

ENVIRONMENTAL EVALUATION

Coeur d'Alene Lake Drive Temporary Overweight Truck Route
Kootenai County, Idaho

Idaho Transportation Department

District 1

January 9, 2014

CATEGORICAL EXCLUSION DETERMINATION
23 CFR 771.117(d)

FHWA APPROVAL

DATE

TABLE OF CONTENTS

| | |
|--|-------------|
| FIGURES | Pages 1-5 |
| SITE PHOTOGRAPHS | Pages 6-9 |
| ITD 0654 FORM– ENVIRONMENTAL EVALUATION | Pages 10-11 |
| ENVIRONMENTAL EVALUATION SUMMARY | Page 12 |
| INTRODUCTION | Page 12 |
| PURPOSE AND NEED DESCRIPTION | Page 12 |
| ACTION DESCRIPTION | Page 12 |
| Proposed Overweight Loads | Page 12 |
| Potential for Road Damage | Page 13 |
| New Temporary On-Ramp | Page 13 |
| Local Employment | Page 14 |
| Construction and Transport Disturbances | Page 14 |
| Safety Concerns (including Breakdowns) | Page 14 |
| Road Closures | Page 14 |
| Alternatives | Page 15 |
| Precedent | Page 15 |
| Right of Way Requirements | Page 15 |
| ENVIRONMENTAL EVALUATION NARRATIVE | Page 16 |
| 2. Change in Access or Access Control | Page 16 |
| 7. Minorities, Low Income Populations | Page 16 |
| 9. Section 4(f) Lands – DOT Act 1966 | Page 16 |
| 11. Section 106-National Historical Preservation Act | Page 16 |
| 16. Wildlife/Fish Resources/Habitat | Page 16 |
| 17. Threatened/Endangered Species | Page 17 |
| 18. Air Quality Impacts | Page 18 |
| 24. Wetlands | Page 18 |
| 26. Water Quality, Runoff Impacts | Page 18 |
| Public Outreach | Page 19 |
| MITIGATION SUMMARY | Page 19 |

ATTACHMENTS

A ITD FORMS

ITD 0652 Form - Hazardous Material (HM) Administrative Review

ITD 2784 Form - Stormwater Site Assessment

ITD 1502 Form - Determination of Significance and Effect

B THREATENED & ENDANGERED SPECIES DOCUMENTATION

Threatened and Endangered Species No Effects Determinations

USFWS Report for Idaho Fish and Wildlife Office

C SUPPORT DOCUMENTATION

1987 Wetland Data Forms

D TRIBAL/AGENCY CORRESPONDENCE

Comments from Idaho Department of Environmental Quality

Comments from Idaho Department of Parks and Recreation

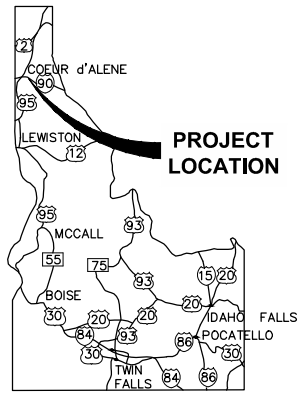
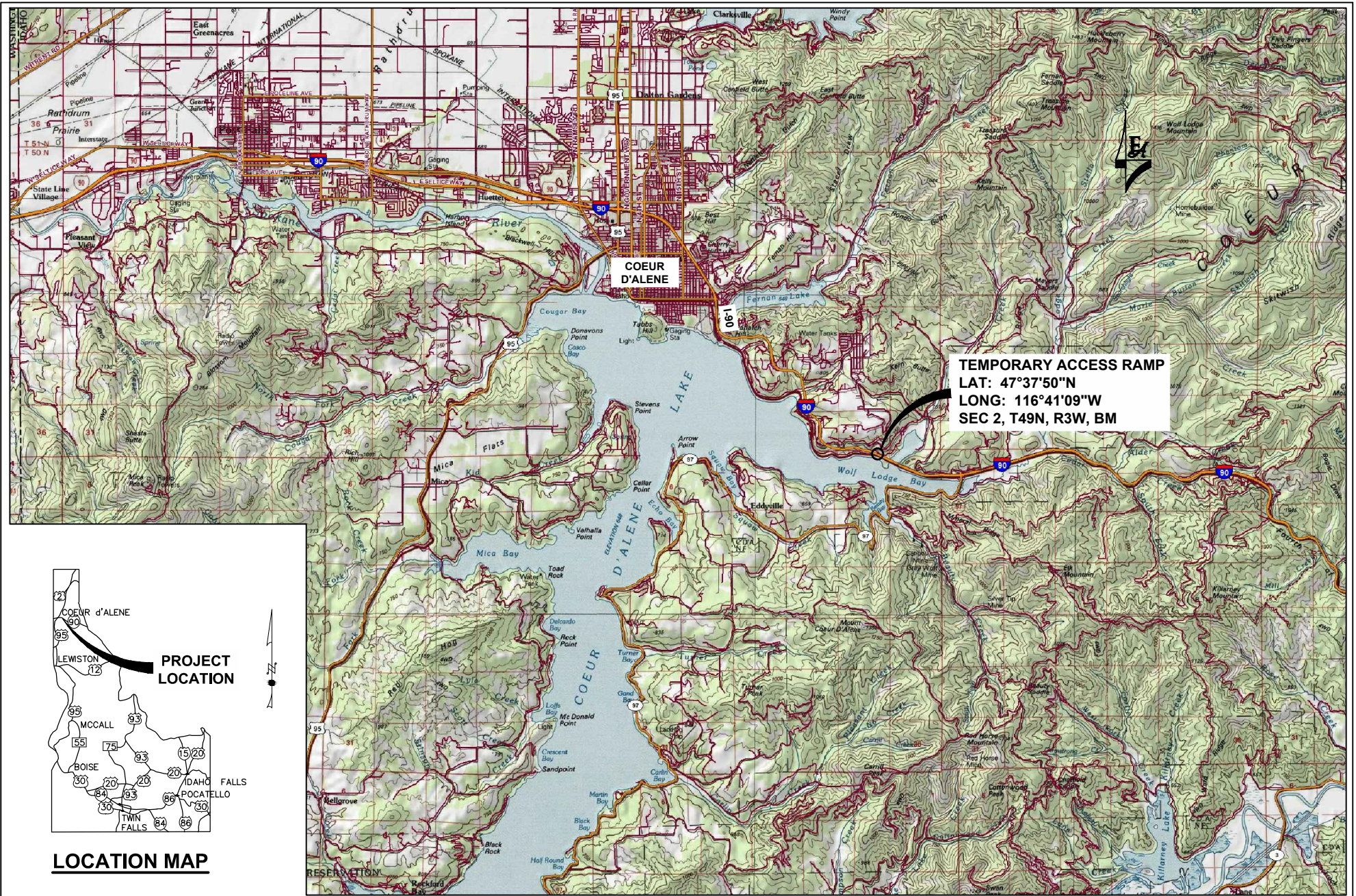
Comments from Idaho Department of Fish and Game

