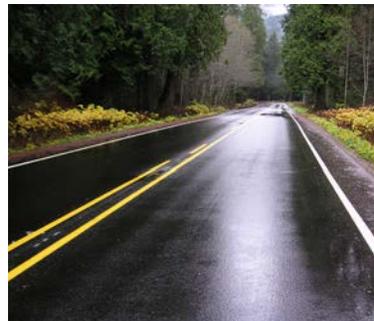


2014 Stormwater Report

NPDES Municipal Stormwater Permit Annual Report for Fiscal Year 2014

October 2014



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BMP	Best Management Practice
CAVFS	Compost Amended Vegetated Filter Strip
GIS	Geographic Information System
GPS	Global Positioning System
HRM	Highway Runoff Manual
IDDE	Illicit Discharge Detection and Elimination
MS4	Municipal Separate Storm Sewer System
NPDES	National Pollutant Discharge Elimination System
PCB	Polychlorinated Biphenyl
RCW	Revised Code of Washington
SWMPP	Stormwater Management Program Plan
SWPPP	Stormwater Pollution Prevention Plan
TAPE	Ecology's Technology Assessment Protocol
TESC	Temporary Erosion and Sediment Control
TMDL	Total Maximum Daily Load
TSS	Total Suspended Solids
WSDOT	Washington State Department of Transportation
WSF	Washington State Ferries

Certification

Certification and Signature for Washington State Department of Transportation's National Pollutant Discharge Elimination System Municipal Stormwater Permit 2014 Stormwater Report

I certify under penalty of law, that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel properly gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering information, the information submitted is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for willful violations.


Megan White, P.E.
Environmental Services Office Director
Washington State Department of Transportation

10/29/2014
Date



Chapter 1 - Stormwater Program Management

Stormwater Management

Washington State Department of Transportation (WSDOT) operates and maintains more than 40,000 acres of paved surfaces statewide. Stormwater runoff from these transportation facilities can contribute to water quality problems. To minimize the negative effects of stormwater runoff from these facilities, WSDOT uses operational and structural practices described in our Stormwater Management Program Plan. These stormwater best management practices (BMPs) prevent or reduce pollution in stormwater runoff and control runoff volumes and peak flows. Managing stormwater that comes from state transportation facilities helps fulfill WSDOT's environmental stewardship goals as well as regulatory obligations.

Water Quality Regulations

WSDOT's NPDES Municipal Stormwater Permit History

The Federal Water Pollution Control Act, commonly known as the Clean Water Act, aims to restore and maintain the chemical, physical, and biological integrity of the Nation's waters. The Clean Water Act addresses effects from stormwater discharges through the National Pollutant Discharge Elimination System (NPDES) program. Under this program, the Environmental Protection Agency EPA issues permits regulating stormwater discharges to receiving water bodies. In Washington State, the Environmental Protection Agency delegated permitting authority of the NPDES permit program to the Department of Ecology (Ecology).

Ecology first issued WSDOT a set of NPDES municipal stormwater general permits for our stormwater systems in 1995. In 2009, Ecology issued a WSDOT-specific NPDES and State Waste Discharge Permit for Municipal Stormwater (permit) to replace the general permits and better fit the linear nature and other constraints of the transportation system. Ecology reissued WSDOT's permit in 2014. Compliance with this permit constitutes compliance with the Clean Water Act and the State of Washington Water Pollution Control Act (Chapter 90.48 RCW).

Areas Covered by the Permit

Phase I and II Permit Areas

The permit covers stormwater discharges to receiving water bodies from stormwater conveyance systems (municipal separate storm sewer systems, or MS4s) owned or operated by WSDOT in areas covered by the Phase I Municipal Stormwater Permit and the Eastern and Western Washington Phase II Municipal Stormwater Permits. WSDOT implements all permit requirements in these areas.

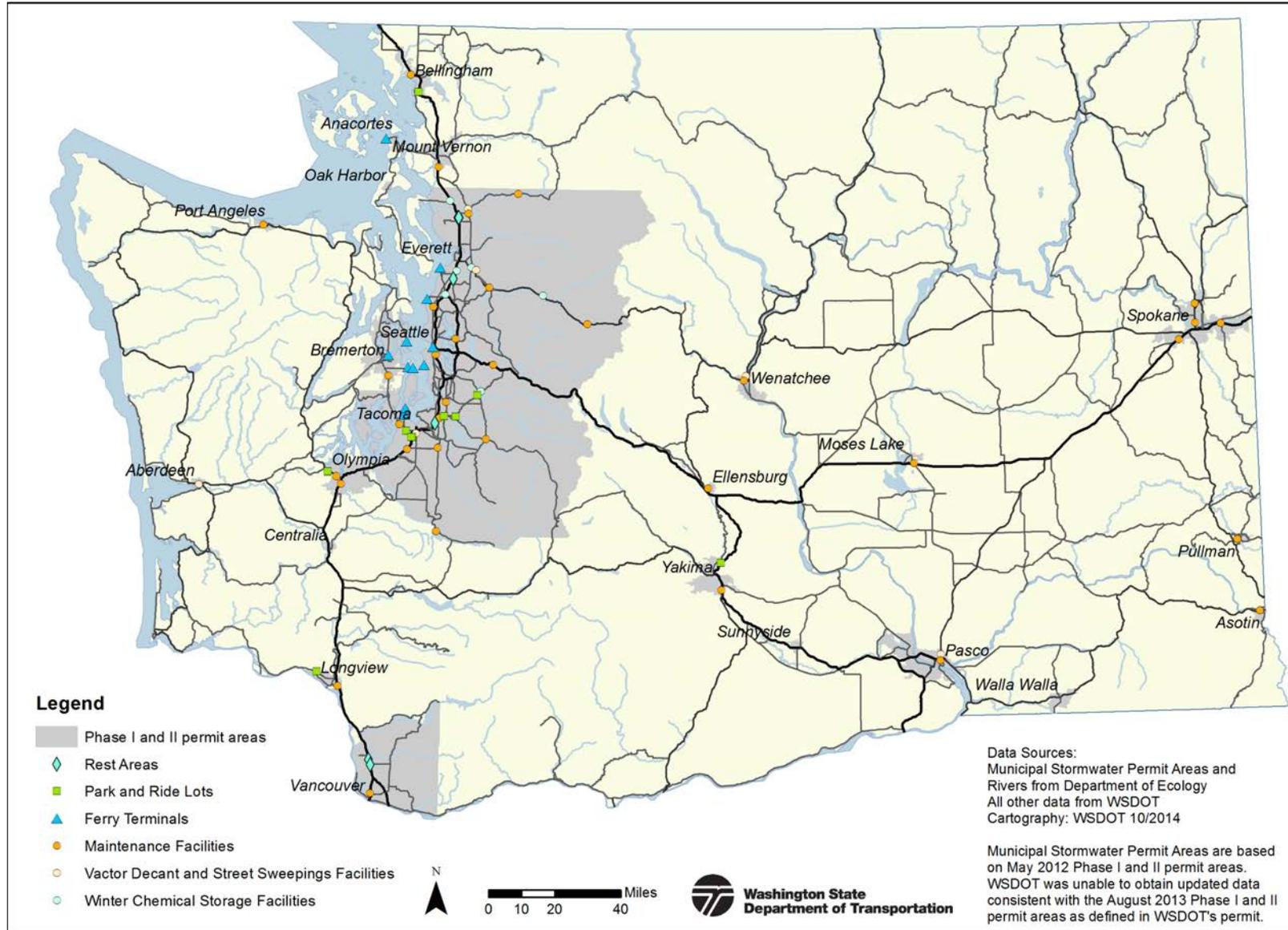
The Phase I Municipal Stormwater General Permit (Phase I permit) covers large MS4s, which include any city or county with a population of more than 250,000. It also covers medium MS4s, which include any city or county with a population between 100,000 to 250,000. The Phase I Permit covers King, Pierce, Snohomish, and Clark Counties, and the cities of Seattle and Tacoma.

The Phase II Municipal Stormwater General Permits (Phase II permits) cover certain small MS4s. These include urbanized areas and their adjacent urban fringe areas that together have a population of at least 50,000 and a population density of at least 1,000 people per square mile. Small MS4s covered by a Phase II Permit can also include areas outside an urbanized area if the MS4 discharges cause, or have the potential to cause, adverse effects on water quality. These areas must also have a population of at least 10,000, and a population density of at least 1,000 people per square mile. The Phase II Permits cover 100 cities and urbanized areas in 11 counties.

The Phase I and II permit areas include the following WSDOT facilities:

- about 1,600 miles of highways
- 6 rest areas
- 11 park and ride lots
- 11 ferry terminals
- 34 maintenance facilities
- 7 winter chemical storage facilities
- 7 vector decant and street sweepings facilities.

Figure 1 WSDOT Facilities Within Phase I and II Municipal Stormwater Permit Areas



Currently, about 370 miles of the highways shown in Figure 1 are located within the city limits of Phase I and II permittees. WSDOT uses Chapter 47.24 RCW to determine the ownership, maintenance, and operational responsibilities for roadways and stormwater infrastructure along state highways that are also city streets.

Total Maximum Daily Load Areas

The permit also covers stormwater discharges to any receiving water body in Washington State for which there is a Total Maximum Daily Load (TMDL), approved by the Environmental Protection Agency, with wasteload allocations and associated implementation documents specifying actions for WSDOT stormwater discharges. For clarity, a separate map showing the locations of the permit-covered facilities within TMDL areas appears in Chapter 2. WSDOT implements the TMDL-specific action items listed in Appendix 3 of the permit in these areas.

How to Use This Report

Compliance and Information Document

This Stormwater Report serves as WSDOT's permit-required annual report. It provides a status update on permit compliance and implementation from July 1, 2013 to June 30, 2014, our reporting period. To include the most accurate information in the Stormwater Report, staff responsible for implementation of the permit contribute a status update for their implementation tasks. The Permit Reporting Lead compiles the information and submits the report to Ecology after a series of reviews.

Some of the information in this Stormwater Report is also used in WSDOT's *Gray Notebook*, a quarterly performance measure report. WSDOT uses the Stormwater Report as a self-audit to assess the appropriateness and effectiveness of various programs and activities described in the Stormwater Management Program Plan. Should WSDOT identify the need to modify the Stormwater Management Program Plan, we include the description and justification for each recommendation we make in the Stormwater Report.

