



Contact Information

2026 Upper Columbia Regional Project Pre-Application

* Pre-applications due March 11, 2026 (COB)

*Complete SRFB applications due in PRISM April 17, 2026 (COB)

*Revised SRFB proposals due in PRISM May 27, 2026 (COB)

*Final revised applications due in PRISM June 22, 2026 (noon)

Project Title	Nason Creek and State Route 207 Re-Alignment Fish Habitat Enhancement Project - Phases 1 & Phase 2
Sponsor	Confederated Tribes and Bands of the Yakama Nation
Primary Contact	Chris Butler
E-Mail Address	butlerc@yakamafish-nsn.gov

Project Summary

Please provide a description or summary of the proposed project, including project goals. The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired future condition.

The Yakama Nation has developed a large scale habitat and fish passage restoration action within its Treaty Ceded Area that offers a rare opportunity to accomplish multiple resource objectives in a manner that truly restores natural processes that create and sustain Pacific Coast anadromous fish runs. Through the development of key partnerships with the Washington State Department of Transportation (WSDOT) and the United States Forest Service (U. S. Forest Service) Okanogan/Wenatchee Nation Forest (OWNF), this project proposes to remove 0.65 miles of WSDOT managed highway (State Route 207) out of the creek corridor and floodplain so that over 1.4 miles of stream habitat can be protected and restored as productive spawning and rearing habitat for endangered spring Chinook salmon and steelhead. This project will remove floodplain habitat fish passage impediments caused by State Route 207 and restore connectivity of roughly 14 acres of floodplain habitat, including groundwater fed side channels. Multiple WSDOT Chronic Environmental Deficiency sites identified along State Route 207 will be fully removed from the Nason Creek corridor, three non-fish passable culverts will be fully removed, and habitat restoration including the placement of many large habitat wood structures and improvement of 0.5 miles of side channel will occur.

What are the project objectives? Objectives support and refine biological goals, breaking them down into small steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound).

Note: This exact question is included in the PRISM application. Example format: The project seeks to address [specify limiting factor(s)] for [limiting life stage(s)] by [specific actions proposed] to create an estimated [include specific target metrics, as described below] upon implementation in [estimated year].

Collaborative agency goals between the Yakama Nation, U.S. Forest Service, and WSDOT for this project include: 1) restoring quality salmon habitat, fish passage, and habitat sustaining natural processes by addressing regionally identified top priority ecological concerns in a cost effective manner; 2) reducing or eliminating stream system impacts to the SR 207 roadway in a manner that preserves roadway integrity and protects the traveling public; 3) addressing WSDOT CED sites along SR 207 so that stream habitat and the roadway are no longer in conflict with each other; and 4) preventing unnatural creek channel avulsions from occurring adjacent to SR 207 so that productive spawning and rearing habitats can be maintained and enhanced in the broader project reach.

Budget Request

Values MAY be duplicative and do not have to equal TOTAL anticipated budget in pre-application.

Anticipated Request - SRFB	\$750,000
Anticipated Request - Targeted Investment	\$3,000,000
Anticipated or Actual Other Funding	\$12,155,594
Anticipated TOTAL Budget	\$15,905,594

Other Funding Source(s), please note if funding is anticipated or actual.

Actual - The YN has agreements for additional funding with Bonneville Power Administration, Bureau of Reclamation, National Fish and Wildlife Foundation, NOAA-Restoration Center, WSDOT - Federal Highway Administration, and United States Forest Service.

Project Location

Briefly describe the location of the project	This project will occur in Chelan County near Coles Corner along Nason Creek between River Mile 3.9 and 4.6 and between mile post 0.20 to 0.85 along State Route 207.
Latitude (decimal degrees)	47.46'08"
Longitude (decimal degrees)	-120.43'27"
Project subbasin	Wenatchee
Wenatchee Assessment Unit(s)	Lower Nason Creek
Does the proposed project span multiple assessment units?	No
Reach(es) Name	Nason Creek Lower 03

Identify the reach(es) priority/ reach ranking. Note: If the project involves work in multiple reaches, select "Multiple" and include details in the text box that will appear below. Please reference the Prioritization Web Map: <https://prioritization.ucsrb.org/>.

Rank 2

Project Information

1. What species will the project benefit?

Spring Chinook

Steelhead

Bull Trout

Summer Chinook

Sockeye

2. Select the project's objectives and the associated tracking metrics

Instream Habitat (Includes Floodplain & Off-Channel Reconnection)

Water Quality

Wetlands

Instream Habitat: Reporting Code

Total miles of instream habitat treated

Miles of off-channel stream created or connected

Acres of channel/off-channel connected or added

Number of structures placed in channel

Pools created through channel structure placement

Miles of streambank stabilized

Water Quality: Reporting Code

Total acres feet of water treated for water quality

Wetlands: Reporting Code

Acres of wetland improvement/enhancement

4. Does this project already exist in Salmon Recovery Portal or PRISM?

Yes

5. Has this project been submitted previously for funding through the SRFB and/or other process(es)?

Yes

Please explain which process(es) and how this proposal differs from the previous submission (e.g., different phase, modified scope, etc.)

The previous project submittals were in the 2023 and 2024 SRFB Grant Rounds. In this 2026 grant round, the YN intends to submit for grant funding for both the SRFB funding and Targeted funding. The following identifies the differing of the past submission of 2023 & 2024 to that of what is being submitted for 2026: 1. Two funding opportunities exist for this project in the 2024 grant round which include the normal SRFB Grant funding and Targeted Grant funding, 2. For the SRFB funding, the YN received funds to secure 100% roadway final designs, and some additional funding for Mobilization and Clearing and Grubbing of the new

roadway alignment outside the floodplain, Phase 1 construction, 3. The Targeted funding is identified for constructing the new roadway alignment in the uplands outside the floodplain, and the removal of the current old highway alignment and utilities out of the floodplain. 4. To aid in our descriptions of work, we will refer to each funding opportunity as either (SRFB) or (Target) prior to the response of our discussion when and where it is appropriate and needed for this application process. 5. The YNF-UCHRP will submit a budget for each grant opportunity that is labeled either, (SFRB budget) or (Target budget).

(SRFB) - This portion of the application is different as we will be requesting funding toward funds for Phase 1 Construction which includes additional funding towards clearing and grubbing, preloading, and storm water collection that ultimately benefits the local Ecosystem.

(Target) - The differing of this proposal than that of 2023 and 2024 request is the phase 1 portion of this project has additional completed test boring exploration and 60% designs and will have 100% Phase 1 completed design by the end of May 2026. Additionally, the YNF-UCHRP has received 3 million dollars from the NFWF - America the Beautiful for construction, 500 thousand dollars from BOR - WaterSMART for design of Phase 1, 6 million from the NOAA-Restoration Center for Phase 1 and Phase 2 for design and construction, 5 million from BPA for Phase 1 and Phase 2 design and construction funding, 1.2 million from the FHWA for Phase 1 for construction, and 500 thousand from USFS for Phase 1 construction. This project will be transitioning to 100% designs for the road relocation out of the floodplain by April 2026. Phase 1 of this project is the relocation of the SR 207 out of the floodplain to an upland area in 2026 and 2027. Phase 2 of this project is the removal of the old highway alignment and utilities out of the floodplain and is planned for construction 2028.

6. What category is the project?

Restoration

If applicable, what is the secondary project category?

N/A

Design and Restoration Proposals

7. What project phase(s) are proposed for completion?

Construction

8. Is your project within a completed (or soon-to-be completed) Reach Assessment or other type of assessment (e.g., Rapid Site Assessment, other)?

Multiple assessments have been completed for the project area, including: • Upper Columbia Spring Chinook Salmon and Steelhead Recovery Plan, 2007 • A Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region, September 2021 • Lower & Middle Nason Creek Reach Assessment & Restoration Strategy Update, January 2026 • Nason Creek Tributary Assessment, Bureau of Reclamation 2008 • Lower Nason Assessment of Geomorphic and Ecologic Indicators Nason Creek, Wenatchee Subbasin, Bureau of Reclamation 2011 • Nason Creek, RM 3.4- 4.6 Floodplain Enhancement, Interfluve Inc. 2019 • Feasibility Analysis SR 207 Realignment, Perteet 2021 • Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis, Interfluve Inc. 2022 • Nason Creek Watershed Analysis, USFS 1996, • Salmon and Steelhead Biological Assessment for the Nason Creek N1 Floodplain Reconnection Project, ICF International 2012 • Nason Creek N1/KDIZ3 Alternatives Analysis Report, CCNRD 2011 • Nason Creek River Mile 3.3-4.6 Feasibility Study, CCNRD 2012

9. Which limiting factors does the project propose to address?

Cover - Wood

Off-Channel - Floodplain

Off-Channel - Side-Channels

Pool Quantity & Quality

Temperature - Adult Holding

Temperature - Adult Spawning

Temperature - Rearing

10. Which life stages will the proposed project address?

Adult Migration

Subadult Rearing (Bull Trout)

Holding and Maturation

Summer Rearing

Winter Rearing

11. Freshwater Benefits - Describe how your project will improve survival, capacity and/or distribution for target species at the reach scale?

The project is being designed to remove a portion of State Route 207 from the floodplain and river corridor, which will eliminate hardened infrastructure from the aquatic environment and restore more natural physical habitat conditions that better support fish survival and production. In addition, extensive instream and floodplain restoration will occur meant to increase the quantity and quality of holding, spawning, and rearing habitats in the project reach, including increasing the amount of cover habitat, floodplain side channels and wetlands. Currently the existing highway and road protection infrastructure and on-going roadway management decreases vegetation cover, decreases stream bank roughness and complexity, introduces roadway contaminants from rainfall runoff and snow removal, and prohibits fish access to floodplain habitats such as side channels and wetlands where productive off-channel rearing habitats exist. The project will increase the active floodplain size and level of connectivity, increase ground water storage, create channel length and allow for the development of new meanders. Flood water attenuation and sediment storage capacity will increase; as will riparian vegetation cover over and adjacent to fish bearing waters. The amount of diverse and complex stream habitat will be significantly increased. All of these benefits should significantly increase the capacity of Nason Creek to support more rearing juvenile salmonids and more holding and spawning adults due to the increase in habitat availability and habitat quality.

In addition, the project will help prevent the likelihood of an unnatural channel avulsion occurring near the middle CED site, which is currently an elevated risk with on-going road and powerline maintenance at this location. If Nason Creek were to avulse into the current river right side channel downstream of the BPA power lines, significant productive spawning and rearing habitat would be lost, and the large oxbow side channel connected by the 2007 Chelan County NRD culverts would likely be disconnected. It is imperative from a habitat protection standpoint that this avulsion risk be addressed as soon as possible in coordination with removing the highway out of the floodplain so that maximum freshwater benefits can be obtained.

Lastly, this project will improve water quality over time for Nason Creek. Implementation of SR 207 in 1943 was prior to any stormwater, tire dust, or road grime toxics collection or treatment. Currently, SR 207 is not required to deal with stormwater, snow, or road grime issues. These identified toxins within the floodplain currently flow directly into Nason Creek or into the riparian zone where buildup of elements is filtered out by way of ground water filtration. The removal of a portion of SR 207 from the floodplain corridor must meet current guidelines for stormwater removal from the WSDOT's Design Approval, Manual M-22-01.23 and the America Association of State Highway and Transportation Office. This will ultimately improve water conditions for aquatic residents of Nason Creek over time due to 100% stormwater collection and treatment.

12. Temporal Effect - Briefly describe how and to what extent the project would promote natural stream/watershed process consistent with the geomorphology of the stream?

The geomorphology of Nason Creek in the project area has become artificially constrained and the river has been artificially straitened due to the placement of State Route 207 into the Nason Creek corridor and floodplain in 1943. The roadway is forcing Nason Creek's energy and velocity into a direction that is not stable at these two locations. This has had a direct result of chronic highway and floodway interactions, which has resulted in extensive road damage and continuous road maintenance, as well as continuous negative impacts on fish habitat. This project seeks to remove the artificial geomorphic constraints imposed by SR 207 along Nason Creek so that natural stream/watershed processes that create and

sustain quality salmon and steelhead habitat can be restored.

13. Temporal Effect - How long will it take for the project to achieve its intended response?

Less than or equal to 1 year

1-10 years

14. Temporal Effect - How long will the restoration action and its benefits persist?

50+ years

15. Temporal Effect - What level and/or interval of maintenance is anticipated? What is the plan for any anticipated maintenance?

Once the overall construction is completed in 2027, the Phase 1 work, (realignment of State Route 207 and stormwater collection) will be maintained by the Washington State Department of Transportation. The new highway alignment will occur outside of the Nason Creek floodplain, so roadway surface and embankment maintenance requirements should be substantially reduced compared to existing conditions at the current alignment of SR 207.

Phase 2 work, (stream restoration) will incorporate restoration efforts that are self-maintaining or similar to what you would expect to see naturally occurring in this type of landscape under a more natural unaltered setting. We expect annual maintenance needs to be low. Most of this work will occur on lands managed by the U.S. Forest Service, where the Yakama Nation and U.S. Forest Service will work cooperatively to ensure restored features are functioning as designed and accomplishing habitat restoration targets. The Yakama Nation will conduct monitoring at the site for up to five years to determine if any maintenance or construction interventions are needed to achieve project performance and objectives.

16. Methods - Briefly describe the potential (for design) or proposed restoration methods and how they will achieve project objectives.

The design for Phase 1 work, (realignment of State Route 207) will include mobilizing a qualified construction contractor to construct a new highway segment for SR 207 that circumvents the Nason Creek floodplain from highway mile 0.20 to roughly 0.85. The new roadway will be constructed to meet WSDOT's Design Approval and the AASHTO criteria and traffic will be rerouted once the new roadway alignment and utilities of Phase 1 construction are complete. These actions should be completed by December 31, 2027. Completion of this phase in 2027 will allow Phase 2 restoration work to take place in 2028, utilizing the old highway alignment as access into the floodplain and instream restoration zone to not disrupt the flow of traffic for SR 207, prior to the removal of the old highway alignment.

