

FHWA EMERGENCY RELIEF PACKET

Checklist

To ensure consistent and necessary documentation is submitted FHWA for Emergency Relief funding, please ensure all of these items are included in the initial request for eligibility:

- DDIR (Detailed Damage Inspection Report)
 - Use the current DOT Form (300-001EF 1/97) found in the Emergency Relief Procedures Manual (Appendix 3)
 - Ensure there is a detailed break down of LEMO (Labor, Equipment, Materials and Other)
- Map
 - Submit a vicinity map of the site location (e.g.: Map Point, Google Earth etc.)
 - Ensure that it has enough detail to allow an unfamiliar person to drive to the site
- Photos
 - Important to submit photos showing the damage before clean up has begun
 - If possible, place labels directly on the photos indicating route, milepost, date, and DM (optional). If not directly on photos, ensure that this information is in the subject line of the e-mail message.

Additional items that may be added to the packet to assist in clarification

- Weather (charts, reports, maps)
- Geo-Tech Reports
- News releases
- Correspondence
- Letter of Acknowledgement
- Letter of Intent
- Letter of Proclamation
- Governor's Declaration of Emergency
- DOT Declaration of Emergency

If the work outlined in the DDIR changes in scope:

- DDIR
 - Ensure that an updated DDIR is completed outlining the new scope of work
 - Attach any additional information or documentation (e.g.: geo-tech report, weather information) that justifies the change in the scope of work
 - Add Maintenance records if applicable (e.g.: roadway was patched and stable repeatedly and now it is severely damaged)
- Photos
 - Send additional photos if they will assist in showing the reasons for the change

FHWA appreciates initial information coming to them even if WSDOT is unsure if the site will be given approval by FHWA. Please place the route, milepost, and date in the subject line of all e-mail messages.

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To ensure consistent and necessary documentation is submitted FHWA for Emergency Relief funding, please ensure all of these items are included in the initial request for eligibility:

- DDIR (Detailed Damage Inspection Report)
 - Use the current DOT Form (300-001EF 1/97) found in the Emergency Relief Procedures Manual (Appendix 3)
 - Use the ~~current DOT Form~~ to break down the LEMO (Labor, Equipment, Materials and Other) detail (*this would be a spreadsheet to give detailed information on each of these items*)
- Map
 - Submit a vicinity map of the site location (e.g.: Map Point, Google Earth etc.)
 - Ensure that it has enough detail to allow an unfamiliar person to drive to the site
- Photos
 - Important to submit photos showing the damage before clean up has begun
 - If possible, place labels directly on the photos indicating route, milepost, date, and DM (optional). If not directly on photos, ensure that this information is in the subject line of the e-mail message.

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FHWA appreciates initial information coming to them even if WSDOT is unsure if the site will be given approval by FHWA. Please place the route, milepost, and date in the subject line of all e-mail messages.

(+) INFO
WEATHER
GEOTECH REPORT
NEWS RELEASES
CORRESPONDENCE
LETTER OF ACKNOWLEDGEMENT
LETTER OF INTENT
GOVERNOR'S PROCLAMATION
DOT DECLARATION OF EMERGENCY FORMS

DDIR

w/

Supplement

**(must show material,
equipment, and
labor estimates)**

*** required**



Applicant WSDOT - Northwest Region	County(s) Whatcom	FHWA Disaster No. 07-01
Location of Damage (Name of Road or Street) SR 542 Warnick Bluff. About four miles east of Maple Falls	Milepost From 29.8	Inspection Date 11/15/06
	To 30.0	Federal-Aid Route SR 542
Description of Damage (Include Bridge Number(s) if Applicable) A 60 foot high bluff was eroded away by the Nooksack River. The top of the bluff had been 35 feet from the edge of the highway, now within 10 of the edge of the highway.	Local /State Project No(s). DMA062	Functional Class Appendix F pg 77 of FHWA update ERP

Cost Estimate (Including Preliminary and Construction Engineering)

Temporary/Emergency Repair and Incidental Permanent Restoration work are eligible for 100% Federal participation until

Temporary/Emergency Repair (Work required to restore essential travel and protect the remaining facility from immediate threat.) Build a 1000 foot temporary detour 16 feet to the north of the existing alignment to provide a greater distance between the traveled highway and the edge of the 60 foot tall vertical bluff. State forces provided traffic control until a contractor can build the temporary detour. The highway was closed for 1 day while the highway and the bluff were evaluated by a WSDOT Geotechnical Engineer for reopening to traffic. Method of Work: <input checked="" type="checkbox"/> Local/State Force Account <input checked="" type="checkbox"/> Emergency Contract	Temp./Emerg. Repair \$ 200,000.00
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Incidental Permanent Restoration (That portion of the permanent work which has been determined to be more economical to be constructed along with the Temporary/Emergency work.) Build an engineered log jam anchored with large rock to protect the toe of the bluff from further erosion from the Nooksack River. Not eligible for ER funds due to prior CED funding allocation for this work. Per Elizabeth Healy on 11/22/06 Method of Work: <input type="checkbox"/> Local/State Force Account <input checked="" type="checkbox"/> Emergency Contract	Incid. Perm. Restoration \$
---	--------------------------------

Permanent Restoration (This work is eligible for Federal participation at the standard matching ratio. This work must receive additional FHWA authorization before advertisement.) Describe any proposed betterments and their eligibility. The emergency repair and the engineered log jam will not provide permanent stabilization for this steep bank. Due to the near vertical slope, the bank is likely to slide again in the future threatening the highway. A permanent solution will be needed for this site. Several options will be considered for a permanent repair based on the most cost effective solution. It may require a realignment of the highway. Method of Work: <input type="checkbox"/> Local/State Force Account <input checked="" type="checkbox"/> Contract	Permanent Restoration \$
---	-----------------------------

NEPA Environmental Classification <input checked="" type="checkbox"/> Categorical Exclusion (EMERGENCY WORK) <input type="checkbox"/> EAVEIS PERMANENT WORK	Total Estimated Cost	\$ 200,000.00
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Recommendation <input checked="" type="checkbox"/> Eligible <input type="checkbox"/> Ineligible	FHWA Engineer Elizabeth Healy	Date 11/22/06
Concurrence <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	State Representative [Signature]	Date 11-22-06
Concurrence <input type="checkbox"/> Yes <input type="checkbox"/> No	Local Agency Representative	Date

At the time of this inspection, all work was complete; therefore, this report constitutes the final field inspection.

Recommendation for Eligibility

TBD



LOCATION OF DAMAGED PROPERTY: SR.101 Mile Post 79.68 North Bound		COUNTY GrAYS Harbor	DAMAGE CODE		
DATE DAMAGE OCCURRED OR OBSERVED: 2-Dec-01		DESCRIPTION OF DAMAGE: washout			
NAME AND ADDRESS OF OWNER:		NAME AND ADDRESS OF DRIVER: n/a			
YEAR,MAKE,TYPE OF VEHICLE:		LICENSE NO. n/a	POLICE DIV. n/a	BADGE NO. n/a	
REPAIR COST DISTRIBUTION ESTIMATE					
LABOR DESCRIPTION		QTY	REG. HOURS	O/T HOURS	AMOUNT
Main. Tech. 1		2	30		\$1,627.49
Main. Tech. 2		2	30		\$1,769.27
Main. Tech. 2		2	30		\$1,769.27
Main. Tech. 2		2	30		\$1,769.27
Main. Tech. 3		1	30		\$963.51
Main. Lead Tech.		1	30		\$1,006.45
Main. Supv.		1	30		\$1,097.97
TOTAL LABOR ESTIMATE					\$10,003.23
EQUIPMENT TYPE		QTY	OP. HRS.	ASSG. HRS.	AMOUNT
4 -35 - Truck, 1 Ton w/ Dump Body		1	30	30	\$201.02
5-2 - 1/2 Ton 4 x 2		1	30	30	\$112.16
6-13 - 54K GVW Dump Truck 6 x 4		6	20	20	\$2,188.62
8-10 - Truck mounted attenuator		1	30	30	\$94.52
13-4 - 2.5 Yd. Front End Loader		1	30	30	\$176.73
15-1 - Self-Propelled Sweeper		1	10	10	\$300.43
crane rental		1	10		\$3,000.00
exavator		1	30		\$1,372.50
TOTAL EQUIPMENT ESTIMATE					\$7,445.98
MATERIAL TYPE		QUANTITY		AMOUNT	
Aggregate, Shoulder Ballast - Cu. Yd.		2050		\$14,782.76	
large rip rap rock		300		\$3,494.61	
TOTAL MATERIAL ESTIMATE				\$18,277.37	
MISCELLANEOUS CHARGES - DESCRIPTION		QUANTITY		AMOUNT	
TOTAL MISCELLANEOUS ESTIMATE				\$0.00	
TOTAL DIRECT CHARGES				\$35,726.58	
MAINT. AREA LOCATION: Olympic Region,Aderdeen		UNIT ORG CODE: 435420	CONT. SECTION: C42101	JOB NO. DMC064	
SUBMITTED BY: Donald J. Wrihgt		DATE: 2/12/2002	TITLE: Lead tech		
APPROVED BY:		DATE:	TITLE:		