Comments from Coeur d'Alene Tribe

E. PUBLIC OUTREACH

Response to Public Comments

Comments from December 19, 2013 Public Meeting



LOCATION MAP

COEUR D'ALENE LAKE DRIVE TEMPORARY OVERWEIGHT TRUCK ROUTE

PROJECT NO:
213177

VICINITY MAP

FIGURE 1



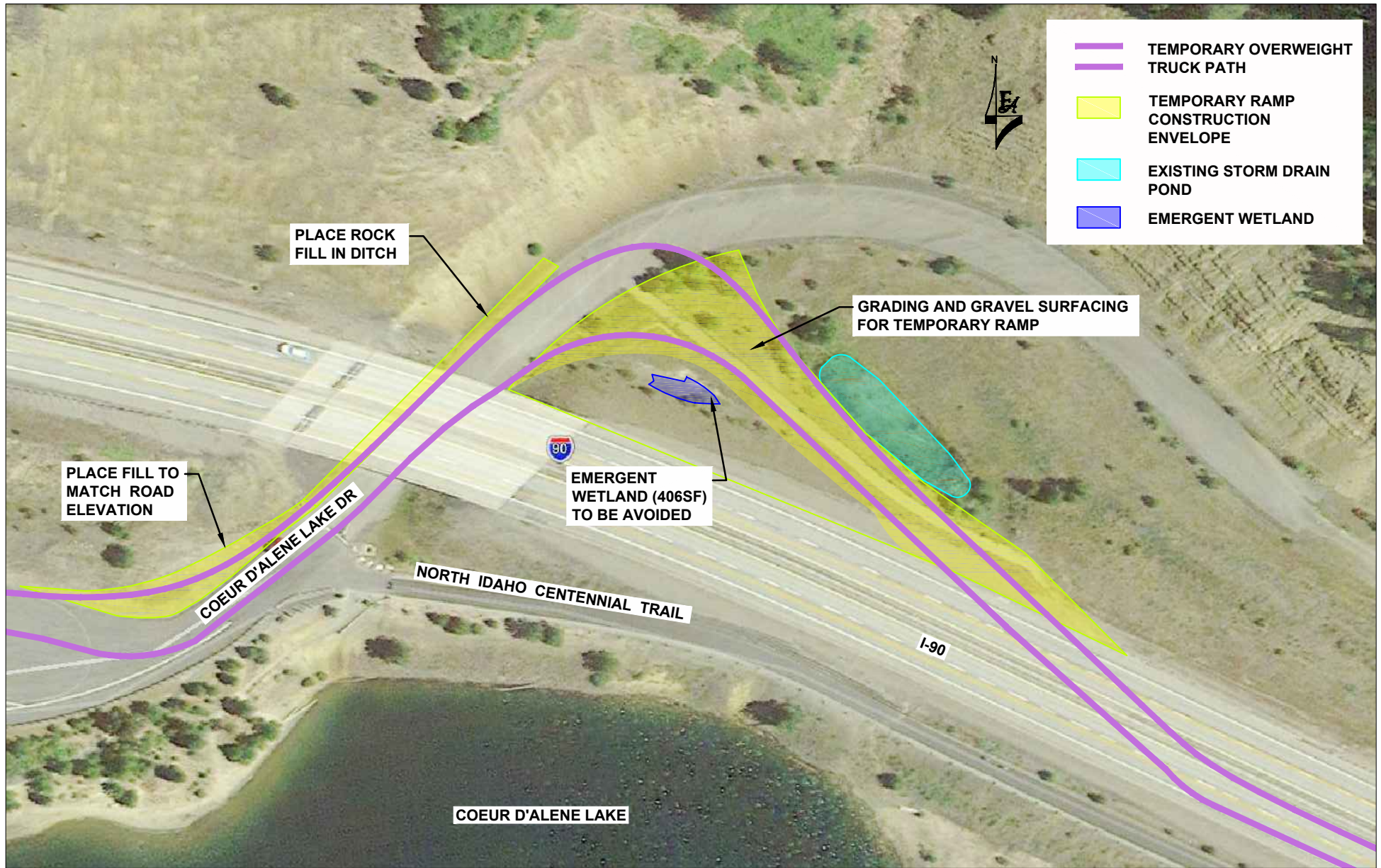


COEUR D'ALENE LAKE DRIVE TEMPORARY OVERWEIGHT TRUCK ROUTE

PROJECT NO.:
213177

TEMPORARY OVERWEIGHT TRUCK ROUTE

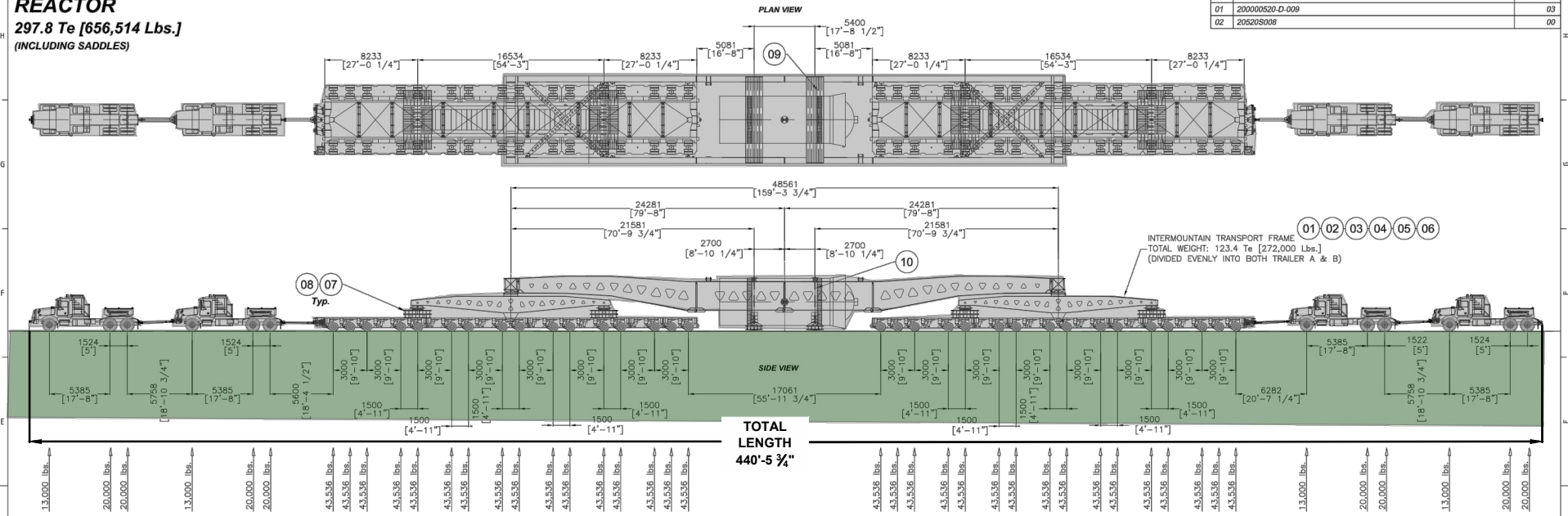
FIGURE 2



P:\213177 - Mammoet Permit Assistance\CADD\Submittal Drawings\Fig 4 CDA Truck.dwg 1/7/2014 3:46 PM TGRROOM

REACTOR
297.8 Te [656,514 Lbs.]
(INCLUDING SADDLES)

| REF | DRAWING NUMBER | REVISION |
|-----|----------------|----------|
| 01 | 20000520-D-009 | 03 |
| 02 | 20520S008 | 00 |

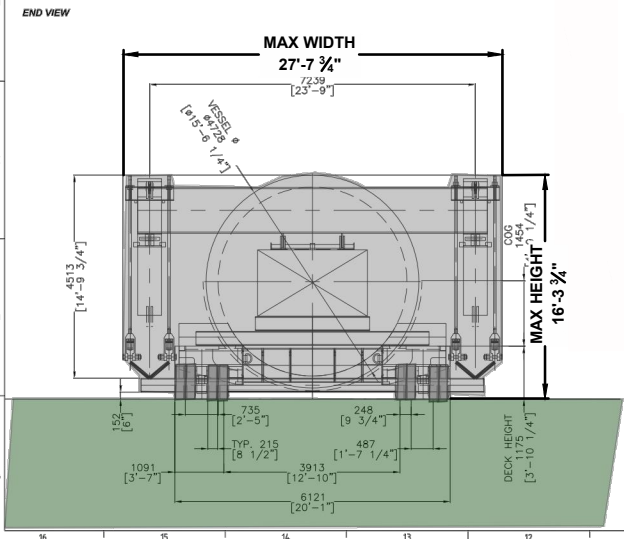


GROSS WEIGHT OF TRANSPORT = 728.1 Te [1,605,152 LBS.]

| LOAD DESCRIPTION: | | Reactor | |
|----------------------|-----------------|---|------------|
| VEHICLE DESCRIPTION: | | [2x] 20' 16 L Road Style Goldhofer w. Frame | |
| UNITS: | METRIC | ENGLISH | |
| LOAD WEIGHT: | 297.8 Te | 656,514 | lbs |
| SADDLE WEIGHT: | 0.0 Te | 0.0 | lbs |
| FRAME WEIGHT: | 153.7 Te | 338,828 | lbs |
| TURNTABLE WEIGHT: | 0.0 Te | 0.0 | lbs |
| TRUCK WEIGHT: | 96.2 Te | 212,000 | lbs |
| TRAILER WEIGHT: | 180.4 Te | 397,810 | lbs |
| TOTAL WEIGHT | 728.1 Te | 1,605,152 | lbs |
| LOAD/LINE | 19.7 Te | 43,536 | lbs |
| LOAD/AXLE | 9.9 Te | 21,768 | lbs |
| LOAD/WHEEL | 2.5 Te | 5,442 | lbs |
| LOAD/LAT. INCH | 0.3 Te | 640 | lbs |

FOR PERMIT

Equipment used to create ultra-low sulfur diesel to meet EPA Clean Air Standards in Great Falls, Montana



COEUR D'ALENE LAKE DRIVE TEMPORARY OVERWEIGHT TRUCK ROUTE

PROJECT NO.: 213177

PROPOSED OVERWEIGHT TRANSPORT SCHEMATIC

FIGURE 4

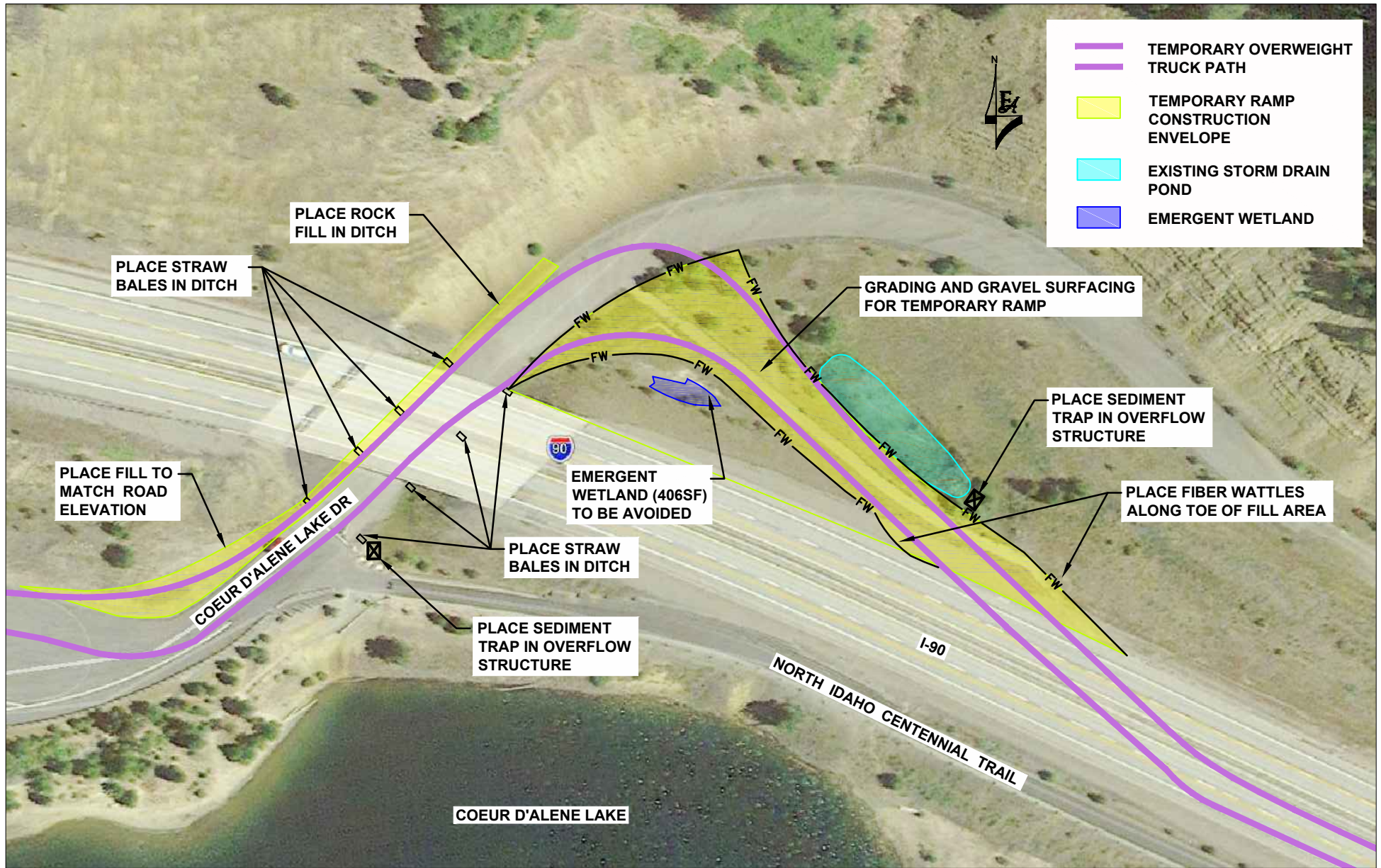




Photo 1. Looking southwest at existing 8-foot wide asphalt pathway and ITD Drainage Pond. Proposed temporary on-ramp will be centered on the pathway. The ITD Drainage Pond will not be disturbed and will be protected during construction with erosion and sediment control measures. On-ramp footprint would be within yellow dashed line.



Photo 2. Looking south at the existing 8-foot wide asphalt pathway. Proposed temporary on-ramp footprint would be within yellow dashed line. Trees (mostly Ponderosa Pines) within on-ramp footprint would be felled.



Photo 3. Looking southwest at proposed temporary on-ramp site. Proposed temporary overweight truck route would travel under I-90 and turn onto the proposed on-ramp. Clean rocks would be placed on the west side of Coeur d'Alene Lake Drive to allow the transports enough clearance to travel below the I-90 overpass. Proposed work footprints would be within yellow dashed lines.



Photo 4. Looking southeast up existing 8-foot asphalt pathway. The proposed temporary on-ramp would closely follow the grade of the existing pathway from Coeur d'Alene Lake Drive to Interstate 90. Proposed temporary on-ramp footprint would be within yellow dashed line. The small wetland to the right of the on-ramp footprint would be protected during construction with erosion and sediment control measures.



Photo 5. Looking northwest at I-90 and top of existing 8-foot asphalt pathway. Connection to the highway would be at mile marker 20 (green sign). During transports, the concrete Jersey barriers along the near side and median of the highway would be temporarily removed. The Jersey barriers would not be removed during on-ramp construction.