Tracking Implementation of Permit Requirements

Offices Responsible for Implementation

WSDOT's headquarters offices work with the six region offices and the Washington State Ferries Division (WSF) to implement the permit. In the headquarters offices, the Environmental Services Office, in coordination with the Stormwater Policy Committee, leads implementation of the permit and guides policy development for stormwater management.

The headquarters Maintenance and Operations Division and Development Division's Hydraulics Branch provide stormwater-related technical support to the other offices. Region offices and WSF are generally responsible for implementing the permit in the field. However, some headquarters programs perform permit-required actions in the field as well.

Tracking Implementation

WSDOT assigns tasks required by the permit to staff. The Permit Coordinator regularly reviews implementation status, interacts with the staff, and sends reminders of approaching deadlines. Externally, the Permit Coordinator interacts with permit regulators, other municipal permit holders, and various stakeholder groups. The Annual Stormwater Report helps track permit implementation and helps keep WSDOT accountable to not only the permit administrators at Ecology, but also policy makers, legislators, advocacy groups, and the general public.

Tracking Permit Implementation Costs

Estimated Permit Implementation Costs

The permit requires WSDOT to track the cost of implementing the permit. Table 1 includes an estimate of how much WSDOT spent on implementing the permit requirements during this reporting period.

Table 1 Estimated Expenditures for Permit Implementation for July 1, 2013 - June 30, 2014

Implementation Task Summary	Estimated Expenditures for Permit Implementation
Information Technology ¹	\$ 145,000
Facilities Operation ²	\$ 425,000
Environmental Services ³	\$ 2,983,500
Highway Maintenance and Operations ⁴	\$ 7,517,500
WSF Maintenance and Operations ⁵	\$ 50,000
Facilities Capital ⁶	\$ 700,000
Transportation Equipment Fund ⁷	\$ 139,000
Total	\$ 11,960,000

1. Information Technology includes database development and management needed to comply with the permit.
2. Facilities Operation includes maintenance activities like managing oil and fluid drippings from motor vehicles, keeping materials like salt and sand swept up in stockpile areas, and inspecting and maintaining BMPs at maintenance facilities, rest areas, and park and ride lots.
3. Environmental Services includes permit coordination and management, TMDL management, construction site pollution prevention management, stormwater features inventory, illicit discharge detection and elimination, and stormwater monitoring.
4. Highway Maintenance and Operations includes activities like highway BMP inspection and maintenance, catch basin inspection and maintenance and sweeping. In past Stormwater Reports, WSDOT reported on highway maintenance and operations costs statewide. For this report and subsequent reports, we will be reporting on highway maintenance and operations costs within the Phase I and Phase II permit areas.
5. WSF Maintenance and Operations includes activities like ferry terminal BMP inspection and maintenance, sweeping, and terminal inspections.
6. Facilities Capital includes minor site improvements and construction at maintenance facilities, rest areas, and park and ride lots.
7. Transportation Equipment Fund includes tractor truck equipment rental for cleaning catch basins.

In addition to the amounts listed in Table 1, WSDOT invests a portion of highway construction funds to mitigate adverse stormwater runoff effects from highway construction projects. During this reporting period, WSDOT spent about \$1.5 billion on our Highway Construction Program statewide. While only a portion of this amount covered construction of stormwater management systems, our accounting systems do not track individual stormwater-related expenditures in overall project costs. This makes generating stormwater mitigation costs very difficult. Based on WSDOT's *2013 Project Environmental Mitigation Costs Case Studies* report stormwater mitigation can account for up to about 18 percent of an overall project's costs. A specific project's stormwater mitigation costs depends on several factors including the location of the project related to urban areas, whether it is in eastern or western Washington, the size of the project, and its proximity to receiving water bodies.

Funding Requests for Permit Implementation

The permit requires WSDOT to request adequate resources to maintain compliance with the permit in its proposed budget submittal to the Governor’s Office. WSDOT first submits an agency budget request to the Office of Financial Management within the Governor’s office. The Governor then submits a transportation budget to the Legislature recommending funding levels and allocations. The amounts requested supplement the ongoing permit implementation funds from the 2011-2013 biennium. Table 2 summarizes WSDOT’s budget request for additional permit implementation funding for the 2013-2015 biennium. Table 1 accounts for both ongoing funds and additional appropriated amounts.

Table 2 2013-2015 Additional Permit Implementation Funding Request

Permit Implementation Funds	2013-2015 Biennium Budget	2014 Supplemental Budget
Amount WSDOT Requested from Governor’s Office (in addition to ongoing funding)	\$ 9,066,000	\$ 4,265,000

Triggered Reporting Items

Compliance with Permit Obligations

The permit requires WSDOT to notify Ecology if we fail to comply with an obligation in the permit. Under General Condition G20 of the permit, this notification needs to include a description of the non-compliance and the time period for which it is expected to continue. A G20 notification also needs to include actions taken or planned to reduce, eliminate, and prevent reoccurrence of the non-compliance. In this reporting period, WSDOT complied with all of the permit obligations; however, we began assessing the potential of noncompliance with maintaining permanent stormwater treatment and flow control BMPs. More information on this can be found in Chapter 5.

Standards for Discharges

The permit requires WSDOT to include a summary in the annual report of any actions taken regarding Special Condition S4 of the permit. These actions include notifying Ecology about any discharge from WSDOT's MS4 that causes or contributes to a known or likely violation of water quality standards in a receiving water body. In this reporting period, WSDOT had no knowledge of discharges that required Special Condition S4 notification to Ecology.

Notification of Spills

According to General Condition G3 in the permit, if WSDOT knows of a spill into its MS4 which could constitute a threat to human health, welfare, or the environment, we must notify Ecology. In this reporting period, WSDOT notified Ecology of 31 G3 spills, summarized in Table 3.

Table 3 Summary of Spills Requiring G3 Notification to Ecology

Date and Time	Location		Description
7/25/2013	Highway: 25	Milepost: 121	Few gallons of diesel spilled
7/12/2013	Highway: 90	Milepost: 278	100 gallons of diesel spilled from a leaking fuel tank
7/22/2013	Highway: 260	Milepost: 4	Semi tractor struck a deer spilling an unknown quantity of diesel onto roadway
8/13/2013	Highway: 5	Milepost: 262	Fuel spill from traffic accident
8/15/2013	Highway: 5	Milepost: 88	Semi tractor trailer leaking combination of oil, shampoo and black dye
8/16/2013	Highway: 432	Milepost: 7.5	55 gallons of diesel was spilled on roadway from punctured fuel tank
9/25/2013	Highway: 5	Milepost: 152	10 Gallons of diesel lost from ruptured fuel tank
10/4/2013	Highway: 99	Milepost: 27.05	50 gallons diesel spill from ruptured fuel line
10/4/2013	Highway: 18	Milepost: 26	50 gallons diesel spill from ruptured fuel tank
10/18/2013	Highway: 90	Milepost: 31	52 Gallons of transformer oil from oversize load hauling transformer
10/28/2013	Highway: 99	Milepost: 23.16	Traffic accident spilled 1 gallon of diesel and 1/2 gallon oil next to Duwamish River
12/6/2013	Highway: 405	Milepost: 13.8	30 gallons diesel fuel spilled onto roadway
12/12/2013	Highway: 520	Milepost: 5	5 gallons fuel spilled onto roadway
12/16/2013	Highway: 5	Milepost: 117	Traffic accident and fire spilled diesel into WSDOT MS4

Date and Time	Location	Description
1/2/2014	Highway: 405 Milepost: 13	50-100 gallons diesel, spilled onto roadway
1/7/2014	Highway: 17 Milepost: 42.9	Traffic accident with tanker truck spilled 400 gallons of ethanol
1/27/2014	Highway: 512 Milepost: 3.71	Traffic accident caused 100 gallon diesel spill, some entering Colver Creek
1/30/2014	Highway: 548 Milepost: 4.93	Underground tile line carrying manure ruptured spilling manure into WSDOT ditch
2/21/2014	Highway: 302 Spur Milepost: 15.9	Gig Harbor sewer system failed causing 3000-7000 gallons of sewage to discharge to Puget Sound
3/7/2014	Highway: 5 Milepost: 132.84	Traffic accident resulted in fuel spill
3/10/2014	Highway: 405 Milepost: 22.5	Fire fighting activity result in large amounts of foam entering WSDOT property
4/14/2014	Highway: 202 Milepost: 13.83	6 quarts of oils lost when vehicle crashed into a WSDOT ditch
4/30/2014	Highway: 167 Milepost: 19.64	25-40 gallons of oil, diesel and honeybucket material
5/5/2014	Highway: 405 Milepost: 24.52	3-5 gallons of tranny fluid from leaking Metro Bus transmission
5/7/2014	Highway: 5 Milepost: 151.2	Unknown amount of diesel was spilled during the recovery of a semi tractor
5/12/2014	Highway: 5 Milepost: 164	Diesel spill on roadway from collisions involving dump truck
5/17/2014	Highway: 90 Milepost: 25	Spill of diesel and hydraulic fluid from traffic accident
5/21/2014	Highway: 167 Milepost: 26.51	80 gallons diesel spill from a punctured fuel tank
5/23/2014	Highway: 5 Milepost: 165.97	Break in sewage line under I5 caused sewage to leak onto WSDOT ramp
6/5/2014	Highway: 167 Milepost: 25.62	Traffic accident with dump truck carrying asbestos
6/24/2014	Highway: 18 Milepost: 18	30 gallons diesel fuel spilled onto roadway



Chapter 2 - Total Maximum Daily Loads

Total Maximum Daily Loads in the Permit

A TMDL identifies water quality pollution problems in a watershed and specifies how much pollution being discharged into a receiving water body needs to be reduced or eliminated to meet state water quality standards in that water body. TMDL implementation plans provide targets and assign action items to responsible parties to achieve compliance with water quality standards. The permit requires WSDOT to comply with the action items and associated timelines in applicable TMDLs approved by the Environmental Protection Agency. The permit currently includes 28 TMDLs statewide. Figure 2 depicts WSDOT facilities within these 28 TMDL areas.

Implementing TMDL Requirements

WSDOT's Programmatic Approach

WSDOT's programmatic approach helps streamline the development of TMDL implementation plans and ensures WSDOT's required action items are applicable and appropriate. The programmatic approach applies when evidence exists demonstrating WSDOT is a significant contributor of the pollutant of concern in the watershed. Evidence includes stormwater sampling data or other actionable information.