Disaster Maintenance Work Order Authorization

Work Order Number DMA062	Supplement No. 01	Sub Program M2	Manager Ron Morton	Organization Code 415120
SR(s) 542	MP From 29.75 To 30.00	County(s) Whatcom		
Work Order Title SR 542 Warnick Bluff Flooding			Control Section(s) A12542	
Work Description Repair erosion to the roadway.				Source of Funds <input checked="" type="checkbox"/> State <input type="checkbox"/> FEMA <input checked="" type="checkbox"/> ER (FHWA) <input type="checkbox"/> Other

Group	Group Category					Subtotals
	01 Work Done Contract	02 Work Done Agreement	03 Construction Engineering	04 State Force Work	Other (Specify)	
<i>Previous Authorization Totals</i>	2,000,000.00			30,000.00		\$2,030,000
Emerg./Incid. Perm. Work Within 180 Days						
Emerg./Incid. Perm. Work After 180 Days						
Permanent Work						
Non-Participating Work						
<i>This Request Amount</i>						
<i>New Authorization Totals</i>	2,000,000.00			30,000.00		\$2,030,000
Total Emergency & Incident Perm. Work <i>New</i> <i>Total</i> \$2,030,000.00		Total Permanent Work <i>New</i> <i>Total</i>		Total Non-Part. <i>New</i> <i>Total</i>		Total Authorization \$2,030,000.00

Additional Project Information

Notes to Accounting

For Federal Aid Projects Only

FA Number	FA %	FA Appropriation	FHWA Auth. Date
_____	_____	_____	_____
NEPA Approval Date _____		Right of Way Required	
Design Approval Date _____		<input type="checkbox"/> Yes <input type="checkbox"/> No	

Initiated By Tareq Alzeer	Date 11/16/2006
Expenditure Authorization By Pat Moylan	Date 11/16/2006

Copy Distribution:

OSC Maintenance OSC Program Management



Disaster Maintenance Work Order Authorization

Work Order Number DMA062	Supplement No. 02	Sub Program M2	Manager Ron Morton	Organization Code 415120
SR(s) 542	MP From 29.75 To 30.00	County(s) Whatcom		
Work Order Title SR 542 Warnick Bluff Flooding			Control Section(s) A12542	
Work Description Repair erosion to the roadway.				Source of Funds <input checked="" type="checkbox"/> State <input type="checkbox"/> FEMA <input checked="" type="checkbox"/> ER (FHWA) <input type="checkbox"/> Other

Group	Group Category					Subtotals
	01 Work Done Contract	02 Work Done Agreement	03 Construction Engineering	04 State Force Work	Other (Specify)	
<i>Previous Authorization Totals</i>	2,000,000.00			30,000.00		\$2,030,000
Emerg./Incid. Perm. Work Within 180 Days	-1,830,000.00					-\$1,830,000
Emerg./Incid. Perm. Work After 180 Days						
Permanent Work						
Non-Participating Work						
<i>This Request Amount</i>	-1,830,000.00					-\$1,830,000
<i>New Authorization Totals</i>	170,000.00			30,000.00		\$200,000
Total Emergency & Incident Perm. Work <i>New Total</i>		Total Permanent Work <i>New Total</i>		Total Non-Part. <i>New Total</i>		Total Authorization \$200,000.00
-\$1,830,000.00 \$200,000.00						

Additional Project Information
11/10/06: The engineer estimate for the Temporary/emergnecy repair for this work order DMA changed to \$200,000.

Notes to Accounting

For Federal Aid Projects Only

FA Number	FA %	FA Appropriation	FHWA Auth. Date
NEPA Approval Date		Right of Way Required	
Design Approval Date		<input type="checkbox"/> Yes <input type="checkbox"/> No	

Initiated By Tareq Alzeer	Date 11/16/2006
Expenditure Authorization By Pat Moylan <i>Pat Moylan</i>	Date 11/16/2006

Copy Distribution:
 OSC Maintenance OSC Program Management

Disaster Maintenance Work Order Authorization

Work Order Number DMA062	Supplement No. 03	Sub Program M2	Manager Ron Morton	Organization Code 415120
SR(s) 542	MP From 29.75 To 30.00	County(s) Whatcom		
Work Order Title SR 542 Warnick Bluff Flooding			Control Section(s) A12542	
Work Description Repair erosion to the roadway.			Source of Funds <input checked="" type="checkbox"/> State <input type="checkbox"/> FEMA <input checked="" type="checkbox"/> ER (FHWA) <input type="checkbox"/> Other	

Group	Group Category					Subtotals
	01 Work Done Contract	02 Work Done Agreement	03 Construction Engineering	04 State Force Work	Other (Specify)	
<i>Previous Authorization Totals</i>	170,000.00			30,000.00		\$200,000
Emerg./Incid. Perm. Work Within 180 Days	150,000.00					\$150,000
Emerg./Incid. Perm. Work After 180 Days						
Permanent Work						
Non-Participating Work						
<i>This Request Amount</i>	150,000.00					\$150,000
<i>New Authorization Totals</i>	320,000.00			30,000.00		\$350,000
Total Emergency & Incident Perm. Work		Total Permanent Work		Total Non-Part.		Total Authorization \$350,000.00
New	\$150,000.00	New	\$350,000.00	New	\$350,000.00	

Additional Project Information
 11/16/2006: Increase estimate by \$150,000 for Log Jams.

Notes to Accounting

For Federal Aid Projects Only			
FA Number	FA %	FA Appropriation	FHWA Auth. Date
_____	_____	_____	_____
NEPA Approval Date _____		Right of Way Required	
Design Approval Date _____		<input type="checkbox"/> Yes <input type="checkbox"/> No	

Initiated By Tareq Alzeer	Date 11/16/2006
Expenditure Authorization By Pat Moylan 	Date 11/16/2006