Photo 6. Looking southwest along Coeur d'Alene Lake Drive toward Coeur d'Alene Lake. Clean rocks would be placed on the west side of Coeur d'Alene Lake Drive to allow the transports to travel beneath the overpass. The placement of rock will allow existing drainage patterns to be maintained.



Photo 7. Looking east at unpaved right-of-way north of Coeur d'Alene Lake Drive/parking area for Higgens Point. The area outlined by the yellow dashed line will be raised to meet the grade of the asphalt to the right to allow the transport to turn under the overpass. The Jersey barriers blocking Coeur d'Alene Lake Drive would be temporarily removed during construction and transports. No public vehicular access is allowed past the barriers.

Environmental Evaluation



| | | | | |
|--------------------|--------------------------------|----------------------|--|---------------------------|
| Key Number NA | Project Number NA | Program NA | Project Name Coeur d'Alene Lake Dr Temp Truck Route | Date 12/30/2013 |
| District 1 | City/County Kootenai County | Route Number I-90 | Beginning Milepost 19.920 | Ending Milepost 20.040 |
| Program Year NA | | | | |

| | | | | |
|---|---------------------------------|---|--|---|
| Acres of New Public R/W 0.0 | Acres of New Private R/W 0.0 | (Discuss the existing use of R/W to be acquired, plus adjacent land use, zoning, development plans, etc. on attached Environmental Summary Sheet) | | |
| Tribal Impact <input type="checkbox"/> Cultural <input type="checkbox"/> Archeological <input type="checkbox"/> Reservation <input checked="" type="checkbox"/> None | | Public Interest Expected? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | |
| Air Quality <input checked="" type="checkbox"/> Attainment Area <input type="checkbox"/> Non-Attainment Area <input type="checkbox"/> CO <input type="checkbox"/> PM Exempt Project <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | | | | |
| Type One Project (i.e., New Location, Substantial Alignment Change, Addition of a Through-Traffic Lane) | | | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Construction Impacts Requiring Special Provisions (Enter Details on Reverse Side) | | | | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Program Year ADT NA DHV NA % Trucks NA Posted Speed NA | | Design Year ADT NA DHV NA % Trucks NA Posted Speed NA | | |
| Distance of Nearest Noise Receptor to Centerline Existing NA Proposed NA | | | | |

Project Purpose and Benefits

Double mark (xx) only the item that best describes the Primary Reason for Proposing this Project

Single mark (x) all Other Relevant Items

- | | |
|---|---|
| <p><input type="checkbox"/> Maintain/Improve User Operating Conditions</p> <p><input type="checkbox"/> Maintain/Improve Traffic Flow</p> <p><input type="checkbox"/> Time Savings</p> <p><input type="checkbox"/> Increase Capacity</p> <p><input type="checkbox"/> Reduce Congestion</p> <p><input type="checkbox"/> Reduce Hazard(s)</p> <p><input type="checkbox"/> Reduce Highway User Operating Costs</p> <p><input checked="" type="checkbox"/> Other, List (e.g., Driver Convenience and Comfort regarding Rest Area Projects)</p> <p><u>Create temp access for overweight truck loads</u></p> | <p><input type="checkbox"/> Enhance Accessibility for the Disabled/Safety</p> <p><input type="checkbox"/> Enhance Pedestrian Safety and/or Capacity</p> <p><input type="checkbox"/> Enhance Bicycle Safety and/or Capacity</p> <p><input checked="" type="checkbox"/> Traffic Composition Enhancement (e.g., Truck Route, HOV Lane, Climbing Lane)</p> <p><input type="checkbox"/> Visual/Cultural Enhancement (e.g., Landscaping, Historic Preservation)</p> <p><input type="checkbox"/> Environmental Enhancement (e.g., Air Quality, Noise Attenuation, Water Quality)</p> <p><input type="checkbox"/> Economic Prudence (e.g., Repair Less Expensive than Replacement, B/C Ratio)</p> |
|---|---|

Check Any of the Following That Require Avoidance, Minimization, or Discussion (If Yes, describe in the Environmental Document or CE)

- | | Yes | No | | Yes | No |
|---|-------------------------------------|-------------------------------------|--|-------------------------------------|-------------------------------------|
| 1. Noise Criteria Impacts* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 17. Threatened/Endangered Species* | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 2. Change in Access or Access Control | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> Listed <input checked="" type="checkbox"/> Proposed | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 3. Change in Travel Patterns | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 18. Air Quality Impacts | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 4. Neighborhood or Service Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 19. Inconsistent With Air Quality Plan | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 5. Economic Disruption | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> SIP <input type="checkbox"/> TIP | | |
| 6. Inconsistent W/Local or State Planning | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 20. Stream Alteration/Encroachment** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 7. Minorities, Low Income Populations | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> IWDR <input type="checkbox"/> F&G <input type="checkbox"/> COE (404) | | |
| 8. Displacements* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 21. Flood Plain Encroachment* | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 9. Section 4(f) Lands-DOT Act 1966* (i.e., Public Parks/Rec Areas/Trails, Wildlife/Waterfowl Refuges, Wild or Scenic Rivers, Historic Sites/Bridges, Archaeological Resources | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Longitudinal <input type="checkbox"/> Traverse | | |
| 10. LWCF Recreation Areas/6(f) Lands* | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 22. Regulatory Floodway | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 11. Section 106-Nat. Hist. Preserv. Act* | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> PE Cert. & FEMA Approval <input type="checkbox"/> Revision | | |
| 12. FAA Airspace Intrusion** | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 23. Navigable Waters** | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 13. Visual Impacts | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> CG (Sec 9) <input type="checkbox"/> COE (Sec 10) <input type="checkbox"/> Dept. Lands | | |
| 14. Prime Farmland*, Parcel Splits | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 24. Wetlands* | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 15. Known/Suspected "Hazmat" Risks | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> Jurisdictional** (404) <input type="checkbox"/> Non-Jurisdictional | | |
| 16. Wildlife/Fish Resources/Habitat** | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 25. Sole Source Aquifer | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | | | <input type="checkbox"/> Exempt Project <input type="checkbox"/> Non-Exempt** | | |
| | | | 26. Water Quality, Runoff Impacts | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| | | | 27. NPDES-General Permit | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

(If no, complete sediment-erosion control plan)

*If yes to these items, supplemental reports or documentation are required (e.g., Relocation Report; Wetlands Determination/Finding; Fish and Wildlife Species List Update; SCS Form AD-1006, *Biological Assessment*, etc.)

**If yes to these items, a letter of input is required from the appropriate agency.

Recommendation

- A. The project does not individually or cumulatively have a significant adverse effect on the human environment (Categorical Exclusion) 23 CFR 771.117(c), i.e., Type 1 - ITD Approval
 23 CFR 771.117(d), i.e., Type 2 - Programmatic - ITD Approval
 23 CFR 771.117(d), i.e., Type 3 - FHWA Approval
- B. There is insufficient information to support A above or no precedent exists. (Environmental Assessment)
- C. The project will result in a significant effect on the human environment. (Environmental Impact Statement)

| | |
|--|-------------------------|
| Prepared By (Consultant, District Environmental Planner, or LHTAC Signature*) <i>Patrick A Wick</i> | Date <i>1/7/2014</i> |
| Reviewed By (District Environmental Planner, Project Development Engineer, or LHTAC Signature*) | Date |

***One Signature by a Planner and one by Engineer or Consultant**

Construction Impacts Requiring Special Provisions
None

Project Description (if not attached)
See Environmental Evaluation Narrative

ENVIRONMENTAL EVALUATION SUMMARY

Coeur d'Alene Lake Drive Temporary Overweight Truck Route

Kootenai County

INTRODUCTION

The Idaho Transportation Department (ITD) has received an overweight truck permit request from Mammoet USA South, Inc. (Mammoet) to transport three (3) overweight loads through the State of Idaho from the Port of Wilma, Washington to Great Falls, Montana. The proposed overweight route will follow State Highway 95 north to Coeur d'Alene, Idaho and then east on Interstate 90 (I-90) to Great Falls, Montana.

PURPOSE AND NEED DESCRIPTION

Purpose: The purpose of this action is for Mammoet to improve ITD infrastructure to facilitate a safe and efficient transport of three (3) overweight loads via a temporary overweight truck route along Coeur d'Alene Lake Drive from exit 15 (Sherman Ave) to milepost 20 of I-90. This action will allow the transport of the loads across Idaho for assembly and use at the Calumet Refinery in Great Falls, Montana.

Need: This action is needed to utilize Coeur d'Alene Lake Drive as a temporary alternative route to transport three (3) overweight loads (see Construction and Transport Time, Page 12) around the Veterans Memorial Centennial Bridge on I-90. The exit at Sherman Avenue would be used to exit I-90 onto Coeur d'Alene Lake Drive. A temporary on-ramp east of the I-90 overpass at milepost 20 would be constructed to re-enter I-90.

ACTION DESCRIPTION

ITD and Mammoet evaluated the load weights across all overpasses and bridges on I-90, and determined that the overweight loads would put undue stress on the Veterans Memorial Centennial Bridge. An alternate route avoiding that bridge would be required for these overweight loads to use I-90. Mammoet evaluated a number of different routes and determined that the most economical and feasible route was to still use I-90 and bypass the Veterans Memorial Centennial Bridge. The loads would exit I-90 at the Sherman Avenue interchange; transport the loads 5.5 miles along Coeur d'Alene Lake Drive; pass under the I-90 overpass west of Higgins Point; and, re-enter I-90 via a new temporary on-ramp to be constructed on the north side of I-90 at milepost 20.

Transport will be conducted on existing public roads and the newly constructed temporary on-ramp. The proposed action will include no construction, i.e., earth disturbing work or utility work, other than that required to construct the new temporary on-ramp.

Proposed Overweight Loads

The three proposed overweight loads are approximately 441 feet long, 27 feet wide, 16 feet tall, and weigh 1.61 million pounds. The weight of the oversized loads will be distributed over a 76 axle dual-lane system that spreads the weight out over the length of the transport. A schematic of the proposed overweight transport is included as Figure 4. Each axle of the transport trailer will support 21,768 pounds

which is less than 2% of the total transported load weight of 1,393,152 pounds. The force on the asphalt pavement exerted by the trailer axles will be similar to the force exerted by large standard 80,000 pound trucks. Like all ITD roads, Coeur d'Alene Lake Drive is designed to handle millions of equivalent single axle loads and these three proposed overweight loads would not significantly reduce the total life of the road.

The equipment being transported is three pieces of a reactor that will be assembled and used at the Calumet Refinery in Great Falls, Montana. The reactor will be used to remove sulfur from diesel fuels which in turn will improve air quality by reducing particulates and SO_x emissions from combustion. In its current state, the equipment is inert and contains no chemical or hazardous materials. If feasible, Mammoet would reduce the size (and weight) of the loads for this project, but the equipment cannot breakdown into any smaller units.

Potential for Road Damage

Transportation and construction activities are being coordinated with ITD, whose staff is fully aware of the conditions and carrying capacities of the roads being considered for the temporary overweight truck route. Furthermore, significant planning has been conducted to assure the least amount of time is required and the least amount of disturbance occurs.

Concerns expressed about potential damage to the road are addressed by the construction of the transport vehicle that distributes the haul load among 76 axles. Distribution of the weight in this manner creates a load on the road surface similar to that imposed by a regular large truck. Furthermore, because the load will travel only within the road envelope, there should be no impact to the bike trail on the lake side of the road or its underlying soils.

