

## Scott Boettcher

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**From:** Rick Rouse <rrouse@portofchehalis.com>  
**Sent:** Friday, August 21, 2020 10:13 AM  
**To:** Scott Boettcher  
**Cc:** Randall Mueller; Paul Donahue; paul@sheltonstructures.com; Pat Sauter  
**Subject:** Answers to Reviewing Committee questions

- a. Please describe (map?) the extent to which this project connects (hydrologically) to the Chehalis River. The Chehalis Industrial Park drainage for this project flows into Dillytwig Creek via drainage ditch along the BNSF railroad ROW and through Cascade Hardwoods Mill. In 2010 the LCFC#1 had a contractor clean and improve the drainage ditches through Cascade Hardwoods. Dillytwig Creek joins Dillenbaugh Creek on the westside of Interstate 5. Dillenbaugh continues to flow north to join the Newaukem River close to its confluence with the Chehalis River.
- b. Please describe related and nearby projects and their benefit to this project (and vice-versa). Can you explain how your efforts on other habitat and flood projects on Berwick and Dillenbaugh creek would impact the project site? The Chehalis Industrial Park ditches in the project area drain to Dillytwig Creek which is a seasonal upstream contributor to Dillenbaugh Creek on the west side of Interstate 5. It will not impact other projects on Dillenbaugh or Berwick Creeks. Are they contributing to stormwater retention upstream of the site? No. If so, include that information in Question 20. When it rains hard over a short duration, Dillytwig Creek/Drainage floods due to inadequate drainage structure. When it doesn't rain Dillytwig Creek is a trickle or dried up.
- c. Please describe what is known about planned expansions of I-5 and any future work around the mouth of Dillenbaugh Creek and how that work might or might not benefit the Industrial Park project. Interstate 5 was expanded in our area to 3 north and south bound lanes in 2008 with the construction of the LaBree Road overpass. At that time there was a modification to the Dillenbaugh Creek channel by WSDOT under the interstate roadway. It's unlikely any additional work will be done in the foreseeable future.
- d. Please discuss plans and budget for ensuring meaningful archaeological and cultural resource survey and documentation. Most the work is to be done on existing roads and culverts. Any CR resources would have long been disturbed and scattered, if any existed, when these drainage structures were built in the 50s and 60s. If the work will entail sites other than proposed the LCFC#1 will employ a qualified archaeological firm to survey the area before construction begins and in the construction documents will state that if any CR are discovered during construction all work at that site will cease until required CR evaluation has been done.
- e. Can you elaborate on question 17? How would your project impact the damages currently being caused by flooding to those residences? This project would all but eliminate the damages being caused to residential structures on Jackson Highway and Ribelin Road by providing a pathway and storage for stormwaters away from these structures.

- f. Can you explain if any funding is being pursued from Ecology's nonpoint pollution reduction program to support this project? **No. I asked the question and was informed this project isn't eligible as it doesn't flow into a municipal storm or wastewater system.** What is the status of those requests?
- g. For Question 18, can you provide a list of the pollutants from the industrial site that are currently getting into area waterways during flood events? **Runoff is a major source of water pollution. As the water runs along a surface, it picks up litter, petroleum, chemicals, fertilizers, and other toxic substances. Heavy metals such as copper and zinc from truck brakes are also present. Human waste from sanitary sewers and septic tanks and also present.**
- h. How frequently do the floods you are describing occur? **Annually**
- i. How was your cost estimate determined? Can you provide a more detailed budget? **Costs were determined from the 2018 study performed by Gibbs & Olson, Inc. and an additional percentage added to accommodate costs increases to construction in 2021.**
- j. Can any part of the property be adapted for additional stormwater ponds that absorb and attenuates flood waters? **Yes, but the site is a brownfield site with high cleanup costs. There is an area east of Bishop Road which is a natural (wetland) area that acts to store stormwater from Dillytwig Creek. Further development of this area would highly impact its wetland and habitat value.**

**Rick Rouse**

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