Phase 2 work, (Instream and floodplain restoration) will include mobilizing a qualified construction contractor to construct the restoration plans as designed by Professional Engineers, and adherence to BMPs and standard Conservation Measures described in the U.S. Forest Service Aquatic Restoration Biological Opinion (ARBO) and WDFW's Stream Habitat Restoration Guidelines. All of these actions should be completed by July 31, 2028. Phase 2 construction will include the removal of the existing alignment of SR 207 out of the floodplain, excavation and construction of new side channels and wetland areas, placement of engineered log structures and wood habitat cover features, excavation of new pool habitat, and planting of native riparian vegetation in all disturbed areas and will be completed by December 31, 2028. This work will ensure the project's intended habitat benefits are achieved and that the intended hydraulics created that will restore natural habitat forming processes and reduce unnatural channel avulsions risks downstream of the Phase 2 project area.

Assessment Proposals

Protection Proposals

Monitoring Proposals

Project Risk and Economic Benefits

1. What is the landownership?

United States Forest Service and Washington State Department of Transportation

2. Have you secured landowner participation in or acceptance for this project?

Yes

Please explain

The Yakama Nation has two project partners, the United States Forest Service, and the Washington Department of Transportation. Both project partners are supportive of this restoration action due to the environmental benefits contained in the project and the ability of the project to assist each agency in achieving regional environmental policy goals. Additionally, project partners have contributed land and funding for to this project.

3. Describe any land owner requirements (e.g., design elements, right-of-ways, access agreements, liability waivers, etc.) and if/how they could affect the project

The project has been proposed on federal lands managed by the United States Forest Service and within an easement managed by the Washington State Department of Transportation. Both entities are supportive of the project and are willing to engage in agreements and proceedings that may be needed to support the project action legally moving forward. Additionally, there are also powerline and utility franchises within the WSDOT ROW (CCPUD) and for Utility (Ziplay Fiber and T-Mobile) that will require access permission and realignment once the new road alignment location is resolved. One other additional ROW easement within the jurisdiction of this project area is BPA power lines. All entities are working with one another to accomplish the goals of this project.

4. Will the project raise potential concerns for interest groups (e.g., recreational users) or the community at large (including upstream/ downstream/ adjacent landowners)?

The Yakama Nation is engaging in a public outreach campaign to raise awareness about this project, and to solicit feedback from interested parties regarding the proposed highway realignment. We expect both positive and negative responses from interested parties because of the magnitude of the project action, and the visible effect on the popular highway that accesses the Lake Wenatchee area. The Yakama Nation is using a documented supplemental alternatives analysis requested by the Chelan County Commissioners to demonstrate to the public the need for the project action, and why this particular highway realignment is the best alternative for resolving multiple existing conflicts including poor habitat conditions and an unstable transportation corridor caused by incessant flood/roadway interactions.

5. Who will have the responsibility to manage and maintain the project? What is the responsibility of current or future landowners?

The SR 207 realignment roadway will be built to WSDOTS Manual and the American Association of State Highway and Transportation Officials, (AASHTO) standards and this will become the management and responsibility of Washington State Department of Transportation. The United States Forest Service will manage the reconnected floodplain areas in conjunction with similar floodplain and upland lands that are currently managed by the Wenatchee River Ranger District in this project area.

6. Are other projects being proposed immediately upstream or downstream of worksite?

Yes

7. Please describe the risk of failure associated with this project.

Risk of failure for SR 207 realignment is low due to the support provided by USFS and WSDOT. The new highway segment will be engineered, designed, and constructed out of the floodplain to meet WSDOT and AASHTO standards to ensure public safety and longevity of the project. Funding is the largest hurdle for Phase 1 due to the high project cost. However, funding from the 2026 SRFB Grant round along with YN, WSDOT, NFWF, NOAA-RC, BOR, BPA, RCO, and USFS funding makes this project feasible.

A negative reaction from the public for this project could prevent the land management agencies from going forward, however the public will be informed that a "no action" alternative at these CED sites is a very high risk to causing further damage to the river and the highway. Through our public meetings and

comment periods, the YN has received the public support for this project. This is due to the balanced approach as we have provided all the project history and a list of all of the options that have been considered for this area.

8. Is there any public outreach planned during and/or after implementation? Does the project build community support for salmon recovery efforts?

The Yakama Nation and project partners had a public meeting on March 21, 2023 and July 1, 2025 to inform the public of the project area, project history, feasibility analysis, and supplemental alternatives analysis. We have presented the project concept at Wenatchee Watershed coordination meetings and to the Chelan County Commissioners. Chelan County, at that time, requested we create the supplemental alternatives analysis for the project that could be used to further demonstrate the project need and the appropriateness of the proposed action. The NOAA-RC has taken the federal lead for National Environmental Policy Act, which will additionally satisfy ESA Section 7 Consultation, and NHPA Section 106 Consultation for this project. The Yakama Nation and project partners will be engaging with the broader public about the outcomes of our NEPA process, the completed 60% designs for the roadway alignment and the restoration designs and the opportunity of another comment period. This additional public meeting is planned for April or May of 2026 with our project partners to inform the public on project development and funds that are secured.

9. Does the project represent an opportunity for economic benefit? How much benefit does the project create for the dollars invested?

Current conditions in the project area routinely degrade fish habitat and cause damage to the Highway 207 road prism and embankment, necessitating constant maintenance spending by WSDOT. The proposed road realignment will reduce the maintenance cost burden of Highway 207 to WSDOT, which will benefit the WSDOT program budget and state taxpayers. In addition, local contractors will be hired to complete both the road construction and restoration construction work associated with this project, which will generate at least temporary economic benefits to Chelan County and the local community.

10. Describe any partnerships, their experience, and types of contributions supporting the project.

The Yakama Nation has 2 partnerships for this project, Washington State Department of Transportation and the United States Forest. The WSDOT has contributed both money and expertise to this project. The USFS has contributed the land, agreements, management, and funding towards Phase 1 of this project. Additionally, the Yakama Nation Fisheries has received 3 million dollars toward Phase 1 design and construction from NFWF, 500 thousand dollars from BOR-WaterSMart for phase 1 design, 5 million dollars toward Phase 1 and Phase 2 design and construction from BPA, 6 million dollars toward Phase 1 and Phase 2 for design and construction from NOAA-RC, and 1.2 million from the Federal Highway Administration for Phase 1 and Phase 2 Construction.

Optional Section - Preparation for PRISM (SRFB applications only)

The following questions are identical to the questions RCO requires in the PRISM application for SRFB projects. If desired, sponsors can complete associated questions early and copy responses into PRISM during the "Complete Application" phase due on April x, 2026

Do you want to review and/or pre-populate PRISM questions?

Yes

1. Problem Statement: What are the problems your project seeks to address? Include the source and scale of each problem. Describe the site, reach, and watershed conditions. Describe how those conditions impact salmon populations. Include current and historical factors important to understand the problems.

Nason Creek has historically been a critically productive spring Chinook salmon and steelhead spawning and rearing tributary in the Wenatchee Subbasin. The reduction of salmonid abundance in the Wenatchee Subbasin correlates closely with increased habitat impairments induced in Nason Creek during railway, powerline, highway, logging, and residential development over the past century. Given its historic

importance and high geomorphic intrinsic potential to be productive salmonid habitat, the Lower Nason Creek Assessment Unit has consistently been identified as a logical top priority stream system to focus salmon habitat restoration efforts within the Upper Columbia Basin salmon recovery framework. The current Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region (UCRTT, 2021) identifies channel complexity restoration, floodplain reconnection, and side channel and off-channel habitat restoration as top priority restoration action categories needed in Nason Creek to contribute to improved status of the viable salmonid population parameters for spring Chinook salmon and steelhead. In the proposed project area, Nason Creek has become significantly artificially constrained and cutoff from historically productive side channel and floodplain habitats by the placement of State Route 207 in the floodway in 1943. In total, the 1943 roadway project cutoff some 70 acres of floodplain and side channel habitats, although some previous restoration work has partially restored stream connectivity to around forty acres of habitat north of the BPA powerline crossing. The location and down valley alignment of State Route 207 in the floodway has become increasingly problematic in recent decades as the creek has attempted to naturally meander in the historic floodplain corridor. Repeated flood events starting in 1950's caused the natural channel migration trends to increasingly encounter the roadway prism which has now actively destroyed two different segments of the two-lane highway, causing the Department of Transportation to create new rock fortified streambanks along hundreds of feet of the creek body which diminish instream habitat quality and impede riparian vegetation growth. On average there are 2 to 3 emergency responses per-decade which results in more fortified rock and less aquatic habitat. Without some level of continued intervention that can decrease floodwater interactions with the roadway prism, it is expected and predicted that unnatural creek channel avulsions will occur along and adjacent to the roadway surface that will further degrade aquatic habitats and cause additional roadway damage. This project seeks to provide practical long-term solutions to these problems by removing a substantially constricting component of State Route 207 infrastructure from the Nason Creek floodway so that 14.74 acres of cutoff floodplain and side channel habitat can be restored as viable fish and riparian habitat and the risks of future artificially induced creek avulsions can be prevented.

2. Describe the limiting factors, and/or ecological concerns, and limiting life stages (by fish species) that your project expects to address.

Limiting Life Stages and Limiting Factors from a Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region - Habitat Action Prioritization Within the Upper Columbia River Basin, 2021:

Nason Creek Lower 03 Reach Priority Life Stages:

spawning and incubation,
winter rearing,
summer rearing,
holding and maturation

Assessment Unit Life Stage Priorities:

Spring Chinook:

holding: high priority
spawning: high priority
summer rearing: high priority
winter rearing: high priority

Steelhead:

spawning: medium priority
winter rearing: high priority

Nason Creek Lower 03 Reach Limiting Factors Addressed:

temperature (rearing), temperature (adult spawning), temperature (adult holding), bank stability, floodplain connectivity, riparian (canopy cover), channel substrate (percent fines and embeddedness) Nason Creek

Lower 03 Reach Priority Action Categories:

bank restoration, channel complexity restoration, channel modification, fine sediment management, floodplain reconnection, riparian restoration and management, side channel and off-channel habitat restoration, upland management, water quality improvement

Limiting Factors from a Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region, 2017:

1. Peripheral and Transitional Habitat (Side Channel and Wetland Connections)
2. Channel structure and form (Bed and Channel Form)
3. Riparian Condition (Riparian Condition)
4. Channel structure and form (Instream Structural Complexity)

5. Food (Altered Primary Productivity)
6. Sediment Conditions (Increased Sediment Quantity)

3. What are the project goals? The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired and future condition. Include which species and life stages will benefit from the outcome, and the time of year the benefits will be realized.

1. Restore quality salmon habitat & habitat sustaining natural processes by addressing the ecological concerns in a cost effective manner by;
 - Restoring winter & summer low flow connectivity to available peripheral and transitional habitats necessary for rearing juvenile ESA listed species.
 - Increase mainstem habitat complexity & channel roughness to increase surface water connectivity with adjacent floodplain for year round habitat availability.
 - Increase surface water contributions to the disconnected floodplain to improve riparian & wetland vegetation conditions, & to enhance groundwater storage & hyporheic discharge.
 - Decrease energy & velocities which will increase sediment fallout & improve spawning areas for returning adults.
2. Reduce or eliminate stream system impacts to the SR 207 roadway in a manner that preserves roadway integrity and protects the traveling public.
 - Realign a 0.65 mile length of SR 207 infrastructure from out the floodplain.
 - Collect and treat roadway stormwater runoff.
 - Realign powerline & utilities infrastructure from the floodplain.
3. Address WSDOT CED sites along SR 207 Deficiency
 - Remove 2 of WSDOT CED sites along Nason Creek with the proposed alignment.
4. Prevent unnatural creek channel avulsions from occurring adjacent to SR 207 so that productive spawning & rearing habitats can be maintained & enhanced in the broader project reach.
 - Use habitat complexity treatments and new channel meander paths to stabilize hydraulic function.

4. What are the project objectives? Objectives support and refine biological goals, breaking them down into smaller steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound).

1. (SRFB) - Complete final construction designs for Phases 1 based upon agreements between the project partners. (Addresses all Goals)
2. (SRFB) - Begin mobilization and clearing and grubbing of the roadway alignment out of the floodplain in late 2025. (Addresses all Goals)
3. (Target) - Begin and complete construction of the roadway alignment out of the floodplain between mile posts 0.20 and 0.85 while the original roadway remains in place for traffic access. This action includes realignment of utilities sited along the roadway once the new roadway construction is mostly completed. (Addresses Goals 2 & 3)
4. (Target) - Commission the new SR 207 segment for public use. (Addresses Goals 2 & 3)
5. (Target) - Removal of old highway bank protection and roadway fill from the floodplain (0.65 miles of fill removal) (Addresses Goals 2 & 3).
6. Begin all instream and floodplain habitat restoration actions in the Phase 2 project area, which includes, 10 habitat log structures, 10 pools, side channel and alcove construction (0.5 miles of reconnected and enhanced channels), 14.74 acres of floodplain reconnected to natural flood processes, elimination of two registered WSDOT CED sites, riparian vegetation and wetland plantings (5.5 acres of new native plantings), 0.5 miles of spawning habitat protected by preventing unnatural channel avulsions, and another 1 mile of side channel rearing habitat protected by preventing further unnatural channel avulsions. (Addresses all Goals).

5. Scope of work and deliverables. Provide a detailed description of each project task/element. With each task/element, identify who will be responsible for each, what the deliverables will be, and the schedule for completion.