No impacts to roads are anticipated, and should there be an issue associated with the hauling, Mammoet will be responsible for addressing any damages to private and public property that may occur during its hauling efforts.

New Temporary On-Ramp

The new on-ramp will be constructed within the public right-of-way north of I-90. The on-ramp will be approximately 400 feet long and 30 feet wide, and constructed of embankment fill within the footprint shown in Figure 3. The on-ramp will be surfaced with ¾-inch aggregate base. The existing drainage patterns will be maintained.

There are three areas that will be disturbed as part of this action totaling 0.61 acres. The first is the area where the new on-ramp will be constructed north of I-90 (0.48 acres). The second is the drainage ditch on the west side of Coeur d'Alene Lake Drive, which will be filled to allow the transports to travel beneath the I-90 overpass (0.04 acres). The third is a small portion of the unpaved area north of the parking lot for the Higgins Point Recreation Area (0.09 acres).

The drainage ditch along the west side of Coeur d'Alene Lake Drive in the vicinity of the I-90 overpass will be filled with 3-inch clean gravel. The use of the 3-inch gravel will allow the ditch to continue to function as it currently does and continue to carry stormwater through the gravel fill. The unpaved area

north of the parking lot for the Higgens Point Recreation Area will be filled with 3-inch clean gravel as well so as to not generate any new stormwater runoff.

Local Employment

Mammoet has stated a desire to hire locally to provide an economic benefit from their activities. They will employ local people for traffic control, (e.g., pilot cars) and will be supported by local Idaho State Patrol troopers. The construction contractor, the contractor that will be removing the barriers, and the flagging company will be local companies.

Construction and Transport Disturbances

Minimizing disturbance to the surrounding neighbors is integral to ITD and Mammoet's planning. Construction is anticipated to start on the temporary on-ramp, in mid- to late-January 2014 and take approximately one week to perform. Following completion of the on-ramp, transport along the Coeur d'Alene Lake Drive will occur on three separate dates approximately three to four weeks apart starting in January 2014. Transport will occur at night and will be following ITD protocols to assure the least disruption of what little traffic is anticipated during those times. The transport can hydraulically lift itself to clear certain barriers (e.g. curbs, guard rails) to allow the transport to reduce its ground width from 27 feet to 20 feet. To facilitate access to the eastbound lanes of I-90, concrete Jersey barrier segments will be temporarily removed from the north side of the westbound lanes and median of I-90.

Noise associated with this project will be that of four diesel-powered trucks that will provide transportation power. Headlights and safety lighting will also be used as the transports move at night. Transportation speed will be relatively slow so some residents who live close to the road may be disturbed for a short time as the transport passes their homes.

Safety Concerns (including Breakdowns)

Maintaining public safety is of primary concern with this proposed action. Traffic control plans will be submitted with the overweight truck permit applications for review and approval by ITD. These plans will include safety measures to ensure the transports are moved at safe and appropriate speeds and a safe travel corridor is maintained. The plans also address issues concerning alerting oncoming and following traffic of the traveling loads and the road closures discussed below.

During transport, a redundant system will be utilized that allows operators on the trailers of the loads to manual steer the trailer in addition to steering performed by the haul trucks. Transportation speed of 10 – 15 miles per hour will give the operators sufficient time to avoid any obstacles that may be encountered.

Because the width of the oversize load is a maximum of 27 feet, there is sufficient space to accommodate traffic and emergency response vehicles should there be a breakdown or accident on Coeur d'Alene Lake Drive until such time as the situation is rectified. Additionally, there is sufficient roadway width to accommodate the oversize loads without causing impacts to the lake or properties adjacent to the road.

Road Closures

There will be no road closures during the construction of the temporary on-ramp. The proposed on-ramp will be located on the closed section of Coeur d'Alene Lake Drive north of I-90. The work area will therefore not impact normal public travel on Coeur d'Alene Lake Drive.

However during the three transports, Coeur d'Alene Lake Drive will have rolling closures. I-90 will be temporarily reduced to one travel lane in each direction as the concrete Jersey barriers are moved from the north side and median. When each transport is ready to cross the westbound lane, both directions of I-90 will be closed for approximately 10 minutes to allow the transport to cross the westbound lane and start travel on the east bound lane. Following transport of each load, the Jersey barriers will be replaced and normal interstate operation would resume.

Prior to the I-90 road closures, all emergency services (ambulance, fire, and police) will be notified of the temporary closures and be in direct contact with the Mammoet trailer. In case the I-90 corridor is needed for an emergency during the road closure, Mammoet would be responsible for prioritizing emergency service transportation over the load.

Route Alternatives

Mammoet evaluated alternate routes across Idaho for transporting the three overweight loads from the Port of Wilma, Washington to Great Falls, Montana. These routes included the proposed I-90 route, State Route 2 (through Bonners Ferry), State Route 200 (through Sandpoint), US-12, and traveling through Washington and Oregon to southern Idaho and traversing I-84. The proposed I-90 route was selected because it was deemed the only practicable route due to the access, feasibility, distance and the least environmental cost compared to the other evaluated routes.

State Routes 2 and 200 involve windy mountain roads that would make transporting the load extremely difficult or infeasible, while involving their own environmental concerns. US-12 is currently effectively closed while the US Forest Service evaluates the potential impacts of overweight loads. A route south through Washington, Oregon and across Southern Idaho before turning north to Great Falls, Montana would be twice the distance that the I-90 route and as well involve its own litany of environmental, design and feasibility concerns. Therefore, because the roads and overpasses and the majority of the bridges along the proposed I-90 route can accommodate the transports' dimensions, Mammoet and ITD determined that the proposed route is the only workable transport alternative.

Precedent

The manner in which this proposed temporary on-ramp will be constructed and abandoned for this action will not support establishment of a permanent industrial transportation corridor along Coeur d'Alene Lake Drive.

Future transports that travel on I-90 and desire to use this route to bypass the Veterans Memorial Centennial Bridge would have to comply with FHWA requirements to access the Federal Interstate at I-90, including completion of an updated NEPA evaluation.

Right of Way Requirements

All work will be completed within existing ITD right of way. The action will not require additional right of way.

ENVIRONMENTAL EVALUATION NARRATIVE:

2. Change in Access or Access Control:

A new access ramp to I-90 is proposed as part of this action. The access ramp will be used for three overweight transports and then abandoned on site. Jersey barriers at the access point will be temporarily removed from the north side and median of the highway for each transport. The proposed site was originally intended to be a permanent access point, but was abandoned during highway construction.

7. Minorities, Low Income Populations:

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by the President on February 11, 1994, directs federal agencies to identify and address disproportionately high and adverse human health and environmental effects, including the interrelated and social and economic effects of their programs, policies and activities on minority and low-income populations in the United States. No minority or low-income populations have been identified that would be adversely impacted by the proposed action as determined above. Therefore, this action will not have disproportionately high and adverse effects on minority or low-income populations per Executive Order 12898.

9. Section 4(f) Lands – DOT Act 1966:

Construction activities will be conducted north of I-90 and away from recreational areas, i.e., away from Section 4(f) Lands. Transportation activities will occur at night for a relatively short period of time. Neither construction nor transportation activities are anticipated to impact recreational activities. A consultation letter was sent to IDPR on December 17, 2013 identifying the proposed action. IDPR indicated in the attached response letter that it does not have any objections to the action (Attachment D).

11. Section 106-National Historical Preservation Act:

The proposed on-ramp is located in an area that was completely disturbed and filled during the construction of I-90 in the early 1990s. The original highway design drawings show the grading plan to fill an embankment on the north side of the I-90 for the current road surface. The proposed on-ramp will be placed on that filled embankment.

A finding of no significant adverse impacts to cultural or historic sites is presented in the Cultural Resources Inventory Report prepared by ASM Affiliates (ASM) in January 2014. ASM consulted with the Idaho SHPO office in Boise, performed a field inventory of the action site and consulted with the Coeur d'Alene Tribe's Tribal Historic Preservation Officer. Since the information included in the document is sensitive, a copy of the report is not attached.

16. Wildlife/Fish Resources/Habitat:

Construction activities will occur at a sufficient distance from wildlife habitats so as not to cause impact to wildlife, fish resources or habitat. Transportation activities will occur at night and remain within the normal roadway footprint which has sufficient capacities to accommodate the oversize loads without causing impacts to the lake or wildlife viewing.

The proposed on-ramp site that will be cleared and grubbed is covered with invasive weeds, grasses and young pine trees. The dominant weeds observed were common tansy (*Tanacetum vulgare*), spotted knapweed (*Centaurea stoebe*), and houndstounge (*Cynoglossum officinale*). Other plants observed were absinth wormwood (*Artemisia absinthium*) and common bugloss (*Anchusa officinalis*). Trees would be felled to construct the temporary on-ramp. These trees are Ponderosa Pines, except for two (2) Black Cottonwoods and one (1) Western White Pine. These trees are relatively young and no higher than 20 feet. The loss of these trees would not be considered a significant loss to the surrounding habitat.

Bald eagle habitat is not anticipated to be disturbed during the construction of the proposed on-ramp. Seven (7) bald eagles were observed near Higgins Point overlooking Coeur d'Alene Lake approximately 800 feet from the eastern edge of the proposed on-ramp site. These eagles are not anticipated to be disturbed by the proposed on-ramp construction as bald eagles select taller, more mature trees to roost in than the ones to be felled for the proposed on-ramp construction.

Kokanee spawning habitat along the gravel shoreline around Higgins Point and Coeur d'Alene Lake Drive will be protected during the construction of the proposed on-ramp by the use of BMPs identified in Figure 5 to prevent erosion and sediment runoff from entering Coeur d'Alene Lake. Because the kokanee spawn from mid-November into January and then their eggs and fry remain in the gravel through March, all BMPs will be installed prior to the start of any construction activities to ensure the water quality of the lake is protected.

17. Threatened/Endangered Species:

The most recent county-wide list (December 26, 2013) of threatened and endangered species for Kootenai County, as provided by the U.S. Fish and Wildlife Service (USFWS), included Yellow-Billed Cuckoo, Canada Lynx, North American Wolverine, Bull Trout and bull trout critical habitat, Spalding's Catchfly, and Water Howellia. The following table summarizes the findings of the Threatened and Endangered Species No Effects Determination prepared for the on-ramp construction for the applicable species. The No Effects Determinations is included as Attachment B.

Summary of Effect Determinations

| SPECIES/CRITICAL HABITAT | STATUS | ACTION EFFECT DETERMINATION |
|---|-------------------|------------------------------------|
| Yellow-Billed Cuckoo (<i>Coccyzus americanus</i>) | <i>Proposed</i> | No Effect |
| Canada Lynx (<i>Lynx Canadensis</i>) | <i>Threatened</i> | No Effect |
| North American Wolverine (<i>Gulo gulo luscus</i>) | <i>Proposed</i> | No Effect |

| SPECIES/CRITICAL HABITAT | STATUS | ACTION EFFECT DETERMINATION |
|--|-------------------|------------------------------------|
| Bull Trout(<i>Salvelinus confluentus</i>) | <i>Threatened</i> | No Effect |
| Bull Trout Critical Habitat | <i>Designated</i> | No Effect |
| Spalding's Catchfly (<i>Silene spaldingii</i>) | <i>Threatened</i> | No Effect |
| Water Howellia (<i>Howellia aquatilis</i>) | <i>Threatened</i> | No Effect |

18. Air Quality Impacts:

The on-ramp construction is not within a federally designated air quality non-attainment or maintenance area nor is it within an IDEQ air quality area of concern. Therefore the proposed action has minimal likelihood of exceeding Federal air quality standards.