WSDOT's programmatic approach involves:

- mapping discharge points and outfalls.
- identifying and eliminating TMDL pollutant-related illicit discharges and connections to WSDOT's stormwater conveyance system.
- identifying and remediating TMDL pollutant sources.
- identifying and remediating TMDL pollutant-related maintenance issues.

WSDOT posts the summary reports of our programmatic work in TMDL areas and the associated standard operating procedures for completing the work on our TMDL website.

Figure 2

WSDOT staff documenting a maintenance issue during discharge inventory work in the South Fork Palouse TMDL area.



Actions Required by TMDLs

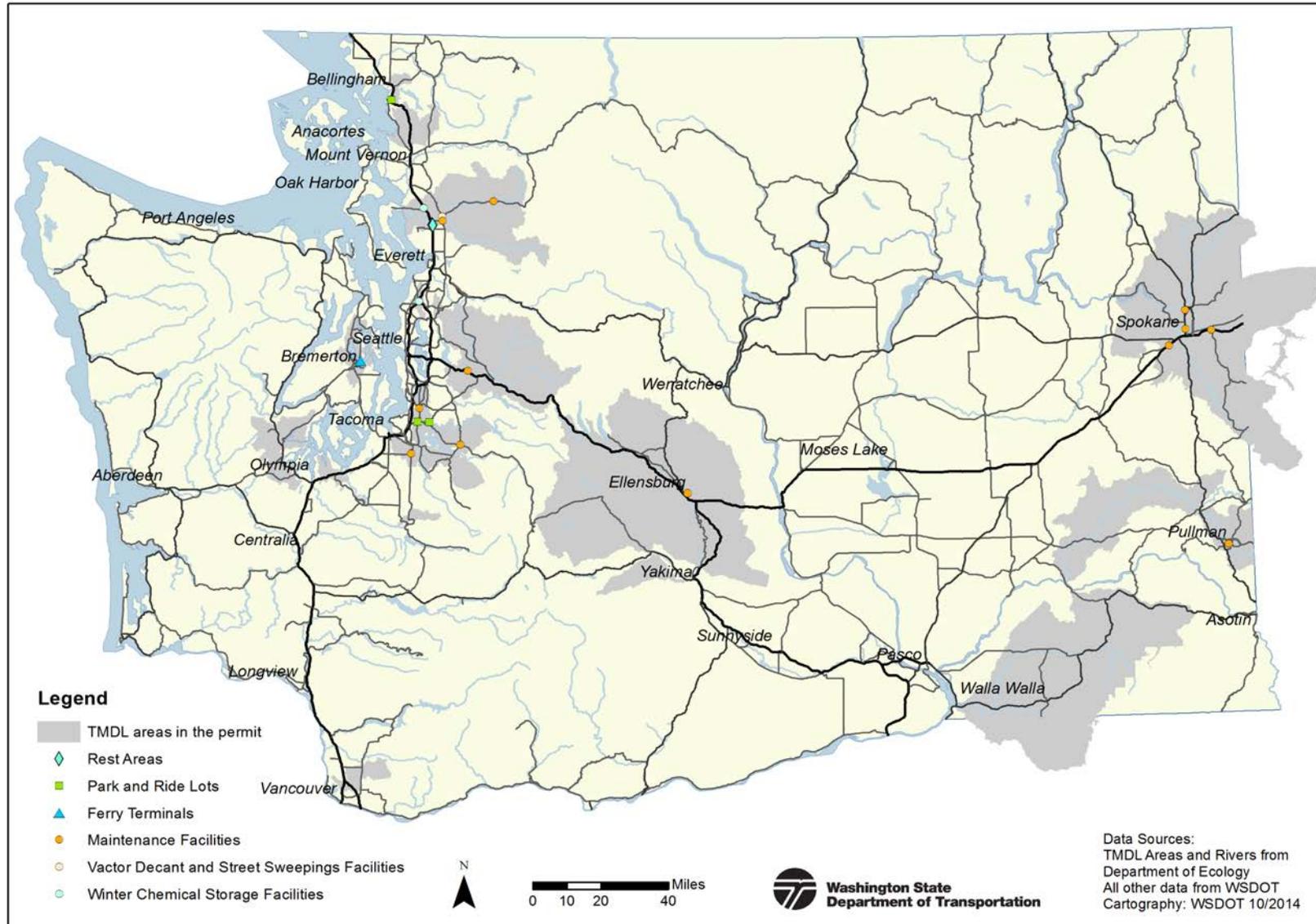
The permit requires WSDOT to summarize the status of compliance with each of the TMDL-related action items listed in Appendix 3 of the permit. The table in Appendix 1 of this report provides this information. In addition to the actions listed in the summary table, WSDOT implemented the Highway Runoff Manual in all of the TMDL areas as required by Appendix 3 of the permit.

WSDOT's Involvement in TMDL Development

As encouraged in the permit, WSDOT participates in Ecology's TMDL development process. After creating a list of TMDLs under development by Ecology, we prioritize our involvement efforts for each of the TMDLs on the list. WSDOT's involvement typically includes attending TMDL development meetings, commenting on draft TMDL documents, and collaborating with Ecology and other TMDL stakeholders. During this reporting period, WSDOT participated in the development process for the following TMDLs (with the pollutants of concern noted in parentheses):

- Clarks Creek (stormwater flow, dissolved oxygen, and sediment)
- Deschutes River (temperature, dissolved oxygen, fecal coliform, PCBs, pH, phosphorus)
- French Creek and Pilchuck River (temperature, dissolved oxygen, and pH)
- Little Spokane River (dissolved oxygen, and pH)
- Palouse River (dissolved oxygen and pH)
- Soos Creek (stormwater pilot)
- Spokane River (PCBs)
- Squalicum Creek (stormwater pilot)

Figure 3 WSDOT Facilities and Monitoring Sites within TMDLs Included in the Permit





Chapter 3 - Construction Site Stormwater Pollution Prevention

Spill Prevention Plans

WSDOT requires our construction contractors to prepare spill prevention, control, and countermeasures plans for construction projects. For each project, the contractor submits a spill prevention, control, and countermeasures plan which must meet requirements prescribed in WSDOT's *Standard Specifications for Road, Bridge, and Municipal Construction*. WSDOT reviews and accepts the plans before construction activity may begin. Contractors must keep and maintain a copy of the plan on site during construction. WSDOT verifies the plan is on site during our annual statewide erosion plan implementation and effectiveness assessments (fall assessments).

Temporary Erosion and Sediment Control

Erosion generates sediment that can pollute stormwater runoff. If left untreated, stormwater carrying excess sediment can degrade water quality and habitat in receiving water bodies. Erosion can also create dangerous work site conditions and increase the cost and time needed to complete projects. WSDOT helps prevent these adverse impacts by:

- Developing temporary erosion and sediment control (TESC) plans.
- Providing training and technical support to staff.
- Performing fall assessments on project construction sites.
- Using structural and operational erosion control BMPs.

Temporary Erosion and Sediment Control Plans

TESC plans consist of a narrative and site plan sheets identifying the project-specific risks related to erosion and a strategy for managing those risks. WSDOT's *Temporary Erosion and Sediment Control Manual* provides guidance on designing and implementing TESC plans. Projects requiring specialized erosion and sediment control solutions prepare project-specific special provisions to include in their TESC plans. TESC plans must be kept on site and updated to reflect site conditions and BMP adaptive management.

Erosion and sediment control BMPs include designs, procedures, and physical products and structures.

Examples include:

- Designing a project to minimize disturbance of existing vegetation.
- Phasing project work.
- Stormwater ponds, erosion control blankets, silt fences, or straw mulch ground cover.

Certification and Training

WSDOT requires each of our construction site inspectors to have a Certified Erosion and Sediment Control Lead certification if they collect stormwater discharge samples from construction sites. Certified Erosion and Sediment Control Lead training covers topics including the regulatory framework for construction activities, spill prevention techniques, proper erosion and sediment control BMPs, and the TESC planning process. In this reporting period, WSDOT held eight *Construction Site Erosion and Sediment Control* courses certifying or recertifying 127 WSDOT staff.

Fall Assessments

Between September and November each year, WSDOT performs an assessment of all active construction projects posing a moderate to high risk of erosion. WSDOT identifies these project sites based on the amount of disturbed soil, slope length and gradient, soil type, and proximity to receiving water bodies. If the assessment reveals TESC plan or BMP deficiencies, WSDOT's erosion control specialists follow up with the project offices to provide technical assistance to prepare for and improve site conditions for the wet weather season. In fall 2013, WSDOT assessed eight construction projects. Table 4 shows a summary of the assessment results. The rating for each assessment measure represents the percentage of questions answered affirmatively during the assessment.

Figure 4

A well-performing tire wash that was effective at preventing tracked out sediment at the State Route 520 Floating Bridge project.



Lessons Learned from 2013 Fall Assessment

In 2013, the performance ratings for ten of the twelve fall assessment measures either improved or held stable when compared to 2012. The performance ratings for preventing sediment track out and for controlling pollutants decreased slightly. WSDOT used the assessment findings to help inform changes to our *Environmental Manual*. With the changes, we aim to improve the quality of contractors' spill prevention, control, and countermeasures plans. This will drive positive changes for pollutant control on future projects.

Tracked out sediment continuously presents challenges, especially for large earthwork projects. WSDOT relies heavily upon street sweeping as a BMP for cleaning up tracked out sediment. However, sweeping is not always effective at removing dirt from the road surface. To increase effectiveness, WSDOT is exploring the idea of requiring contractors to use specific street sweeping technology or tire wash BMPs on projects where tracked out sediment is a concern.