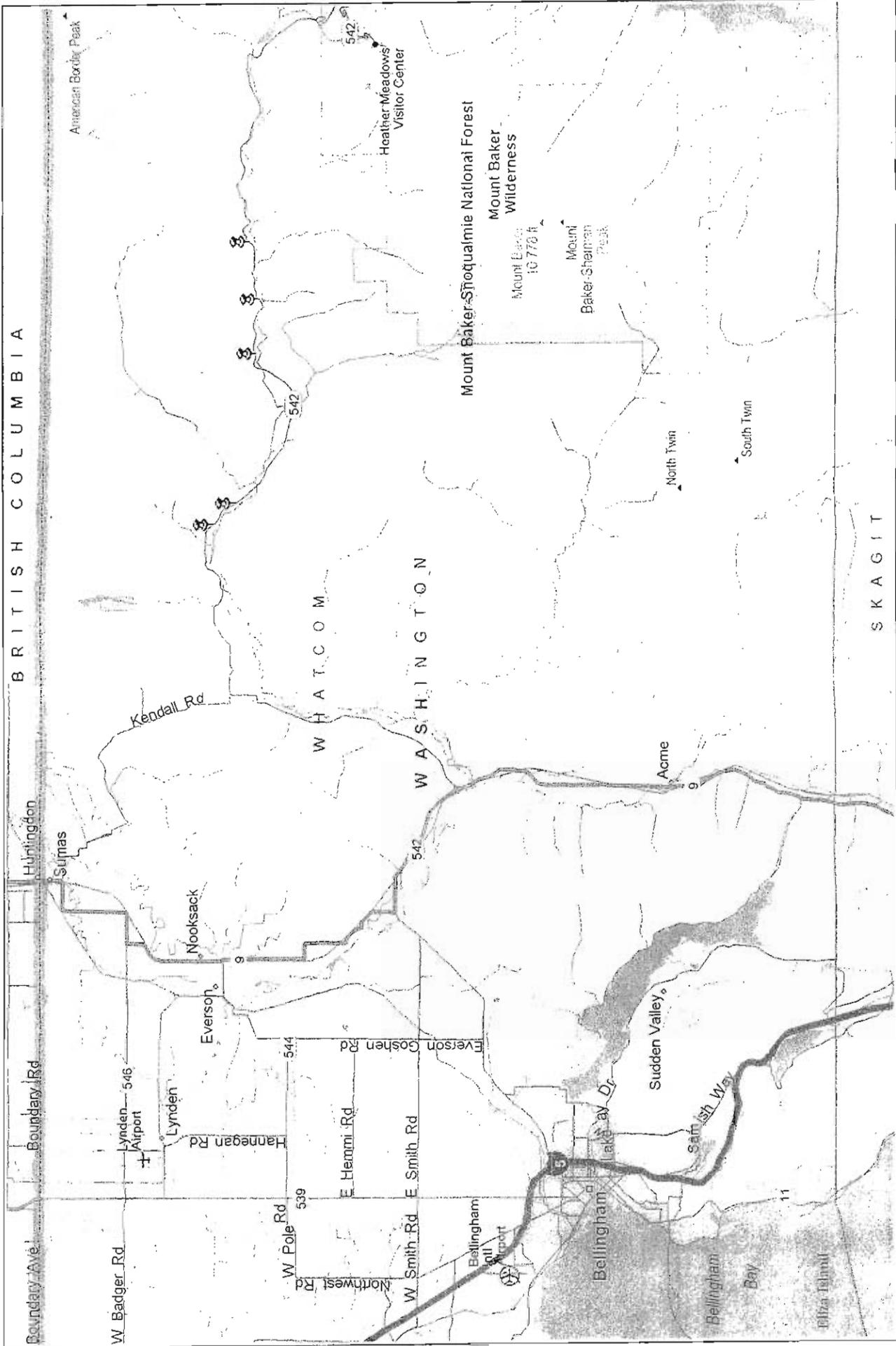
Copy Distribution:
 OSC Maintenance OSC Program Management

Vicinity Map

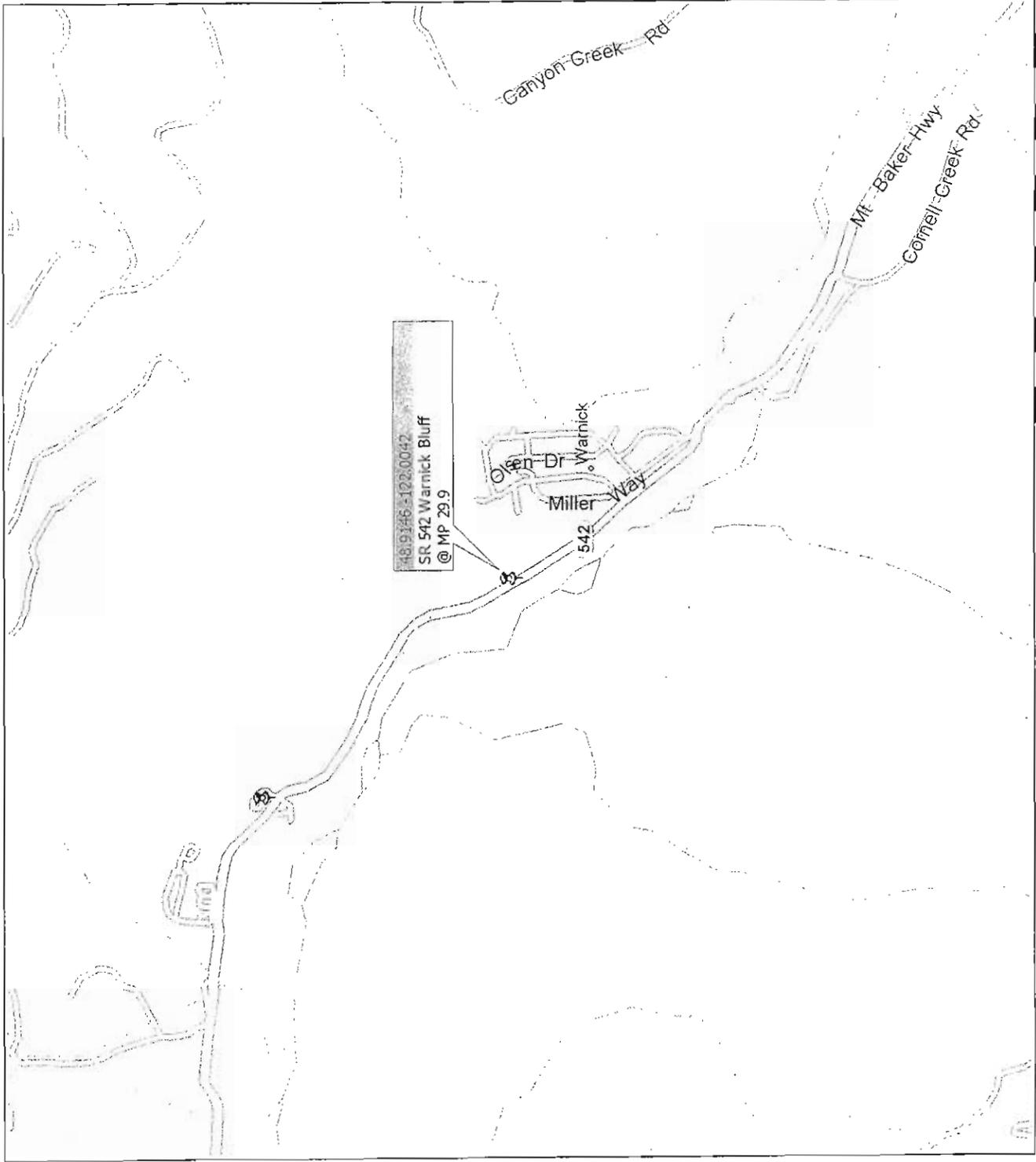
**(detailed enough so
that you could drive
there w/o assistance)**