(All items with "***" are tasks that include SRFB funding. All items with "****" are tasks for Target funding. All other tasks are funded by match funding)

- Engineer's Design of the New Roadway, Phase 1 - 60% Preliminary design through 100% final Design - This work is being complete YN – spring 2026

- Engineer's Design of Instream Habitat Restoration, Phase 2 – 60% Preliminary design through 100% final Design – This work is already contracted by the YN – Spring 2026
- Public Outreach Process – Public meetings and outreach products – YN will be the lead along with WSDOT, and USFS – 2023 through 2028
- Review, and Acceptance of Phase 1, 30% Designs – The YN, BPA, WSDOT, and USFS – March 2024
- Utility realignment planning – The YN will lead the discussions and coordinate the work with WSDOT, and USFS - 2023- 2027
- WSDOT Easement Realignment on USFS Lands, (this includes franchise ROW) - USFS, WSDOT, and Utilities 2024-2027
- NEPA, ESA Section 7 Consultation, and NHPA Section 106 Consultation - The YN, BPA, and USFS – Spring or Summer 2026
- Review, Comment, and Acceptance of Phase 1, 60% Designs – The YN, BPA, WSDOT, and USFS – March 2026
- Review, Comment, and Acceptance of Phase 2, 60% Designs – The YN, BPA, and USFS – March 2026
- Environmental Permitting through WDFW, USCOE, WDOE, and Chelan County - The YN and WSDOT, USFS – 2025 through 2027
- Phase 1, Construction Contracting - The YN will create a competitive bid and hire a roadway construction contractor by August 2026.
- Begin Phase 1 by Mobilizing, Clearing and Grubbing - Construction Contractor with YN as Owner, Fall of 2026
- ** Begin Phase 1 construction Activities for building the new road segment – Construction contractor with YN as the Owner, Fall of 2026-2027.
- *** Relocate utilities along the right of way – CCPUD, Ziplly Fiber and T-Mobile - spring and fall 2026 - 2028.
- ** &*** Complete roadway construction and commission new roadway alignment for public use - YN and WSDOT – fall 2027.
- Phase 2, Construction Contracting - The YN will create competitive bid and hire a habitat restoration construction contractor by March 2028.
- ** &*** Phase 2, Begin Construction Activities for Instream Habitat Restoration – Construction contractor with YN as the Owner summer 2028.
- *** Phase 2, Remove obsolete SR 207 original roadway alignment and Utilities from the Nason Creek Floodplain – summer and fall 2028.
- Site stabilization and plantings - The contractor hired by the YN will plant, seed and restore all staging areas, access routes and riparian areas – October/April 2027-2029.

6. What are the assumptions and physical constraints that could impact whether you achieve your objectives? Assumptions and constraints are external conditions that are not under the direct control of the project, but directly impact the outcome of the project. These may include ecological and geomorphic factors, land use constraints, public acceptance of the project, delays, or other factors. How will you address these issues if they arise?

1st constraint is funding. The current projected cost for planning/design and implementation of Phases 1 and 2 total to \$15,905,594.00, hence a large contribution of SRFB Targeted funding to the project is necessary to ensure project feasibility. Yakama Nation Fisheries is also securing funding from WSDOT (CED funding), USFS (CWI, CFLRP, and BIL funding), BPA Fish Accords funding, NFWF-America the Beautiful, BOR-WaterSMART, NOAA-RC funding, USFS funding, and other potential funding sources. Current funding towards the project totals \$12,155,594.00, but SRFB funding remains a critical piece of the funding puzzle for this project that will ensure full project feasibility.

2nd constraint is public support. The Yakama Nation is currently engaging in direct public outreach to raise awareness and solicit feedback from interested parties and the public about the full restoration proposal. Currently the project is being evaluated through NEPA and soon the SEPA processes where the project funders and land management agencies will have to make decisions on how to proceed based on public feedback. This project proposal has been developed in close coordination with the likely NEPA and SEPA leads, and we believe the purpose, needs, and cost/benefits of the proposal are clear and will be supported by the public. We are using a documented alternatives analysis requested by the Chelan County Commissioners to demonstrate the purpose, needs, and cost/benefits of the proposal, which should be very helpful in communicating this proposal to the public through the NEPA and SEPA processes.

3rd constraint is unforeseen environmental permitting requirements. The current road realignment

proposal has taken into account likely impacts to sensitive areas like wetlands which could influence project construction techniques, project footprint standards, or require compensatory mitigation.

7. How have lessons learned from completed projects or monitoring studies informed this projects?

Regional and local project effectiveness monitoring consistently shows that properly placed floodplain and side channel reconnection work benefits ESA listed salmonids in the Upper Columbia Basin: Beechie et al. 2010; Beechie et al. 2013; Bellmore et al. 2013; Paillex et al. 2015; Roni et al. 2008; Hillman et al. 2016; Castella et al. 2015; Kaushal et al.2008; and Helfield et al. 2012. Yakama Nation Fisheries has been implementing salmon restoration projects in the Columbia Basin for more than a decade, and we utilize information gained from our project histories in all new projects. This Phase 1 project is being proposed based on our experience that the best biological outcomes from restoration will require that artificial infrastructure be removed from the floodplain so that natural hydraulic dynamics, flood water attenuation, and sediment transport can operate in an unimpeded manner which creates better habitat resiliency. In addition, our experience indicates that this segment of Nason Creek is at high-risk avulsion which could further capture the thread of Nason Creek directly along a longer portion of the highway 207 embankment. Yakama Nation Fisheries is proposing this project in part to prevent this channel avulsion scenario from happening so that more habitats can be restored and additional further habitat degradation can be avoided.

8. Describe the alternatives considered and why the preferred was chosen.

The Yakama Nation recently completed an updated Alternatives Analysis for this project area documenting many of the considerations that have been taken into account to support why this project is the preferred restoration alternative. Many other restoration alternatives have been conceptualized and evaluated by Yakama Nation Fisheries, Chelan County, WSDOT, USFS, WDFW, and others over the past decade. In short summary, this specific highway realignment alternative is being selected for implementation because it is the project that best addresses the biological impairments in a high impact manner while also avoiding previously identified constraints such as roadway safety, private land impacts, wetland/waterbody impacts, extremely high implementation and/or infrastructure maintenance costs, and other similar project feasibility factors. Please review the attached Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report for more in-depth detail regarding our alternative selection process.

The project will completely remove 2 WSDOT CED sites from the Nason Creek floodway and will reconnect 14.74 acres of floodplain and side channel habitat. In addition, the project will help Yakama Nation Fisheries to prevent a negative channel avulsion event and will set the stage for possibly removing other segments of Highway 207 from the Nason Creek flood way if future conditions for upland roadway development and adequate funding allow.

Finally, when implementing projects such as this one that includes new roadway segments near waterbodies, the standard WSDOT's Manual and of the America Association of State Highway and Transportation Office (AASHTO) must be implemented and followed. This results in a new alignment segment being built to address stormwater and road grime/toxics. Ultimately this will improve water quality and water runoff to Nason Creek and or the floodplain.

9. How were stakeholders consulted in the development of this project? Identify the stakeholders, their concerns or feedback, and how the concerns were addressed.

WSDOT and USFS have been directly involved in all project design decisions undertaken since YN began developing restoration actions at this site in 2018. All of these entities are supportive of the proposed highway realignment alternative and are planning to engage in any NEPA/SEPA processes to inform their final decisions about the project as the project development moves forward.

Utilities in the project area have been informed and are working towards meeting the objectives of this project by spring of 2028.

Over the last several years YN has been coordinating with Chelan County regarding the highway realignment and habitat restoration proposals. The 2022 Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report was created in direct response to feedback from the Chelan County

Commissioners for this project. YN is now working directly with Chelan County Natural Resources Department to develop restoration actions proposed to take place on the Nason Ridge Community Forest lands adjacent to the project area.

The Yakama Nation is currently engaged in a public outreach campaign to inform the public about this project action. We have had two public meetings, and we have an upcoming public meeting scheduled and we have previously presented the project concept at Wenatchee Watershed coordination meetings and to the Chelan County Commissioners.

10. Does your project address or accommodate the anticipated effects of climate change? How will your project be climate resilient given future conditions? How will your project increase species and habitat adaptability?

a. The project will remove a portion of SR 207 from the floodplain and river corridor, which will eliminate hardened infrastructure from the aquatic environment and restore a more natural physical habitat condition that better support fish survival, production, and water storage through floodplain connection. Currently, the existing highway and road protection infrastructure and management decreases floodplain connection, decreases vegetation cover, decreases stream bank roughness and complexity, introduces roadway contaminants, and prohibits fish access to floodplain habitats. All of these benefits will combat climate change.

b. The project will restore more natural geomorphic conditions in a mile-long segment of Nason Creek in a manner that will remove infrastructure impediments from the creek channel and recover connectivity with the historic floodplain. 14.74 acres of floodplain and side channel habitat will be reconnected to the creek, resulting in 0.29 miles of side channel habitat becoming connected and available for rearing salmon. The project will increase 5.5 acres of wetland and off-channel habitat availability and will boost trophic productivity throughout the reach. Vegetation responses to the road removal will benefit riparian conditions which in turn will benefit aquatic habitats at the site through increased shading, wood recruitment, and increased allochthonous inputs. Flood water attenuation and sediment storage capacity will increase, improving localized and downstream habitat resiliency.

11. Describe the sponsor's experience managing this type of project. Describe other projects where the sponsors has successfully used a similar approach.

The Yakama Nation Fisheries completed the Skinny Creek channel reconstruction project in the Wenatchee Subbasin under a similar partnership framework with USFS and WSDOT. That project reconstructed 0.5 miles of highly sinuous Skinny Creek channel with inset vegetated floodplains in an old Highway 2 roadway alignment, and the project included replacing failed grade control weirs in a WSDOT wetland mitigation area with new constructed riffles that improved fish passage. In addition, in 2018 the YNF worked in the WSDOT right-of-way and road embankment on State Highway 20 along Beaver Creek to restore a WSDOT CED site and replace an undersized private bridge. Yakama Nation Fisheries has also conducted multiple levee removal projects in the Upper Columbia Basin including the Twisp Ponds Floodplain Restoration Project in 2017 and Horseshoe Side Channel Project in 2018.

12. Will veterans (including the veterans conservation corps) be involved in the project? If yes, please describe.

No, unless they are employed by one of the many subcontractors that is needed for this entire project scope of work.

Supporting Documents

[Upper Columbia Process Guide 2026](#)

[SRFB Manual 18 \(2026\)](#)

[RCO Application Resources](#)

PROJECT: 26-1718 PLAN,REST, NASON CREEK AND SR 207

Sponsor: Yakama Nation Program: Salmon State Targeted Invest Status: Application Submitted

Parties to the Agreement

PRIMARY SPONSOR

Confederated Tribes and Bands of the Yakama Nation

Address PO Box 151

City Toppenish **State** WA **Zip** 98948

Org Type Native American Tribe

Vendor # SWV0013063-00

UBI

Date Org created

Org Notes

[link to Organization profile](#)

Org data updated

SECONDARY SPONSORS

No records to display

MANAGING AGENCY

Recreation and Conservation Office

LEAD ENTITY

Upper Columbia Salmon Rcy Bd L

QUESTIONS

#1: List project partners and their role and contribution to the project.

United States Forest Service (Land Manager) and Washington State Department of Transportation (Highway Manager)

External Systems

SPONSOR ASSIGNED INFO

Sponsor-Assigned Project Number

Sponsor-Assigned Regions

LINK AN EXISTING SRP PROJECT

Unlink

26-1718, Nason Creek and SR 207 , Salmon State Target

Project Application Report - 26-1718

Project Contacts

Contact Name Primary Org	Project Role	Work Phone	Work Email
<u>Amee Bahr</u> Rec. and Conserv. Office	Project Manager	(360) 867-8585	Amee.Bahr@rco.wa.gov
<u>Sabrina Subia</u> Rec. and Conserv. Office	MAGy Fiscal Contact	(360) 725-3938	Sabrina.Subia@rco.wa.gov
<u>Chris Butler</u> Yakama Nation	Project Contact	(509) 996-5005	butlerc@yakamafish-nsn.gov
<u>Hans Smith</u> Twisp Town of	Alt Project Contact	(509) 449-2750	townmayor@townoftwisp.com
<u>Ariel Edwards</u> Upper Columbia Salmon Rcy Bd L	Lead Entity Contact	(208) 540-2691	ariel.edwards@ucsr.org

Worksites & Properties

- # **Worksite Name**
#1 Nason Creek - State Route 207 - Chelan County

Planning/Restoration	Property Name
✓	Nason Creek - State Route 207

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Worksite Map & Description

Worksite #1: Nason Creek - State Route 207 - Chelan County

WORKSITE ADDRESS

Street Address Mile Marker 0.2 to 0.85 – Highway 207
City, State, Zip Lake Wenatchee WA 98826

Worksite Details

Worksite #1: Nason Creek - State Route 207 - Chelan County

SITE ACCESS DIRECTIONS

Leaving Leavenworth, head west on highway 2 - turn right on State Route 207 at Coles Corner, (heading to Lake Wenatchee) - the project is between mile post 0.20 to 0.85.

TARGETED ESU SPECIES

Species by ESU	Egg Present	Juvenile Present	Adult Present	Population Trend
Chinook-Upper Columbia River Spring, Wenatchee River, Endangered	✓	✓	✓	Declining
Steelhead-Upper Columbia River, Wenatchee River, Threatened	✓	✓	✓	Declining

Reference or source used

TARGETED NON-ESU SPECIES

Species by Non-ESU	Notes
Bull Trout	As identified in the biological strategy.
Cutthroat	As identified in the biological strategy.

Questions

#1: Give street address or road name and mile post for this worksite if available.

State Route 207, mile post 0.20 to 0.85

Project Location

RELATED PROJECTS

Projects in PRISM

PRISM Number	Project Name	Program Name	Current Status	Relationship Type	Notes
24-1861 C	Nason Creek and SR 207	Salmon Federal IJJA Projects	Active	Copied From	

Related Project Notes

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Questions

#1: Did this project originate from the Shore Friendly program?