24. Wetlands:

Wetlands near the proposed on-ramp site will be protected from construction and not be disturbed. East of the site, there is an existing ITD drainage pond that captures runoff from north of the proposed on-ramp site. A culvert conveys the runoff to the northwest end of the pond. On December 20, 2013, the water in the pond was frozen but wetland vegetation including cattails, common reed and willow trees and saplings were still observed coming through the ice. A Wetland Data Form was completed for the site documenting the presence of wetlands and is included in Attachment C. Upgradient of the inflow culvert were two Black Cottonwoods and a rose bush. In the southeast end of the pond there is an overflow structure that flows into a pipe which parallels I-90 for 335 feet to the east until it flows into another overflow structure. From there a second pipe extends southwest under I-90, and is assumed to discharge to Coeur d'Alene Lake. The proposed temporary on-ramp will not disturb the wetland in the ITD drainage pond, and appropriate erosion and sediment control measures will be placed to protect it.

Between the highway and the asphalt path an inundated area was observed in a low point during our field visit on December 20, 2013. The inundated area appeared to have two positive wetland indicators, wetland hydrology and vegetation. We have no soil data and since we are outside the time of year to test soils, we are assessing the inundated area as a wetland and avoiding it as such. A Wetland Data Form was completed for the inundated area documenting site conditions is included in Attachment C. The on-ramp will be designed and constructed to avoid any disturbance to this wetland, and erosion and sediment control measures will be placed to protect it.

26. Water Quality, Runoff Impacts:

Construction will not require coverage under the Construction General Permit (CGP) for stormwater discharges because it will disturb less than one (1) acre of ground. However, due to the connectivity of the drainage pond to Coeur d'Alene Lake and its proximity to the primary kokanee spawning habitat in Coeur d'Alene Lake, sediment control measures will be installed prior to the start of any construction activities to protect the water quality of the lake.

Water quality BMPs are presented in Figure 5 and methods utilized may include but are not limited to sediment traps, fiber wattles and straw bales. During construction, the overflow structure at the southeast end of the ITD drainage pond will have a sediment trap placed to prevent sediment or other materials from running into Coeur d'Alene Lake. These BMPs will be inspected regularly to ensure they are functioning properly and repairs made immediately. Materials will be removed and disposed of appropriately offsite in compliance with applicable regulations. A copy of the completed ITD NPDES STORM WATER PERMIT PROJECT CHECKLIST FOR CONSTRUCTION Form is attached.

Public Outreach:

Notice of an ITD public meeting was published in the Friday 13 December 2013 edition of the Coeur d'Alene Press. Notice of the public meeting was communicated to stakeholders via email (Friday 13 December 2013) and hard copy letter (Saturday 14 December 2013). Mammoet, in cooperation with ITD, hosted the public meeting on December 19, 2013 to provide information and solicit input from the public regarding approval for a temporary on-ramp to I-90. Comments from the public meeting were summarized and are attached to this environmental document (Attachment E).

MITIGATION SUMMARY

The ramp location will avoid the top of bank of the ITD Drainage Pond, the wetlands located within the pond, and the wetland between the highway and pathway. The contractor will install BMPs as shown in Figure 5) prior to any site disturbance to minimize sediment runoff into Coeur d'Alene Lake and protect its water quality.

ATTACHMENTS

A ITD FORMS

ITD 0652 Form - Hazardous Material (HM) Administrative Review
ITD 2784 Form - Stormwater Site Assessment
ITD 1502 Form - Determination of Significance and Effect

B THREATENED & ENDANGERED SPECIES DOCUMENTATION

Threatened and Endangered Species No Effects Determinations
USFWS Report for Idaho Fish and Wildlife Office

C SUPPORT DOCUMENTATION

1987 Wetland Data Forms

D AGENCY/TRIBAL CORRESPONDENCE

Comments from Idaho Department of Environmental Quality
Comments from Idaho Department of Parks and Recreation
Comments from Idaho Department of Fish and Game
Comments from Coeur d'Alene Tribe

E. PUBLIC OUTREACH

Response to Public Comments
Comments from December 19, 2013 Public Meeting

ATTACHMENT A

ITD FORMS

DRAFT



Complete all sections. Attach additional sheets and/or maps as needed to provide information pertinent to the proposed project.

| | | |
|--|------------------|---------------|
| Project Number NA | Key Number NA | District 1 |
| Project Name/Location Coeur d'Alene Lake Drive Temporary Overweight Truck Route | | |

Mark features involved in this project

| | |
|--|--|
| <input type="checkbox"/> New R/W | <input type="checkbox"/> Subsurface utility relocation |
| <input checked="" type="checkbox"/> Excavation | <input type="checkbox"/> Structures (buildings, bridges, etc.) |
| <input type="checkbox"/> Railroad involvement | <input type="checkbox"/> Other (list): |

Contacts (Contact each of the following and provide information below)

| | Contact Name | Date | Summary |
|--------------|--------------|------|---------|
| EPA | | | |
| DEQ | | | |
| Health Dept. | | | |

Review of Published Lists (Review all lists. Check off as they are reviewed and note findings in right hand column)

| | |
|---|--|
| <input checked="" type="checkbox"/> NPL | Project area is not affected by Bunker Hill Superfund Site |
| <input checked="" type="checkbox"/> CERCLIS | No findings of concern |
| <input checked="" type="checkbox"/> CERCLIS/NFRAP | No findings of concern |
| <input checked="" type="checkbox"/> RCRA Corrective Actions | No findings of concern |
| <input checked="" type="checkbox"/> RCRA TSD | No findings of concern |
| <input checked="" type="checkbox"/> RCRA Generators | No findings of concern |
| <input checked="" type="checkbox"/> ERNS | No incidents |
| <input checked="" type="checkbox"/> SWLF | No landfills |
| <input checked="" type="checkbox"/> LUST | No LUSTs |
| <input checked="" type="checkbox"/> UST | No USTs |

Windshield Survey (List and comment on suspect land uses/operations identified.)

| | |
|---|---------------------------|
| Person(s) Performing Survey Patrick A. Wickman | Survey Date 12/20/2013 |
| Results No potential hazardous materials were observed during the on-site field visit. The site has never been used for residential, commercial or industrial uses. The site was filled during construction of Interstate 90 and has not been disturbed since. | |

HM conclusion (No evidence or low probability of encountering HM; evidence of probable HM (Phase I), warrants more detailed assessment/sampling/testing (Phase II); site will be avoided without further analysis, etc.).

There is no evidence of encountering hazardous materials.

| | |
|---|--------------------------------------|
| HM Review Conducted By (Print Name) Patrick A. Wickman | Company Forsgren Associates, Inc. |
| Signature | Date 1/7/2014 |



Stormwater Site Assessment

ITD 2784 (Rev. 09-11)

itd.idaho.gov

| | |
|------------------|--|
| Key Number NA | Route/Location Coeur d'Alene Lake Dr at Interstate 90 (northeast of highway overpass) |
|------------------|--|

An NPDES Storm Water Discharge Permit is required for this project only if the answers to both questions below are yes.

| | |
|---|---|
| Will there be 1 acre of ground disturbance on the project? (To determine the total acreage of ground that will be disturbed, use the Ground Disturbing Activities Checklist below to calculate the total acreage of disturbance on the project.) | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No |
| Will the project discharge storm water to waters of the U.S.? (See the reverse side for Definition of Waters of the U.S.) | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |

If the answer to the second question is no, provide a written explanation in the Comments section on the reverse side of this form as to why there will be no discharge.

(If the project does not discharge off-site to waters of the U.S., an NPDES Storm Water Discharge Permit is not required.)

| Ground Disturbing Activities Checklist | | <u>Area Disturbed</u> |
|---|--|-----------------------|
| Clearing | This includes areas of vegetative removal, topsoil removal, (see Definition of Soil on reverse side), sideslope grading, shoulder construction, and fence installation, removal, or replacement. | 0.61 acres |
| Grubbing | This includes both hand- and machine-removed vegetative materials such as roots and root balls. | 0.61 acres |
| Grading | All areas disturbed by grading must be included. | 0.61 acres |
| Excavation | Excavated areas are figured on the surface area of disturbance, including that disturbed by heavy equipment working in the area. | 0.61 acres |
| Total Area | | 0.61 acres |

*Construction does not include maintenance activities, such as ditch cleaning, shoulder reshaping, etc., unless there is new construction included as part of the maintenance project.

Definition of Waters of the U.S.

Waters of the U.S. essentially mean all lakes, rivers, streams (including intermittent streams), mud flats, sand flats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, natural ponds, and irrigation canals that connect to any of the above, the use, degradation, or destruction of which would affect or could affect interstate or foreign commerce.

Definition of Soil

EPA Region X gives the definition of soil as "any unconsolidated material that will pass through a 4.75 mm or smaller sieve."

Comments The purpose of this project is to construct a new temporary access ramp to Interstate-90. The project will require fill placement in a drain along Coeur d'Alene Lake Drive, the parking lot for the Higgins Point Recreation area, and grading and placement of 3/4" asphalt base for ramp construction.

Construction will take about a week. Erosion and sediment control measures will include fiber wattles, straw bales and sediment traps (for overflow structures). Construction will be conducted in a manner to maintain existing drainage patterns.

Name

Patrick A. Wick

Date

1/7/2014

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office



| | | | |
|---|----------------|------------------------|-------------|
| Key Number | Project Number | Project Title | |
| District | County | Township/Range/Section | |
| Clearance Authorized Without Survey <input type="checkbox"/> PA <input type="checkbox"/> ER <input type="checkbox"/> Review | | | Field Notes |

Determination of Eligibility

| | Site Numbers | Comments |
|---------------------------------------|--------------|----------|
| <input type="checkbox"/> No Sites | | |
| <input type="checkbox"/> Not Eligible | | |
| <input type="checkbox"/> Eligible | | |

Determination of Effect

| | Rationale | Sites/Comments |
|--|---|----------------|
| <input type="checkbox"/> No Historic Properties Affected | <input type="checkbox"/> They are outside the project area | |
| | <input type="checkbox"/> They are outside impact zones | |
| | <input type="checkbox"/> Final project plans will avoid them | |
| | <input type="checkbox"/> NR character will not be changed | |
| <input type="checkbox"/> No Adverse Effect to Historic Properties | Sites will be affected (See Comments section below or attached explanation) | |
| <input type="checkbox"/> Adverse Effect to Historic Properties | Sites will be affected (See Comments section below or attached explanation) | |
| Comments: | | |
| | | |
| <input type="checkbox"/> Project will be monitored during construction due to the potential for cultural resources | | |
| Highway Archeologist's Signature | | Date |

SHPO or THPO 106 Comment: I have reviewed the documentation and recommendations provided by ITD and

| | |
|---|---|
| <input type="checkbox"/> | I agree with the above determination of eligibility and effect and with the conditions of compliance. |
| <input type="checkbox"/> | I agree with the above determinations of eligibility and effect given stipulations explained below or in the attached letter. |
| <input type="checkbox"/> | I disagree with the above determinations of eligibility and effect as explained below or in the attached letter. |
| | |
| State or Tribal Historic Preservation Officer's Signature | |
| Date | |

Determination Of Significance And Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office



SHPO or THPO 4(f) *De minimis* Comment (applies only when a determination of effect results in a *No Historic Properties Affected* or *No Adverse Effect* determination under Section 106):

De minimis impacts related to historic sites are defined as the determination of either “no adverse effect” or “no historic properties affected” in compliance with Section 106 of the National Historic Preservation Act (NHPA).