*** required**

SR 542 Vicinity Map



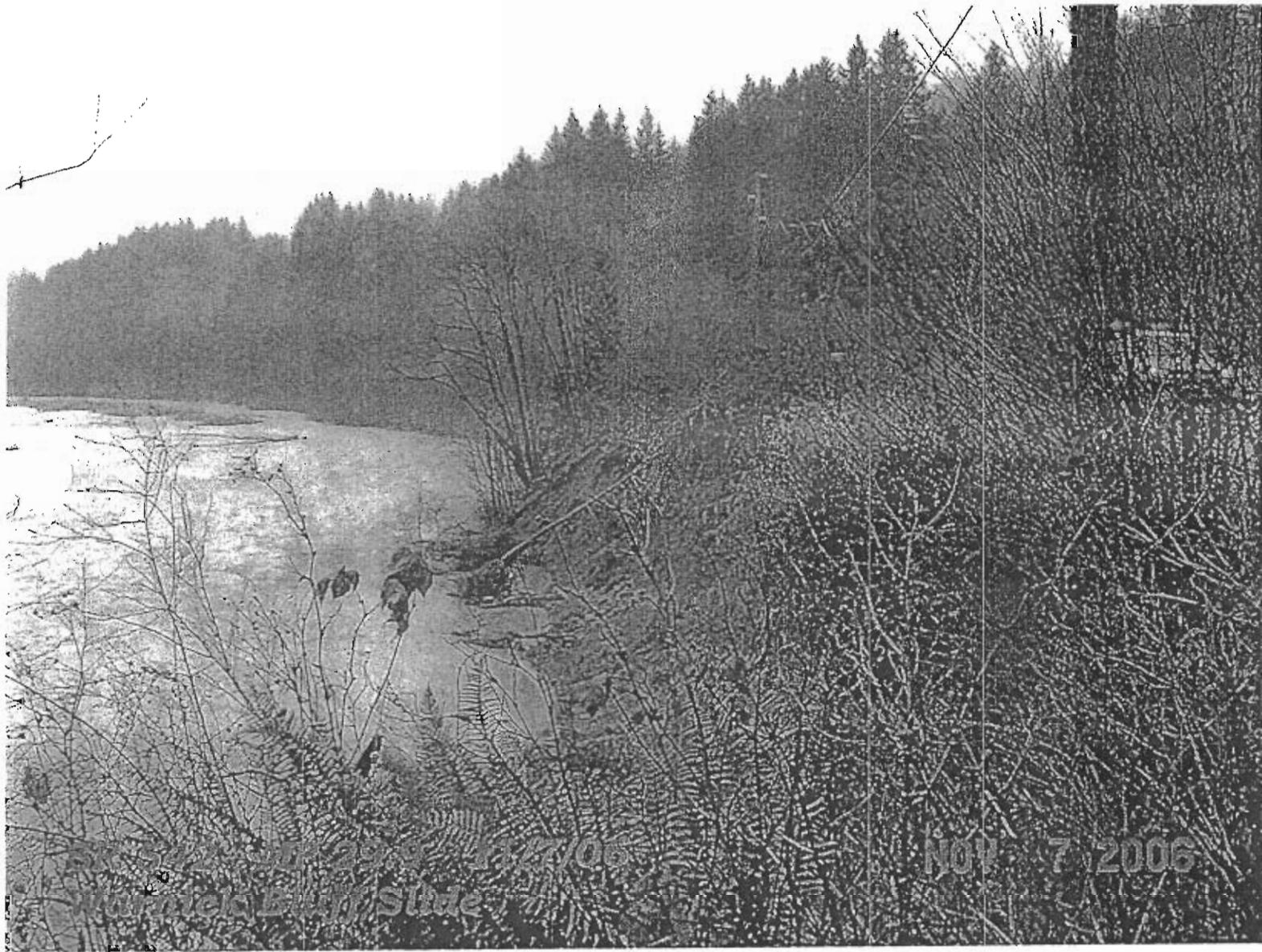
SR 542 MP 2.9 DMA062



Photos

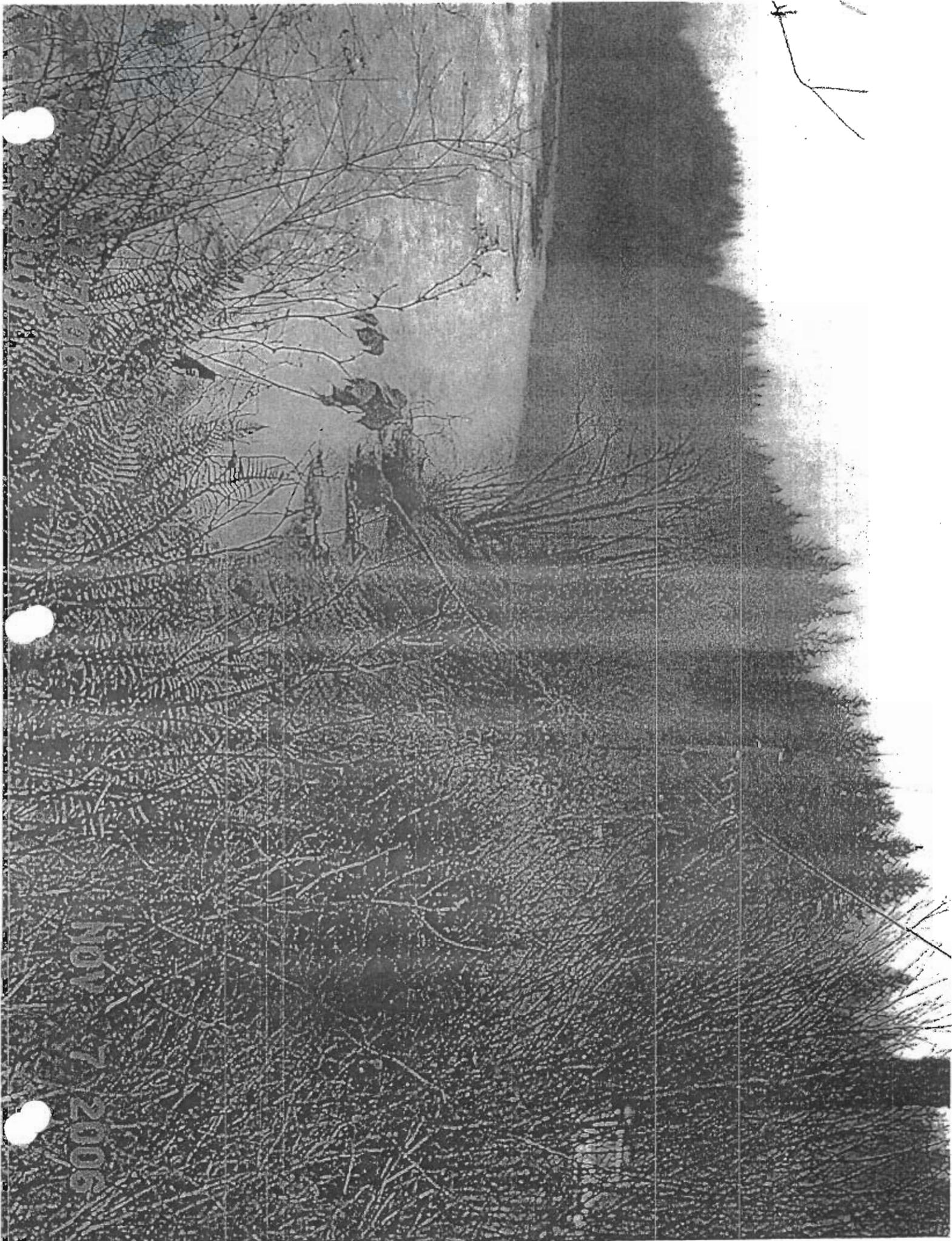
**(labeled w/ SR, MP,
date, and
State DM#)**

*** required**



705 NOV 7 2006
Site





NOV 7 2006

Additional Information

Weather
**(rainfall data from
NMFS)**

START 061106 23:11
END 061107 19:06

PRECIP
STORM TOTAL
(in)