No

#2: Project location. Describe the geographic location, water bodies or habitat types, and the location of the project in the watershed, i.e. nearshore, tributary, main-stem, off-channel, etc.

The Project is located between River Mile 3.8 and 4.5 on Nason Creek, which is a major tributary to the Wenatchee River in the Wenatchee Subbasin. Nason Creek is 27 miles in length, drains nearly 8,000 square miles, and elevations range from 1,880 feet to 4,200 feet at the headwaters (project area is at 1,952 feet in elevation). The Project occurs in a moderate to unconfined post glacial valley bottom which involves broad forested floodplains, riverine wetlands and off-channel habitats, and side channels. Land owners include, private property upstream and downstream of the project area, Nason Ridge Community Forest to the west, and the United States Forest Service to the east. Phase 1 and Phase 2 of this project is being proposed only on USFS land. Opportunity exist on NRCF, however the contributions of that work is uncertain.

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#3: How does this project fit within your regional recovery plan and/or local lead entity's strategy to restore or protect salmonid habitat? Cite section and page number.

Upper Columbia Spring Chinook Salmon and Steelhead Recovery Plan, August 2007

- Executive Summary – Wenatchee Core Area – pg xxii, line 26
- Executive Summary – Wenatchee – page xxix, line 2
- Executive Summary – Wenatchee – pg xxx, line 7
- Section – 1.3.1 - Definition of Recovery Plan – Wenatchee Subbasin, pg 7 – Line 14
- Section – 1. 8 - Major tributaries within the Wenatchee Subbasin, pg 19 – Figure 1.2
- Section – 2.3.2, 2.3.3 - Historic Population Characteristics – pg 32, 37, 42, 45 – line 14, 19, 3, 18 & 25
- Section - 2.3.3 – Current Population Characteristics – pg
- Section – 3.6 - Hydropower – pg 90 - line 22
- Section - 4.4.1 – Spring Chinook – pg 119, 122 – line 119, 7
- Section - 5.3 - Harvest Actions – pg 160, 162 line 23 & 38, 4 through 25
- Section - 5.5.5 - Habitat Recovery Actions – pg 206 - line 19
- Table 5.3 – pg 232 – Column Coho
- Table 5.10 – pg 242 – Column Wenatchee
- Appendix B: Spatial Structure and Diversity – pg 3, paragraph 2
- Appendix B: Spatial Structure and Diversity – pg 7 – paragraph 4
- Appendix B: Spatial Structure and Diversity – pg 14 – paragraph 3
- Appendix B: Spatial Structure and Diversity – pg 15 – paragraph 1
- Appendix F1: Analysis of Habitat Actions Using EDT – Table F1 – pg 6 – Column Lower Nason Creek and Upper Nason Creek
- Appendix F1: Analysis of Habitat Actions Using EDT – Table F3 – pg 9 – Column Confinement Natural
- Appendix F1: Analysis of Habitat Actions Using EDT – Priority Assessment Units – pg 18, 19 – paragraph 1 & 2
- Appendix F1: Analysis of Habitat Actions Using EDT – Interactions of Environmental Attribute Ratings and Actions Effectiveness, pg 90, 91 – paragraph 1
- Appendix G: Habitat Matrices – Table – Column 1 – Nason Creek – pg 15, 16
- Appendix H: Biological Strategy to Protect & Restore Salmonid Habitat – pg 10 – paragraph 2
- Appendix H: Biological Strategy to Protect & Restore Salmonid Habitat, Table 2 – pg 16
- Appendix H: Biological Strategy to Protect & Restore Salmonid Habitat, – pg 22 - Factors Affecting Habitat Conditions
- Appendix H: Biological Strategy to Protect & Restore Salmonid Habitat, – pg 40 – Factors Affecting Habitat Conditions
- Appendix H: Biological Strategy to Protect & Restore Salmonid Habitat, – pg 41 – Level of Certainty

A Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region - Habitat Action Prioritization Within the Upper Columbia River Basin, 2021

- Assessment Unit: Lower Nason Creek

#4: Is this project part of a larger overall project?

Yes

Project Application Report - 26-1718

#4a: How does this project fit into the sequencing of the larger project?

Phase 1 proposes to remove 0.65 miles of roadway from the Nason Creek floodplain and relocate the highway in appropriate upland areas to the east. This action will allow Nason Creek to have full access to an additional 14.74 acres of floodplain and side channel habitat, and allow instream restoration work to occur. Phase 2 of this project is reliant on Phase 1 being implemented and proposes to implement instream and floodplain habitat restoration in the areas where the roadway is being removed. Phase 1 construction of the new highway alignment will take place in 2025-2026, while the removal of the old highway alignment and the instream and floodplain restoration will take place in 2027. We are also developing a Phase 3 restoration action directly downstream in 2028, which would include additional side channel and habitat complexity treatments from creek mile 3.2 to 3.8, but would not remove any additional roadway. Phase 3 is not part of this current funding request.

#5: Is the project on State Owned Aquatic Lands? Please contact the Washington State Department of Natural Resources to make a determination. [Aquatic Districts and Managers](#)

No

Property Details

Property: Nason Creek - State Route 207 (Worksite #1: Nason Creek - State Route 207 - Chelan County)

✓ Planning/Restoration

LANDOWNER

Name USFS Okanogan-Wenatchee NF
Address 600 Sherbourne St,
City Leavenworth
State WA Zip 98826
Type Federal

CONTROL & TENURE

Instrument Type Landowner Agreement
Timing Proposed
Term Length Fixed # of years
Yrs 10
Expiration Date 12/31/2032
Note

Project Proposal

Project Description

The Nason Creek SR 207 Realignment and Restoration Project is a tribal led large scale salmon habitat restoration project taking place along Nason Creek near Lake Wenatchee in Chelan County, Washington. The Confederated Tribes and Bands of the Yakama Nation have partnered with WSDOT and the USFS to restore biologically productive side channel and floodplain habitats in critical spring Chinook salmon and steelhead spawning and rearing areas that were either impacted or disconnected by highway development in the early 1940s. The proposed project will remove a problematic 0.65-mile-long segment of SR 207 from the Nason Creek floodway in order to reconnect 14.74 acres of historic side channel and floodplain habitat. Removal of roadway will allow salmon habitat restoration efforts to take place that will create better main-channel habitat and reconnect and protect at-risk side channels that are important to multiple life stages of salmon and steelhead. The removal of SR 207 from the floodplain will directly address two WSDOT listed Chronic Environmental Deficiency Sites where the highway constantly erodes into Nason Creek during spring high flows, resulting in on-going aquatic habitat degradation and traffic disruption. The Yakama Nation intends to use SRFB grant funds along with other funding to create the stormwater collection for the new roadway realignment that will treat roadway toxins that normally would have found its way into Nason Creek and the adjacent floodplain.

Project Questions

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#1: Instructions: The SRFB Review Panel will evaluate the answers provided in the PRISM application using the **Targeted Investment Evaluation Criteria**. Review the criteria to ensure the answers in your application address the scoring criteria. *No response required, proposal starts with Question #2.*

#2: Problem statement. What are the problems your project seeks to address? Include the source and scale of each problem. Describe the site, reach, and watershed conditions. Describe how those conditions impact salmon populations. Include current and historic factors important to understand the problems.

Nason Creek has historically been a critically productive spring Chinook salmon and steelhead spawning and rearing tributary in the Wenatchee Subbasin. The reduction of salmonid abundance in the Wenatchee Subbasin correlates closely with increased habitat impairments induced in Nason Creek during railway, powerline, highway, logging, and residential development over the past century. Given its historic importance and high geomorphic intrinsic potential to be productive salmonid habitat, the Lower Nason Creek Assessment Unit has consistently been identified as a logical top priority stream system to focus salmon habitat restoration efforts within the Upper Columbia Basin salmon recovery framework. The current Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region (UCRTT, 2021) identifies channel complexity restoration, floodplain reconnection, and side channel and off-channel habitat restoration as top priority restoration action categories needed in Nason Creek to contribute to improved status of the viable salmonid population parameters for spring Chinook salmon and steelhead.

In the proposed project area, Nason Creek has become significantly artificially constrained and cutoff from historically productive side channel and floodplain habitats by the placement of State Route 207 in the floodway in 1943. In total, the 1943 roadway project cutoff some 70 acres of floodplain and side channel habitats, although some previous restoration work has partially restored stream connectivity to around forty acres of habitat north of the BPA powerline crossing. The location and down valley alignment of State Route 207 in the floodway has become increasingly problematic in recent decades as the creek has attempted to naturally meander in the historic floodplain corridor. Repeated flood events starting in 1950's caused the natural channel migration trends to increasingly encounter the roadway prism which has now actively destroyed two different segments of the two-lane highway, causing the Department of Transportation to create new rock fortified streambanks along hundreds of feet of the creek body which diminish instream habitat quality and impede riparian vegetation growth. On average there are 2 to 3 emergency responses per-decade which results in more fortified rock and less aquatic habitat. Without some level of continued intervention that can decrease floodwater interactions with the roadway prism, it is expected and predicted that unnatural creek channel avulsions will occur along and adjacent to the roadway surface that will further degrade aquatic habitats and cause additional roadway damage.

This project seeks to provide practical long-term solutions to these problems by removing a substantially constricting component of State Route 207 infrastructure from the Nason Creek floodway so that 14.74 acres of cutoff floodplain and side channel habitat can be restored as viable fish and riparian habitat and the risks of future artificially induced creek avulsions can be prevented.

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#3: Describe the limiting factors, and/or ecological concerns, and limiting life stages (by fish species) that your project expects to address.

Limiting Life Stages and Limiting Factors from a Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region - Habitat Action Prioritization Within the Upper Columbia River Basin, 2021:

Nason Creek Lower 03 Reach Priority Life Stages:

- spawning and incubation,
- winter rearing,
- summer rearing,
- holding and maturation

Assessment Unit Life Stage Priorities:

- Spring Chinook:
 - adult migration: Low Priority
 - holding: high priority
 - spawning: high priority
 - summer rearing: high priority
 - winter rearing: high priority
 - smolt emigration: low priority
- Steelhead:
 - adult migration: low priority
 - spawning: medium priority
 - fry colonization: low priority
 - summer rearing: low priority
 - winter rearing: high priority
 - smolt emigration: low priority

Nason Creek Lower 03 Reach Rank 1 Limiting Factors

Addressed:

temperature (rearing), temperature (adult spawning),
temperature (adult holding)

Nason Creek Lower 03 Reach Rank 2 Limiting Factors

Addressed:

floodplain connectivity, channel substrate (percent fines
and embeddedness)

Nason Creek Lower 03 Reach Priority Action Categories:

bank restoration, channel complexity restoration, channel
modification, fine sediment management, floodplain
reconnection, water quality improvement

Limiting Factors from a Biological Strategy to Protect and Restore
Salmonid Habitat in the Upper Columbia Region, 2017:

1. Peripheral and Transitional Habitat (Side Channel and Wetland Connections)
2. Channel structure and form (Bed and Channel Form)
3. Riparian Condition (Riparian Condition)
4. Channel structure and form (Instream Structural Complexity)
5. Food (Altered Primary Productivity)
6. Sediment Conditions (Increased Sediment Quantity)

#4: **Project Goals.** What are the project goals? The goal of the project should be to solve identified problems by addressing the root causes. Then clearly state the desired future condition. Include which species and life stages will benefit from the outcome, and the time of year the benefits will be realized. **Example Goals and Objectives**

1. Restore quality salmon habitat & habitat sustaining natural processes by addressing the ecological concerns in a cost-effective manner.
2. Reduce or eliminate stream system impacts to the SR 207 roadway in a manner that preserves roadway integrity and protects the traveling public.
3. Address WSDOT CED sites along SR 207 Deficiency.
4. Prevent unnatural creek channel avulsions from occurring adjacent to SR 207 so that productive spawning & rearing habitats can be maintained & enhanced in the broader project reach.

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#5: **Project Objectives.** What are the project objectives? Objectives support and refine biological goals, breaking them down into smaller steps. Objectives are specific, quantifiable actions the project will complete to achieve the stated goal. Each objective should be SMART (Specific, Measurable, Achievable, Relevant, and Time-bound). **Example Goals and Objectives**

Goals 2 and 3 –
Realign the roadway out of the floodplain between mile posts 0.20 and 0.85 in 2025 and 2026.
- Realign a 0.65 mile length of SR 207 infrastructure (including utilities) into uplands.
- Collect and treat roadway stormwater runoff.
- Remove 2 of WSDOT CED sites along Nason Creek with the proposed alignment.
This action includes clearing and grubbing (funded by SRFB in 2025), as well as all pre-loading activities in late 2025 and all other construction activities in 2026 needed to complete construction of the roadway (funded by Targeted)

Goals 1, 2, 3, and 4 –
Perform habitat restoration in the Phase 2 project area in 2027, including removal of old roadway surface using Targeted funds in 2027. Create 10 new ELJ structures, 0.5 miles of reconnected side channels, 14.74 acres of floodplain reconnected, elimination of two WSDOT CED sites, 5.5 acres of riparian and wetland plantings, 0.5 miles of spawning habitat protected, and 1 mile of side channel rearing habitat protected by preventing unnatural avulsions.
- Restore winter & summer low flow connectivity to available floodplain habitats necessary for rearing juvenile ESA listed species.
- Increase creek surface water connectivity with adjacent floodplain for year-round habitat availability, & to enhance groundwater storage & hyporheic discharge.
- Improve riparian & wetland vegetation conditions,
- Decrease energy & velocities which will increase sediment fallout & improve spawning areas for returning adults.

#6: **Scope of work and deliverables.** Provide a detailed description of each project task/element. With each task/element, identify who will be responsible for each, what the deliverables will be, and the schedule for completion.