I understand that the FHWA Division Administrator or FTA Regional Administrator may make a *de minimis* impact finding for one or more Section 4(f) resources based on Section 106 findings in this document.

State or Tribal Historic Preservation Officer's Signature

Date

ATTACHMENT B
THREATENED & ENDANGERED SPECIES DOCUMENTATION

DRAFT

COEUR D'ALENE LAKE DRIVE TEMPORARY OVERWEIGHT TRUCK ROUTE

NO EFFECT DETERMINATION For THREATENED AND ENDANGERED SPECIES

Yellow-Billed Cuckoo (*Coccyzus americanus*)
Canada Lynx (*Lynx Canadensis*)
North American Wolverine (*Gula gulo luscus*)
Bull Trout & Designated Critical Habitat (*Salvelinus confluentus*)
Spalding's Catchfly (*Silene spaldingii*)
Water Howellia (*Howellia aquatilis*)
(List updated: December 26, 2013)

INTRODUCTION

The Idaho Transportation Department (ITD) has received an overweight truck permit request from Mammoet USA South, Inc. (Mammoet) to transport three (3) overweight loads through the State of Idaho from the Port of Wilma, Washington to Great Falls, Montana. The proposed overweight route will follow State Highway 95 north to Coeur d'Alene, Idaho and then east on Interstate 90 (I-90) to Great Falls, Montana.

PURPOSE AND NEED DESCRIPTION

Purpose: The purpose of this action is for Mammoet to improve ITD infrastructure to facilitate a safe and efficient transport of three (3) overweight loads via a temporary overweight truck route along Coeur d'Alene Lake Drive from exit 15 (Sherman Ave) to milepost 20 of I-90. This action will allow the transport of the loads across Idaho for assembly and use at the Calumet Refinery in Great Falls, Montana.

Need: This action is needed to utilize Coeur d'Alene Lake Drive as a temporary alternative route to transport three (3) overweight loads (see Construction and Transport Time, Page 12) around the Veterans Memorial Centennial Bridge on I-90. The exit at Sherman Avenue would be used to exit I-90 onto Coeur d'Alene Lake Drive. A temporary on-ramp east of the I-90 overpass at milepost 20 would be constructed to re-enter I-90.

ACTION DESCRIPTION

ITD and Mammoet evaluated the load weights across all overpasses and bridges on I-90, and determined that the overweight loads would put undue stress on the Veterans Memorial Centennial Bridge. An alternate route avoiding that bridge would be required for these overweight loads to use I-90. Mammoet evaluated a number of different routes and determined that the most economical and feasible route was to still use I-90 and bypass the Veterans Memorial Centennial Bridge. The loads would exit I-90 at the Sherman Avenue interchange; transport the loads 5.5 miles along Coeur d'Alene Lake Drive; pass under the I-90 overpass west of Higgins Point; and, re-enter I-90 via a new temporary on-ramp to be constructed on the north side of I-90 at milepost 20.

Transport will be conducted on existing public roads and the newly constructed temporary on-ramp. The proposed action will include no construction, i.e., earth disturbing work or utility work, other than that required to construct the new temporary on-ramp.

The proposed on-ramp is located in Kootenai County on Interstate 90 at milepost 20, just east of the overpass over Coeur d'Alene Lake Drive. The new on-ramp will be constructed within the public right-of-way along of I-90. Transport will be conducted on existing public roads and the newly constructed on-ramp. The ramp will be approximately 400 feet long and 30 feet wide.

Threatened and Endangered Species

The most recent county-wide list (December 26, 2013) of threatened and endangered species for Kootenai County, as provided by the U.S. Fish and Wildlife Service (USFWS), included Yellow-Billed Cuckoo, Canada Lynx, North American Wolverine, Bull Trout and bull trout critical habitat, Spalding's Catchfly, and Water Howellia. The following table summarizes the findings of the Threatened and Endangered Species No Effects Determination prepared for the on-ramp construction for the applicable species:

Summary of Effect Determinations

| SPECIES/CRITICAL HABITAT | STATUS | ACTION EFFECT DETERMINATION |
|--|-------------------|------------------------------------|
| Yellow-Billed Cuckoo (<i>Coccyzus americanus</i>) | <i>Proposed</i> | No Effect |
| Canada Lynx (<i>Lynx Canadensis</i>) | <i>Threatened</i> | No Effect |
| North American Wolverine (<i>Gulo gulo luscus</i>) | <i>Proposed</i> | No Effect |
| Bull Trout (<i>Salvelinus confluentus</i>) | <i>Threatened</i> | No Effect |
| Bull Trout Critical Habitat | <i>Designated</i> | No Effect |
| Spalding's Catchfly (<i>Silene spaldingii</i>) | <i>Threatened</i> | No Effect |
| Water Howellia (<i>Howellia aquatilis</i>) | <i>Threatened</i> | No Effect |

YELLOW-BILLED CUCKOO

The yellow billed cuckoo is a medium-sized bird of about 12 inches in length, and weighing about 2 ounces. The species has a slender, long-tailed profile, with a fairly stout and slightly down-curved bill, which is blue-black with yellow on the basal half of the lower mandible. The most recent records for Idaho come from the South Fork of the Snake River in 1992 (Stephens and Sturts 1997, p. 36). In southwestern Idaho, the yellow-billed cuckoo has been considered a rare, sometimes erratic, visitor and breeder in the Snake River valley, and the breeding population in Idaho is likely limited to a few breeding pairs at most. A recent survey of yellow-billed cuckoo continues to show the majority of sightings are in the Snake River corridor in southeast Idaho with other areas where the cuckoo has been historically observed having few or no sightings (Reynolds and Hinckley 2004, pp. 6–7). Since the cuckoo’s habitat is not known to extend to Northern Idaho, it is determined that the proposed construction will have No Effect on the yellow-billed cuckoo or its potential critical habitat.

BULL TROUT & DESIGNATED CRITICAL HABITAT

Under the ESA, bull trout were listed as threatened throughout their range in the coterminous United States on November 1, 1999 (USFWS 1999). Bull trout were historically found in many major river systems, but currently, trout spawning and rearing are believed to be restricted to cold and relatively pristine headwater basins. Coeur d'Alene Lake meets these habit requirements and is located south of the proposed construction area. The Coeur d'Alene River basin is also classified as a Critical Habitat for the Bull Trout by the USFWS. Therefore, the contractor will use appropriate erosion and sediment control measures during construction to ensure no sediments are discharged to the lake. Thus the proposed construction will have No Effect on bull trout or bull trout critical habitat.

SPALDING'S CATCHFLY

Spalding's catchfly is an herbaceous perennial in the pink family (*Caryophyllaceae*). The species is endemic to the Palouse region of south-east Washington and adjacent Oregon and Idaho, and is disjunct in northwestern Montana and British Columbia, Canada. This species is found predominantly in the Pacific Northwest bunchgrass grasslands and sagebrush-steppe, and occasionally in open-canopy pine stands. Occupied habitat includes five physiographic (physical geographic) regions: 1) the Palouse Grasslands in west-central Idaho and southeastern Washington; 2) the Channeled Scablands in east-central Washington; 3) the Blue Mountain Basins in northeastern Oregon; 4) the Canyon Grasslands along major river systems in Idaho, Oregon, and Washington; and 5) the Intermontane Valleys of northwestern Montana and British Columbia, Canada. Spalding's catchfly is also known to be associated with mesic native grasslands with Idaho fescue communities. Vegetation in the on-ramp area is predominately invasive weeds and Spalding's catchfly has not been recorded in the vicinity of the on-ramp area. The proposed construction will have No Effect on Spalding's catchfly populations or alter potential habitat for this species.

WATER HOWELLIA

Water howellia is a winter annual aquatic plant that grows 4-24 inches high. The plant grows in areas that were once associated with glacial potholes and former river oxbows that flood in the spring, but usually dry at least partially by late summer. Water howellia reproduces only by seed which germinates when ponds dry during fall. It is often found in shallow water (1-2 meters) and on the edges of deep ponds that are partially surrounded by deciduous trees such as black cottonwood and aspen. While the ITD drainage pond could be suitable habitat for this species, the proposed ramp construction will involve erosion and sediment control measures that will protect the wetland habitat in the ITD drainage pond. Fiber wattles will be placed along the top of the pond to protect the pond from sedimentation and Stormwater runoff. Thus the proposed construction is determined to have no effect on Water howellia populations or alter potential habitat for this species.

CANADA LYNX

Canada lynx is a solitary cat species that can be found in high elevation areas of Idaho in habitats associated with alpine and montane boreal plant communities, generally above 4,000 feet. Lynx are highly specialized and exhibit a strong and unique predator/prey relationship with snowshoe hare populations. Primary vegetation that contributes to lynx habitat is lodgepole pine, subalpine fir, and Englemann spruce. In extreme northern Idaho, northeastern Washington, and northwestern Montana, cedar/hemlock habitat types are also preferred by lynx. The on-ramp area elevation is approximately 2200' which is relatively low compared to elevations know to be most suitable to lynx. None of the lynx habitat elements are present in the on-ramp area. The proposed construction will therefore have no effect on Canada lynx.

WOLVERINE

The wolverine was proposed for listing under the ESA on February 4, 2013 (USFWS 2013). The wolverine occupies arctic, boreal, and alpine habitats in Alaska, western Canada, and the western contiguous United States. South of the Canadian border, wolverine ranges are limited to areas in high mountains, near the treeline, where conditions are cold year-round and snow cover persists well into the month of May. This area does not contain suitable habitat for wolverines; therefore it is safe to say that wolverines do not occur here. The proposed construction will have No Effect on wolverine or its habitat.

DRAFT

**U.S. FISH AND WILDLIFE SERVICE - IDAHO FISH AND WILDLIFE OFFICE
ENDANGERED, THREATENED, PROPOSED, AND CANDIDATE SPECIES
WITH ASSOCIATED PROPOSED AND CRITICAL HABITATS IN IDAHO**

DECEMBER 26, 2013

DRAFT



United States Department of the Interior

Fish and Wildlife Service

Idaho Fish And Wildlife Office

1387 S. Vinnell Way, Room 368, Boise

Idaho 83709

Telephone (208) 378-5243

<http://www.fws.gov/idaho>



U.S. Fish and Wildlife Service - Idaho Fish and Wildlife Office Endangered, Threatened, Proposed, and Candidate Species With Associated Proposed and Critical Habitats in Idaho

This Letter and Species List

The U.S. Fish and Wildlife Service (Service) is providing this letter in response to your inquiry regarding federally listed, proposed, and candidate species, and proposed and designated critical habitats that may occur in Idaho. Use the attached Species List to ensure compliance with Sections 7 and 9 of the Endangered Species Act (Act). As a federal agent or designated non-federal representative, use this list in conjunction with best available information to assess whether a proposed action may affect these species or their habitats. If you determine a proposed action may affect a species or their habitats, contact the Service to initiate informal or formal consultation. This list is only valid for a period of 90 days. An updated list can be obtained from the Initial Project Scoping application accessed via the site: www.ecos.fws.gov/ipac/

Candidate Species Conservation

Though Candidate species have no protection under the Act, they are included in the Species List for early planning consideration. Candidate species could be proposed or listed during the project planning period. The Service advises project proponents to evaluate potential effects to Candidate species that may occur in the project area. Should the species be listed, this may expedite Section 7 consultation under the Act.

