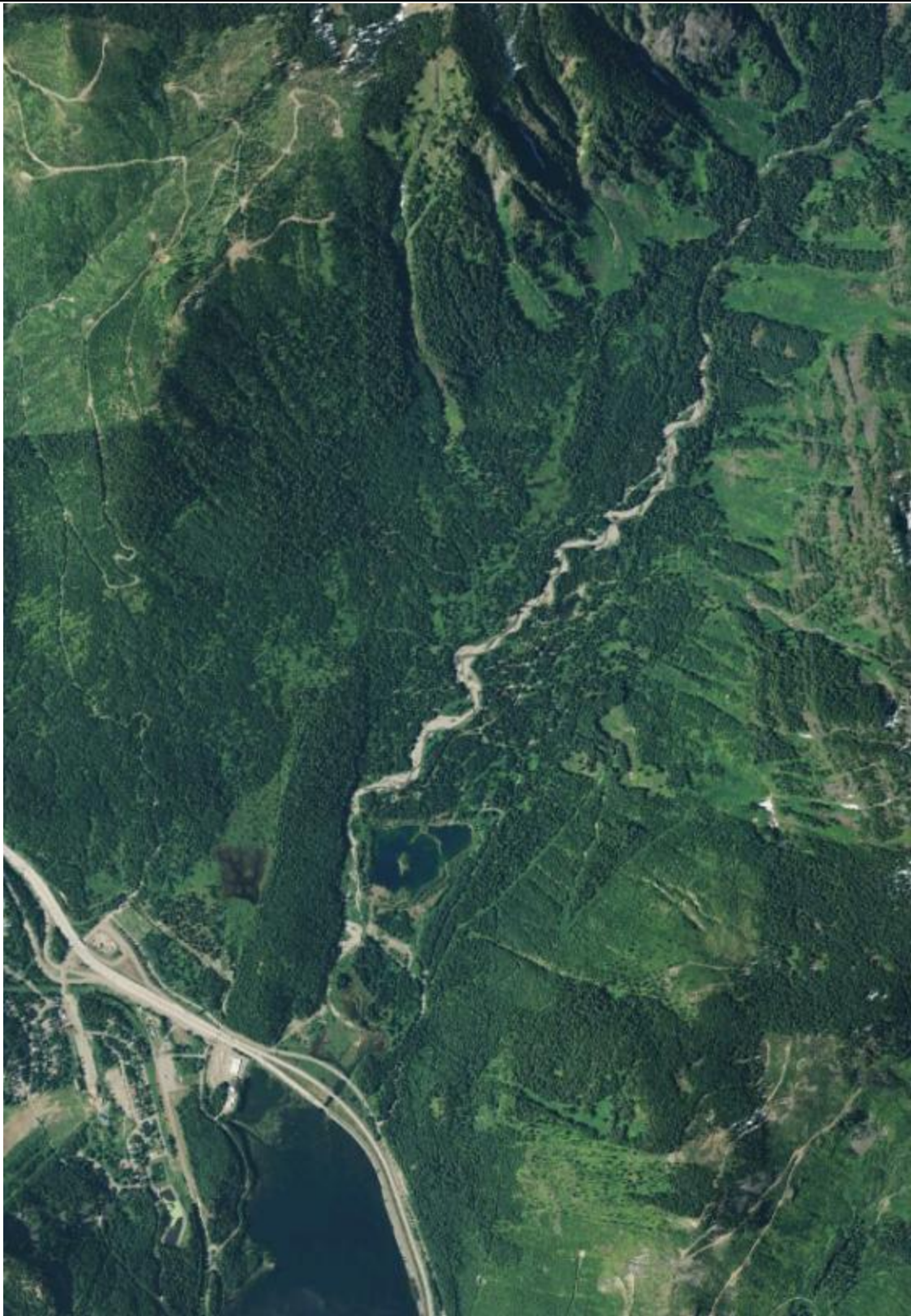
1994 Aerial Photograph



Source: USGS, Google Earth



2006 Aerial Photograph



Source: USDA Farm Service Agency, Google Earth



2009 Aerial Photograph

Baseline Wildlife Monitoring at I-90 Snoqualmie Pass East, Prior to the Installation of Wildlife Crossing Structures