(All items with “****” are project tasks requesting SRFB funding. “####” denotes Targeted funding tasks. All other tasks are funded by match funding)

*** Phase 1 Construction - New Roadway Clearing and Grubbing
- Construction contractor with YN as the Owner, fall 2026
Phase 1 Construction - New Roadway Pre-Loading -
Construction contractor with YN as the Owner, fall 2026
*** Phase 1 Construction, Creating the stormwater collections system and ponds within the new roadway alignment, -
Construction contract with YN as the owner - fall 2026 / summer 2027
Phase 1 Construction – Construct new roadway road top-
Construction contractor with YN as the Owner – Construction Season of 2027
Phase 2 Materials Procurement – Acquire habitat logs for Phase 2 Construction – YN will contract this deliverable – 2027
Phase 2 Construction - Remove obsolete SR 207 original roadway alignment and Utilities from the Nason Creek Floodplain – Construction contractor with YN as the Owner - Construction Season of 2028
• Phase 2 Construction – Construct large wood structures, side channels, wetland features, and install native plantings in the floodplain restoration area - Construction contractor with YN as the Owner - Construction Season of 2028

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#7: Assumptions and Constraints. What are the assumptions and physical constraints that could impact whether you achieve your objectives? Assumptions and constraints are external conditions that are not under the direct control of the project, but directly impact the outcome of the project. These may include ecological and geomorphic factors, land use constraints, public acceptance of the project, delays, or other factors. How will you address these issues if they arise?

1st constraint is funding. The current projected cost for planning/design and implementation of Phases 1 and 2 total to roughly \$15.95 million, hence a large contribution of SRFB Targeted funding to the project is necessary to ensure project feasibility. Yakama Nation Fisheries is also securing funding from WSDOT (CED funding), USFS (CWI, CFLRP, and BIL funding), BPA Fish Accords funding, NFWF-America the Beautiful, BOR-WaterSMART, NOAA Restoration Center, and many other potential funding sources. Current funding towards the project totals \$12,155,594.00, but SRFB funding remains a critical piece of the funding puzzle for this project that will ensure full project feasibility.

2nd constraint is public support. The Yakama Nation is currently engaging in direct public outreach to raise awareness and solicit feedback from interested parties and the public about the full restoration proposal. Soon the project proposal will be evaluated through NEPA and SEPA processes where the project funders and land management agencies will have to make decisions on how to proceed based on public feedback. This project proposal has been developed in close coordination with the likely NEPA and SEPA leads, and we believe the purpose, needs, and cost/benefits of the proposal are clear and will be supported by the public. We are using a documented alternatives analysis requested by the Chelan County Commissioners to demonstrate the purpose, needs, and cost/benefits of the proposal, which should be very helpful in communicating this proposal to the public through the NEPA and SEPA processes.

3rd constraint is unforeseen environmental permitting requirements. The current road realignment proposal has taken into account likely impacts to sensitive areas like wetlands which could influence project construction techniques, project footprint standards, or require compensatory mitigation.

#8: Previous Lessons Learned. How have lessons learned from completed projects or monitoring studies informed this project?

Regional and local project effectiveness monitoring consistently shows that properly placed floodplain and side channel reconnection work benefits ESA listed salmonids in the Upper Columbia Basin: Beechie et al. 2010; Beechie et al. 2013; Bellmore et al. 2013; Paillex et al. 2015; Roni et al. 2008; Hillman et al. 2016; Castella et al. 2015; Kaushal et al. 2008; and Helfield et al. 2012.

Yakama Nation Fisheries has been implementing salmon restoration projects in the Columbia Basin for more than a decade, and we utilize information gained from our project histories in all new projects. This Phase 1 project is being proposed based on our experience that the best biological outcomes from restoration will require that artificial infrastructure be removed from the floodplain so that natural hydraulic dynamics, flood water attenuation, and sediment transport can operate in an unimpeded manner which creates better habitat resiliency. In addition, our experience indicates that this segment of Nason Creek is at high risk avulsion which could further capture the thread of Nason Creek directly along a longer portion of the highway 207 embankment. Yakama Nation Fisheries is proposing this project in part to prevent this channel avulsion scenario from happening so that more habitat can be restored and additional further habitat degradation can be avoided.

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#9: **Project Alternatives.** Describe the alternatives considered and why the preferred was chosen.

The Yakama Nation recently completed an updated Alternatives Analysis for this project area documenting many of the considerations that have been taken into account to support why this project is the preferred restoration alternative. Many other restoration alternatives have been conceptualized and evaluated by Yakama Nation Fisheries, Chelan County, WSDOT, USFS, WDFW, and others over the past decade. In short summary, this specific highway realignment alternative is being selected for implementation because it is the project that best addresses the biological impairments in a high impact manner while also avoiding previously identified constraints such as roadway safety, private land impacts, wetland/waterbody impacts, extremely high implementation and/or infrastructure maintenance costs, and other similar project feasibility factors. Please review the attached Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report for more in-depth detail regarding our alternative selection process. The project will completely remove 2 WSDOT CED sites from the Nason Creek floodway and will reconnect 14.74 acres of floodplain and side channel habitat. In addition, the project will help Yakama Nation Fisheries to prevent a negative channel avulsion event and will set the stage for possibly removing other segments of Highway 207 from the Nason Creek flood way if future conditions for upland roadway development and adequate funding allow. Finally, when implementing projects such as this one that includes new roadway segments near waterbodies, the standard of the WSDOT manual and the frame work of the America Association of State Highway and Transportation Office (AASHTO) must be implemented and followed. This results in a new alignment segment being built to address stormwater and road grime/toxics. Ultimately this will improve water quality and water runoff to Nason Creek and or the floodplain.

#10: How were stakeholders consulted in the development of this project? Identify the stakeholders, their concerns or feedback, and how those concerns were addressed.

WSDOT and USFS have been directly involved in all project design decisions undertaken since YN began developing restoration actions at this site in 2018. All of these entities are supportive of the proposed highway realignment alternative and are planning to engage in any NEPA/SEPA processes to inform their final decisions about the project as the project development moves forward.

Utilities in the project area have been informed of the proposal and none have identified any significant constraints to implementation. At the request of the utilities, additional engagement will occur once permit level designs have been prepared for Phase 1 of this project.

Over the last several years YN has been coordinating with Chelan County regarding the highway realignment and habitat restoration proposals. The 2022 Nason Creek RM 3.3 to 4.6 Supplemental Alternatives Analysis report was created in direct response to feedback from the Chelan County Commissioners for this project. YN is now working directly with Chelan County Natural Resources Department to develop restoration actions proposed to take place on the Nason Ridge Community Forest lands adjacent to the project area.

The Yakama Nation is currently engaged in a public outreach campaign to inform the public about this project action. Public meetings have been held at Lake Wenatchee in 2023, 2024, and again, June 2026 we will present our project to the public.

#11: **Climate Change.** Does your project address or accommodate the anticipated effects of climate change?

Yes

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#11a: How will your project be climate resilient given future conditions?

The project will remove a portion of SR 207 from the floodplain and river corridor, which will eliminate hardened infrastructure from the aquatic environment and restore a more natural physical habitat condition that better support fish survival, production, and water storage through floodplain connection. Currently, the existing highway and road protection infrastructure and management decreases floodplain connection, decreases vegetation cover, decreases stream bank roughness and complexity, introduces roadway contaminants, and prohibits fish access to floodplain habitats. All of these benefits will combat climate change.

#11b: How will your project increase habitat and species adaptability?

The project will restore more natural geomorphic conditions in a mile long segment of Nason Creek in a manner that will remove infrastructure impediments from the creek channel and recover connectivity with the historic floodplain. 14.74 acres of floodplain and side channel habitat will be reconnected to the creek, resulting in 0.29 miles of side channel habitat becoming connected and available for rearing salmon. The project will increase 5.5 acres of wetland and off-channel habitat availability and will boost trophic productivity throughout the reach. Vegetation responses to the road removal will benefit riparian conditions which in turn will benefit aquatic habitats at the site through increased shading, wood recruitment, and increased allochthonous inputs. Flood water attenuation and sediment storage capacity will increase, improving localized and downstream habitat resiliency.

#12: **Project Team Experience.** Describe the project management team's experience managing this type of project. Describe other projects where they have successfully used a similar approach.

Recently, Yakama Nation Fisheries completed the Skinney Creek channel reconstruction project in the Wenatchee Subbasin under a similar partnership framework with USFS and WSDOT. That project reconstructed 0.5 miles of highly sinuous Skinney Creek channel with inset vegetated floodplains in an old Highway 2 roadway alignment, and the project included replacing failed grade control weirs in a WSDOT wetland mitigation area with new constructed riffles that improved fish passage. In addition, in 2018 the YNF worked in the WSDOT right-of-way and road embankment on State Highway 20 along Beaver Creek to restore a WSDOT CED site and replace an undersized private bridge. Yakama Nation Fisheries has also conducted multiple levee removal projects in the Upper Columbia Basin including the Twisp Ponds Floodplain Restoration Project in 2017 and Horseshoe Side Channel Project in 2018.

#13: **Veteran Involvement.** Will veterans (including the veterans conservation corps) be involved in the project? If yes, please describe.

No

Planning/Restoration Supplemental

#1: Is the project an assessment / inventory?

No

#2: What level of design (per Appendix D) have you completed? Please attach.

Final

#3: Will (or did) a licensed professional engineer design the project?

Yes

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#4: Is your project a Barrier / Screening Diversion Inventory Project?

No

#5: Does the project include measures to stabilize an eroding stream bank?

No

#6: Is this a fish passage design / screening design project?

No

#7: Is the primary activity of the project invasive species removal?

No

#8: Is the primary activity of the project riparian planting?

No

#9: Describe the steps you will take to minimize the introduction of invasive species during construction and restoration. Consider how you will use un-infested materials and clean equipment entering and leaving the project area.

Prior to construction, a pre-treatment of known invasive species will be treated.

Prior to entering any work site, all vehicles and equipment will be power washed, allowed to fully dry, and be inspected to make sure no plants, soil or other organic material adheres to the surface.

All mulch and potted native plants installed at the site will come from a reputable, weed free source. All straw will be certified weed free/seed free straw.

For all of our projects we conduct post-implementation vegetation maintenance on the site until the native plant cover becomes better established. We will monitor for and remove any invasive plants encountered within the project footprint during the five year vegetation maintenance period.

#10: Will the project develop a design?

Yes

#10a: Will a licensed professional engineer design of the project?

Yes

#10b: Will you apply for permits as part of the project scope?

The YN will acquire all permits for the Phase 1 and Phase 2 Construction. The YN has been working closely with all permitters. Some permits, such as construction stormwater permit, is transferable to the contractor.

#11: Describe the long-term stewardship and maintenance obligations for the project.

Long term stewardship and maintenance for the project will be the responsibility of WSDOT and USFS. The new roadway will be built to Washington State Department of Transportation standards and this will become the management responsibility of Washington State Department of Transportation. The US Forest Service will manage the reconnected floodplain areas in conjunction with similar floodplain lands managed by the Wenatchee River Ranger District upstream of the project area. The YNF-UCHRP post monitoring activities occur at years 1, 2, 3, and 5. If minimal change is noted after year 3, or following one 5-year or greater event, the schedule of monitoring may be relaxed.

Planning/Restoration Metrics

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Worksite: Nason Creek - State Route 207 - Chelan County (#1)

Area Encompassed (acres) (B.0.b.1)	7.5
Miles of Stream and/or Shoreline Affected (B.0.b.2)	0.67
Miles of Stream and/or Shoreline Treated or Protected (C.0.b)	0.65
Project Identified In a Plan or Watershed Assessment (C.0.c)	Upper Columbia Spring Chinook Salmon and Steelhead Recovery Plan, August 2007 A Biological Strategy to Protect and Restore Salmonid Habitat in the Upper Columbia Region - Revised 2017 Habitat Action Prioritization Within the Upper Columbia River Basin, 2021 Reclamation, Managing Water in the West, Reach Assessment 2008 Lower & Middle Nason Creek Reach Assessment & Restoration Strategy Update, 2026 Nason Creek Supplemental Alternatives Analysis, 2022
Priority in Recovery Plan	Lower Nason Creek is a Tier 1 Assessment Unit for restoration and protection for spring Chinook salmon and steelhead. Nason Creek Lower 03 has a reach rank 2. (https://prioritization.ucsr.org/)
Type Of Monitoring (C.0.d.1)	None
Monitoring Location (C.0.d.2)	No monitoring completed

INSTREAM HABITAT PROJECT

Total Miles Of Instream Habitat Treated (C.4.b)	0.65
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Channel reconfiguration and connectivity (C.4.c.1)

Total cost for Channel reconfiguration and connectivity	\$320,400
	Note: This is for channel bed restoration and side channel reconnection elements of the project.

Type of change to channel configuration and connectivity (C.4.c.2)	Channel Bed Restored Creation/Connection to Off-Channel Habitat Levee removal/Alteration Meanders Added
--	--

Miles of Stream Treated for channel reconfiguration and connectivity (C.4.c.3)	0.45
--	------

Miles of Off-Channel Stream Created or Connected (C.4.c.4)	0.43
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Acres Of Channel/Off-Channel Connected Or Added (C.4.c.5)	14.7
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Instream Pools Created/Added (C.4.c.6)	5
--	---

Channel structure placement (C.4.d.1)

Total cost for Channel structure placement	\$1,103,108
	Note: This is for all habitat and ELJ placement elements of the project.

Material Used For Channel Structure (C.4.d.2)	Individual Logs (Anchored) Logs Fastened Together (Logjam) Stumps With Roots Attached (Rootwads)
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Miles of Stream Treated for channel structure placement (C.4.d.3)	0.65
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Acres Of Streambed Treated for channel structure placement (C.4.d.4)	0.4
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Pools Created through channel structure placement (C.4.d.5)	8
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Number of structures placed in channel (C.4.d.7)	11
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UPLAND HABITAT AND SEDIMENT PROJECT

Acres of Upland Habitat Area Treated (C.6.b.1)	7.5
--	-----

Miles of Road Treated (C.6.b.2)	0.67
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Road abandonment (C.6.d.1)

Total cost for Road abandonment	\$3,548,727
	Note: This includes removal of roadway surfacing, fill, and riprap from the floodplain.