Effects Beyond Idaho

If the anticipated effects of an action extend beyond the range of Idaho, please contact the appropriate Service Contact for lists of species and habitats occurring in those adjacent states.

U.S. Fish and Wildlife Service Contacts

Idaho - Idaho Fish and Wildlife Office, Bob Kibler, bob_kibler@fws.gov, (208) 378-5255

Montana - Montana Ecological Services Field Office, (406) 449-5225

Nevada - Nevada Fish and Wildlife Office, (775) 861-6300

Oregon - LaGrande Field Office, (541) 962-8584

Utah - Utah Ecological Service Field Office, (801) 975-3330

Washington - Eastern Washington Field Office, (509) 891-6839

Wyoming - Wyoming Ecological Services Field Office, (307) 772-2374

NOAA Fisheries Species

Listed or proposed species that are under National Marine Fisheries Service's (NOAA Fisheries) jurisdiction do NOT appear on the Service's Species Lists. In Idaho, please contact NOAA Fisheries at (208) 378-5696 or visit NOAA Fisheries' webpage at

http://www.westcoast.fisheries.noaa.gov/#movedprotected_species/species_list/species_lists.html for consultation information.

Additional Information

To obtain additional information about the Act, please visit one of the Service's internet sites at <http://www.fws.gov/endangered/laws-policies/index.html>; <http://www.fws.gov/idaho/agencies.htm>; or speak with a Service Contact.

U.S. Fish and Wildlife Service • Idaho Fish and Wildlife Office

CANDIDATE, PROPOSED AND LISTED SPECIES & PROPOSED AND DESIGNATED CRITICAL HABITAT IN IDAHO

| Common Name | Herps | Birds | Mammals | | | | | | Fish | Mollusks | | | | Plants | | | | | | | | | | |
|-------------------|--|----------------------------------|----------------------------|------------------------|--------------------------------|---------------------------------------|------------------------------------|--|--------------------------|-------------------------------|--------------------------------|-----------------------|----------------------------------|---------------------------------|---------------------------------|-----------------------------|------------------------------|---|------------------------------|--------------------------|------------------------------|---------------------------|-------------------------|-------|
| | Columbia Spotted Frog (Great Basin Population) | Greater Sage-Grouse | Yellow-Billed Cuckoo | Canada Lynx | Grizzly Bear | Northern Idaho Ground Squirrel | Selkirk Mountains Woodland Caribou | Southern Idaho Ground Squirrel | North American Wolverine | Bull Trout | Kootenai River White Sturgeon | Banbury Springs Lanax | Bliss Rapids Snail | Bruneau Hot Springsnaill | Snake River Physa | Goose Creek Milkvetch | MacFarlane's Four-O'Clock | Packard's Milkvetch | Slickspot Peppergrass | Spalding's Catchfly | Ute Ladies'-Tresses | Water Howellia | Whitebark Pine | |
| Scientific Name | <i>Rana lateiventris</i> | <i>Centrocercus urophasianus</i> | <i>Coccyzus americanus</i> | <i>Lynx canadensis</i> | <i>Ursus arctos horribilis</i> | <i>Spermophilus brunneus brunneus</i> | <i>Rangifer tarandus caribou</i> | <i>Spermophilus brunneus endemicus</i> | <i>Gulo gulo luscus</i> | <i>Salvelinus confluentus</i> | <i>Acipenser transmontanus</i> | <i>Lanax</i> sp. | <i>Taylorconcha serpenticola</i> | <i>Pyrgulopsis bruneauensis</i> | <i>Haitia (Physa) natricina</i> | <i>Astragalus anserinus</i> | <i>Mirabilis macfarlanei</i> | <i>Astragalus cusickii</i> var. <i>parkardiae</i> | <i>Lepidium papilliferum</i> | <i>Silene spaldingii</i> | <i>Spiranthes diluvialis</i> | <i>Howellia aquatilis</i> | <i>Pinus albicaulis</i> | |
| Ada | | C | P | | | | | | | T | | | | | | | | | | | | | | |
| Adams | | C | | T | | T | | C | P | T-DCH | | | | | | | | | | | | | | C |
| Bannock | | C | P | | | | | | | P | | | | | | | | | | | | | | |
| Bear Lake | | C | | T | | | | | | P | | | | | | | | | | | | | | |
| Benewah | | | | T | | | | | | P | T-DCH | | | | | | | | | T | | T | | |
| Bingham | | C | P | | | | | | | P | | | | | | | | | | | | T | | |
| Blaine | | C | P | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Boise | | | P | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Bonner | | | | T | T | | E | | | P | T-DCH | | | | | | | | | | | | | C |
| Bonneville | | C | P | T | T | | | | | P | | | | | | | | | | | | T | | C |
| Boundary | | | | T-DCH | T | | E-DCH | | | P | T-DCH | E-DCH | | | | | | | | | | | | C |
| Butte | | C | | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Camas | | C | P | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Canyon | | | | | | | | | | | | | | E | | | | | | | | | | P-PCH |
| Caribou | | C | | T | | | | | | P | | | | | | | | | | | | | | |
| Cassia | | C | P | | | | | | | | | | | E | C | | | | | | | | | |
| Clark | | C | P | T | T | | | | | P | | | | | | | | | | | | | | C |
| Clearwater | | | | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Custer | | C | P | T | | | | | | P | T-DCH | | | | | | | | | | | | | C |
| Elmore | | C | P | T | | | | | | P | T-DCH | | T | | E | | | | | | | | | P-PCH |
| Franklin | | C | | T | | | | | | P | | | | | | | | | | | | | | |
| Fremont | | C | P | T | T | | | | | P | | | | | | | | | | | | T | | C |
| Gem | | C | | | | | | C | P | T-DCH | | | | | | | | | | | | | | P-PCH |

Table Key: C = Candidate Species P= Proposed Species T=Threatened Species E=Endangered Species PCH= Proposed Critical Habitat DCH=Designated Critical Habitat

U.S. Fish and Wildlife Service • Idaho Fish and Wildlife Office

CANDIDATE, PROPOSED AND LISTED SPECIES & PROPOSED AND DESIGNATED CRITICAL HABITAT IN IDAHO

| Common Name | Herps | Birds | Mammals | | | | | | Fish | Mollusks | | | | Plants | | | | | | | | | | | |
|-------------------|--|----------------------------------|----------------------------|------------------------|--------------------------------|---------------------------------------|------------------------------------|--|--------------------------|-------------------------------|--------------------------------|-----------------------|----------------------------------|---------------------------------|---------------------------------|-----------------------------|------------------------------|---|------------------------------|--------------------------|------------------------------|---------------------------|-------------------------|-------|---|
| | Columbia Spotted Frog (Great Basin Population) | Greater Sage-Grouse | Yellow-Billed Cuckoo | Canada Lynx | Grizzly Bear | Northern Idaho Ground Squirrel | Selkirk Mountains Woodland Caribou | Southern Idaho Ground Squirrel | North American Wolverine | Bull Trout | Kootenai River White Sturgeon | Banbury Springs Lanax | Bliss Rapids Snail | Bruneau Hot Springsnaill | Snake River Physa | Goose Creek Milkvetch | MacFarlane's Four-O'Clock | Packard's Milkvetch | Slickspot Peppergrass | Spalding's Catchfly | Ute Ladies'-Tresses | Water Howellia | Whitebark Pine | | |
| Scientific Name | <i>Rana lateiventris</i> | <i>Centrocercus urophasianus</i> | <i>Coccyzus americanus</i> | <i>Lynx canadensis</i> | <i>Ursus arctos horribilis</i> | <i>Spermophilus brunneus brunneus</i> | <i>Rangifer tarandus caribou</i> | <i>Spermophilus brunneus endemicus</i> | <i>Gulo gulo luscus</i> | <i>Salvelinus confluentus</i> | <i>Acipenser transmontanus</i> | <i>Lanax</i> sp. | <i>Taylorconcha serpenticola</i> | <i>Pyrgulopsis bruneauensis</i> | <i>Haitia (Physa) natricina</i> | <i>Astragalus anserinus</i> | <i>Mirabilis macfarlanei</i> | <i>Astragalus cusickii</i> var. <i>parkardiae</i> | <i>Lepidium papilliferum</i> | <i>Silene spaldingii</i> | <i>Spiranthes diluvialis</i> | <i>Howellia aquatilis</i> | <i>Pinus albicaulis</i> | | |
| Gooding | | C | | | | | | | | | E | T | | E | | | | | | | | | | | |
| Idaho | | | | T | | | | | P | T-DCH | | | | | | T | | | | T | | | | C | |
| Jefferson | | C | P | T | | | | | P | | | | | | | | | | | | T | | | | |
| Jerome | | C | | | | | | | | | | | T | E | | | | | | | | | | | |
| Kootenai | | | P | T | | | | | P | T-DCH | | | | | | | | | | | T | | T | | |
| Latah | | | | T | | | | | P | | | | | | | | | | | | T | | T | | |
| Lemhi | | C | P | T | | | | | P | T-DCH | | | | | | | | | | | | | | C | |
| Lewis | | | | | | | | | | T-DCH | | | | | | | | | | | T | | | | |
| Lincoln | | C | P | | | | | | | | | | | | | | | | | | | | | | |
| Madison | | C | P | T | | | | | P | | | | | | | | | | | | | | | T | |
| Minidoka | | C | P | | | | | | | | | | | E | | | | | | | | | | | |
| Nez Perce | | | | T | | | | | | T-DCH | | | | | | | | | | | T | | | | |
| Oneida | | C | | | | | | | | | | | | | | | | | | | | | | | |
| Owyhee | C | C | P | | | | | | | T-DCH | | | | E | E | | | | | | | | | P-PCH | |
| Payette | | C | | | | | | C | | T | | | | E | | | C | | | | | | | P-PCH | |
| Power | | C | P | | | | | | | | | | | | | | | | | | | | | | |
| Shoshone | | | | T | | | | | P | T-DCH | | | | | | | | | | | | T | | T | C |
| Teton | | | | T | T | | | | P | | | | | | | | | | | | | | | | C |
| Twin Falls | C | C | | | | | | | | | | | T | E | | | | | | | | | | | |
| Valley | | | | T | | T | | | P | T-DCH | | | | | | | | | | | | | | | C |
| Washington | | C | | | | T | | C | P | T-DCH | | | | | E | | | | | | | | | | C |

Table Key: C = Candidate Species P= Proposed Species T=Threatened Species E=Endangered Species PCH= Proposed Critical Habitat DCH=Designated Critical Habitat

