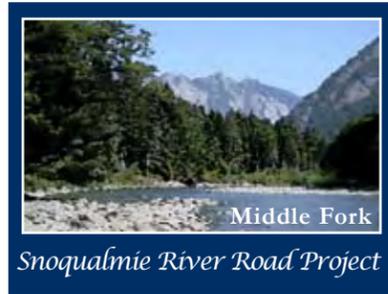
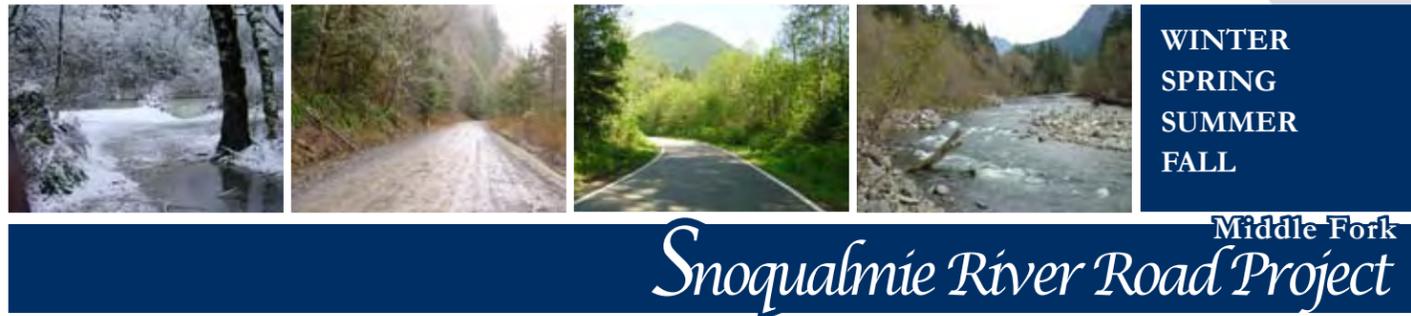


Project Timeline	2007		2008		
	FALL	WINTER	SPRING	SUMMER	FALL
Preparation of Draft EIS or EA					
Presentation of Draft EIS or EA to Public					
Public Hearing on Draft EIS or EA and Public Comment Period					
Final EIS or EA					
FHWA Decision Document					
Begin Project Final Design					



Michael Traffalis  
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**TO:**

# Middle Fork Snoqualmie River Road Project ON THE ROAD AGAIN

FALL/WINTER 2007

VOLUME 2, NUMBER 3

## Where Are We?

During the last few years, the funding program (Forest Highway Funds from the transportation bill SAFETEA-LU) that is the principal contributor to the Middle Fork Snoqualmie River Road project has had to make some readjustments and subsequently had to reprioritize the list of programmed projects. These shifts in prioritization are mainly caused by cost of construction. Western Federal Lands Highway Division (WFLHD) has seen a significant cost increase for projects similar to the Middle Fork Snoqualmie River Road, with most projects over the last few years far exceeding their original forecasted amounts. These escalations in construction amounts have caused the Middle Fork Snoqualmie River Road Project to move out in the program. The project is now again in a timeline in which the environmental process can proceed. WFLHD, the Forest Service, and King County have recently met to review and determine what steps need to be taken to complete the environmental process. A range of resource studies and preliminary analyses for this project have been completed in anticipation of the preparation of an Environmental Impact Statement (EIS). With the resource studies completed, the project is now ready to move forward with the compilation of these resource studies in a draft environmental document. This document will include the results from

these studies and the analysis for each of the proposed alternatives. Some of the alternatives may be eliminated based on the results of the studies and a preferred alternative will be selected. The results of these studies and scoping efforts to date indicate there may be no potential for the proposed action to significantly affect the human environment. It has been tentatively recommended that an Environmental Assessment (EA) is a more appropriate level of documentation given the information obtained to date during the preliminary studies and scoping.

*A full scope of resource studies and analysis has been completed for this project in anticipation of the preparation of an EIS*

WFLHD plans to begin assembly of the EA making a preliminary preferred alternative selection and issuing the EA for public comment. The proposed time line would have the EA ready for public review in early summer 2008, with a final environmental decision in Late Summer 2008. We are currently planning on holding two more public meetings; the first in Winter 2008 to bring the public up to date with all the current project events, and the second meeting during the public comment period for the EA.

As part of the continuing scoping efforts, please use the attached form or send comments to the website: [mfsnoqualmie@fhwa.dot.gov](mailto:mfsnoqualmie@fhwa.dot.gov)



## PARTICIPATING AGENCIES



FHA - Western Federal Lands Highway Division

King County

US Forest Service

## BECOME INVOLVED

- Get your name on the project mailing list
- Send us your comments & ideas
- Attend the next public meeting

### Contact:

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### Learn More at:

<http://www.mfsnoqualmie.org>



# NEPA Document

The National Environmental Policy Act (NEPA) requires the preparation of an EIS if a proposed federal action has the potential to significantly affect the quality of the human environment. A full scope of resource studies and analysis were completed in anticipation of the preparation of an EIS. No significant resource impacts were identified during these studies and scoping efforts to date. As there may be no potential for the proposed action to significantly affect the human environment, an EIS may not be required. It has been tentatively determined that an EA will be prepared to determine if the proposed

action has the potential for significant impacts to the human environment. The EA will document the findings from the resource studies and scoping efforts in detail, and the level of analysis will be the same as an EIS. If continuing scoping efforts or the EA analysis determines that a potential for significant impacts exists, an EIS will be required.

As part of the continuing scoping efforts, we would appreciate your comments on the proposed project. Please use the attached form or send comments to the website: [mfsnoqualmie@fhwa.dot.gov](mailto:mfsnoqualmie@fhwa.dot.gov)



Photo: "Island Drop" for River Users.

## Alternative Analysis

With all of the resource studies completed, the project is now ready to move forward with the issuance of the draft environmental document. This document will include the results from each of these in-depth studies and the impacts will be evaluated for each of the proposed alternatives. Some of the alternatives may be eliminated based on the results of the studies and a preferred alternative will be the end result of this analysis. This preferred alternative will be presented to the public.



**Beginning of Study Area**

North Bend Airstrip

Exit 34



couplet

Forest Highway 29

Granite Creek

Middle Fork Snoqualmie River

Pratt River

Rainy Creek

Trail 1003

Taylor River

Middle Fork Campground Entrance

Middle Fork Trail Head

**End of Study Area**



## Study Area Expanded

Due to the completion of construction of the Middle Fork Campground by the USFS, the project study area has been expanded to include the connection between the Trailhead and the campground area. This short 1/4 mile segment was reviewed to determine if there would be any additional environmental impacts associated with paving this segment in connection with the current project. This information will be incorporated into the individual resource study reports and will be included in the draft environmental document.

corridor, an updated review of future projects within this corridor will also be incorporated into the environmental document to assure that the cumulative effects are adequately addressed.

Map your way through this project by visiting the project website: <http://www.mfsnoqualmie.org>

Due to the completion of some of the planned projects within the