WA-RD 803.1

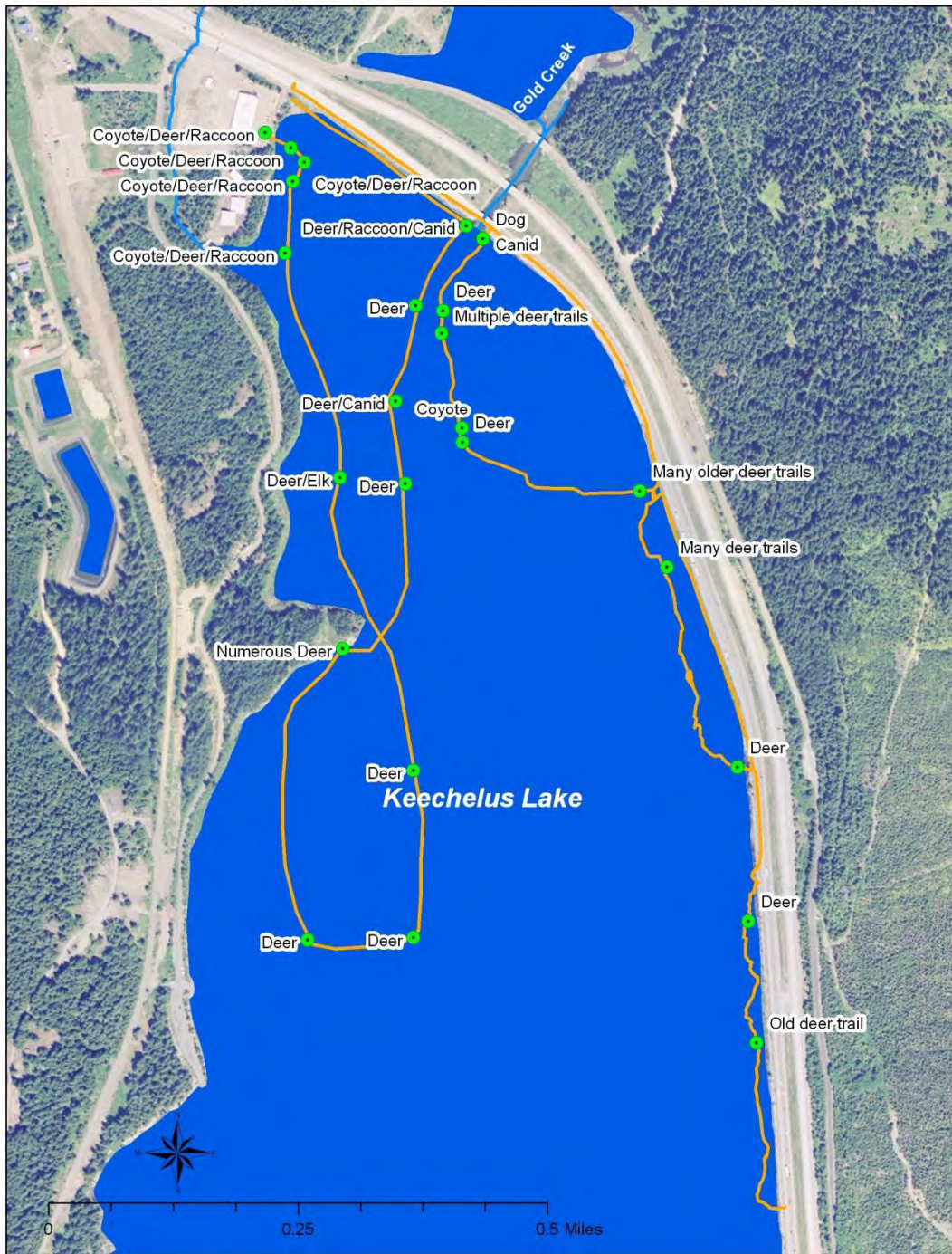
Robert Long
James Begley
Paula MacKay

December 2012



Washington State
Department of Transportation
Office of Research & Library Services