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Miles of Road Abandoned (C.6.d.2)	0.50
Average width of road abandoned (in whole yards) (C.6.d.3)	30
Road drainage system improvements and reconstruction (C.6.c.1)	
Total cost for Road drainage system improvements and reconstruction	\$4,739,449
Note: The \$10,818,497 total is based on the construction cost estimate for a 45 mph roadway alignment located away from the floodplain.	
Miles of Road Treated for drainage improvements and reconstruction (C.6.c.2)	0.67
WETLAND PROJECT	
Total Acres Of Wetland Area Treated (C.8.b)	3.5
Wetland improvement/ restoration (C.8.e.1)	
Total cost for Wetland improvement/ restoration	\$114,941
Note: This includes work to restore hydrology and hydraulic function on floodplain surfaces and plant native wetland vegetation.	
Acres of wetland Improved/Restored (C.8.e.2)	3.5
ARCHITECTURAL & ENGINEERING	
Architectural & Engineering (A&E)	
Total cost for Architectural & Engineering (A&E)	\$20,000

Overall Project Metrics

COMPLETION DATE

Projected date of completion	12/31/2027
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Planning/Restoration Cost Estimates

Worksite #1: Nason Creek - State Route 207 - Chelan County

Category	Work Type	Estimated Cost	Note
Instream Habitat Project	Channel reconfiguration and connectivity (C.4.c.1)	\$320,400	This is for channel bed restoration and side channel reconnection elements of the project.
	Channel structure placement (C.4.d.1)	\$1,103,108	
Upland Habitat And Sediment Project	Road abandonment (C.6.d.1)	\$3,548,727	This includes removal of roadway surfacing, fill, and riprap from the floodplain.
	Road drainage system improvements and reconstruction (C.6.c.1)	\$4,739,449	
Wetland Project	Wetland improvement/ restoration (C.8.e.1)	\$114,941	This includes work to restore hydrology and hydraulic function on floodplain surfaces and plant native wetland vegetation.
Subtotal:		\$9,826,625	
Admin, Architecture, and Engineering		\$20,000	
Total Estimate For Worksite:		\$9,846,625	

Summary

Total Estimated Costs Without AA&E:	\$9,826,625
Total Estimated AA&E:	\$20,000
Total Estimated Planning/Restoration Costs:	\$9,846,625

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Cost Summary

	Estimated Cost	Project %	Admin/AA&E %
<u>Planning/Restoration Costs</u>			
Planning/Restoration	\$9,826,625		
Admin, Architecture, and Engineering	\$20,000		0.20 %
SUBTOTAL	\$9,846,625	100.00 %	
Total Cost Estimate	\$9,846,625	100.00 %	

Funding Request and Match

FUNDING PROGRAM

Salmon State Targeted Invest	\$3,000,000	30.467292 %
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SPONSOR MATCH

Other Monetary Funding	Grant - Federal	
Amount		\$6,846,625.00
Funding Organization		
Grant Program		

Match Total: \$6,846,625.532708 %

Total Funding Request (Funding + Match): \$9,846,625.100.000000

Questions

#1: Explain how you determined the cost estimates

Costs were estimated based on the Engineer's Estimate of Probable Cost developed by Perteet, Inc. and InterFluve, Inc., for the roadway realignment project, and estimates of other project costs by Yakama Nation Fisheries project managers based on similar project scopes implemented in previous years.

Other Funding

OTHER FUNDING DETAILS

Other Funds: Monetary Funding	Cash Donation	
Amount		\$1,488,266
Funding Organization		Department of Transportation (WSDOT)
Other Funds: Monetary Funding	Cash Donation	
Amount		\$13,666,328
Funding Organization		Bonneville Power Administration (BPA)
Other Funding Detail Total:		\$15,154,594

Note: SRFB budget request only, which includes the Target funding as if we were awarded those funds. This does not include the targeted budget request. Please see attachments for a breakdown of cost

Cultural Resources

Cultural Resource Areas

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Worksite #1: Nason Creek - State Route 207 - Chelan County

Area: NASON CREEK AND SR 207 PHASE 1 & 2 APE

#1: Provide a description of the project actions at this worksite (acquisition, development and/or restoration activities that will occur as a part of this project)

Phase 1 actions will include construction of a new highway alignment within the uplands southeast of the existing highway alignment. This will include, mobilization, preloading, clearing and grubbing, installation of a new roadway, drainage, embankments, stormwater treatment, and construction of associated utilities. The roadway will be built to WSDOT standard prior to WSDOT taking ownership in the fall of 2027.

Phase 2 includes removal of the old roadway materials from the floodplain and hauled off-site. Habitat restoration efforts will be done in Nason Creek, along the banks of Nason Creek, and within the extirpated floodplain. Side channels will be excavated, ELJs constructed, and 3.29 acres of wetland areas created and planted. Temporary construction access and staging areas occur within the APE identified.

#2: Describe all ground disturbing activities (length, width and depth of disturbance and equipment utilized) that will take place in the Area of Potential Effect (APE). Include the location of any construction staging or access roads associated with your project that will involve ground disturbance.

The new highway alignment will include exploration of geotechnical bore testing, clearing and excavation at 75 ft off the center line of the new roadway, plus excavation up to 6 feet in depth within the roadway alignment.

Side channel excavation will include clearing and excavation up to 50 ft off center line, plus excavation up to 8 feet in depth. ELJs will include clearing and excavation in 30' by 80' areas to a depth of 8 feet. Large excavators, dump trucks, bull dozers, and other similar equipment will be used to construct the project action. Temporary construction access and staging areas will be sited in already disturbed areas to avoid impacting large trees and intact vegetation when and where possible.

#3: Describe any planned ground disturbing pre-construction/restoration work. This includes geo-technical investigation, fencing, demolition, decommissioning roads, etc.

Geo-technical investigation has already been completed under Sec. 106 consultations performed by USFS and BPA.

#4: Describe the existing project area conditions. The description should include existing conditions, current and historic land uses and previous excavation/fill (if depths and extent is known, please describe).

Site currently includes the river corridor, highway 207, vegetated floodplains and wetlands, Rieche road and powerline utility corridors, and native upland forest areas.

#5: Will a federal permit be required to complete the scope of work on the project areas located within this worksite?
Yes

#5a: List the agency that will be issuing the permit and the date you anticipate applying for and receiving the permit. Will the federal permit cover ALL proposed ground disturbing activities included in the project?

Clean Water Act Permits (404) will be issued by ACOE. Application process in spring of 2026 and receipt of permit in 2026. Not all ground disturbance will be covered by the ACOE permit.

#6: Are you utilizing Federal Funding to complete the scope of work? This includes funds that are being shown as match or not.
Yes

#6a: Please list the federal agency and funding sources.

BPA/US BOR/NFWF/and USFS

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#6b: Does the federal funding you are utilizing as match require you to receive state funding?

No

#7: Do you have knowledge of any previous cultural resource review within the project boundaries during the past 10 years?

Yes

#7a: Summarize the previous cultural resource review; including lead agency and date of review, reference name and numbers, etc. If RCO, include the prior phase grant number. NOTE: Do not provide any site-specific information considered confidential. Attach previous surveys or other reference documents.

USFS and BPA have reviewed and conducted Sec. 106 consultations for previous geotechnical studies in the project area.

#8: Is the worksite located within an existing park, wildlife refuge, natural area preserve, or other recreation or habitat site?

No

#9: Are there any structures over 45 years of age within this worksite? This includes structures such as buildings, tidegates, dikes, residential structures, bridges, rail grades, park infrastructure, etc.

Yes

#9a: List the structure(s) and the properties that are located within the project area. Identify which structures will be removed or altered as part of this proposal. Attach at least one photo of each structure. The photo must be labeled so that the structure may be geographically located within your project area.

Rieche Road and SR 207

Project Permits

Permits and Reviews	Issuing Organization	Applied Date	Received Date	Expiration Date	Permit #
Cultural Assessment [Section 106]	DAHP	06/20/2024	06/15/2026		
Endangered Species Act Compliance [ESA]	US Fish & Wildlife	06/02/2025	06/15/2026		
Hydraulics Project Approval [HPA]	Dept of Fish & Wildlife	04/01/2024	04/30/2027	04/30/2030	
Note: Discussions with state for the HPA determined that the best issue date should not be until restoration work will begin.					
Nationwide Permit	Army Corps of Eng.	06/02/2025	07/30/2026		
NEPA	Federal Agencies	06/20/2024	07/31/2026		
SEPA	Local or State	07/01/2026	11/30/2026		
Note: WSDOT will be the lead for SEPA. This will be completed once a determination is received from the NEPA process.					
Shoreline Permit	City/County	04/01/2025	11/30/2027		
Water Quality Certification [Section 401]	County/Dept of Ecy.	06/20/2024	07/30/2026		

Permit Questions

#1: Are you planning to use the **Limit 8** streamlined Environmental Species Act consultation pathway?

Yes

Yes - NOAA-RC, Sec. 7 Programmatic BiOP for Habitat Restoration

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Attachments

Required Attachments

8 out of 8 done

- Applicant Resolution/Authorizations ✓
- CCA Tribal Notification ✓
- Cost Estimate ✓
- Landowner Acknowledgement ✓
- Map: Planning Area ✓
- Map: Restoration Worksite ✓
- Photo ✓
- RCO Fiscal Data Collection Sheet ✓

PHOTOS (JPG, GIF)

Photos (JPG, GIF)



529175 Primary



529176 Secondary



529173



529174



556073

PROJECT DOCUMENTS AND PHOTOS

Project Documents and Photos

File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Shared
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Nason RA - AppB (REI) January 2026
Final.pdf AmeeB

Nason RA - AppB (REI) January 2026
Final.pdf, 715895

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File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Share
	05/20/2026	Project plan document	Nason RA - AppA (HabAssess) January 2026 Final.pdf	AmeeB	Nason RA - AppA (HabAssess) January 2026 Final.pdf, 715894	
	05/20/2026	Project plan document	Nason RA - AppD (Hydraulics) January 2026 Final.pdf	AmeeB	Nason RA - AppD (Hydraulics) January 2026 Final.pdf, 715893	
	05/20/2026	Project plan document	Nason RA - AppC (Projects) January 2026 Final.pdf	AmeeB	Nason RA - AppC (Projects) January 2026 Final.pdf, 715892	
	05/20/2026	Project plan document	Nason RA - Main Report January 2026 Final.pdf	AmeeB	Nason RA - Main Report January 2026 Final.pdf, 715891	
	04/28/2026	Project Application Report	Project Application Report, 26-1718C (sub 04/28/26 15:13:41)	AmeeB	Project Application Report - 26-1718 (submitted 04-28-2026_15-13-41).pdf, 710873	✓
	04/28/2026	Project Review Comments	Project Review Comments Report, 26-1718C (04/28/26 14:54:46)	AmeeB	Project Review Comments Report - 26-1718 (04-28-2026_14-54-46).pdf, 710838	✓
	04/28/2026	Project Application Report	Project Application Report, 26-1718C (04/28/26 14:54:46)	AmeeB	Project Application Report - 26-1718 (04-28-2026_14-54-46).pdf, 710837	✓
	04/16/2026	Project Application Report	Project Application Report, 26-1718C (sub 04/16/26 15:13:51)	ChrisB	Project Application Report - 26-1718 (submitted 04-16-2026_15-13-51).pdf, 707746	✓
	04/16/2026	Preliminary design report	Nason Floodplain Phase 2 - 60% BDR.pdf	ChrisB	Nason Floodplain Phase 2 - 60% BDR.pdf, 707736	✓
	04/16/2026	Design document	SR207_NasonCreek_60% Plans.pdf	ChrisB	SR207_NasonCreek_60% Plans.pdf, 707734	✓
	04/16/2026	Design document	NasonCreek-Hwy207_Phase-2-60%Plans.pdf	ChrisB	NasonCreek-Hwy207_Phase-2-60%Plans.pdf, 707731	✓
	04/16/2026	Cost Estimate	(Target)-Budget_Nason Creek SR 207_2026-Final.XLSX	ChrisB	(Target)-Budget_Nason Creek SR 207_2026-Final.xlsx, 707717	✓
	04/16/2026	Cost Estimate	(SRFB)-Budget_Nason Creek SR 207_2026-Final.XLSX	ChrisB	(SRFB)-Budget_Nason Creek SR 207_2026-Final.xlsx, 707716	✓
	04/10/2025	Map: Area of Potential Effect (APE)	Project APE Report (04/10/25 16:00:35)	MollieL	Project APE Report - 24-1861 (04-10-2025_16-00-35).pdf, 665730	✓
	04/10/2025	Cultural Resource Screening Report	Project Cultural Resource Screening Report (04/10/25 16:00:3)	MollieL	Project Cultural Resource Screening Report - 24-1861 (04-10-2025_16-00-34).pdf, 665729	✓
	04/09/2025	Agreement - State	24-1861 Agreement - Nason Creek	E-signedE	24-1861 Agreement - Nason Creek.pdf.pdf, 665423	✓
	04/09/2025	Applicant Resolution/Authorizations	Resolution T-053-25_Fisheries_RCO Agreement_Limited Waiver o	MollieL	Resolution T-053-25_Fisheries_RCO Agreement_Limited Waiver of Sovereign Immunity.pdf, 665421	✓
	01/21/2025	Land Ownership Certification Form	20250114USFSLandownerCertificationNa	ChrisB	20250114USFSLandownerCertificatio... 656137	
	11/05/2024	Map: Area of Potential Effect (APE)	Project APE Report (11/05/24 15:56:08)	MarkJ	Project APE Report - 24-1861 (11-05-2024_15-56-08).pdf, 647851	✓
	11/05/2024	Cultural Resource Screening Report	Project Cultural Resource Screening Report (11/05/24 15:56:0)	MarkJ	Project Cultural Resource Screening Report - 24-1861 (11-05-2024_15-56-07).pdf, 647850	✓
	11/05/2024	Project Review Comments	Proj Review Comments Final, 24-1861C(compl 11/05/24 15:55)	MarkJ	Project Review Comments Report - 24-1861 (compl 11-05-2024_15-55-43).pdf, 647848	✓
	11/05/2024	Project Review Comments	Proj Review Comments Initial, 24-1861C(compl 11/05/24 15:55)	MarkJ	Project Review Comments Report - 24-1861 (compl 11-05-2024_15-55-38).pdf, 647847	✓
	10/23/2024	Map: Planning Area	YN_SR207_Concept_Pictures.pdf.PDF	AmeeB	YN_SR207_Concept_Pictures.pdf.pdf, 641096	✓
	10/04/2024	Map: Area of Potential Effect (APE)	Project APE Report (10/04/24 11:10:09)	SarahJ	Project APE Report - 24-1861 (10-04-2024_11-10-09).pdf, 638598	✓
	10/04/2024	Cultural Resource Screening Report	Project Cultural Resource Screening Report (10/04/24 11:10:0)	SarahJ	Project Cultural Resource Screening Report - 24-1861 (10-04-2024_11-10-08).pdf, 638597	✓
	07/01/2024	Applicant Resolution/Authorizations	24-1861_Letter_Approving_Application.pdf	ChrisB	24-1861_Letter_Approving_Application.pdf, 625431	✓
	06/24/2024	Letters of Support	UC_Letter of Support_Targeted Investment 2024.pdf	ArielE	UC_Letter of Support_TI2024.pdf, 622889	✓
	05/23/2024	Project Review Comments	24-1861 - YNF Responses to RTT comments.pdf	HansS	24-1861 - YNF Responses to RTT comments.pdf, 617716	✓