Table 4 Results of 2013 Fall Assessment Compared to Previous Assessments

Fall Assessment Measure	Ratings by Year					Performance Status*
	2009	2010	2011	2012	2013	
Maintain BMPs	88	77	89	87	100	Improved
Protect Slopes	64	71	100	83	100	Improved
Protect Drain Inlets	86	83	87	100	100	Stable
Stabilize Channels and Outlets	87	83	67	89	88	Stable
Manage the Project	97	93	100	97	92	Stable
Preserve Vegetation/Mark Clearing Limits	100	100	100	100	97	Stable
Control Flow Rates	93	100	100	100	100	Stable
Install Sediment Controls	100	100	100	100	100	Stable
Control Dewatering	100	100	100	100	100	Stable
Stabilize Soils	93	86	100	91	88	Stable
Establish Construction Access/Prevent Tracked Out Sediment	94	86	100	93	79	Decreased
Control Pollutants	100	82	89	100	92	Decreased

* "Stable" performance status indicates measures within 5% of the previous years' rating

In an effort to reduce costs and improve overall TESC performance, WSDOT has transferred the NPDES Construction Stormwater General Permit to contractors on a pilot basis during this reporting period. These transfers have had positive results, so WSDOT is exploring expanding transfer of the NPDES Construction Stormwater General Permit to more projects. WSDOT expects this approach will increase the contractors' incentives to implement better and more cost effective TESC strategies including focusing on source control, preserving existing vegetation, and phasing work.



Chapter 4 - Stormwater Infrastructure

Planning and Designing New Facilities

When WSDOT constructs or modifies transportation facilities, we incorporate stormwater management BMPs to minimize adverse effects of stormwater runoff on receiving water bodies. WSDOT's *Highway Runoff Manual* (HRM) and *Hydraulics Manual* provide consistent design and planning procedures to use statewide to ensure we meet the level of stormwater management established by Ecology's stormwater management manuals.

Training

WSDOT trains staff and consultants who perform stormwater management BMP design work to help ensure they understand and use the design procedures in the HRM. The permit requires WSDOT to report the number of HRM training opportunities we provide and the number of staff who attend. In this reporting period WSDOT offered on-line training classes which trained nine WSDOT staff and two consultants.

Stormwater System Mapping

During this reporting period, WSDOT's stormwater system mapping efforts involved developing and implementing a pace setting process to map our complete stormwater conveyance system in areas covered by the permit. The permit requires WSDOT to set a pace by March 2016. WSDOT started the pace setting process by categorizing our highway system based on common characteristics that could affect the amount of time it takes to map the stormwater system. WSDOT has begun mapping representative portions of highways in each category. We will complete two phases of mapping to determine a pace for each category of highway and evaluate whether categories need to be altered. WSDOT will then calculate an average mapping pace for all of the highways in the areas covered by the permit based on the category-specific pace and number of miles of highways in each category.

To map the stormwater system, WSDOT uses office and field-based methods. In the office, WSDOT researches and maps the information in as-constructed contract plans (as-built plan sheets). As-built plan sheets show what was constructed or modified during a project, including discharge points and

Figure 5

WSDOT field crew using a GPS unit to map WSDOT's stormwater conveyance system.



The permit requires WSDOT to report our updated GIS data layers. In this reporting period, WSDOT updated layers for:

- artificial discharge points
- debris racks
- discharge points
- drainage inlets
- energy dissipaters
- flow restrictors
- pipe ends
- pipes
- ditches
- roadside slopes
- concrete barriers
- curbs
- stormwater ponds
- stormwater vaults

WSDOT is currently looking into alternatives for developing a process to map drainage areas associated with WSDOT owned or operated stormwater outfalls and discharge points.

outfalls, pipes, drainage inlets, BMPs, and ditches. WSDOT staff use Geographic Information Systems (GIS) to place the as-built plan sheet images where they belong on a map (geo-reference), then create points, lines, and polygons to represent the stormwater infrastructure in the as-builts. Staff can add attributes describing the points, lines, and polygons in the database as well.

In the field, WSDOT crews locate and document stormwater conveyance infrastructure using Global Positioning System (GPS) units. In addition to the geographic locations of stormwater infrastructure the crew members record attribute information for each part of the system. In areas where we have no, or minimal, existing information of stormwater infrastructure, WSDOT finds and maps the infrastructure and documents all attribute information using the GPS units. In areas where we have a base level of data from our in-office mapping efforts, field crews load the stormwater infrastructure locations and attributes into the GPS units and update or confirm the information, as needed, based on field observations.

Tracking New Stormwater Outfalls, Discharge Points, and BMPs

The permit requires WSDOT to enter key features and locations of newly constructed stormwater facilities into a database. WSDOT currently has procedures in place requiring project offices to submit as-built plan sheets to the headquarters office as a step in the project closeout process. We then use GIS to manually map and document stormwater infrastructure from the as-built plan sheets in the Stormwater Features Inventory Database as described above.

WSDOT has been researching alternatives to make the as-built plan sheet submission process more automated and to import the information from the as-builts directly into the Stormwater Features Inventory Database. Our on-going collaborative effort involves WSDOT's Environmental Services Office, the Computer Aided Engineering Office, the Office of Information Technology, the Transportation Data Office, the Maintenance Office, and the Design and Construction Offices. In this reporting period, WSDOT worked to develop the software and system upgrades to make this process successful. With the upgraded systems in place, WSDOT plans to begin testing the transfer process.

The permit requires WSDOT to report the number and type of stormwater BMPs built annually. In this reporting period, WSDOT constructed 188 BMPs statewide, 80 of which were built within the areas covered by the permit. Table 5 summarizes the number and types of BMPs built in areas covered by the permit. The full list of stormwater BMPs built statewide appears in Appendix 2.

Table 5 Stormwater BMPs Built in Areas Covered by the Permit

Project Name	Region	Infiltration ¹	Dispersion ²	Biofiltration ³	Wet Pool ⁴	Other ⁵	Total
SR 285/W End of George Sellar Bridge - Intersection Improvements	North Central			2			2
SR 539/I-5 to Horton Road - Access Management	Northwest					1	1
US 2/Ebey Slough Br Vic to Bickford Ave Vic - Culvert Replacement	Northwest				2		2
SR 99/Spokane St Bridge - Replace Bridge Approach	Northwest			1			1
SR 9/Pilchuck Creek - Replace Bridge	Northwest			1	1		2
SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Northwest			32			32
SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Northwest			26	3		29
SR 161/24th St E to Jovita - Add Lanes	Olympic				3		3
SR 500/St. Johns Interchange	Southwest	3		3	2		8
	Total	3	0	65	11	1	80

1. Infiltration includes: Infiltration Trench, Infiltration Pond, Infiltration Swale, Infiltration Vault, and Drywell.
2. Dispersion includes: Natural Dispersion, and Engineered Dispersion.
3. Biofiltration includes: Biofiltration Swale, Wet Biofiltration Swale, Bioinfiltration Pond, Vegetated Filter Strip, Compost Amended Vegetated Filter Strip, and Media Filter Drain.
4. Wet Pool includes: Constructed Stormwater Treatment Wetland - Detention Pond, Combined Stormwater Treatment Wetland/ Detention Pond, Constructed Stormwater Treatment Wetland, Combined Wet/Detention Pond, and Detention Pond.
5. Other includes: Hydrodynamic Separator, Flow Restrictor, Oil-water separator.

Retrofits

Prioritizing Retrofits

Most of WSDOT’s highways and facilities were built before the federal Clean Water Act and the Washington Water Pollution Control Act were enacted. Thus, most of the existing pavement surfaces do not have facilities to control stormwater flows or treat stormwater runoff before it discharges from our right of way. We address these deficiencies by prioritizing highway segments that either do not have any, or have substandard treatment or flow control, for retrofit.

The retrofit prioritization process consists of three stages, with each stage building off the previous one.

- Stage 1 involves screening the entire state using GIS to identify areas that present greater than average risks from highway stormwater runoff.

- Stage 2 involves field inventory to identify areas with closed conveyance systems, known high habitat value, and erosion or pollution problems.

- Stage 3 involves collecting detailed site information to determine drainage areas and estimate costs to retrofit specific sections of highway.

WSDOT worked with state and federal resource agencies to develop a retrofit prioritization process to focus stormwater retrofit investments in areas of the greatest need, maximize immediate benefits by targeting areas with the highest environmental benefits relative to cost, and reduce costs by identifying opportunities to combine retrofits with construction projects. The prioritization process results in assigning scores to highway segments. WSDOT has completed prioritization for highways in the Puget Sound Basin and is now working to complete it statewide, as staff and funding become available.

Tracking Retrofits

The permit requires highway projects in the Puget Sound basin to meet more stringent project-triggered retrofit requirements than other regions of the state. If these projects add new impervious surfaces and exceed the thresholds defined in the HRM to comply with stormwater management requirements, the projects must perform one of three alternatives:

- Retrofit, at a minimum, the amount of existing impervious surface within the project limits that equates to 20 percent of the cost to meet stormwater requirements for the new impervious surfaces (*20 percent cost obligation*)
- Transfer an amount of money equal to the *20 percent cost obligation* to fund stand-alone stormwater retrofit projects (this alternative cannot be used if the project has a high priority stormwater retrofit location falling within its project limits)
- Meet the *20 percent cost obligation* within the project limits to the extent feasible and transfer funds equivalent to the unmet balance to fund stand-alone stormwater retrofit projects.

The permit requires WSDOT to report the *20 percent cost obligations* that projects calculate, and describe where and how much retrofitting took place, to ensure we comply with the alternatives described above. During this reporting period, there were no new applicable projects pertaining to this reporting requirement. The permit also requires WSDOT to report how much money we transferred from projects in the Puget Sound basin to fund stand-alone stormwater retrofit projects. While no money was transferred during this reporting period, WSDOT expects money will be transferred during next reporting period to fund stand-alone stormwater retrofits.

The permit requires WSDOT to report the number of stand-alone retrofits we construct. We completed one stand-alone stormwater retrofit during this reporting period. The permit also requires reporting the number of acres of existing impervious surface retrofitted or reverted to pervious surface through retrofits. This information appears in Table 6. The permit requires WSDOT to separately report the acreage of off-site project-triggered retrofit obligations incurred and accomplished. To date, no projects have chosen to retrofit off-site.

