

FLSRV Newsletter



November
2012

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A Look Back At FLSRV History

Martha Schaefer, Board Vice-President

I remember spending hours at the County Building and Planning department pouring over plat maps, discussing the proposed boundaries of high density growth, and looking at development proposals for the Little Spokane area; my preschoolers were in tow. My children are now in college. That tells you just how long I have had a passion for maintaining the quality of life in our valley area that we all love.

At the outset, I met a neighbor at a County Parks meeting in (1995) that shared the same passion for protecting the rural character and the watershed in the Little Spokane River Valley. We discovered several others in our area with similar interests and began meeting monthly, created our mission statement, and became a non-profit neighborhood association which has blossomed into the strong organization that we are today.

I have been a member of the board since we started, taking on the Trails Committee leadership in 1999. I have logged many hours for the FLSRV and have found it personally rewarding to volunteer alongside so many neighbors who are willing to do their part.

I am proud of the fact that when the board deals with neighborhood concerns, they do so in a level headed manner, looking at all sides

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Mark Your Calendar For Our 2013 Annual Meeting

February 23, 2013
Wandermere Golf Course
Club House
Doors Open 5:30 pm
Meeting 6:30 pm
Dinner 7:00 pm

We are again planning a silent auction along with dinner and a business meeting. Your board members hope you will join with neighbors and friends for a time of fellowship and information. Board members will be elected and a buffet dinner will be served. Tickets are \$19.00. Last year the auction brought in \$2000. This amount goes into the Trail Fund to help with future projects. Watch for membership form and registration form for the dinner in the next FLSRV Newsletter in January. If you have an item to place in the auction, please notify me at: wynecoop@hotmail.com



- Continued from column 1 -

before making a decision or taking a position. I am also proud of our many accomplishments, especially the development of the FLSRV trail system (still being built), fighting for the rural conservation designation of the river valley (part of the Growth Management Plan that limits high density development in our watershed), and being a key player in the acquisition of the Haynes property with ¼ mile of the Little Spokane River as Conservation Futures property for the public to enjoy.



Friends of Little Spokane River Valley, Inc.

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We're Adopting!

Tina Wynecoop

The legal papers are about to be signed.

Gestation took many years but 2012 brought forth the babe known as The Children of the Sun Trail. Its big sister is called the NSC (North South Corridor) and these girls are quite a pair! Little sister is 2.5 miles long, weighs megatons, thrives on attention and needs maintenance – say, four times a year. If you would like to see her you can visit her year-round by going to Wandermere Frontage Road near Ace Hardware (a good place for strollers to park) on foot or bike, roller skates or other non-

motorized perambulators. There are benches along the way to sit and behold her. Bring your family and friends. Shady Slope and Farwell Road are other places to gain access.

Our organization has been planning to adopt for over a year and Washington State Department of Transportation is facilitating the process by providing an agreement paper: AAH-6-1-080 which

has these requirements: We, the adopters, will safely lead a crew to pick up litter no less than four times a year - April through October. (Because the established FLSRV trail network already has an annual clean-up day set aside in April, this cleanup will not conflict with it.)

WSDOT will: furnish and install an Adopt-a-Highway sign with our name or acronym displayed at the assigned area; furnish bags; remove filled bags from the nearby highway shoulder; assist us in cleaning up litter/debris if necessary

(i.e., when large, heavy, or dangerous items are found); provide training to the head momma (leader). The term of this agreement shall commence 2012 and end on 2016 unless we want to keep on

keeping our 'kid' clean.

The promise of future, well-located kiosks featuring maps of our entire trail system have been mentioned, if the WSDOT budget allows for such expenditures.

Announcements of burps and bubbles and cleaning schedules will be forthcoming to FLSRV members. ➡



Bravo for the Little Spokane River Artist Studio Tour

Tina Wynecoop

A walk-able feast of art happens in the Little Spokane River Valley annually, each fall since 2008, and serves as an indicator of the community connectedness enabled by the pedestrian trail uniting the region. The day-long, self-guided tour is held in the studios of five artists who reside near the river. Again this fall, Nature herself

provided her backdrop artistry of a sunny day imbued with soft light to frame the work of the artists.



