SMALL PROJECTS
WSDOT ALTERNATIVE COORDINATION
MONDAY JUNE 16, 2014
OLYMPIA, WA

Attendees

Scott Boettcher, SBGH Partners	Alan Vanell, Town of Bucoda (Projects Committee)
Casey Liles, WSDOT	Beth Peterson, HDR
Kevin Miller, WSDOT	Jerry Louthain, HDR
Col Ron Averill, , City of Centralia (Projects Committee)	Dave Minner, HDR
Larry Karpack, WSE (via phone)	

Meeting Notes

The purpose of these notes is to summarize the discussion from the coordination meeting between WSDOT and the small projects team. It is necessary to continue coordination through the conceptual design phase, as many of the small projects may have impacts on WSDOT's Alternative 1 and vice versa. The small projects needing coordination with WSDOT include the SR6 Bypass, Dillenbaugh Creek, Main Street Raise (City of Chehalis), Salzer Creek and United States Highway 12 (US12) Black River Bridge replacement.

WSDOT Alternative 1

Kevin and Casey briefly presented WSDOT's Alternative 1, which includes a series of floodwalls, berms and levees to protect Interstate 5 (I-5) in the Centralia-Chehalis vicinity during a 100-year flood event on the Chehalis River. See Attachment 1 for a figure depicting the components of Alternative 1. Work being considered on State Route 6 (SR6) and US12) is not part of Alternative 1.

Kirkland Road Study – City of Napavine

This project is a study to investigate potential solutions to the flooding along Kirkland Road, near the I-5 Rush Road interchange (MP 72). As is, there is not direct impact to the WSDOT Alternative 1 and further coordination will not be required. If future work impacts the Rush Road interchange, then WSDOT coordination would be required; however, that is outside the scope of this task and not in the Alternative 1 plan.

SR6 Scheuber Road Bypass

The intent of the SR6 Bypass project is to keep SR6 open between Scheuber Road and I-5. As mentioned previously, work on SR6 is not part of Alternative 1; however, this project has potential to have an impact on the Alternative 1. This project will require a road raise of approximately 3 feet for approximately 1.2 miles. Additionally, culverts will be required to be installed to convey Chehalis flood water beneath SR-6 from the south to the north side. Three conceptual designs were discussed to be investigated further by HDR and WSE.

- Raise road and do not provide flow bypass routes under SR6
    - Potentially would keep more water on the south side of SR6 and send more flow towards the City of Chehalis, while sending less flow towards Centralia.

- Raise road and provide flow bypass routes under SR6
    - Potentially would bypass more flow downstream towards Centralia, likely resulting in more flooding in Centralia and less in Chehalis.
- Raise road and install bypass routes on top of the existing road.
    - The intent of this option is to maintain existing distribution of flood flows between the Centralia and Chehalis.
    - Likely to have the least impact on WSDOT Alternative 1.

Dillenbaugh Creek Realignment

Dillenbaugh Creek realignment is not an independent project. It will likely not provide significant flood damage reduction if water is not prevented from flowing over and under I-5 from west to east. In order to prevent I-5 from being flooded, WSDOT has proposed a series of floodwalls on the west side of the interstate and a series of levees on the east side of the interstate as part of Alternative 1. Under Alternative 1, Dillenbaugh Creek would still maintain its current configuration cross I-5 multiple times under Alternative 1. The small project committee is investigating realigning Dillenbaugh Creek, which also includes installing backwater control in the openings under I-5 to eliminate Chehalis and Newaukum backwater from flowing west to east under I-5. The elimination of the flow under I-5 will likely have impacts on WSDOT's Alternative 1, which could include the need to revisit the elevations of the floodwalls and levees proposed by WSDOT. Additionally, coordination with WSDOT, BNSF, Tacoma Rail, City of Chehalis and private property owners will need to occur to facilitate the closure of the openings under I-5.

Main Street Regrade – City of Chehalis

The Main Street Regrade project includes increasing the elevation of Main Street for a distance of approximately 900 feet between I-5 and State Street. The project includes a rail crossing. In Alternative 1, WSDOT has proposed protecting this area with a new SW Chehalis Levee. Under both scenarios, a form of backwater control will be installed in the 36" CMP under Main Street to prevent flow to the north side of Main Street. There is redundancy between this project and the WSDOT Alternative 1. If Main Street is raised, then the SW Chehalis Levee likely can be decreased in length. On the other hand, if the entire SW Chehalis Levee is constructed, the Main Street Regrade project will likely not be necessary. HDR currently plans to proceed with the conceptual design and modeling of this project. A determination will have to be made about which project to include when modeling the "small projects with WSDOT Alternative 1" scenario.

Salzer Creek Backwater Control

Similar to Dillenbaugh Creek, the Salzer Creek project is not an independent project. This project will likely have no significant flood hazard damage reduction if the Airport Levee or Flood Control Structure (Dam) is not constructed. In Alternative 1, WSDOT has proposed floodwalls and levees on both sides of I-5; however the installation of backwater control structure on Salzer Creek has not been included. The small project committee is investigating the installation of a backwater control structure on Salzer Creek. The installation of a control structure would likely increase water surface elevations on the west side of I-5 while decreasing water surface levels on the east side. Larry Karpack has performed some preliminary modeling associated with this. With the installation of backwater control, it will also be necessary to take into consideration interior drainage concerns and coordinate with Frozen Foods on maintaining the access road which also travels under I-5 in that location. Water surface elevations associated with the installation of Salzer Creek back water control will need to be checked against the elevations of the floodwall and levees proposed in Alternative 1 to ensure that I-5 will remain dry.

Black River Bridge Replacement

The Black River Bridge replacement was identified as a small project because there was belief that the current bridge was a constriction point and causing flooding. In 2005, WSDOT performed a feasibility study on the Black River Bridge Replacement to correct a deficient sight distance and provide for a healthier river environment by reducing the constriction of the existing river channel. This project is not part of WSDOT's Alternative 1, however coordination with WSDOT is necessary because it is located on US12. During the meeting yesterday, it was noted that the bridge itself remained open during flood flows, however there was flooding over US12 on both sides of the bridge. In order to keep US12 open east of Black River Bridge to Moon Road, it will be necessary to raise the road by 2 feet for 1.8 miles and replace 2 bridges. Larry stated that this area of the model is hydraulically complicated and is the least well modeled area.

Next Steps

HDR will move forward with collecting background information and finalizing the project descriptions. Once finished, the project descriptions will be provided to the project committee for review. After review, HDR will develop conceptual designs and a rough draft of the report.