Table 6 Acres of Existing Impervious Surface Retrofitted or Reverted to Pervious

State Route	Region	Project Name	Existing Impervious Surface Retrofitted or Reverted to Pervious (acres)	Reason for Retrofit ¹
285	North Central	SR 285/W End of George Sellar Bridge - Intersection Improvements	0.9	Opportunity-based
546	Northwest	SR 546/Depot Rd and Bender Rd - Intersections Improvements	0.345	Project-driven
99	Northwest	SR 99/Spokane St Bridge - Replace Bridge Approach	0.939	Project-driven
530	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	10.391	Stand-Alone
9	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	15.141	Project-driven
161	Olympic	SR 161/24th St E to Jovita - Add Lanes	2.95	Opportunity-based
510	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	0.13	Opportunity-based
5	Olympic	I-5 / SR 16 Eastbound Nalley Valley I/C - HOV	6.66	Opportunity-based
500	Southwest	SR 500/St. Johns Interchange	0.67	Project-driven

Includes projects designed after June 2010. For projects designed prior to June 2010, WSDOT did not track existing impervious surface retrofitted or reverted to pervious.
 1. Stand-alone retrofits occur when specifically funded by allocations from the Legislature. They are selected through WSDOT’s stormwater retrofit prioritization process. Opportunity-based retrofits occur when new improvement or preservation projects elect to add retrofits of existing pervious surfaces following guidelines in the HRM. Project-triggered retrofits occur when a highway project exceeds the thresholds that trigger specific stormwater management requirements as defined in the HRM.

Illicit Discharge Detection and Elimination

Illicit Discharge Detection and Elimination Program

WSDOT’s Illicit Discharge Detection and Elimination (IDDE) Program identifies and eliminates illicit discharges and illicit connections that could adversely affect our stormwater system or property.

WSDOT holds landowners adjacent to our right of way responsible for preventing pollution and treating stormwater before it enters WSDOT's right of way. However, WSDOT does not have regulatory authority over adjacent landowners, so enforcing this responsibility presents challenges. WSDOT works with Ecology and adjacent cities and counties on issues we cannot resolve directly with a landowner.

To improve the program's efficiency and responsiveness during this reporting period WSDOT:



- Developed and launched a prototype spill notification process in Washington State Patrol District 2, covering the King County area.
- Started the process to expand the spill notification system to Washington State Patrol District 1, covering Pierce and Thurston Counties.
- Continued development of new Standard Operating Procedures for identification and documentation of potential illicit discharges.
- Worked closely with municipalities on spill and IDDE response.
- Developed and improved IDDE training for maintenance and engineering staff.
- Developed training for WSDOT Incident Response staff on spill identification and notification.

Figure 6

WSDOT field crews identified this illicit discharge in Clark County along State Route 14.

New Reported Illicit Discharges

The permit requires us to track all illicit discharges and illicit connections confirmed by WSDOT staff and contractors and seek remediation when necessary. During this reporting period, WSDOT identified and verified 18 illicit discharges and 21 illicit connections. Of these, WSDOT resolved 17 of the illicit discharges and 18 illicit connections. Any that were unresolved remain in the resolution process. A detailed table describing the discharges and connections, actions WSDOT took to eliminate them, and the status of the issues appears in Appendix 3.

Chapter 5 - Maintenance and Operations

Road and Facility Maintenance and Operations

Facility Stormwater Pollution Prevention Plans

WSDOT implements stormwater pollution prevention plans (SWPPPs) to help prevent the contamination of stormwater at maintenance facilities covered by the permit. The plans identify operational and structural BMPs to use at the facilities. To ensure SWPPP implementation, and to evaluate the effectiveness of the plans, the permit requires WSDOT maintenance staff to perform site inspections twice a year. These include visual inspections of the facility and its stormwater discharges. WSDOT tracks inspections and documents their results in the Highway Activity Tracking System and our Computerized Maintenance Management System. In this reporting period, WSDOT conducted SWPPP site inspections twice at all applicable facilities, meeting this permit requirement.

Litter Control and Street Sweeping

WSDOT maintenance staff pick up large debris and dispose the bags of litter collected by Adopt-a-Highway volunteers, Ecology Youth Corps work groups, and Department of Corrections work groups. Mechanical sweepers remove sediment and other debris from paved highway shoulders. This helps prevent these potential pollutant sources from entering runoff, stormwater conveyance and treatment systems, and receiving water bodies. Sweeping frequency depends on debris build-up and funding.

Snow and Ice Control

WSDOT's *Snow and Ice Plan* includes specific goals and guidance for WSDOT's snow and ice control maintenance program. WSDOT only uses de-icing agents approved by the *Pacific Northwest Snowfighter Association*. The association provides specifications for products which balance environmental and transportation safety concerns.

Vegetation Management

WSDOT implements locally-based Integrated Vegetation Management plans to control undesirable vegetation, while encouraging the growth of desirable plants like native vegetation. Integrated Vegetation Management plans identify routine maintenance activities, priority areas, and areas with specific geographic and environmental management considerations. Each year, WSDOT reviews and revises the plans based on observations and changing conditions.

Catch Basin Maintenance

In June 2014, WSDOT completed our second annual cycle of inspections of catch basins covered by the permit. Using either the Highway Activity Tracking System or the Automatic Vehicle Location system, maintenance crews documented inspecting almost 26,800 catch basins. In addition to annual inspections, the permit requires WSDOT to correct 95 percent of deficiencies noted during inspections within 6 months and 100 percent within a year unless there are circumstances beyond WSDOT's control. We corrected 95 percent of the noted deficiencies within 6 months and 99 percent of deficiencies within the year. Due to circumstances beyond WSDOT's control, we have exceeded the one year time period for correcting the catch basin deficiencies on one percent of catch basins.

Figure 7

A WSDOT maintenance employee vacuuming the sediment and debris out of a catch basing with a vacator truck on I-705 under I-5.



In the Highway Activity Tracking System, each catch basin has a unique identifier. Thus, it provides very precise documentation of catch basin inspections, and subsequent cleanings and corrective actions, for individual catch basins. WSDOT expected the Automatic Vehicle Location system to have this capability as well. However, we encountered complications when attempting to enable the system to use unique identifiers. Thus, this system provides less precise documentation on subsequent cleanings and corrective actions than we expected. WSDOT has concluded that the Automatic Vehicle Location system lacks the precision needed to document that we corrected 100 percent of catch basin deficiencies within the year time period. In light of this inability to precisely document corrective actions with the Automatic Vehicle Location system, WSDOT's Maintenance and Operations Division has decided to change its procedures to solely use the Highway Activity Tracking System for tracking catch basin inspections and maintenance beginning July 2015.

Treatment and Flow Control BMP Maintenance

The permit requires WSDOT to annually inspect 95 percent of permanent stormwater treatment and flow control BMPs. WSDOT completed our second annual cycle of inspections on 98 percent of permanent BMPs in March 2014.

The permit also requires WSDOT to correct stormwater BMP deficiencies within one year of identification for BMPs requiring typical maintenance and within two years of identification for BMPs requiring non-typical maintenance costing less than \$25,000. We completed all typical maintenance on all applicable BMPs within the one year time period. Additionally, WSDOT began correcting deficiencies on BMPs requiring non-typical maintenance.

WSDOT is assessing noncompliance with meeting the two-year timeframe requirements for correcting identified deficiencies requiring non-typical maintenance. WSDOT maintenance staff lack complete design information for some of these sites. Without this information, maintenance staff do not know the unique specifications and standards to which these BMPs must be individually maintained. In assessing this noncompliance issue, the maintenance program is working with hydraulic engineering staff on a plan to provide maintenance staff with the necessary information including the site-specific design specifications and standards required to complete maintenance and repairs.

As required by the permit, WSDOT plans to address BMPs that need non-typical repairs costing more than \$25,000 and BMPs originally built without access roads as funding becomes available. These BMPs, summarized in Table 7, represent a small portion of maintenance needs.

Table 7 Number of Permanent BMPs which Require Additional Funding to Correct

Region	Non-typical Repairs Exceeding \$25,000	Access Road
Northwest	7	0
Olympic	1	8
Southwest	6	0

Training

During this reporting period, WSDOT held 14 training courses on stormwater-related maintenance activities. In all, 258 maintenance staff were trained on topics including:

- Overview of the Endangered Species Act Regional Road Maintenance Program
- Understanding when and how to use BMPs
- Stormwater BMP maintenance
- Compliance monitoring and reporting requirements
- BMPs for emergency and unscheduled road maintenance activities
- Field exercises installing erosion control BMPs
- Spill response

Ferry Terminal Maintenance and Operations

Terminal Stormwater Pollution Prevention Plans

Similar to the SWPPPs for maintenance facilities, WSF implements SWPPPs to help prevent the contamination of stormwater at ferry terminals covered by the permit. WSF uses most of the BMPs identified in the SWPPP as standard procedures at all of its ferry terminals, regardless of whether they covered by the permit. Each terminal keeps a copy of the SWPPP on site and maintains a formal inspection log. To ensure they implement the SWPPP properly, WSF conducts several types of terminal site inspections. Employees inspect terminals daily, SWPPP stormwater inspectors inspect sites twice a month, and terminal maintenance engineers inspect the stormwater systems at the terminals annually.

Tracking Maintenance

If WSF staff identify a maintenance need during inspections, they schedule corrective maintenance activities using the Maintenance Productivity Enhancement Tool. Staff track completion of maintenance activities, document the results, and adjust preventative maintenance schedules in the Maintenance Productivity Enhancement Tool to balance available resources and identified maintenance needs.

Sweeping

Mechanical sweepers remove sediment and other debris from most ferry terminals quarterly. WSF uses a more frequent sweeping schedule, occurring monthly, at the Anacortes, Bainbridge, and Seattle terminals. Additional sweepings occur at terminals following known high-use weekends. For example, the Vashon terminal is swept after the Strawberry Festival that occurs on the island in July.

Vegetation Management

WSF manages contracts for annual vegetation maintenance at the ferry terminals. Maintenance activities include mechanical mowing, trimming, weeding, and selective application of herbicide to remove noxious weeds. Stormwater biofiltration swales at the Anacortes, Tahlequah, and Southworth ferry terminals get trimmed at least twice a year.

Training

WSF uses a programmatic staff training approach, allowing them to meet the operational demands of nearly 450 scheduled daily sailings and staff schedules. During this reporting period, 43 terminal supervisors and 324 terminal staff received training through a variety of formal and informal methods, including:

- Self-teaching through manuals
- Computer-based courses and webinars
- Lectures and seminars
- Informal field procedural training
- Stormwater inspectors explaining their reports and expectations

As an example of the programmatic training approach, when a stormwater issue is noted during the monthly stormwater inspections, a corrective action is documented in the inspection log and discussed with the terminal supervisor. Either the inspector or the supervisor then informally train terminal staff to resolve and prevent the issue.