May these studio tours remain a fixture of our gorgeous valley for years to come. Our organization is pleased to be associated with this wonderful group and the sense of community it fosters. It is just what our 'neighborhood' needs: to get more people of all ages outside to chat, linger, support, appreciate and celebrate! ➡



FLSRV Board-Authorized Letter Regarding The New Bridge

Lance Pounder, President

December 14, 2011

To: Neil Carroll, P.E.
Bridge Engineer
Spokane County Public Works

Re: Little Spokane Drive Bridge #3602
Bridge Replacement Project

Dear Neil Carroll:

The Friends of the Little Spokane River Valley, Inc. is the local non-profit association representing the Little Spokane River Valley area. As its Board, we would like to give input regarding the design and construction of Bridge #3602 on Little Spokane Drive which is being replaced next spring. Several of our board members attended the Open House on October 25th and asked questions, gathered information, and expressed ideas at that time. After discussion during our recent meeting, we would like to offer our suggestions for your consideration about the bridge's barrier design and artwork.

One of the main goals of our organization is to "preserve and sustain the unique character of the Little Spokane River Valley, including its open space and natural setting..." and believe it is important to preserve public viewscapes that support this goal. In contrast to the Jersey barriers that block the views of the river to drivers at the two newest Little Spokane River bridges (LS Dr. north of Golden Rd. and on Dartford Rd.) we are recommending a design similar to the Issaquah bridge in King County that affords drivers and pedestrians a more visible and intimate connection with the waterway it spans and we hope their design will serve as an example of an option different than Jersey barriers.

Also, the artwork we recommend for installation is the same as is incorporated in the railings of the bridge over the North Spokane Corridor at Perry Road done by WSDOT. We

believe we could get copies of that design for you as well. The metalwork displays a Great blue heron in flight and ties the use of the heron symbol in a variety of applications already in use throughout the Little Spokane River Valley such as our trail system signs, gateway welcome sign, newsletter, and website (www.flsrv.org).

We would be happy to work with you to help these two design ideas become a reality.

Sincerely, Lance Pounder, President
Friends of the Little Spokane River Valley

Little Spokane River Bridge No. 3602 Replacement Project Update for Fall of 2012

This project was advertised for competitive bid in February of this year. Five bids were received and it was awarded to the low bidder, Max J Kuney Company out of Spokane (MJK), for \$1,895,117 which is about 14% under the Engineers estimate.



In May the roadway was closed to traffic and MJK mobilized to the site with the first order of work being to relocate the existing sewer line which would allow the old bridge to be demolished. This was accomplished with a temporary support system installed immediately upstream of the old bridge which supports the line and allows uninterrupted sewer service during construction. Once the bridge is complete the line will be relocated to it.



This work was immediately followed with demolition of the old bridge which was constructed almost entirely with precast concrete elements so its demolition was really just a reversal of its construction some 59 years ago. After saw-cutting the deck panels apart the panels and supporting girders were lifted out with a crane, broken up on dry land, and then removed from the site. Care was taken during this process to ensure that contaminated water from the saw-cutting operation and concrete debris where not allowed to enter the river.



The concrete piling which supported the old bridge as well as timber pile from its predecessor was then removed by extracting them with a vibratory hammer. In both cases the work was isolated to control turbidity of the water.



Once the old bridge was removed benches were cut to allow installation of the pile which will support the new structure. The Piers on each bank are supported with nine steel pile which are driven about 30 feet below the invert of the river bottom to provide adequate support and protection from long term scour which could potentially undermine the bridge. Due to the proximity of the pile driving to the foundation of the SR 395 Bridge overhead WSDOT was concerned that the vibration could impact their structure. To address this the SR395 pier was instrumented and monitored for vibration during pile driving, however no significant effects were found.

- Bridge No. 3602 / Continued on page 4 -





With pile installation complete MJK turned their attention to constructing the concrete pier walls which support the precast concrete girders. This was followed by installation of the rock rip rap which protects the piers from scour. For this work temporary curtains were installed to isolate the work from the live stream and avoid the negative impacts of turbidity.



Following wall construction the precast concrete girders were erected. This girder shape was a first for Spokane County bridges and is the same shape that WSDOT has used on some of the bridges constructed for the NSC. With the girders set MJK proceeded with forming and pouring the concrete deck which will eventually serve as the driving surface of the new bridge. This will be followed by installation of the concrete barrier and guardrail in November with the intention of having the bridge open to traffic in December of this year.