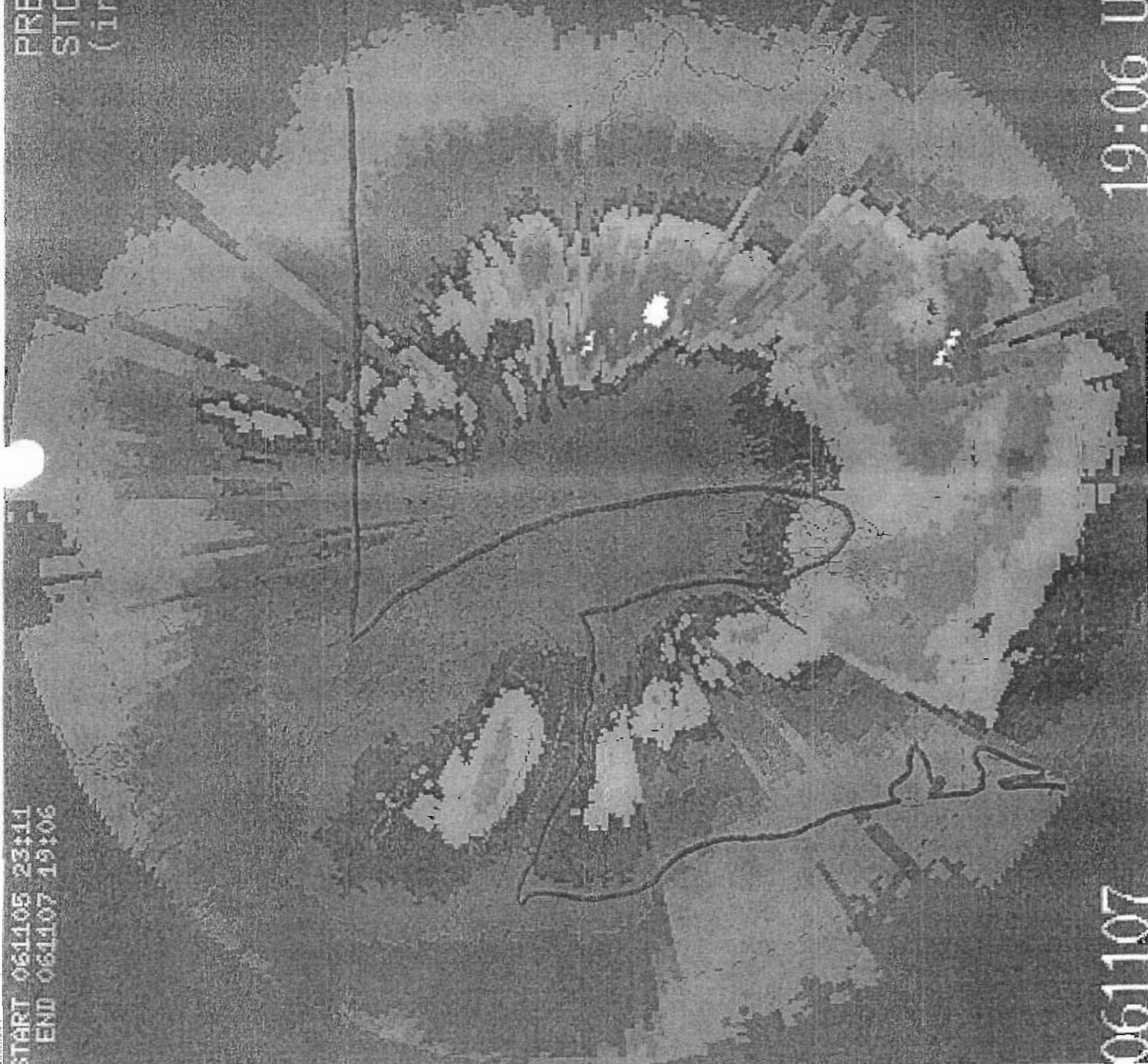
ND

- > 0.0
- 0.3
- 0.6
- 1.0
- 1.5
- 2.0
- 2.5
- 3.0
- 4.0
- 5.0
- 6.0
- 8.0
- 10.0
- 12.0
- 15.0

MAX=
419

19:06 UTC

061107



Additional Information

Geotechnical Report (if needed)

Additional Information

News

Releases

**(newspaper articles,
DOT Bulletins, etc.)**



WEATHER CLOSURE UPDATES

- [Weather Updates Home](#)
- [Weather Impacts Map](#)
- [Media Contacts](#)
- [Photos](#)
- [Travel Alerts](#)
- [Traffic Cameras](#)
- [Weather](#)

Highway Weather Update

For general traveler information, visit the WSDOT [statewide traveler information](#) web site. Traffic and weather information is also available by dialing 5-1-1 from most phones.

As of 6:05 a.m., November 8, 2006

The deluge of rain and high water produced Monday and overnight caused closures on sections of nearly 20 state highways in Western Washington. WSDOT crews of more than 700 have been battling the water non-stop since early Monday morning.

WSDOT will provide frequent updates to this page as conditions change. Western Washington counties are listed in alphabetical order and eastern Washington counties will be added if storm conditions warrant:

Clallam County

There are no closures to report at this time.

Clark County

There are no closures at this time.

Cowlitz County

I-5, Dike Road Exit (milepost 22)

There is high water in the area. Crews are monitoring this exit. Motorists should use extra caution when traveling this ramp.

I-5, Huntington Avenue (milepost 48)

The off-ramp is closed due to high water.

SR 4, near Stella (milepost 55)

Single lane closed with flaggers onsite. Debris clean-up in progress.

Crews continue to monitor a number of locations on SR 4.

Grays Harbor County

There are no closures or weather-related hazards to report.

Jefferson/Kitsap County

There are no closures or weather-related hazards to report.

King County

SR 410 at Mud Mountain (milepost 22 to 57.5)

WSDOT crews have closed the highway at milepost 22, Mud Mountain, to provide a safe location for traffic eastbound to turn around. Highway 410 is covered with water in the

vicinity of milepost 42 and several other locations. The closure extends to Cayuse and Chinook pass (milepost 57.5). This closure is expected to last for a few days until the water recedes and crews can inspect and, if necessary, repair the roadway.

US 2 in Baring (milepost 41.5 and 45)
The road is open.

US 2 in Skykomish (milepost 51-55)
A mudslide has closed the roadway. Crews will need to approach from the east to clean up the debris because they don't have access from the west.

SR 203 Fall City to Carnation (milepost 0 to 5.32)
The road is back open to traffic. There is still some water over the roadway in some sections so drivers should use extreme caution.

SR 203 Duvall (milepost 15.05 to 17.99)
The road is closed in both directions due to water on the roadway.

SR 202 Fall City to North Bend (milepost 21.83 to 29)
The road is closed due to water on the roadway.

Kittitas County

I-90 Snoqualmie Pass
All lanes are open on I-90 over Snoqualmie Pass. However, there is water over the roadway on I-90 near milepost 45 in the Snoqualmie Pass vicinity.

Kitsap County

There are no closures or weather-related hazards to report.

Klickitat County

There are no closures or weather-related hazards to report.

Lewis County

I-5, Both directions at Exit 77 (SR 6 West/Pe Ell/Raymond) - Ramps Closed
Both northbound and southbound ramps closed for an undetermined time due to high water over the roadway on the ramps. Both shoulders are closed as well as water level continues to rise. I-5 Southbound right lane closed due to high water on the roadway.

US 12 near Randle (milepost 115-121)
US 12 is closed in both directions due to water over the roadway in the Randle area (mileposts 115-121).

SR 123 north of White Pass (mp 0 to Cayuse Pass)
SR 123 is closed in both directions due to water and debris in the roadway.

SR 131 near Randle
SR 131 is closed in both directions near Randle. Water is covering the roadway.

SR 508 – Complete Closure
A complete closure of the highway will take place between mileposts 20 and 24.5, because of an unstable slope at Bear Canyon (milepost 21.4).

Complete closure of the SR 508 at the Tilton River Bridge is still in place (milepost 24). Water and debris are covering the bridge.

Single lane closure west of Centralia Alpha Road due to water over the roadway (milepost 13).

Mason County

US 101 at Sunnyside Road



US 101 is closed in both directions near Sunnyside Road (six miles north of Shelton) due to debris from a mudslide in the roadway.

Pacific County

US 101 (milepost 62)

Both lanes remain open at this time. Loose gravel over roadway; use caution.

Pierce County

SR 167 in Puyallup

The City of Puyallup has closed the northbound SR 167 off-ramp to North Levee Road (milepost 6.52) due to standing water on the roadway.

SR 162 at Prairie Creek



Water over the roadway forced WSDOT crews to close the state route in each direction between Carbon River and South Prairie (mileposts 13.1-17.2).

SR 509 - Marine View Drive

WSDOT closed the northbound on-ramp and the southbound off-ramp from SR 509 to Milwaukee Way (near the Port of Tacoma) due to standing water over the roadway. The mainline is unaffected.

SR 123 Cayuse pass (milepost 5.42 to 16.8) Mount Rainier National Park crews close SR 123 due to multiple mudslides and water over the road. WSDOT maintenance crews

are on the way to clear the slides and check for possible roadway damage. Drivers who normally use SR 123 to get to and from US Highway 12 can use Interstate 5 and SR 7 as alternate routes.

SR 410 - Traffic Avenue (milepost 9.5)

WSDOT crews have reopened the westbound lanes only. WSDOT hopes to reopen eastbound lanes around 7:30 a.m. if the water continues to recede.



WSDOT closed SR410 at Traffic Avenue due to standing water over the roadway. Detour routes are being used. Traffic backup is minimal.

SR 410 - Milepost 57.5 to Cayuse and Chinook Pass

Crews closed SR 410 from milepost 57.5 to Cayuse and Chinook Pass due to mud slides. The White River is traveling down the road.