Figure 8

Vehicles wait to board a ferry at a terminal in Seattle. WSF employees mop small drips from leaking vehicles daily.





Chapter 6 - Education, Training, and Public Involvement

Education and Public Involvement

In addition to being a permit requirement, WSDOT considers education and public involvement good practice. WSDOT encourages continuous and meaningful public involvement through public meetings regarding project-specific environmental review documentation and alternatives for managing stormwater. WSDOT also encourages the public to comment on our Roadside Vegetation Management Plans. Further, WSDOT's Adopt-a-Highway and Commute Trip Reduction programs help educate and involve the public in pollutant source reduction.

Adopt-a-Highway

WSDOT's Adopt-a-Highway program gives individuals, groups, and businesses the opportunity to help keep stormwater clean by picking up the litter and debris along highways. While businesses that sponsor sections of highway often hire contractors to pick up and dispose of the litter, WSDOT collects and disposes most of the bags filled by individuals and volunteer groups. During this reporting period, 1,387 volunteer groups picked up litter along Washington state highways. They worked more than 19,000 hours and picked up almost 23,500 bags of litter. Contractors hired by 245 sponsor groups collected an additional 6,900 bags of litter.

Commute Trip Reduction

WSDOT works with nearly 1,100 local governments and employers to implement Commute Trip Reduction techniques. These include subsidies for public transit fares and carpooling, flexible work schedules, and telecommute opportunities. With WSDOT's technical support and help from the online tools available at rideshareonline.com, between 2007 and 2012*, employees reduced their driving by 37.7 million miles annually. In addition, commuters saved over \$7 million in fuel expenses. Removing vehicles from the roadways and reducing the emissions that enter the atmosphere helps improve water quality by reducing the amount of pollutants deposited on the roadway and entering our stormwater systems.

From 2007 to 2012*:

Commuters participating in Commute Trip Reduction reduced their rate of driving alone to work by 3.1 percent.

The average miles traveled by each employee to their work site fell by 4.6 percent.

Commute Trip Reduction techniques removed about 12,000 vehicles from the roadways every day.

Commute Trip Reduction techniques saved commuters 7 million gallons of fuel annually.

Annual greenhouse gas emissions fell by 17,000 metric tons due to Commute Trip Reduction techniques.

* Due to data issues, data reported for the period between 2007 and 2012 in previous reports was skewed. This issue has been corrected and the numbers presented in this report are accurate. Information from the 2013 - 2014 cycle will be available for next year's report.

Internet Site

WSDOT shares stormwater-related information with the public through our website. During this reporting period, WSDOT made a number of updates to our websites. These included:

- Posting the 2013 Stormwater Report after it was submitted to Ecology.
- Updating several of our Stormwater and Watersheds websites.
- Updating links to newly completed Area Roadside Vegetation Management Plans
- Creating a new Stormwater Mapping website.
- Posting the technical reports from two completed research projects

Knowledge and Technology Transfer

WSDOT maintains communication and coordinates with local, state, and national programs to share resources, promote and conduct stormwater research, and stay up to date on stormwater research developments and innovations. In addition to sharing information and knowledge with others, WSDOT greatly benefits from the information shared with us during events and from committees and work groups we participate in. WSDOT participates in many advisory groups, committees, and partnerships, including:

- Permit coordination and implementation:
 - Phase I Permit Coordinators
 - Puget Sound Regional NPDES Permit Coordinators
 - South Sound Phase II Group
 - Southwest Washington Managers and Coordinators
 - Stormwater Technical Advisory Committee with the cities of Olympia, Lacey, Tumwater, and Thurston County
 - Regional Operations and Maintenance Program
 - Street Maintenance Solids Meetings
 - Standard Operating Procedures Working Group

Figure 9

Volunteers with the Port of Camas-Washougal pick up litter along a rural section of State Route 500 East in Clark County



- State and Regional Committees and Advisory Groups:
 - American Public Works Association Stormwater Managers Committee
 - Stormwater Technical Resource Center Advisory Committee
 - Puget Sound Stormwater Workgroup
 - Ecology's Technology Assessment Protocol (TAPE) Stakeholder Advisory Group
 - Local Jurisdiction Stormwater Monitoring Caucus
 - American Society of Civil Engineers Water Resources Committee
 - Puget Sound Regional Council Stormwater Charter Committee
 - Water Quality Partnerships
 - Puget Sound Partnership State Agency Caucus
 - Stormwater Retrofit Planning Project for Washington State Water Resource Inventory Area 9 Stakeholder Workshop
 - Hood Canal Coordinating Council Stormwater Workgroup

- National Committees and Advisory Groups:
 - American Association of State Highway and Transportation Officials
 - Transportation Research Board
 - Transportation Research Board Committees on Hydrology, Hydraulics and Water Quality, and Landscape and Environmental Design
 - National Cooperative Highway Research Program
 - TransNow



Table 8 TMDL Implementation Summary Table

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Hangman Creek TMDL (Fecal Coliform, Temperature, TSS/Turbidity)	Prepare addendum to the initial inventory findings report. Include updates on potential TMDL concerns, and follow-up actions taken and/or notification to others where a concern has been identified but occurred outside WSDOT's right-of-way and control.	Submit 6 months after initial inventory findings report	Findings reports were submitted to Ecology on 2/8/13 and 2/28/14 (summarizing findings from 2012 and 2013 field work, respectively). An addendum report will be submitted to Ecology by 8/29/14.
	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL website for the Hangman Creek TMDL Summary of Inventory Findings Reports, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control.
	To address TSS/turbidity, WSDOT will work to prevent sediment from entering area waterways along SR 27 (in upper watershed) and SR 195 right-of-ways. WSDOT will prioritize problem areas and work with individual property owners to prevent sediment from entering area waterways via WSDOT's MS4.	On-going	WSDOT developed a prioritization process to prioritize problem areas based on locations identified, 1) during 2012 and 2013 field work described above, 2) via a GIS screening exercise that was later field verified, and 3) consultation with local WSDOT maintenance staff who are aware of sediment "hot spots." WSDOT plans to work with the Conservation District and individual property owners to prevent sediment from entering area waterways via WSDOT's MS4.
Henderson Inlet Watershed TMDL (Fecal Coliform)	Update WSDOT stormwater facilities on Southbound I-5 at milepost 110.	6/30/2017	Preliminary project scoping and planning is complete and the project will be constructed by 6/30/17.

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Issaquah Creek Basin TMDL (Fecal Coliform)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL website for the Issaquah Creek TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
Little Bear Creek TMDL (Fecal Coliform)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL webpage for the Little Bear Creek TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
Nisqually River Tributaries TMDL (Fecal Coliform and Dissolved Oxygen)	Provide replacement bags at pet waste station on the dike at McAllister Creek or close access to the dike.	As needed	Replacement bags provided as needed.
	Participate in adaptive management meetings.	As needed	Not applicable during the reporting period.

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Oakland Bay, Hammersley Inlet, and Selected Tributaries TMDL (Fecal Coliform)	Work with Ecology, Squaxin Island Tribe, and Mason County to determine potential sources of fecal coliform within WSDOT's right-of-way and control on a limited number of high priority Highway 3 stormwater discharge locations to Oakland Bay. ²	On-going	On-going correspondence via e-mail.
	Inventory highway discharge locations, implement pollutant source identification, and identification of illicit sources of bacteria to WSDOT's stormwater conveyance system within the TMDL boundary. Refer to Appendix 3 for specific details on prioritization and geographic scope of inventory efforts.	Complete by December 2015	Not started yet.
	Prepare inventory findings report.	Submit by December 2015	Not started yet.
	Prepare addendum to the initial inventory findings report. Include updates on potential TMDL concerns, and follow-up actions taken and/or notification to others where a concern has been identified but occurred outside WSDOT's right-of-way and control.	Submit 6 months after initial inventory findings report	Not started yet.
	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	Will implement as needed.

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Palouse River Watershed TMDL (Fecal Coliform)	Implement fecal coliform programmatic approach ¹ within the TMDL boundary. These efforts will focus identification of illicit sources of bacteria and sediment discharge to WSDOT's stormwater conveyance system. Refer to Appendix 3 for specific details on prioritization and geographic scope of inventory efforts.	Complete by March 2015	Discharge inventory completed in June 2014.
	Prepare inventory findings report.	Submit by March 2015	Under development; Will submit by March 2015.
	Prepare addendum to the initial inventory findings report. Include updates on potential TMDL concerns, and follow-up actions taken and/or notification to others where a concern has been identified but occurred outside WSDOT's right-of-way and control.	Submit 6 months after initial inventory findings report	Not started yet.
	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	Will implement as needed.
Samish Bay Watershed TMDL (Fecal Coliform)	Participate in TMDL adaptive management process.	On-going	On-going

TMDL Implementation Summary Table

Appendix 1

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
South Fork Palouse River TMDL (Fecal Coliform)	Prepare addendum to the initial inventory findings report. Include updates on potential TMDL concerns, and follow-up actions taken and/or notification to others where a concern has been identified but occurred outside WSDOT's right-of-way and control.	Submit 6 months after initial inventory findings report	Findings report submitted to Ecology on 1/15/14. Addendum report submitted to Ecology on 7/15/14 to provide an update on identified issues.
	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL webpage for the South Fork Palouse River TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control.
	Annually inspect under the Highway 195 bridge in Colfax and taken any necessary action to prevent pigeons from roosting there.	Perform inspection annually; Initiate action to prevent pigeon roosting within 90 days of annual inspection	Inspection completed 3/18/14. No evidence of roosting pigeons was found.
	Implement programmatic approach ¹ at Highway 195 stormwater discharge locations and stormwater conveyance ditches discharging into Dry Fork Creek south of Pullman, WA.	Complete by March 2015	Discharge inventory completed in May 2014. Findings included in the South Fork Palouse River TMDL Summary of Inventory Findings Report Addendum, submitted to Ecology on 7/15/14.
South Prairie Creek Watershed TMDL (Fecal Coliform and Temperature)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	No new sources have been identified.
	Participate in annual adaptive management meetings.	As needed	Not applicable during the reporting period.