CHANGES TO THE SCHEDULE

The contract for this project was based on a phased approach. Phase One would build the bridge in 2012 and temporary approaches would keep the road open through the winter. Phases Two and Three would then be constructed in 2013 to build the intersection and final approaches to the bridge. This fall MJK proposed to accelerate the work schedule and construct both phases one and two in 2012. This approach resulted in an extended closure of the intersection but will lead to an earlier completion of the overall project which is expected to occur in early spring of 2013. This proposal, which reduces the length of time that traffic is disrupted by the project, was deemed

beneficial and approved by the County Engineer



AESTHETICS

During project development FLSRV expressed a strong concern for the type of concrete barrier installed on the new bridge. The original design called for solid Jersey barrier but it was made clear to the County that a more open barrier could be used to align the project with the goal of "preserving public view-scapes". This sentiment was expressed not only at the public meeting but in a letter from Lance Pounder, FLSRV President, suggesting that the County study concrete barrier installed in other areas of the State. We did, and after reviewing alternate barrier shapes and verifying that they met current design criteria we settled on a barrier which was commonly used on bridges in the 40's and 50's consisting of vertical posts alternating with open windows. We hope that this barrier is a step in the right direction in assisting the FLSRV meet its goal of a "view friendly" river crossing and are encouraged by the interest that the membership brings to the project.

TRAIL CONNECTIVITY

In addition to meeting the Counties goals of providing a safe, economical, attractive, and functional bridge this project seeks to provide a key link in the connectivity of the local trail network. The design of the trail immediately north of the new bridge is complicated by the Pier of the Wandermere Road Bridge and consequently the design called for the trail to be directed behind the Pier and into the slope. This approach requires construction of a retaining wall which extends some 200 feet north of the Pier. This October when MJK was installing the shoring required to build this retaining wall an unexpected obstruction was encountered beneath the surface which prevented installation of the shoring. This obstruction, which may be buried rock from construction of the Wandermere Bridge or just a buried rock mass, required the Engineer to reengineer the trail alignment. The solution was to move the trail closer to Little Spokane Drive, threading it between the columns of the Pier, and away from the slope. This will be accomplished by installing concrete barrier behind the shoulder of the roadway, parallel to Little Spokane Drive, and filling behind it to create a surface for the trail.

As we move forward to a successful completion of this project, we wish to thank you for your patience during construction. We understand that the detours are a hassle and an inconvenience but they are key in stretching available funds to build a quality project and ensure worker safety.

If you have questions about the project please do not hesitate to call:

Neil Carroll, County Bridge Engineer
477-3600

Cottonwood Trees in North Spokane County

W. G. Magnuson

In 1883 the Dart pioneer family established a small community that is now called Dartford. Dartford is just North of Spokane at the Little Spokane River about 1/2 mile West of highway 395 (Division). The Dart brothers had arrived from Minnesota around 1879 and built and operated a sawmill and later a gristmill at Dartford.

In 1883 the brothers built a family home and barn. The home burned down in 1995 but the barn still stands and is being repaired (restored). The house was rebuilt in pretty much the same style as the 1883 house. At the time the original house was built, or shortly thereafter, four trees were planted - two fir trees at the front of the family house and two cottonwood trees just East of the fir trees. This article calls attention to the cottonwood trees.

The larger of the cottonwoods is a female tree with a circumference of just over 17 feet (diameter of 5.4 feet) measured at five feet above ground and may be one of the largest and maybe oldest cottonwood tree in Spokane County. At least that is what a Spokane County Park Department employee said to a local resident. The two trees are shown in Picture 1 in their winter state.

- Cottonwood Trees / Continued on page 5 -



The Dartford cottonwood tree and its mate stand on Leonard and Margo Long's property in Dartford, WA.

Female cottonwood trees produce a cottony covered seed and every spring the cotton rains down from this tree. The lifespan of cottonwood trees is variable but can last over 100 years. The cottonwood being described here is estimated to be 128 years old. It is a measured 136 feet tall (using an inclinometer and high school trigonometry). Large cottonwood trees are typically 80 to 100 feet tall with trunk diameters up to 5 or 6 feet. The Cottonwood at Dartford is a large mature female tree. I mentioned that the larger of the two cottonwoods is a female tree. Cottonwood trees are dioecious, which means they have male and female flowers on separate trees. The male tree pollen is wind blown and the female tree seed is surrounded by a cottony substance. Although the cottony seed can be annoying, there is no allergenic properties to it. The male tree in Dartford is just 19.3 feet away and has a trunk circumference of 11.9 feet (diameter of 3.75 feet) and stands much less tall. So these two cottonwoods are old trees and like most old trees an occasional

limb will die and eventually breaks in high winds and falls to the ground. A closeup of the trunk of the female tree is shown in Picture 2.