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File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Share
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File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Share
	05/21/2024	Design document	NasonCrk_30p%_permit_plans.pdf	ChrisB	NasonCrk_30p%_permit_plans.pdf, 617344	✓
	05/02/2024	CCA Tribal Notification	Yakama Placeholder.docx	AmeeB	Yakama Placeholder.docx, 614224	✓
	05/01/2024	Project Review Comments	Project Review Comments Report, 24-1861R (05/01/24 08:33:51)	AmeeB	Project Review Comments Report - 24-1861 (05-01-2024_08-33-51).pdf, 612943	✓
	04/17/2024	Preliminary design report	SR207_NasonCreek_BOD.pdf	ChrisB	SR207_NasonCreek_BOD.pdf, 608031	✓
	04/17/2024	Inspection Report	SR 207 Geotechnical Report.pdf	ChrisB	SR 207 Geotechnical Report.pdf, 607974	✓
	01/16/2024	Map: Area of Potential Effect (APE)	Project APE Report (01/16/24 08:45:39)	MarkJ	Project APE Report - 23-1189 (01-16-2024_08-45-39).pdf, 592586	✓
	01/16/2024	Project Review Comments	Proj Review Comments Final, 23-1189R(compl 01/16/24 08:45)	MarkJ	Project Review Comments Report - 23-1189 (compl 01-16-2024_08-45-16).pdf, 592583	✓
	01/16/2024	Project Review Comments	Proj Review Comments Initial, 23-1189R(compl 01/16/24 08:45)	MarkJ	Project Review Comments Report - 23-1189 (compl 01-16-2024_08-45-12).pdf, 592582	✓
	06/23/2023	RCO Fiscal Data Collection Sheet	FiscalDataCollectionSheet_YN 2023.PDF	HansS	FiscalDataCollectionSheet_YN 2023.pdf, 567492	✓
	06/23/2023	Applicant Resolution/Authorizations	Letter_Approving_Application.pdf	HansS	Letter_Approving_Application.pdf, 567491	✓
	05/18/2023	Project Review Comments	PROJECT 23-1189 - RTT Comment Responses - 18May2023.pdf	ChrisB	PROJECT 23-1189 - RTT Comment Responses - 18May2023.pdf, 563355	✓
	05/12/2023	SRFB Review Panel Comment Form	22-1807 review panel comments.pdf	KatM	22-1807 review panel comments.pdf, 562863	✓
	05/10/2023	Project Review Comments	Project Review Comments Report, 23-1189R (05/10/23 17:40:15)	AmeeB	Project Review Comments Report - 23-1189 (05-10-2023_17-40-15).pdf, 562616	✓
	03/29/2023	Photo	Phase2.jpg	ChrisB	Phase2.jpg, 556074	✓
	03/29/2023	Photo	Phase1.jpg	ChrisB	Phase1.jpg, 556073	✓
	03/29/2023	Environmental Site Assessment Report	Wetland_Assessment_Nason_Creek_Repr	ChrisB	Wetland_Assessment_Nason_Creek_... 556072	✓
	03/29/2023	Environmental Site Assessment Report	Wetland_Assessment_SR207_Realignment.pdf	ChrisB	Wetland_Assessment_SR207_Realignment.pdf, 556071	✓
	03/29/2023	Environmental Site Assessment Report	NasonCreek_Botanical_Survey.pdf	ChrisB	NasonCreek_Botanical_Survey.pdf, 556070	✓
	03/29/2023	Design document	Phase 2_NasonCreek_Upstream.pdf	ChrisB	Phase 2_NasonCreek_Upstream.pdf, 556042	✓
	03/29/2023	Design document	Phase 2_NasonCreek BDR.pdf	ChrisB	Phase 2_NasonCreek BDR.pdf, 556041	✓
	03/29/2023	Preliminary design report	Supplemental Alternatives Analysis_Appendix B_CCNRD_Feasibili	ChrisB	Supplemental Alternatives Analysis_Appendix B_CCNRD_Feasibility_Study.pdf, 556040	✓
	03/29/2023	Preliminary design report	Supplemental Alternatives Analysis & App A.pdf	ChrisB	Supplemental Alternatives Analysis & App A.pdf, 556027	✓
	03/29/2023	Design document	Perteet_SR 207 BDR-Concepts-Costs.pdf	ChrisB	Perteet_SR 207 BDR-Concepts-Costs.pdf, 556010	✓
	03/29/2023	Map: Restoration Worksite	General_vicinity_map.pdf	ChrisB	General_vicinity_map.pdf, 556006	✓
	12/23/2022	Map: Area of Potential Effect (APE)	Project APE Report (12/23/22 14:39:50)	MarkJ	Project APE Report - 22-1807 (12-23-2022_14-39-50).pdf, 546026	✓
	12/23/2022	Project Review Comments	Proj Review Comments Final, 22-1807R(compl 12/23/22 14:38)	MarkJ	Project Review Comments Report - 22-1807 (compl 12-23-2022_14-38-56).pdf, 546023	✓
	12/23/2022	Project Review Comments	Proj Review Comments Initial, 22-1807R(compl 12/23/22 14:38)	MarkJ	Project Review Comments Report - 22-1807 (compl 12-23-2022_14-38-51).pdf, 546022	✓
	10/04/2022	Map: Area of Potential Effect (APE)	Project APE Report (10/04/22 08:30:14)	BrentH	Project APE Report - 22-1807 (10-04-2022_08-30-14).pdf, 532543	✓
	10/04/2022	Cultural Resource Screening Report	Project Cultural Resource Screening Report (10/04/22 08:25:0	BrentH	Project Cultural Resource Screening Report - 22-1807 (10-04-2022_08-25-05).pdf, 532352	✓
	08/30/2022	Project partnership form	SAL- ProjPartnerContributionForm_WSDOT.pdf	ChrisB	SAL- ProjPartnerContributionForm_WSDO... 532352	✓

Project Application Report - 26-1718

File Type	Attach Date	Attachment Type	Title	Person	File Name, Number Associations	Share
	08/30/2022	Letters of Support	WSDOT_Yakama_Nason Cr_Grant Support.pdf	ChrisB	WSDOT_Yakama_Nason Cr_Grant Support.pdf, 529361	✓
	08/30/2022	Letters of Support	WDFW_Letter of support Nason Creek Floodplain.pdf	ChrisB	WDFW_Letter of support Nason Creek Floodplain.pdf, 529346	✓
	08/29/2022	Letters of Support	USFS_Letter of support Nason Creek floodplain.pdf	ChrisB	USFS_Letter of support Naosn Creek floodplain.pdf, 529283	✓
	08/29/2022	Landowner Acknowledgement	USFS_LandownerAcknowledgement_Naso	ChrisB	20220829LandownerAcknowledgeme... 529282	
	08/29/2022	Environmental Site Assessment Report	RAS - no road 5-year depth_3780cfs.pdf	ChrisB	RAS - no road 5-year depth_3780cfs.pdf, 529181	✓
	08/29/2022	Environmental Site Assessment Report	RAS - no road 2-year depth_2800cfs.pdf	ChrisB	RAS - no road 2-year depth_2800cfs.pdf, 529180	✓
	08/29/2022	Photo	WSDOT_CED_Site2.jpg	ChrisB	WSDOT_CED_Site2.jpg, 529176	✓
	08/29/2022	Photo	WSDOT_CED_Site1.jpg	ChrisB	WSDOT_CED_Site1.jpg, 529175	✓
	08/29/2022	Photo	Concept_road_alignment.jpg	ChrisB	Concept_road_alignment.jpg, 529174	✓
	08/29/2022	Photo	1995_Flood_Damage.JPG	ChrisB	199_Flood_Damage.jpg, 529173	✓

Application Status

Application Due Date: 06/22/2026

Status Name	Status Date	Submitted By	Submission Notes
Application Submitted	04/28/2026	Amee Bahr	Submitting application for sponsor. Changed funding to Targeted Investment category. Updated costs in PRISM.
Preapplication	04/08/2026		

I certify that, to the best of my knowledge, all information in this application is true and complete, and if artificial intelligence (AI) was used to prepare this application, I accept full responsibility for ensuring its accuracy and compliance. I understand incomplete applications will be rejected by RCO and that I may be asked to submit additional documentation before evaluation or approval of this project. I understand that if a grant is awarded to my project, I will be bound by all representations and commitments in this application, which RCO may enforce to the fullest extent permitted by law. (Amee Bahr, 04/28/2026)

Date of last change: 05/27/2026

CUMULATIVE TOTALS

This sheet contains automatic calculations

Project Name	NASON CREEK AND SR 207 PHASE 1 & 2 PROJECT
SRFB #	24-1861 - SRFB Request
Sponsor	CONFEDERATED TRIBES AND BANDS OF THE YAKAMA NATION

	OVERALL PROJECT Cost	GRANT REQUEST Amount	PRISM MATCH Amount	MATCH NOT IN PRISM Amount	Budget Check
<u>Sheet #1 Acquisition</u>					
Property Costs	\$ -	\$ -	\$ -	\$ -	0
Incidental Costs	\$ -	\$ -	\$ -	\$ -	0
Administrative Costs	\$ -	\$ -	\$ -	\$ -	0
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ -	\$ -	\$ -	\$ -	0
<u>Sheet #2 Design</u>					
Design Costs	\$ -	\$ -	\$ -	\$ -	
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ -	\$ -	\$ -	\$ -	0
<u>Sheet #3 Restoration</u>					
Construction Costs	\$ 14,148,594	\$ 750,000	\$ 1,488,266	\$ 11,910,328	0
AA&E	\$ 1,756,000	\$ -	\$ -	\$ 1,756,000	0
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ 15,904,594	\$ 750,000	\$ 1,488,266	\$ 13,666,328	0
Totals	\$ 15,904,594	\$ 750,000	\$ 1,488,266	\$ 13,666,328	0