WSDOT Research Report

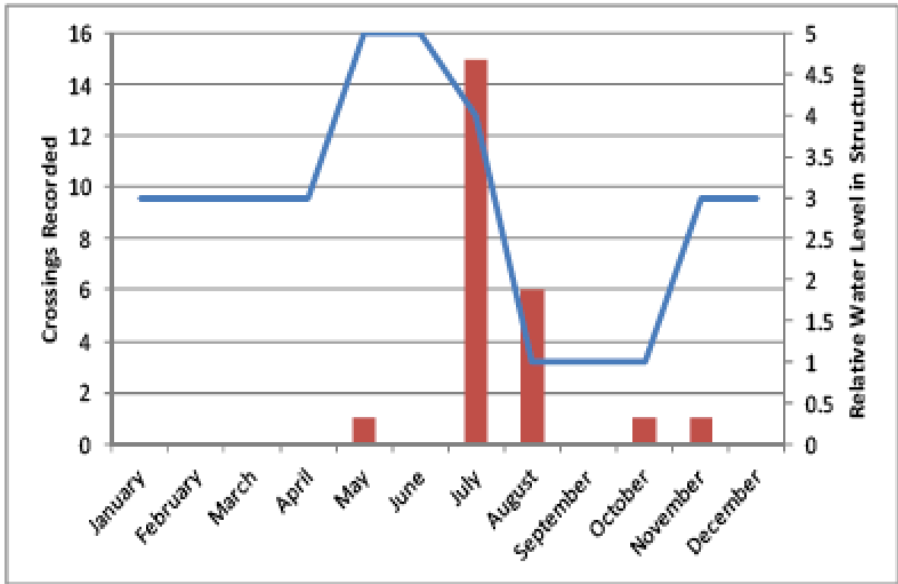


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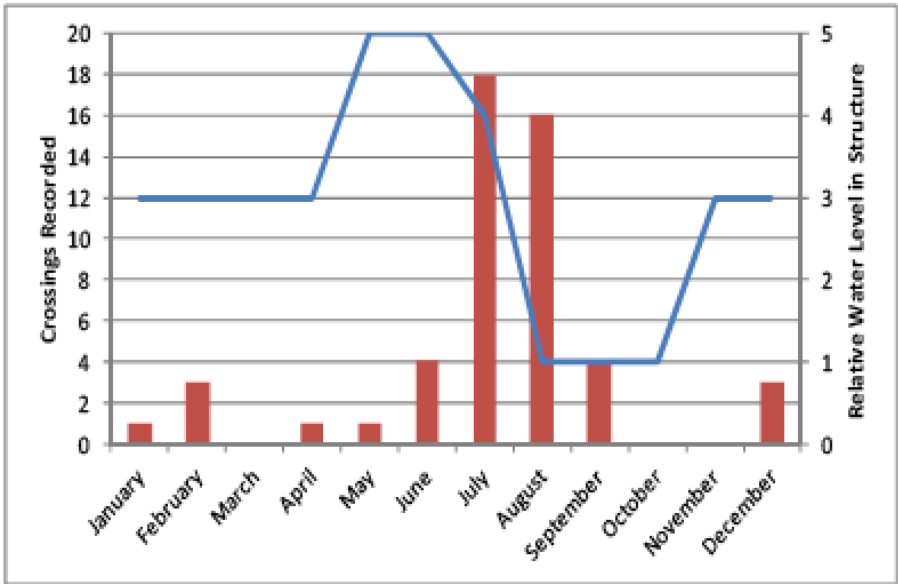
This animal monitory information related to the Gold Creek animal crossing needs did not require elevating the two I-90 Bridge Structures. The majority of animal movements (which were numerically very small in total per month) took place when water levels were high on both NE & NW observations. This 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 beautify Gold Valley setting as well as the noise and air pollution damage to commercially zoned properties.

Baseline wildlife monitoring at I-90 Snoqualmie Pass East



Gold Creek NE



Gold Creek NW

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