

**East-West Corridor Project  
Final Alignment Alternatives Study**

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**Appendix B  
Irrigation Coordination Meeting**

**MEETING MINUTES**

Date: June 9, 2010  
Time: 1:30PM  
Meeting: Irrigation Coordination Meeting  
Location: Conference Room  
US Bureau of Reclamation  
Yakima Field Office  
1910 Marsh Road  
Yakima, Washington 98901-2058  
From: Marcus Elliott 

**ATTENDANCE**

<u>Name</u>	<u>Initials</u>	<u>Representing</u>	<u>Phone</u>	<u>Email</u>
Marcus Elliott	MRE	BergerABAM	(206) 357-5611	<a href="mailto:marcus.elliott@abam.com">marcus.elliott@abam.com</a>
Jessica Aguilar	JWA	BergerABAM	(206) 357-5625	<a href="mailto:jessica.aguilar@abam.com">jessica.aguilar@abam.com</a>
Patrick Andreas	PA	Union Gap ID	(509) 930-5407	<a href="mailto:ugid@bentonrea.com">ugid@bentonrea.com</a>
Ken Mitchell	KCM	Selah-Moxee ID	(509) 469-0449	<a href="mailto:smidistrict@qwestoffice.net">smidistrict@qwestoffice.net</a>
Dick Haapala	RVH	UG/SM ID	(509) 248-9210	<a href="mailto:dick.haapala@ch2m.com">dick.haapala@ch2m.com</a>
Rhoda Benson	RB	Roza ID	(509) 836-4819	<a href="mailto:bensonr@svid.org">bensonr@svid.org</a>

**DISCUSSION**Introductions

MRE and JWA introduced themselves to the representatives of the various irrigation authorities. MRE explained that the meeting was largely informal, serving mainly as an opportunity to get to know each of the stakeholders, their agencies' operational procedures, and the extent of their facilities in the project corridor, as well as wish-lists for future facility improvements.

Water Quality

JWA asked the group about water quality standards. She explained that the East-West Corridor (EWC) would constitute a closed drainage system relying on infiltration and detention ponds, but that BA's design team had considered allowing peak overflows from the roadway system to discharge to the various canals.

Infiltration

RVH explained that while infiltration was possible due to the high permeability of the basalt gravels present in the project corridor, it was often unreliable as a conveyance mechanism due to season phenomena known as Chinook winds. These are warm winter winds that—in addition to bringing rainfall of their own—partially melt the mountain snows. While the system is dealing with additional runoff from rainfall and snowmelt, the winter temperatures ensure that the ground remains frozen, preventing infiltration. RVH noted that none of this was reflected in the precipitation data for the region.

The group noted the presence of glacial till in the project corridor which offers a surprisingly diverse stratigraphy even over short distances. Additionally, the water table is quite high in the project corridor: as shallow as 3' in some locations.

Discharge Options

The group suggested that BA investigate discharging the system's overflow into the Roza Canal Wasteway. They explained this would be possible with the US Bureau of Reclamation's (USBR) permission.

In his 20100510 SAC Meeting Follow-Up phone call, KCM presented MRE with an option for combining the flows from the Little Moxee and Hubbard Canals into a single pipe west of the Roza Canal Wasteway. KCM provided more collateral data for this proposal, including plan and section sheets and a contractor bid estimating the project's cost at approximately \$407,000US (2005). KCM explained that if this pipe were completed, the County could use the relic Hubbard Canal channel for overflow drainage. He also suggested this plan could be extended to the east to Siphon #3 near Cut Off Road, explaining if the County was willing to cover a portion of the cost of this plan, the SMID would cede the Little Moxee and Hubbard rights-of-way to the County for whatever purposes it deemed appropriate.

(NOTE: KCM called BA to propose another discharge piping alternative at Siphon #2. It has been consolidated with the other exhibits gathered at the meeting. For a digital copy of the original phone conversation memo, see <Q:\Seattle\2010\SAPWT-10-005\ProjMgt\Correspondence\Phone Calls\Selah-Moxee Irrigation District\20100621 Follow-Up to 20100609 Irrigation Coordination Meeting\20100621 Follow-Up to 20100609 Irrigation Coordination Meeting.pdf>. Also during this phone conversation, KCM introduced Clancy Flynn (CF), the new manager of the SMID and informed BA that all future correspondence with SMID would be directed through him. MRE.)

RVH suggested excavating a proposed detention pond on a vacant lot south of the Hubbard Canal currently owned by Scott Cheyne.

#### Collateral Information

RB supplied the project team with plan and profile drawings for the RID's facilities and explained to the group how to read them. She noted that this material only contained data for RID's facilities south of the split-off for the Roza Canal Wasteway. When she saw BA's northernmost alternative actually crossed the Roza Canal north of the split-off, she offered to gather plan and profile information for this area as well.

(NOTE: RB sent this information to BA after the meeting. It has been consolidated with the other exhibits gathered at the meeting. For a digital copy of the original transmittal, see <Q:\Seattle\2010\SAPWT-10-005\ProjMgt\Correspondence\Transmittals\Roza Irrigation District\Incoming\20100614 Follow-Up to 20100609 Irrigation Coordination Meeting\20100614 Follow-Up to 20100609 Irrigation Coordination Meeting.pdf>. MRE.)

RVH and KCM supplied the project team a plan drawing for the SMID's facilities.

MRE and JWA presented the group with a copy of the "Braided Swath" exhibit. The group used this map to record extensive details of the various irrigation authorities' facilities in the area, including the location of headgates, presence of canal lining, the frequency of irrigation deliveries, possible piping options, and access roads.

#### Maintenance Access

MRE explained that the sharp rise of the ridge at the west end of the project corridor presented BA with a number of serious engineering challenges, specifically relating to maintenance access. He noted that in order to provide an 8% maximum grade between the proposed at-grade intersection at Marsh Road and the ridge top, uninterrupted linear access to the easement along the north side of the Union Gap Canal would be impossible. PA noted that this would not be a problem due to UGID's access agreement with USBR. KCM explained that SMID had a similar agreement with USBR for the Hubbard Canal and Little Moxee Canal and that uninterrupted linear access was not necessary.

RB discussed how the Roza Canal differed from the other two agency's facilities. She explained that maintenance activities occur daily on the Roza Canal. Consequently, the RID would need to have uninterrupted linear access to its facility. MRE understood this and noted that the Roza Canal's vertical location at the ridge top offered greater flexibility to provide at-grade continuity between the EWC and the RID's maintenance access roads. MRE further suggested placing sections of mountable curb at these at-grade intersections to allow RID's maintenance trucks to make a quicker transition across a five-lane section of roadway.

In her 20100614 Follow-Up to 20100609 Irrigation Coordination Meeting transmittal, RB suggested BA review existing at-grade intersections with the Roza Canal's maintenance access road during design of the EWC. She offered Roza Hill Drive as an example of a very poorly designed intersection with little or no sight distance due to a fence. She informed

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BA that the RID wants a speed reduction on the EWC's approaches to any at-grade intersection with the Roza Canal maintenance access road to alter drivers' expectations.

Blasting

In her 20100614 Follow-Up to 20100609 Irrigation Coordination Meeting transmittal, RB again expressed RID's concern over blasting excavation adjacent to RID's canal facilities.