Skagit County

Highway 20 east Newhalem to 9 miles west of Mazama (mileposts 134-171) . The road is entirely closed due to slides and water in multiple locations.

SR 536 Mt. Vernon at Skagit River Bridge

The road is now reopened to traffic.

Skamania County

There are no closures as this time.

Snohomish County

US 2 Trestle at Ebey Island

WSDOT crews are still working to remove debris from bridge supports. The highway is open.

US 2 west of Monroe

The river is rising. We have crews monitoring water levels and we are prepared to close the road if necessary.

US 2 at Sunset Falls Slide east of Gold Bar (milepost 35.7-37)

The eastbound lane is closed to traffic due to a landslide in the area. Crews may close the westbound lane as well. Flaggers are alternating traffic through the area.

US 2 at Sultan

Water is rising. The road is OPEN. The integrity of the bridge is intact. WSDOT crews are keeping an eye on the area.

SR 9 near Snohomish (from Bickford Avenue to SR 96)

Crews have closed both directions of SR 9 between Bickford Avenue and SR 96.

SR 203 Monroe (milepost 22.3)

The road is closed just outside of Monroe. Local access is allowed.

SR 530

The highway is now open with up to six inches of water is over the roadway in some locations.

Stevens County

There are no closures or weather-related hazards to report.

Thurston County

There are no closures or weather-related hazards to report.

Wahkiakum County

SR 4 near Gray's River (milepost 13.5-15)

State Route 4 has reopened in both directions near Gray's River. Roadway is passable, but motorists should use extreme caution when driving. Several other areas of high water on SR 4 between mp 17 and 27.

SR 4 near Cathlamet (milepost 31-34)

Water and debris is covering State Route 4, just west of Cathlamet. WSDOT is on site. A detour is available at this time.

Maintenance crews are continuing to monitor high water and remove debris at a number of other locations on State Route 4 in Wahkiakum County.

Whatcom County

Highway 20 east Newhalem to 9 miles west of Mazama (mileposts 134-171)

Water, mud and rocks over the roadway have temporarily closed State Route 20 between Diablo Rd., mile post 134, and the avalanche gate mile post 171, nine miles west of Mazama. Estimated time to reopen the highway is 8 a.m. Wednesday morning.

SR 542 between Silver Lake and Maple Creek Bridge (milepost 26 to 27)

The road is closed. Road damage and gravel over the roadway and multiple locations.

SR 542 Boulder Creek (milepost 28.7)

The roadway has been closed again due to more water over the roadway.



Whitman County

Additional Information

**Correspondence
(emails between
State and FHWA,
etc.)**

Moylan, Pat

From: Foster, Marco
Sent: Friday, November 10, 2006 9:06 PM
To: Fuller, Patrick; Damitio, Chris; Palmer, Martin; Stuber, Kevin; Peterson, Jeff (Bellhm); Linn, Todd; Acosta, Beth A.; Fredericks, Kristin; Strawder, Dale; Larsen, Philip; Morton, Ron; Moylan, Pat
Cc: Chesson, Dave
Subject: Re: SR 542 Warnick Bluff Slide - Emergency Temporary Safety Measures - Start Work

Thanks Patrick

-----Original Message-----

From: Fuller, Patrick <FulleP@WSDOT.WA.GOV>
To: Damitio, Chris <DamitiC@WSDOT.WA.GOV>; Foster, Marco <FosterM@WSDOT.WA.GOV>; Palmer, Martin <Palmema@WSDOT.WA.GOV>; Stuber, Kevin <StuberK@WSDOT.WA.GOV>; Peterson, Jeff (Bellhm) <PeterJW@WSDOT.WA.GOV>; Linn, Todd <LinnT@WSDOT.WA.GOV>; Acosta, Beth A. <TobereB@WSDOT.WA.GOV>; Fredericks, Kristin <FrederK@WSDOT.WA.GOV>; Strawder, Dale <StrawdD@WSDOT.WA.GOV>; Larsen, Philip <LarsenP@WSDOT.WA.GOV>; Morton, Ron <MortonR@WSDOT.WA.GOV>; Moylan, Pat <MoylanP@WSDOT.WA.GOV>; Linn, Todd <LinnT@WSDOT.WA.GOV>
Sent: Fri Nov 10 09:45:12 2006
Subject: SR 542 Warnick Bluff Slide - Emergency Temporary Safety Measures - Start Work

To All: For the record I spoke with Dave McCormick, Martin Palmer and Kevin Stuber this morning regarding starting the work to move the road over at Warnick Bluff (SR 542 MP 29.9). Martin told me that we were cleared to begin work and that all notifications will be made to the agencies via phone message and follow up will be made on Monday. Mobilization and some work will start today.

The scope of work will be to construct a temporary one lane roadway to the north of the existing roadway and install a temporary signal for one way traffic. In addition two culverts will be upsized as a safety measure to keep water from infiltrating into the slide area. The culvert furthest to the east will be replaced with and extended to go under the temporary roadway. This extension will impact a riparian zone that will need to be mitigated for in the future.

This work is temporary in nature until a permanent solution can be implemented to either stabilize the bluff or relocate the entire roadway away from the danger zone. This work is needed to provide access and emergency services to the communities east of the slide area. There is no other roadway access.

Patrick Fuller
Assistant Project Engineer
NW Region
Bellingham PEO
360.788.7402

Moylan, Pat

From: Fuller, Patrick
Sent: Friday, November 10, 2006 9:45 AM
To: Damitio, Chris; Foster, Marco; Palmer, Martin; Stuber, Kevin; Peterson, Jeff (Bellhm); Linn, Todd; Acosta, Beth A.; Fredericks, Kristin; Strawder, Dale; Larsen, Philip; Morton, Ron; Moylan, Pat; Linn, Todd
Subject: SR 542 Warnick Bluff Slide - Emergency Temporary Safety Measures - Start Work

To All: For the record I spoke with Dave McCormick, Martin Palmer and Kevin Stuber this morning regarding starting the work to move the road over at Warnick Bluff (SR 542 MP 29.9). Martin told me that we were cleared to begin work and that all notifications will be made to the agencies via phone message and follow up will be made on Monday. Mobilization and some work will start today.

The scope of work will be to construct a temporary one lane roadway to the north of the existing roadway and install a temporary signal for one way traffic. In addition two culverts will be upsized as a safety measure to keep water from infiltrating into the slide area. The culvert furthest to the east will be replaced with and extended to go under the temporary roadway. This extension will impact a riparian zone that will need to be mitigated for in the future.

This work is temporary in nature until a permanent solution can be implemented to either stabilize the bluff or relocate the entire roadway away from the danger zone. This work is needed to provide access and emergency services to the communities east of the slide area. There is no other roadway access.

Patrick Fuller
Assistant Project Engineer
NW Region
Bellingham PEO
60.788.7402

Moylan, Pat

From: Peterson, Jeff (Bellhm)
Sent: Thursday, December 07, 2006 1:29 PM
To: Damitio, Chris; Fuller, Patrick
Cc: Lavra, Christine; Morton, Ron; Foster, Marco; Dye, Jay; Strawder, Dale; Terpening, Dustin; Chesson, Dave; Roger Nichols; Moylan, Pat; Stuber, Kevin; Larsen, Philip
Subject: Current schedule for DMA062 SR 542 29.9

Here is the current schedule for the referenced project:

Tomorrow (Friday) - Petersen Brothers will be on site to install concrete traffic barrier along the shifted alignment at mile post 29.9 (approx 400 linear feet).

Saturday - Representatives from Columbia Helicopter and Wilder will review fueling site, pick site, and set site. Helicopter and crew will move in Saturday night to Bellingham Airport.

Sunday - Wilder will be at pick and set sites (Boulder Creek and gravel bar at MP 29.9) to assist with attaching detaching boulders and logs. Columbia will start as soon as it is light enough to see (probably about 8:00 am). Wilder is not planning on doing any assembling or placement of log wiers today. There will be traffic control at Boulder creek and MP 29.9 (Flaggers will stop all traffic while the helicopter flies over SR 542; and a flagger will be at MP 29.9 in anticipation of having to keep traffic moving passed the drop zone)

Monday - Wednesday - Wilder will be assembling and placing log wiers.