RESTORATION

				OVERALL PROJECT	GRANT REQUEST	MATCH				
				Budget must account for all costs to complete the project	Enter only the amount of the grant request	The Grant Request and Match should equal the total project cost and Budget Check cell should be 0. Sponsors must account for all sources and types of match need to complete the project.				
				Amount	Grant Amount	Match in PRISM	Funding not reported in PRISM	Source (Grant, Cash, Materials, Labor, Volunteers, etc)	Match Type (Federal, state, local)	
Construction										
Category (choose one)	Task Description	Qty	Rate	Amount	Grant Amount	Match in PRISM	Funding not reported in PRISM	Source (Grant, Cash, Materials, Labor, Volunteers, etc)	Match Type (Federal, state, local)	
Phase 1 - 2025 Construction	Mobilize to and from (LS)	1.00	\$ 485,000.00	\$ 485,000			\$ 485,000	Cash	Federal/State (SRFB Funding Request)	
Phase 1 - 2025 Construction	Clearing and Grubbing (AC)	10.30	\$ 12,000.00	\$ 123,900			\$ 123,900	Cash	Federal/State (SRFB Funding Request)	
Phase 1 - 2025 Construction	Over Excavation and Ground Profile (LS)	1.00	\$ 2,522,334.00	\$ 2,522,334	\$ 939,561	\$ 1,305,316	\$ 277,457	Cash	Federal	
Phase 1 - 2026 Construction	Roadside Cleanup (LS)	1.00	\$ 70,000.00	\$ 70,000	\$ 15,540	\$ 46,760	\$ 7,700	Cash	Federal/State	
Phase 1 - 2026 Construction	Roadway Excavation incl. Haul (CY)	41,400.00	\$ 25.00	\$ 1,035,000	\$ 229,770	\$ 691,380	\$ 113,850	Cash	Federal/State	
Phase 1 - 2026 Construction	Common Borrow incl. Haul (TON)	14,400.00	\$ 25.00	\$ 360,000	\$ 79,920	\$ 240,480	\$ 39,600	Cash	Federal/State	
Phase 1 - 2026 Construction	Embankment Compaction (CY)	32,000.00	\$ 9.00	\$ 288,000	\$ 63,936	\$ 192,384	\$ 31,680	Cash	Federal/State	
Phase 1 - 2026 Construction	Stormwater Treatment (LS)	1.00	\$ 1,800,000.00	\$ 1,800,000			\$ 1,800,000	Cash	Federal/State	
Phase 1 - 2026 Construction	Crushed Surfacing Base Course (TON)	10,770.00	\$ 40.00	\$ 430,800	\$ 95,638	\$ 287,774	\$ 47,388	Cash	Federal/State	
Phase 1 - 2026 Construction	HMA CL 1/2" PG 58H-22 (TON)	11,760.00	\$ 125.00	\$ 1,470,000	\$ 326,340	\$ 981,960	\$ 161,700	Cash	Federal/State	
Phase 1 - 2026 Construction	Erosion/Pollution Control (LS)	1.00	\$ 115,000.00	\$ 115,000	\$ 25,530	\$ 76,820	\$ 12,650	Cash	Federal/State	
Phase 1 - 2026 Construction	Silt Fence(LF)	8,480.00	\$ 6.00	\$ 50,880	\$ 11,295	\$ 33,988	\$ 5,597	Cash	Federal/State	
Phase 1 - 2026 Construction	Landscaping(LS)	1.00	\$ 103,000.00	\$ 103,000	\$ 22,866	\$ 68,804	\$ 11,330	Cash	Federal/State	
Phase 1 - 2026 Construction	Roadway Resurf Pavement Marker Type 2 (HUND)	1.00	\$ 600.00	\$ 600	\$ 133	\$ 401	\$ 66	Cash	Federal/State	
Phase 1 - 2026 Construction	Guidance Posts (EA)	90.00	\$ 8.00	\$ 720	\$ 160	\$ 481	\$ 79	Cash	Federal/State	
Phase 1 - 2026 Construction	Permanent Signing (LS)	1.00	\$ 10,000.00	\$ 10,000	\$ 2,220	\$ 6,680	\$ 1,100	Cash	Federal/State	
Phase 1 - 2026 Construction	Paint Lines(LF)	17,520.00	\$ 1.00	\$ 17,520	\$ 3,889	\$ 11,703	\$ 1,927	Cash	Federal/State	
Phase 1 - 2026 Construction	Temporary Traffic Control (LS)	1.00	\$ 150,000.00	\$ 150,000	\$ 33,300	\$ 100,200	\$ 16,500	Cash	Federal/State	
Phase 1 - 2026 Construction supervision	Eng. Oversight (LS)	1.00	\$ 1,084,875.00	\$ 1,084,875	\$ 240,842	\$ 724,697	\$ 119,336	Cash	Federal/State	
Phase 1 - 2026 - Surveys	Roadway and Structure Surveying (LS)	1.00	\$ 129,000.00	\$ 129,000	\$ 28,638	\$ 86,172	\$ 14,190	Cash	Federal/State	
Phase 2 - Mobilization	Mobilize to and from (LS)	1.00	\$ 165,000.00	\$ 165,000	\$ 36,630	\$ 110,220	\$ 18,150	Cash	Federal/State	
Phase 2 - 2027 Construction	TSC, SDC, PDC Plan and Implementation (LS)	1.00	\$ 94,000.00	\$ 94,000	\$ 20,868	\$ 62,792	\$ 10,340	Cash	Federal/State	
Phase 2 - 2027 Construction	Clearing and Grubbing(AC)	2.14	\$ 15,000.00	\$ 38,100	\$ 8,458	\$ 25,451	\$ 4,191	Cash	Federal/State	
Phase 2 - 2027 Construction	Roadway Excavation incl. Haul (CY)	33,075.00	\$ 25.00	\$ 826,875	\$ 182,739	\$ 551,179	\$ 90,956	Cash	Federal/State	
Phase 2 - 2027 Construction	Strip Removal incl. Haul (CY)	1,000.00	\$ 25.00	\$ 25,000	\$ 5,525	\$ 16,725	\$ 2,750	Cash	Federal/State	
Phase 2 - 2027 Construction	Slide Channel Excavation incl. Haul (CY)	24,000.00	\$ 15.00	\$ 360,000	\$ 79,560	\$ 240,840	\$ 39,600	Cash	Federal/State	
Phase 2 - 2027 Construction	Eri and Wood Habitat Construction (LS)	1.00	\$ 1,927,990.00	\$ 1,927,990	\$ 426,086	\$ 677,022	\$ 824,882	Cash	Federal/State	
Phase 2 - 2027 Construction	Coffering and Pumping (LS)	1.00	\$ 80,000.00	\$ 80,000	\$ 17,680	\$ 53,520	\$ 8,800	Cash	Federal/State	
Phase 2 - 2027 Construction	Temporary Traffic Control (LS)	1.00	\$ 40,000.00	\$ 40,000	\$ 8,840	\$ 26,760	\$ 4,400	Cash	Federal/State	
Phase 2 - 2027 Construction	Landscaping(LS)	1.00	\$ 250,000.00	\$ 250,000	\$ 55,250	\$ 167,250	\$ 27,500	Cash	Federal/State	
Phase 2 - Construction supervision	Eng. Oversight (LS)	1.00	\$ 85,000.00	\$ 85,000	\$ 18,785	\$ 56,865	\$ 9,350	Cash	Federal/State	
				Total	\$ 14,148,594	\$ 2,980,000	\$ 6,846,625	\$ 4,321,969		

Administrative, Architectural & Engineering										
Category	Task Description	Qty	Rate	Amount	Grant amount	Match in PRISM	Funding not reported in PRISM	Match Source	Match Type (Federal, state, local)	
Phase 1 - Preliminary Design	Roadway Civil Engineering & Design -30% to preliminary 60% Design	1.00	\$ 300,000.00	\$ 300,000.00			\$ 300,000	Cash	State	
Phase 1 - Final Design	Roadway Civil Engineering & Design -Preliminary to Final Design (60% to 100%)	1.00	\$ 651,000.00	\$ 651,000.00			\$ 651,000	Cash	State (SRFB Funding Request)	
Survey	Roadway Survey and Biomonitoring	1.00	\$ 65,000.00	\$ 65,000.00			\$ 65,000	Cash	State	
Data collection	Geotechnical Data Collection for Roadway	1.00	\$ 150,000.00	\$ 150,000.00			\$ 150,000	Cash	State	
Final design	WSDOT Engineering Review	1.00	\$ 90,000.00	\$ 90,000.00			\$ 90,000	Cash, Materials, Labor	State	
Other	WSDOT ROW Coordination	1.00	\$ 90,000.00	\$ 90,000.00			\$ 90,000	Cash, Materials, Labor	State	
Phase 2 - Final design	Instream Restoration Civil Engineering & Design drawings permit level to final	1.00	\$ 145,000.00	\$ 145,000.00			\$ 145,000	Cash	Federal/State	
Cultural resources	Section 106 Compliance	1.00	\$ 25,000.00	\$ 25,000.00			\$ 25,000	Cash, Labor	Federal	
Permits	Wetland and Shoreline Permitting	1.00	\$ 10,000.00	\$ 10,000.00			\$ 10,000	Cash, Labor	Federal	
Other	Utilities ROW Coordination, CCPLUD - T Mobile - Ziply Fiber	1.00	\$ 50,000.00	\$ 50,000.00			\$ 50,000	Cash, Materials, Labor	Local	
Other	VMF Project Management	1.00	\$ 160,000.00	\$ 160,000.00			\$ 160,000	Cash, Labor	Federal	
Administrative	VMF Bookkeeping	1.00	\$ 20,000.00	\$ 20,000.00			\$ 20,000			
				Total	\$ 1,756,000	\$ 20,000	\$ 1,736,000			

Indirect Costs										
Description	Approved Rate	Total Project Base	Amount	Grant amount	Match in PRISM	Funding not reported in PRISM	Match Source	Match Type (Federal, state, local)		
Indirect	0.000%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
Indirect	0.000%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
				Total	\$ -	\$ -	\$ -			

AAE Budget Check
 AAE maximum allowed in \$ 2,947,587.27
 AAE validation 3,937,987

PRISM Project Total \$ 3,000,000
Match Percentage 65.532706%

CUMULATIVE TOTALS

This sheet contains automatic calculations

Project Name	NASON CREEK AND SR 207 PHASE 1 & 2 PROJECT
SRFB #	24-1861 Targeted Request
Sponsor	CONFEDERATED TRIBES AND BANDS OF THE YAKAMA NATION

	OVERALL PROJECT Cost	GRANT REQUEST Amount	PRISM MATCH Amount	MATCH NOT IN PRISM Amount	Budget Check
<u>Sheet #1 Acquisition</u>					
Property Costs	\$ -	\$ -	\$ -	\$ -	0
Incidental Costs	\$ -	\$ -	\$ -	\$ -	0
Administrative Costs	\$ -	\$ -	\$ -	\$ -	0
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ -	\$ -	\$ -	\$ -	0
<u>Sheet #2 Design</u>					
Design Costs	\$ -	\$ -	\$ -	\$ -	
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ -	\$ -	\$ -	\$ -	0
<u>Sheet #3 Restoration</u>					
Construction Costs	\$ 14,148,594	\$ 2,980,000	\$ 6,846,625	\$ 4,321,969	0
AA&E	\$ 1,756,000	\$ 20,000	\$ -	\$ 1,736,000	0
Indirect Costs	\$ -	\$ -	\$ -	\$ -	
STotal	\$ 15,904,594	\$ 3,000,000	\$ 6,846,625	\$ 6,057,969	0
Totals	\$ 15,904,594	\$ 3,000,000	\$ 6,846,625	\$ 6,057,969	0

PROJECT: 24-1861 Planning & Restoration, Nason Creek and SR 207

Sponsor: Yakama Nation Program: Salmon Federal IJA Projects

WORKSITE #1: Nason Creek - State Route 207 - Chelan County

Properties: Nason Creek - State Route 207

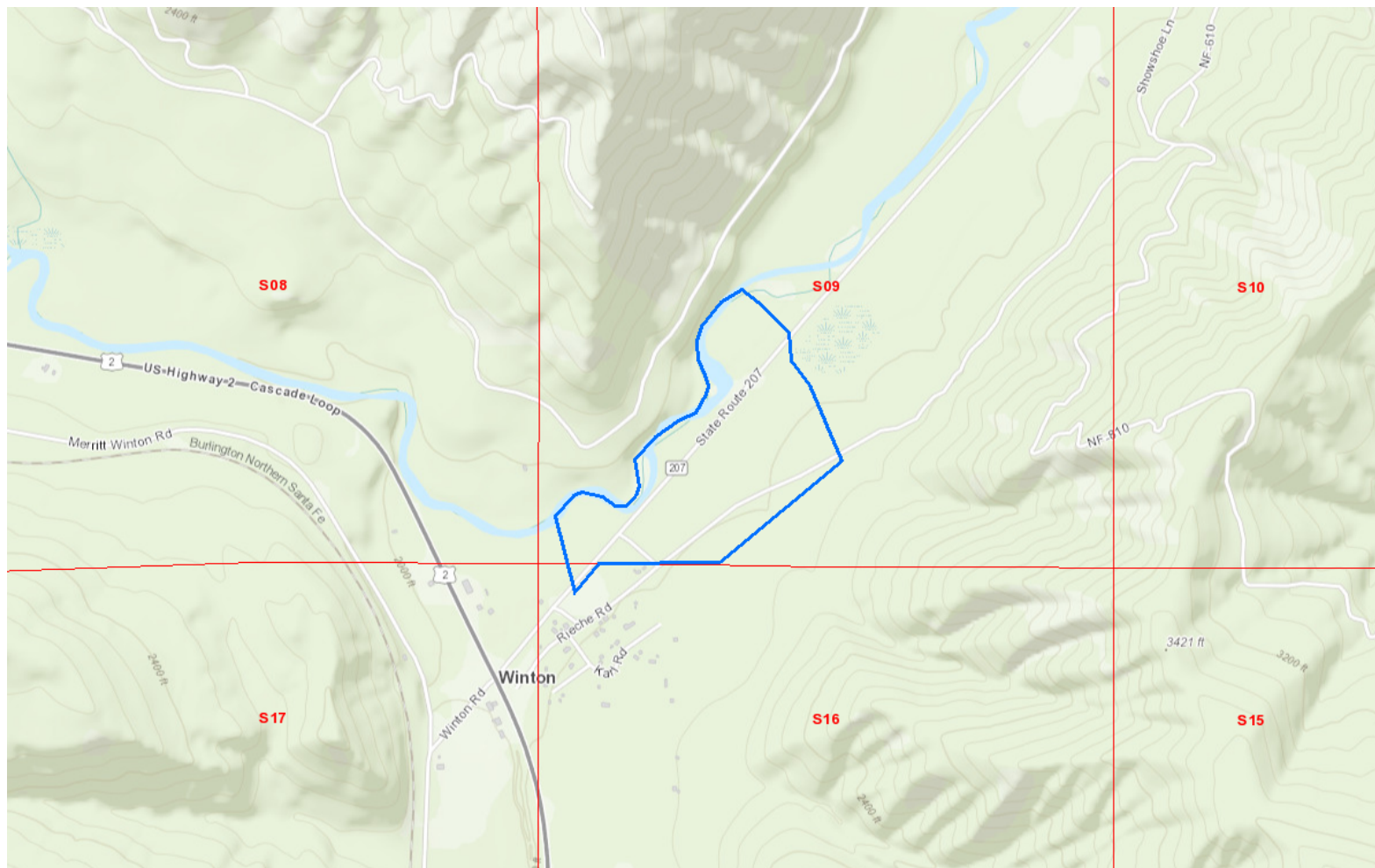
Address: Mile Marker 0.2 to 0.85 – Highway 207

City: n/a

County: Chelan

TRS: 26, 17E, 09

Lat/Long: 47.76086675, -120.73370739



Phase 1 (Year 1)

Road realignment



Phase 2 (Year 2)

Old road infrastructure removal and instream restoration (upstream section)