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Spokane River Watershed TMDL (Dissolved Oxygen)	Prepare addendum to the initial inventory findings report. Include updates on potential TMDL concerns, and follow-up actions taken and/or notification to others where a concern has been identified but occurred outside WSDOT's right-of-way and control.	Submit 6 months after initial inventory findings report	Findings report submitted to Ecology on 10/15/13. Addendum report submitted to Ecology on 4/15/14 to provide an update on identified issues.
	If stormwater discharges that transport phosphorus and ammonia over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of phosphorus and ammonia identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL webpage for the Spokane River Watershed TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
Stillaguamish River Watershed TMDL (Fecal Coliform, Dissolved Oxygen, pH, Mercury, Arsenic and Temperature)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL webpage for the Stillaguamish River TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
	Provide replacement bags and maintain educational signage at pest waste management stations at I-5 rest areas.	As needed	Replacement bags provided as needed.

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Swamp Creek Basin TMDL (Fecal Coliform)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	See WSDOT's TMDL webpage for the Swamp Creek TMDL Summary of Inventory Findings Report and Addendum, which contain details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
Teanaway River TMDL (Temperature)	Maintain roads and roadside stormwater conveyance ditches to prevent entry of sediment into area waterways.	On-going	On-going
Totten, Eld and Skookum Inlets Tributaries TMDL (Fecal Coliform and Temperature)	If stormwater discharges that transport bacteria over natural background levels to listed receiving waters are found from sources within WSDOT's right-of-way and control, WSDOT will apply BMPs from their SWMPP or perform remediation to correct bacteria discharges. For run-on sources of bacteria identified by WSDOT that are from outside of WSDOT's right-of-way, WSDOT will notify Ecology and work cooperatively with Ecology, the local jurisdiction, and other parties involved for their resolution.	As needed	Findings report submitted to Ecology on 6/4/13. Addendum report submitted to Ecology on 12/4/13 to provide an update on identified issues. See WSDOT's TMDL webpage for the Totten/Eld and Skookum Inlets Tributaries TMDL Summary of Inventory Findings Report and Addendum, which contains details on TMDL concerns found and follow-up actions taken and/or notification to others where we identified a concern outside WSDOT's right-of-way and control. No new sources have been identified.
Tucannon River Watershed TMDL (Temperature)	Maintain roads and roadside stormwater conveyance ditches to prevent entry of sediment into area waterways.	On-going	On-going
Upper Yakima River Watershed TMDL (Suspended Sediment, and Organochlorine Pesticide)	Maintain roads and roadside stormwater conveyance ditches to prevent sediment from entering area waterways.	On-going	On-going

TMDL Name	WSDOT's Required Actions	Implementation Deadlines	Status of Compliance
Walla Walla River Watershed TMDL (Fecal Coliform, PCBs, Chlorinated Pesticide, Temperature, pH and Dissolved Oxygen)	The US 12 project will re-route 97 percent of the highway's traffic volume to the plateau located well above the Walla Walla River.	Dependent on funding	Documenting and permitting for phase seven US 12 continues, but no construction in the near future.
	Where feasible, WSDOT will implement infiltration and/or dispersion to address the pollutants covered under this TMDL.	On-going	On-going
	WSDOT will follow the current Integrated Roadside Vegetation Management Plan (South Central Region, Area 4) within the Walla Walla TMDL boundary.	On-going	On-going
Bear-Evans TMDL *(Fecal Coliform, Dissolved Oxygen and Temperature)³; Green River TMDL (Temperature); Liberty Bay Watershed TMDL (Fecal Coliform); Newaukum Creek TMDL (Temperature); Puyallup River Watershed TMDL *(Fecal Coliform)³; Salmon Creek Watershed TMDL (Temperature); Sinclair and Dyes Inlet TMDL (Fecal Coliform)³; Snoqualmie River TMDL (Temperature); Upper Naches River and Cowiche Creek TMDL (Temperature); Whatcom, Squalicum and Padden Creeks TMDL (Temperature)	Implement WSDOT's NPDES municipal permit obligations that address the TMDL-listed pollutants.	On-going	On-going

1. For information regarding WSDOT's programmatic approach, please refer to WSDOT's TMDL website.
2. This work may include but is not limited to, site visits, data review, and collaborative problem solving. If sources are identified within WSDOT's control, WSDOT will develop a plan and initiate efforts to apply best management practices from their SWMPP or perform remediation to correct the situations.
3. WSDOT is assessing noncompliance with meeting the two-year timeframe requirements for correcting identified deficiencies requiring non-typical maintenance of permanent stormwater BMPs. Some of the BMPs that require additional information before maintenance actions can be performed fall within these TMDL areas. For more information, see the Treatment and Flow Control BMP Maintenance section in Chapter 5.

Table 9 Stormwater Facilities Built Statewide During the 2014 Reporting Period

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
002	89.14	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	89.71	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	90.12	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	89.19	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	89.38	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	89.85	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	90.58	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Natural Dispersion	NO
002	89.32	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Media Filter Drain	NO
002	90.62	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Biofiltration Swale	NO
002	89.84	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Infiltration Pond	NO
002	89.85	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Infiltration Pond	NO
002	93.11	North Central	US 2/Wenatchee River Bridge - Replace Bridge	Infiltration Pond	NO
285	0.42	North Central	SR 285/W End of George Sellar Bridge - Intersection Improvements	Bioinfiltration Pond	YES
285	0.51	North Central	SR 285/W End of George Sellar Bridge - Intersection Improvements	Bioinfiltration Pond	YES
097	287.86	North Central	US 97/Cameron Lake Road - Intersection Improvement	Natural Dispersion	NO
097	287.77	North Central	US 97/Cameron Lake Road - Intersection Improvement	Natural Dispersion	NO
539	0.30	Northwest	SR 539/I-5 to Horton Road - Access Management	Other Add Note	Yes
546	1.51	Northwest	SR 546/Depot Rd and Bender Rd - Intersections Improvements	Detention Pond	NO
546	2.00	Northwest	SR 546/Depot Rd and Bender Rd - Intersections Improvements	Detention Pond	NO
002	3.80	Northwest	US 2/Ebey Slough Br Vic to Bickford Ave Vic - Culvert Replacement	Combined Wet/Detention Pond	YES
002	3.97	Northwest	US 2/Ebey Slough Br Vic to Bickford Ave Vic - Culvert Replacement	Combined Wet/Detention Pond	YES
099	28.65	Northwest	SR 99/Spokane St Bridge - Replace Bridge Approach	Biofiltration Swale	YES
009	34.72	Northwest	SR 9/Pilchuck Creek - Replace Bridge	Combined Wet/Detention Pond	Yes
009	34.93	Northwest	SR 9/Pilchuck Creek - Replace Bridge	Wet Biofiltration Swale	Yes
530	35.39	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	40.22	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	41.30	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	41.39	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
530	43.28	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	43.35	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	45.18	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	45.34	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Wet Biofiltration Swale	Yes
530	33.59	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	34.00	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	34.00	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	34.10	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	35.33	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	35.53	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	38.87	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	38.99	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	38.99	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.02	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.42	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.43	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.57	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.62	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.78	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.88	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	39.94	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	40.00	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	40.93	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	40.94	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	41.05	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	41.24	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	42.27	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes
530	43.24	Northwest	SR 530 / N Brooks Creek Rd to Squire Creek Vic - Stormwater Retrofit	Vegetated Filter Strip	Yes

Statewide Stormwater BMP Table

Appendix 2

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
009	1.70	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Detention Pond	Yes
009	2.73	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Combined Wet/Detention Pond	Yes
009	3.76	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Combined Wet/Detention Pond	Yes
009	Sta 22+31 (MP 1.80)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 33+08 (MP 2.00)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 56+60 (MP 2.45)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 66+60 (MP 2.64)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 76+60 (MP 2.83)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 101+64 (MP 3.30)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 112+91 (MP 3.52)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 125+20 (MP 3.75)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	Sta 133+77 (MP 3.91)	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Media Filter Drain	Yes
009	K 8+31.86	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	S 11+15.00	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 35+12.29	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 36+50.13	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 39+65.62	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 41+66.45	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 35+18.52	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 36+76.62	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 38+80.86	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 40+61.26	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 41+22.78	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
009	F 41+27.40	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	YES
009	F 41+66.60	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	YES
009	F 20+16.24	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	YES
009	F 20+24.70	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	YES
009	F 22+52.05	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	YES

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
009	F 24+05.21	Northwest	SR 9 / 212th St SE to 176th St SE Widening to 4 Lanes - Stage 3	Biofiltration Swale	Yes
161	32.13	Olympic	SR 161/24th St E to Jovita - Add Lanes	Detention Pond	YES
161	32.79	Olympic	SR 161/24th St E to Jovita - Add Lanes	Constructed Treatment Wetland	YES
161	32.99	Olympic	SR 161/24th St E to Jovita - Add Lanes	Constructed Treatment Wetland	YES
101	259.2	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Biofiltration Swale	NO
101	259.25	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Biofiltration Swale	NO
101	260.17	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Biofiltration Swale	NO
101	257.23	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	257.36	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	257.43	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	257.8	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	257.93	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	257.28	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	258.79	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	CAVFS	NO
101	256.93	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	256.96	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.13	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.26	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.48	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.51	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.51	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.59	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.59	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.77	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.77	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.79	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	257.95	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.07	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO

Statewide Stormwater BMP Table

Appendix 2

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
101	258.12	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.12	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.14	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.14	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.05	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.31	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.31	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.31	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.4	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.42	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.49	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.55	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.58	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.68	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.71	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.68	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.72	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.85	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	259.18	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.65	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.12	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	258.32	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Media Filter Drain	NO
101	256.91	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
101	257.72	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
101	258.15	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
101	258.3	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
101	258.71	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
101	259.38	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
101	260.17	Olympic	US 101/Shore Rd to Kitchen Rd - Widening	Pond	NO
510	9.00	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.19	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.43	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.00	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.42	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.10	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	RR 202+10	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	RR 202+35	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	YH 300+50	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	YH 304+70	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	YH 300+40	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	YH 305+20	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	CAVFS	NO
510	9.13	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.18	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.22	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.35	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.43	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.46	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.33	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.36	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.51	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	9.52	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	RR 202+43	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	RR 202+13	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	YH 302+53	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	YH 305+18	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
510	YH 305+57	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO

Statewide Stormwater BMP Table

Appendix 2

State Route	Beginning Mile Post	Region	Project Name	BMP Type	In Permit Area
510	YH 301+64	Olympic	SR 510/Reservation Road Vic - Intersection Improvements	Infiltration Trench	NO
5	132.28	Olympic	I-5 / SR 16 Eastbound Nalley Valley I/C - HOV	Pond	NO
5	132.25	Olympic	I-5 / SR 16 Eastbound Nalley Valley I/C - HOV	Pond	NO
5	132.42	Olympic	I-5 / SR 16 Eastbound Nalley Valley I/C - HOV	Pond	NO
101	41.7	Southwest	US 101/Bone River Bridge - Replace Bridge	Media Filter Drain	NO
101	41.82	Southwest	US 101/Bone River Bridge - Replace Bridge	Media Filter Drain	NO
101	42.16	Southwest	US 101/Bone River Bridge - Replace Bridge	Media Filter Drain	NO
101	42.26	Southwest	US 101/Bone River Bridge - Replace Bridge	Media Filter Drain	NO
500	1	Southwest	SR 500/St. Johns Interchange	Infiltration Pond	YES
500	1.02	Southwest	SR 500/St. Johns Interchange	Constructed Treatment Wetland	YES
500	1.08	Southwest	SR 500/St. Johns Interchange	Detention Pond	YES
500	1.24	Southwest	SR 500/St. Johns Interchange	Infiltration Trench	YES
500	1.28	Southwest	SR 500/St. Johns Interchange	Media Filter Drain	YES
500	1.34	Southwest	SR 500/St. Johns Interchange	Infiltration Trench	YES
500	1.34	Southwest	SR 500/St. Johns Interchange	Media Filter Drain	YES
500	1.54	Southwest	SR 500/St. Johns Interchange	Media Filter Drain	YES
395	56.52	South Central	US395/Lind Rd Vicinity - Intersection Improvements	Natural Dispersion	NO
395	56.5	South Central	US395/Lind Rd Vicinity - Intersection Improvements	Natural Dispersion	NO
395	56.22	South Central	US395/Lind Rd Vicinity - Intersection Improvements	Natural Dispersion	NO
395	56.22	South Central	US395/Lind Rd Vicinity - Intersection Improvements	Infiltration	NO



Table 10 Summary of IDDE Issues and Remediation Activities

Date Verified	Type of Discharge	Location	Discovery	Action Taken	Current Status
7/12/2013	Spill/Discharge	Highway: 90 Milepost: 278	Washington State Patrol	Cleaned and Removed	Resolved
7/22/2013	Spill/Discharge	Highway: 260 Milepost: 4	Washington State Patrol	Cleaned and Removed	Resolved
7/25/2013	Spill/Discharge	Highway: 25 Milepost: 121	Washington State Patrol	Cleaned and Removed	Resolved
8/1/2013	Connection	Highway: 164 Milepost: 4.9	Maintenance Crew	Contacted Land Owner	In Progress
8/13/2013	Spill/Discharge	Highway: 5 Milepost: 262	Washington State Patrol	Cleaned and Removed	Resolved
8/13/2013	Connection/Discharge	Highway: 270 Milepost: 5.72	Inventory Crew	Contacted Land Owner	Resolved
8/13/2013	Connection/Discharge	Highway: 270 Milepost: 5.73	Inventory Crew	Contacted Land Owner	Resolved
8/13/2013	Connection/Discharge	Highway: 270 Milepost: 5.76	Inventory Crew	Contacted Land Owner	Resolved
8/14/2012	Connection	Highway: 278 Milepost: 0.53	Inventory Crew	Contacted Local Jurisdiction	Resolved
8/14/2013	Discharge	Highway: 270 Milepost: 6.57	Inventory Crew	Contacted Land Owner	Resolved
8/14/2013	Connection/Discharge	Highway: 270 Milepost: 6.57	Inventory Crew	Contacted Land Owner	Resolved
8/14/2013	Connection/Discharge	Highway: 270 Milepost: 6.73	Inventory Crew	Contacted Land Owner	Resolved
8/14/2013	Connection/Discharge	Highway: 270 Milepost: 6.74	Inventory Crew	Contacted Land Owner	Resolved
8/15/2013	Spill/Discharge	Highway: 5 Milepost: 88	Washington State Patrol	Cleaned and Removed	Resolved
8/16/2013	Spill/Discharge	Highway: 432 Milepost: 7.5	Washington State Patrol	Cleaned and Removed	Resolved
8/27/2013	Connection	Highway: 195 Milepost: 38.33	Inventory Crew	Contacted Local Jurisdiction	Resolved

Date Verified	Type of Discharge	Location	Discovery	Action Taken	Current Status
8/28/2013	Connection	Highway: 195 Milepost: 37.95	Inventory Crew	Contacted Local Jurisdiction	Resolved
8/28/2013	Connection	Highway: 195 Milepost: 37.81	Inventory Crew	Contacted Local Jurisdiction	Resolved
8/28/2013	Connection	Highway: 195 Milepost: 37.75	Inventory Crew	Contacted Local Jurisdiction	Resolved
9/19/2013	Connection	Highway: 3 Milepost: 24.5	Maintenance Crew	Contacted Land Owner	Resolved
9/23/2013	Traffic Spill	Highway: 5 Milepost: 142.09	Washington State Patrol		Resolved
9/25/2013	Traffic Spill	Highway: 5 Milepost: 152	Washington State Patrol		Resolved
10/4/2013	Traffic Spill	Highway: 99 Milepost: 27.05	Washington State Patrol		Resolved
10/4/2013	Traffic Spill	Highway: 18 Milepost: 26	Washington State Patrol		Resolved
10/9/2013	Traffic Spill	Highway: 90 Milepost: 0.1	Washington State Patrol		Resolved
10/12/2013	Traffic Spill	Highway: 520 Milepost: 11.75	Washington State Patrol		Resolved
10/18/2013	Traffic Spill	Highway: 90 Milepost: 31	Washington State Patrol		Resolved
10/22/2013	Traffic Spill	Highway: 181 Milepost: 2.87	Washington State Patrol		Resolved
10/23/2013	Traffic Spill	Highway: 164 Milepost: 11	Washington State Patrol		Resolved
10/28/2013	Traffic Spill	Highway: 99 Milepost: 23.16	Washington State Patrol		Resolved
11/10/2013	Traffic Spill	Highway: 5 Milepost: 172.77	Washington State Patrol		Resolved
11/15/2013	Connection/Discharge	Highway: 509 Milepost: 7.27	Notified by Local Jurisdiction	Contacted Local Jurisdiction and Department of Health	In Progress

Detailed IDDE Issues Table

Appendix 3

Date Verified	Type of Discharge	Location	Discovery	Action Taken	Current Status
12/4/2013	Traffic Spill	Highway: 169 Milepost: 2.7	Washington State Patrol		Resolved
12/6/2013	Traffic Spill	Highway: 405 Milepost: 13.8	Washington State Patrol		Resolved
12/12/2013	Traffic Spill	Highway: 520 Milepost: 5	Washington State Patrol		Resolved
12/16/2013	Spill/Discharge	Highway: 5 Milepost: 117	Washington State Patrol	Cleaned and Removed	Resolved
1/2/2014	Traffic Spill	Highway: 405 Milepost: 13	Washington State Patrol		Resolved
1/7/2014	Spill/Discharge	Highway: 17 Milepost: 42.9	Maintenance Crew		Resolved
1/27/2014	Spill/Discharge	Highway: 512 Milepost: 3.71	Washington State Patrol	Cleaned and Removed	Resolved
1/30/2014	Connection/Discharge	Highway: 548 Milepost: 4.93	Maintenance Crew	Worked with Agriculture and Land Owner	Resolved
2/8/2014	Traffic Spill	Highway: 5 Milepost: 158	Washington State Patrol		Resolved
2/21/2014	Spill/Discharge	Highway: Spur 302 Milepost: 15.9	Local Jurisdiction	Cleaned and Removed	Resolved
3/7/2014	Spill/Discharge	Highway: 5 Milepost: 132.84	Washington State Patrol	Cleaned and Removed	Resolved
3/10/2014	Spill/Discharge	Highway: 405 Milepost: 22.5	Maintenance Crew	Cleaned and Removed	Resolved
3/10/2014	Traffic Spill	Highway: 405 Milepost: 22.83	Washington State Patrol		Resolved
3/13/2014	Connection	Highway: 548 Milepost: 11.3	Maintenance Crew	Contacted Land Owner	In Progress
3/19/2014	Traffic Spill	Highway: 5 Milepost: 154	Washington State Patrol		Resolved
4/1/2014	Discharge	Highway: 7 Milepost: 36.86	Notified by Ecology	Contacted Local Jurisdiction	In Progress

Date Verified	Type of Discharge	Location	Discovery	Action Taken	Current Status
4/14/2014	Traffic Spill	Highway: 202 Milepost: 13.83	Washington State Patrol		Resolved
4/28/2014	Traffic Spill	Highway: 202 Milepost: 10.27	Washington State Patrol		Resolved
4/30/2014	Traffic Spill	Highway: 167 Milepost: 19.64	Washington State Patrol		Resolved
5/5/2014	Spill/Discharge	Highway: 405 Milepost: 24.52	WSDOT Staff	Cleaned and Removed	Resolved
5/7/2014	Traffic Spill	Highway: 5 Milepost: 151	Washington State Patrol		Resolved
5/8/2014	Connection	Highway: 107 Milepost: 6.81	Maintenance Crew	Contacted Local Jurisdiction	In Progress
5/12/2014	Traffic Spill	Highway: 5 Milepost: 170	Washington State Patrol		Resolved
5/12/2014	Traffic Spill	Highway: 5 Milepost: 164	Washington State Patrol		Resolved
5/17/2014	Traffic Spill	Highway: 90 Milepost: 25	Washington State Patrol		Resolved
5/21/2014	Traffic Spill	Highway: 167 Milepost: 26.51	Washington State Patrol		Resolved
5/23/2014	Spill/Discharge	Highway: 5 Milepost: 165.97	Local Jurisdiction	Cleaned and Removed	Resolved
6/5/2014	Spill/Discharge	Highway: 167 Milepost: 25.62	WSDOT Staff	Cleaned and Removed	Resolved
6/16/2014	Traffic Spill	Highway: 5 Milepost: 171	Washington State Patrol		Resolved
6/24/2014	Traffic Spill	Highway: 18 Milepost: 18	Washington State Patrol		Resolved