Thursday - Friday - remove Bluff access point, seed, straw, mulch, de-mobe.

Give me a call if you have any questions.

Thanx
Jeff Peterson

Moylan, Pat

From: Terpening, Dustin
Sent: Friday, December 08, 2006 10:56 AM
Subject: WSDOT News: WSDOT Stabilizes Hillside with Logs and Rocks near Glacier
Importance: High

Washington State Department of Transportation - News
Northwest Region – PO Box 330310 - Seattle, WA 98133-9710 – 206.440.4697

FOR IMMEDIATE RELEASE
December 8, 2006

Contacts: Dustin Terpening, WSDOT Communications, (360) 757-5997 (Burlington)

WSDOT Stabilizes Hillside with Logs and Rocks near Glacier
Crews will close highway in five minute intervals this weekend

GLACIER – WSDOT will start emergency repair work this weekend on Mount Baker Highway (State Route 542) near Glacier. Crews will fly logs and boulders in to the base of Warnick Bluff to help stabilize the hillside and prevent the river from washing away the roadway.

Crews will tie 30 logs and 60 boulders together at the base of Warnick Bluff. Each log will be wired to two boulders and then placed perpendicular to the hillside and river. When the river rises up to the log and boulder system, then the logs and boulders will redirect the force of the river away from the hillside and help deposit sediments near the bank.

Crews will start work on Sunday, Dec. 10 and will work during daylight hours. For the safety of drivers, crews will close the highway in five minute intervals as the helicopter flies each load over the highway. Drivers should be prepared for short delays. Road closures are only expected for Sunday. The work will take up to a week to complete.

The work horse of this operation will be a 44-foot long Boeing Vertol 107 helicopter with twin 50-foot blades. The turbo-driven helicopter will lift the 30-foot long logs and 9,000-pound boulders onto the stream bank below the unstable hillside. The hillside is too unstable to lower materials down from it. Crews will then use an excavator on the stream bank to adjust the logs and boulders.

During the flooding in early November, WSDOT was forced to temporarily shift Mount Baker Highway further from the river because it was eating away at Warnick Bluff and compromising the stability of the roadway. This work will help stabilize the hillside and protect the highway.

WSDOT geologists and engineers formulated the emergency repair plan while consulting with US Forest Service officials along with federal and state environmental and fisheries agencies.

The work will be performed by Wilder Construction. The total cost, when combined with work from early November will cost \$250,000. Work is funded through WSDOT's maintenance program and is expected to be completed by Dec. 15. The work is weather sensitive and will be rescheduled as necessary.

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Drivers can now get real time traffic and weather information by dialing 5-1-1 from most phones. This new traveler information system builds upon the highly successful Washington State Highway hotline that managed 4.6 million calls each year. Callers can also use 5-1-1 to get statewide construction, mountain pass condition, and state ferry system information, as well as toll free numbers for passenger rail and airlines. TTY users can call 1-800-833-6388.

Dustin Terpening

WSDOT Communication
Work: (360) 757-5997
Terpenid@wsdot.wa.gov

Moylan, Pat

From: Harrison, Todd
Sent: Tuesday, December 12, 2006 2:26 PM
To: Vicek, William; Eng, Lorena; Moylan, Pat; McCormick, Dave
Subject: FW: News: Warnick Bluff - Seattle Daily Journal of Commerce

This is for the emergency contact work on SR 542 at M.P. 30.9 (a.k.a. Warnick Bluffs).

From: Terpening, Dustin
Sent: Tuesday, December 12, 2006 1:27 PM
To: Damitio, Chris; Peterson, Jeff (Bellhm); Fuller, Patrick; Carlson, Todd; Chesson, Dave; Conrad, Lee; Drye, Jay; Foster, Marco; Gratis, Phyllis; Harrison, Todd; Hostetler, Tim; Rust, Phil; Sjostrom, Elizabeth; Stacey, Tom F.; Storme, Roland; Swires, Dina
Subject: News: Warnick Bluff - Seattle Daily Journal of Commerce

Environment

December 12, 2006

Chopper helps protect fish and Mount Baker Highway

By JOHN C. RYAN
Journal Staff Reporter

On Sunday, a 44-foot-long Boeing Vertol helicopter with twin overhead rotors — the kind of heavy-lift chopper developed for the military in the Vietnam War and now used in helicopter-logging operations — swooped up the Mount Baker Highway east of Bellingham.

This time, the large chopper wasn't carrying logs out of the wilderness but bringing a few back. Last weekend, the Washington State Department of Transportation started emergency repairs to stabilize a bluff beneath state Route 542 and prevent the North Fork of the Nooksack River from washing away the road, also known as the Mount Baker Highway.

The helicopter crew brought in 30-foot-long logs and five-ton boulders to slow the river's flow and keep its watery energy from undermining the base of Warnick Bluff near the town of Glacier. Flooding and erosion had forced the road to be temporarily rerouted last month.

This week, WSDOT and contractor Wilder Construction are cabling 30 logs to boulders at the base of the bluff. When the river swells, the logs will float in place and absorb much of the river's energy as well as trap debris carried downstream.

"Instead of the river stealing sediment from the hillside, the rocks and logs allow the river to deposit sand and rocks and gravel at the base of the bluff," said WSDOT spokesman Dustin Terpening. He said the technique is a more fish-friendly way to protect the scenic two-lane highway than the traditional approach of armoring the bluff with a wall of boulders.

In fact, a local nonprofit group, the Nooksack Salmon Enhancement Association, creates similar log structures along the North Fork to benefit five species of salmon that have been hurt by logging, road building and fire prevention. Those practices have reduced the number of trees that fall naturally into the river, creating deep pools and other habitat for young salmon. Without large woody debris to slow it down, the rushing river scours salmon eggs from their gravelly nests.

"On a windy day like today in a normal ecosystem, you'd have trees blowing down into the river and they'd be creating logjams, pools and riffles," said NSEA executive director Wendy Scherrer. "Nature did it before, and we're speeding up the evolution of the river."

Juger Nichols, the U.S. Forest Service engineering geologist who helped design the emergency repair, was at the repair site yesterday, out of cell phone range, and could not be reached. Scherrer called Nichols her group's guru for using engineering principles to build healthier streams.

This small logjam, known as a ballasted log structure, will cost about \$250,000 to build. WSDOT hopes to complete the work this week, weather permitting.

Justin Terpening
WSDOT Communication
Work: (360) 757-5997
Terpenid@wsdot.wa.gov

Additional Information

**Letter of
Acknowledgement
from FHWA**



U.S. Department
of Transportation

Federal Highway
Administration

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

November 15, 2006

HPP-WA.1/111.e

Mr. Douglas B. MacDonald
Secretary of Transportation
Department of Transportation
Olympia, Washington

Attention: Aaron Butters

Acknowledgement of the Letter of Intent for
ER-WA-07-01 and ER Eligibility
Determination

Dear Mr. MacDonald:

This is to acknowledge your letter of intent, received November 15, 2006, requesting Emergency Relief Funds, authorized under 125 of Title 23, U.S.C., for the repair of damage to Federal-aid (both State and local) highways resulting from a series of weather systems bringing heavy rains, high winds, and flooding in the State. These storms, which began on November 2, 2006, caused major damage to transportation facilities across the State.

You should proceed with performance of emergency operations, including emergency repairs to Federal-aid highways to restore essential traffic, protect the remaining facilities, and reduce the extent of damage. Also, you may proceed to begin preliminary engineering comprising of surveys, design, and preparation of construction plans, to perform the permanent restoration work required as an associated part of the emergency operations, and to use State forces and/or negotiated equipment rental contracts as necessary to perform the work.

We also acknowledge Governor Christine Gregoire's proclamation of the existence of a State of Emergency in eighteen Counties, dated November 6, 2006 and her rescission of that proclamation replacing it with an expanded proclamation extending to twenty-four counties on November 9, 2006.