Closeup of the trunk of the large female cottonwood tree in Dartford. It's diameter is 5.4 feet measured five feet above the ground.

When Autumn arrives, the cottonwood leaves turn yellow and fall - there are a lot of leaves. The Dartford trees are adjacent to the driveway and of course have to be raked and hauled away, a unpleasant task, but in the summer the cottonwood provides a cool shaded area. ➡

Delay Pruning To Help Wildlife Now

Michael Kennedy

Fall yard and garden clean-up too often includes pruning trees, shrubs and other plants that wildlife may depend on for food and cover. Washington Department of Fish and Wildlife (WDFW) staff recommend delaying that task to help wildlife during the more difficult fall and winter season.

"If pruning is necessary, the most wildlife-friendly time to make those cuts is late winter," said WDFW bi-

ologist Russell Link. "Right now many birds and other wildlife species are using the seeds and fruits of hawthorn, maple, ninebark, mountain-ash, Oregon-grape, evergreen huckleberry and other species."

Link advises leaving dried foliage, seed heads and some grasses uncut, too, as many of these annuals and perennials keep their seeds well into winter, or harbor insects that many birds use throughout the winter.

"If you clean and prune in fall," Link said, "try leaving cut vegetation around the plant as a mulch and to hold seeds and over-wintering invertebrate eggs and larvae. And consider adding cut branches and twigs to an out-of-the-way brush pile which creates its own habitat..

Controlling invasive non-native vegetation like Himalayan blackberry is another matter. Heavy pruning, outright removal, or removal and replacement with a locally-adapted native species, is recommended, and fall is a great time to plant.

Link also notes that some homeowners don't get the gardening bug until spring is in full-bloom. Pruning trees and shrubs in spring is the least wildlife-friendly, as it can be disastrous for birds and other wildlife that are setting up territories, nesting, or rearing young.

"Timing is everything," he said. "Pruning trees and shrubs is best for the plant when it's shutting down for the season. Delaying that traditional fall chore until late winter is best for wildlife."

Link's book, "*Landscaping for Wildlife in the Pacific Northwest*", has more information and is available at:

wdfw.wa.gov/living/book

From the October 2012:

*Washington Department Of Fish
And Wildlife Crossing Paths News
Notes* ➡



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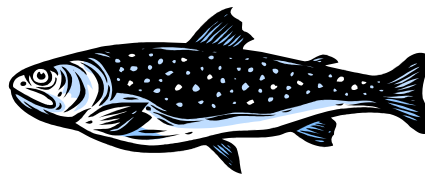


Spokane Fish Hatchery

Kirk Newmann

The Spokane Fish Hatchery has been raising fish to be released into Washington State lakes for over 80 years. The hatchery is located at W. 2927 Waikiki Road and is just East of St. George's School. Clean cool water for the rearing boxes and the fish pens is supplied by the water from the Griffith Spring. This spring is one of the natural discharges of the Spokane Aquifer. Six types of game fish are raised at the hatchery and these are Rainbow Trout, Eastern Brook Trout, West Slope Cutthroat Trout, Kokanee, Brown Trout and Tiger Trout. This hatchery, which is one of the largest trout hatcheries in

the state, produces about 40% to 50% of the Rainbow Trout that are released in the state each year.



The hatchery eggs are supplied from the captive brood stock. The eggs are squeezed from anesthetized females and fertilized with sperm from anesthetized males. The fertilized eggs are placed in metal incubation baskets and suspended in troughs of constantly running 51 degree (F) water. The eggs hatch in about a month. The Spokane Hatchery incubates more than nine million Rainbow Trout eggs each year. Seventy-five to one hundred

Washington State lakes are stocked from this hatchery each year.

The hatchery is open for self guided tours seven days per week 7:00 to 4:00. Guided tours are available by appointment for 15 people or more through the Safari Club International. Contact Randy Nelson at (509) 590-5517 to make an appointment.



FLSRV Website

Have you visited our web site? We are continually updating information in which you might be interested. Take a look at flsrv.org.