Based upon the information submitted by your office we have determined that Federal-aid routes have been damaged to the extent to qualify for the FHWA's ER Program. The preliminary estimate of damage is \$5,000,000. Therefore, pursuant to Section 125 of Title 23, United States Code, I am pleased to inform you that ER funds, subject to their availability, may be used for eligible work on Federal-aid routes in the affected counties. Your letter indicates that you wish to use previously allocated ER funds to allow you to proceed expeditiously with emergency operations. We concur with your use of these funds. In addition, regular Federal-aid highway funds, appropriate for the type of Federal-aid highway (National



Highway System [NHS] or Surface Transportation Program [STP]), can be used. Regular Federal-aid funds must comply with the obligation limitation in effect for the class of funds used. The Federal share would be that which is appropriate for the ER work being authorized. Under this option, the letter of authorization should indicate that the project will be converted to ER funding when ER funding becomes available, at which time the regular Federal-aid funding, and the accompanying obligation limitation, will be released from the project. We will submit a request to our Headquarters office for additional funds.

My office will meet with members of your staff to review the damage and prepare a field report and damage reports. Permanent restoration work, other than that performed as an associated part of the emergency operations, shall not be performed prior to program approval and authorization by this office.

All emergency work must be included in an emergency program. The program, when submitted for approval, shall include a detailed outline of the necessary emergency operations performed, a description of the permanent restoration work proposed, and cost of proposed work. We will request an allocation of Emergency Relief funds from Washington, D.C., based upon the initial estimate at this time.

Record keeping should be performed to permit an audit of all costs for the repair and restoration.

If you have any questions on this matter, please call Megan Hall at (360) 753-8079 or Sidney Stecker at (360) 534-9555.

Sincerely,

Daniel M. Mathis

DANIEL M. MATHIS, P.E.
Division Administrator

Cc: John Conrad 47316
Paula Hammond 47316
Don Nelson 47321
Randy Hain 47440
Lorena Eng NB82-101
Don Wagner SWR
Don Senn NCR
Don Whitehouse SCR
Kathleen Davis 47390
Amy Arnis 47373
Rick Judd 47325
Stephanie Tax 47390
Dennis Skewis 47325
John Himmel 47358
Don Petersen

Additional Information

**Letter of Intent
From State DOT**

Copies of the Governor's proclamation declaring the state of emergency have been forwarded to your staff.

Sincerely,



Aaron Butters, Manager
Systems Analysis & Program Development

AB:lp

cc:	Paula Hammond	Don Wagner	John Himmel
	John Conrad	Don Whitehouse	Dennis Skewis
	Amy Arnis	Jay Alexander	
	Kathleen Davis	Rick Judd	
	Lorena Eng <i>m.s. NB 82701</i>	Larry Ehl	
	Randy Hain	Rico Baroga	

Additional Information

**Governor's
Proclamation**

CHRISTINE O. GREGOIRE
Governor



STATE OF WASHINGTON
OFFICE OF THE GOVERNOR

P.O. Box 40002 • Olympia, Washington 98504-0002 • (360) 753-6780 • www.governor.wa.gov

PROCLAMATION BY THE GOVERNOR

WHEREAS, significant rain and wind storms began on November 2, 2006, and are forecast to continue, threatening citizens and property of Washington State; and

Flooding is causing extensive damage to homes, businesses, public utilities, public facilities, and infrastructures in Clallam, Jefferson, Mason, Kitsap, Grays Harbor, Thurston, Okanogan, Pierce, King, Snohomish, Skagit, Whatcom, Lewis, Pacific, Cowlitz, Wahkiakum, Clark, and Chelan Counties; and

Potential damage from landslides and wind may cause extensive damage to homes, businesses, public utilities, public facilities, and infrastructures in Clallam, Jefferson, Mason, Kitsap, Grays Harbor, Thurston, Okanogan, Pierce, King, Snohomish, Skagit, Whatcom, Lewis, Pacific, Cowlitz, Wahkiakum, Clark, and Chelan Counties; and

The Washington State Military Department has activated the state Emergency Operations Center, implemented response procedures, and is coordinating resources to support local officials in alleviating the immediate social and economic impacts to people, property, and infrastructures, and is assessing the magnitude of the event.

NOW, THEREFORE, I, Christine Gregoire, Governor of the state of Washington, as a result of the above-described situation and under Chapters 38.08, 38.52, and 43.06 RCW, do hereby proclaim that a State of Emergency exists in Clallam, Jefferson, Mason, Kitsap, Grays Harbor, Thurston, Okanogan, Pierce, King, Snohomish, Skagit, Whatcom, Lewis, Pacific, Cowlitz, Wahkiakum, Clark, and Chelan Counties and direct the supporting plans and procedures to the *Washington State Comprehensive Emergency Management Plan* be implemented. State agencies and departments are directed to utilize state resources and to do everything possible to assist affected political subdivisions in an effort to respond to and recover from the event. I also hereby order into active state service the Washington National Guard, or such part thereof as may be necessary in the opinion of the Adjutant General, to perform such



duties as directed by competent authority. Additionally, the Washington State Military Department, Emergency Management Division is instructed to coordinate all event-related assistance to the affected areas.

Signed and sealed with the official seal of the state of Washington this 6th day of November, A.D, Two Thousand and Six at Olympia, Washington.

By:



Christine O. Gregoire
Governor

BY THE GOVERNOR:



Secretary of State



Additional Information

**DOT Declaration of
Emergency forms**



Declaration of Emergency

For the purpose of documenting the use of alternative bidding procedures under RCW 27.28.170 and estimating the costs of using State Forces for emergency work under RCW 47.28.170.

1. Date of Emergency November 6, 2006	2. SR SR-542	3. MP Location/Limits MP 28 - 46	4. County Whatcom
5. Preliminary Estimate: <input type="checkbox"/> Up to \$80,000 <input type="checkbox"/> \$80,000 to \$200,000 <input checked="" type="checkbox"/> \$200,000 and Greater			6. Work Order No. (if known) DMA057,58,59,60, 61 62

7. Cause and Description:

Due to heavy rains in the Cascade Mountains we have suffered the following damage on SR 542:

DMA 057 MP 28.7 Boulder Creek
Jumped it's banks and deposited up to 10 feet of gravel, mud and trees onto the highway. Washed out shoulders.

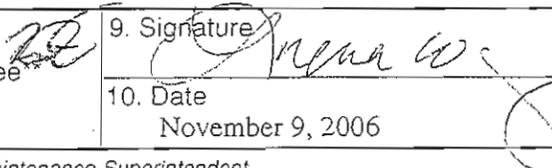
DMA 058 MP 36.4 Deer Horn Creek
Creek jumped channel 1/3 of a mile above highway. Washed trees and mud and rocks onto roadway. Washed out shoulders

DMA 059 MP 38.3 Lookout Creek
Creek Jumped channel above highway. Washed trees and mud on to roadway. Eroded shoulder

DMA 060 MP40.3 Powerhouse Hill
Mud slide plugged culvert. Washed out shoulder and around guardrail.

DMA 061 MP 46.2 Power Creek
Gravel washed down creek and buried creek. Gravel is 2 feet above bridge rail.

DMA 062 MP 29.9 Warnick Bluff
60 foot high vertical bank eroded by the Nooksack River to within 8 feet of edge of highway. Geotechs recommend relocating roadway to the north to get further from the edge of the bluff.
This highway is the only access to Warnick, Glacier and the Mt. Baker Ski Area. No alternates are available.

8. <input type="checkbox"/> Maintenance Superintendent* <input checked="" type="checkbox"/> Director, Regional Administrator or Designee <input type="checkbox"/> Secretary of Transportation or Designee***	9. Signature 
	10. Date November 9, 2006

* Projects for \$80,000 or less can be authorized by the Maintenance Superintendent.
 ** Over \$80,000 requires authorization by the Regional Administrator.
 *** \$200,000 and over requires review with the Transportation Commission by the Secretary of Transportation or designee.

- Record the beginning date of the project.
- Record the State Route (SR) number affected.
- Record the mile post location.
- Record the county the damage occurred in.
- Check the appropriate box based on the preliminary estimate.
- Record the work order number (DM, MS, etc.,) if known.
- In brief narrative, explain the cause of the event, describe the damage and the need to use emergency procedures.
- Check the appropriate box for the level of signature authority.
- Signature of appropriate authority.
- Date the declaration is signed.

Distribution: Original - Retained by Region; Copy - Olympia Service Center Office of Emergency Management