ATTACHMENT C
SUPPORT DOCUMENTATION

1987 Wetland Data Forms

DRAFT

DATA FORM
ROUTINE WETLAND DETERMINATION
(1987 COE Wetland Delineation Manual)

| | |
|--|-----------------------------------|
| Project/Site: <u>Coeur d'Alene Lake Dr Temp Overweight Truck Route</u> | Date: <u>12/20/2013</u> |
| Applicant/Owner: <u>Mammoet South Inc., ITD</u> | County: <u>Kootani</u> |
| Investigator: <u>Patrick Wickman, Forsgren Associates</u> | State: <u>ID</u> |
| Do Normal Circumstances exist on the site? Yes <input type="radio"/> No <input checked="" type="radio"/> | Community ID: _____ |
| Is the site significantly disturbed (Atypical Situation)? Yes <input checked="" type="radio"/> No <input type="radio"/> | Transect ID: _____ |
| Is the area a potential Problem Area? Yes <input type="radio"/> No <input checked="" type="radio"/> | Plot ID: <u>ITD Drainage Pond</u> |
| (If needed, explain on reverse) | |

VEGETATION

| Dominant Plant Species | Stratum | Indicator | Dominant Plant Species | Stratum | Indicator |
|---|----------------|----------------------|------------------------|---------|-----------|
| 1. <u>Narrow leaf Cattails</u> | <u>shrub</u> | <u>OBL</u> | 9. _____ | _____ | _____ |
| 2. <u>Common Reed (<i>Phragmites</i>)</u> | <u>shrub</u> | <u>FACW</u> | 10. _____ | _____ | _____ |
| 3. <u>Willows (sp.)</u> | <u>sapling</u> | <u>FAC or wetter</u> | 11. _____ | _____ | _____ |
| 4. <u>Willows (sp.)</u> | <u>tree</u> | <u>FAC or wetter</u> | 12. _____ | _____ | _____ |
| 5. <u>Black Cottonwood</u> | <u>tree</u> | <u>FAC</u> | 13. _____ | _____ | _____ |
| 6. _____ | _____ | _____ | 14. _____ | _____ | _____ |
| 7. _____ | _____ | _____ | 15. _____ | _____ | _____ |
| 8. _____ | _____ | _____ | 16. _____ | _____ | _____ |
| Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-). | | | 100% | | |
| Remarks: | | | | | |

HYDROLOGY

| | |
|---|--|
| <p>___ Recorded Data (Described in Remarks)</p> <p style="padding-left: 20px;">___ Stream, Lake, or Tide Gauge</p> <p style="padding-left: 20px;">___ Aerial Photographs</p> <p style="padding-left: 20px;">___ Other</p> <p>___ No Recorded Data Available</p> | <p>Wetland Hydrology Indicators:</p> <p>Primary Indicators:</p> <p style="padding-left: 20px;"><input checked="" type="checkbox"/> Inundated (Ice)</p> <p style="padding-left: 20px;">___ Saturated in Upper 12 inches</p> <p style="padding-left: 20px;">___ Water Marks</p> <p style="padding-left: 20px;">___ Drift Lines</p> <p style="padding-left: 20px;">___ Sediment Deposits</p> <p style="padding-left: 20px;"><input checked="" type="checkbox"/> Drainage Patterns in Wetlands</p> <p>Secondary Indicators (2 or more required):</p> <p style="padding-left: 20px;">___ Oxidized Root Channels in Upper 12 inches</p> <p style="padding-left: 20px;">___ Water-Stained Leaves</p> <p style="padding-left: 20px;">___ Local Soil Survey Data</p> <p style="padding-left: 20px;">___ FAC-Neutral test</p> <p style="padding-left: 20px;">___ Other (Explain in Remarks)</p> |
| <p>Field Observations:</p> <p>Depth of Surface Water: <u>> 12 inch thick ice</u> (in.)</p> <p>Depth of Free Water in Pit: <u>NA</u> (in.)</p> <p>Depth to Saturated Soil: <u>NA</u> (in.)</p> | |
| <p>Remarks:</p> <p>Pond is fed by culvert in northwest end of pond and has overflow structures in southeast end which maintain current (observed) water elevation.</p> | |

SOILS

| | | | | | |
|---|---------|--|----------------------------------|------------------------------|---|
| Map Unit Name (Series and Phase): _____ | | Drainage Class: _____ | | | |
| Taxonomy (Subgroup): _____ | | Field Observations Confirm Mapped Type? Yes No | | | |
| Profile Description: | | | | | |
| Depth (inches) | Horizon | Matrix Color (Munsell Moist) | Mottle Colors (Munsell Moist) | Mottle Abundance/Contrast | Texture, Concretions, Structure etc. |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| _____ | _____ | _____ | _____ | _____ | _____ |
| Hydric Soil Indicators: | | | | | |
| _____ Histosol | | _____ Concretions | | | |
| _____ Histic Epipedon | | _____ High Organic Content in Surface Layer in Sandy Soils | | | |
| _____ Sulfidic Odor | | _____ Organic Streaking in Sandy Soils | | | |
| _____ Aquic Moisture Regime | | _____ Listed on Local Hydric Soils List | | | |
| _____ Reducing Conditions | | _____ Listed on National Hydric Soils List | | | |
| _____ Gleyed or Low-Chroma Colors | | _____ Other (Explain in Remarks) | | | |
| Remarks: | | | | | |
| No soil test pits were dug because pond was covered in ice. | | | | | |

WETLAND DETERMINATION

| | | | | |
|--|--------------------------------------|----|--------------------------|--|
| Hydrophytic Vegetation Present? | <input checked="" type="radio"/> Yes | No | (Circle) | |
| Wetland Hydrology Present? | <input checked="" type="radio"/> Yes | No | | |
| Hydric Soils Present? | Yes | No | <input type="radio"/> NA | Is this sampling point within a Wetland? |
| | | | | <input checked="" type="radio"/> Yes No |
| Remarks: | | | | |
| While soils could not be tested, the pond is functioning stormwater drainage pond with a set water surface elevation that has led to a flourishing habitat for wetland vegetation. Site has hydrophytic vegetation and wetland hydrology present which were used to delineate a perimeter around the pond. | | | | |

**DATA FORM
ROUTINE WETLAND DETERMINATION
(1987 COE Wetland Delineation Manual)**

| | | |
|--|---|---|
| Project/Site: <u>Coeur d'Alene Lake Dr Temp Overweight Truck Route</u> | | Date: <u>12/20/2013</u> |
| Applicant/Owner: <u>Mammoet South Inc., ITD</u> | | County: <u>Kootani</u> |
| Investigator: <u>Patrick Wickman, Forsgren Associates</u> | | State: <u>ID</u> |
| Do Normal Circumstances exist on the site? | <input type="radio"/> Yes <input checked="" type="radio"/> No | Community ID: _____ |
| Is the site significantly disturbed (Atypical Situation)? | <input checked="" type="radio"/> Yes <input type="radio"/> No | Transect ID: _____ |
| Is the area a potential Problem Area? (If needed, explain on reverse) | <input checked="" type="radio"/> Yes <input type="radio"/> No | Plot ID: <u>Inundated area between I-90 and asphalt pathway</u> |

VEGETATION

| <u>Dominant Plant Species</u> | <u>Stratum</u> | <u>Indicator</u> | <u>Dominant Plant Species</u> | <u>Stratum</u> | <u>Indicator</u> |
|--------------------------------|----------------|------------------|-------------------------------|----------------|------------------|
| 1. <u>Grass (sp)</u> | <u>herb</u> | <u>UPL</u> | 9. _____ | _____ | _____ |
| 2. <u>Phragmites australis</u> | <u>herb</u> | <u>FACW</u> | 10. _____ | _____ | _____ |
| 3. _____ | _____ | _____ | 11. _____ | _____ | _____ |
| 4. _____ | _____ | _____ | 12. _____ | _____ | _____ |
| 5. _____ | _____ | _____ | 13. _____ | _____ | _____ |
| 6. _____ | _____ | _____ | 14. _____ | _____ | _____ |
| 7. _____ | _____ | _____ | 15. _____ | _____ | _____ |
| 8. _____ | _____ | _____ | 16. _____ | _____ | _____ |

Percent of Dominant Species that are OBL, FACW or FAC (excluding FAC-). _____ 50%

Remarks:

Grass (UPL) was observed sporadically within the project area frozen under the ice. Common bugloss was observed (UPL) on the fringes of ice patch.

HYDROLOGY

| | |
|---|--|
| <p>___ Recorded Data (Described in Remarks)</p> <p> ___ Stream, Lake, or Tide Gauge</p> <p> ___ Aerial Photographs</p> <p> ___ Other</p> <p>___ No Recorded Data Available</p> | <p>Wetland Hydrology Indicators:</p> <p>Primary Indicators:</p> <p><input checked="" type="checkbox"/> Inundated (Ice)</p> <p>___ Saturated in Upper 12 inches</p> <p>___ Water Marks</p> <p>___ Drift Lines</p> <p>___ Sediment Deposits</p> <p><input checked="" type="checkbox"/> Drainage Patterns in Wetlands</p> <p>Secondary Indicators (2 or more required):</p> <p>___ Oxidized Root Channels in Upper 12 inches</p> <p>___ Water-Stained Leaves</p> <p>___ Local Soil Survey Data</p> <p>___ FAC-Neutral test</p> <p>___ Other (Explain in Remarks)</p> |
| <p>Field Observations:</p> <p>Depth of Surface Water: <u>2 - 4 inch thick ice</u> (in.)</p> <p>Depth of Free Water in Pit: <u>NA</u> (in.)</p> <p>Depth to Saturated Soil: <u>NA</u> (in.)</p> | |

Remarks:

Site is located in a depression between the I-90 embankment (to north) and asphalt pathway (to south.)

ATTACHMENT D

AGENCY/TRIBAL CORRESPONDENCE

Comments from Idaho Department of Environmental Quality

Comments from Idaho Department of Parks and Recreation

Comments from Idaho Department of Fish and Game

Comments from Coeur d'Alene Tribe

DRAFT

COMMENTS FROM IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY

DECEMBER 16, 2013

DRAFT

From: June.Bergquist@deq.idaho.gov
To: [Phillip Bandy](#)
Subject: Mammoet proposal
Date: Monday, December 16, 2013 10:04:34 AM

Hi Phil,

I was wondering if you could send us the design of the ramp, location, etc.? I don't need the engineering drawings just a sense of where it is and what it is. Thanks.

June

June Bergquist

Regional Water Quality Compliance Officer

Idaho Department of Environmental Quality

Coeur d'Alene Regional Office

2110 Ironwood Parkway

Coeur d'Alene, ID 83814

phone (208) 666-4605

fax (208) 769-1404

e-mail: june.bergquist@deq.idaho.gov

Receptionist telephone number (208) 769-1422

From: [Phillip Bandy](#)
To: June.Bergquist@deq.idaho.gov
Cc: [Patrick Wickman](#); [Larry Evans](#)
Subject: RE: Mammoet proposal
Date: Monday, December 16, 2013 10:13:00 AM
Attachments: [image001.png](#)

Hi June – great to hear from you.

The attached image shows the general location of the proposed ramp (outlined in yellow). The area outlined in blue may be considered a “wetlands”.

Survey and design work will begin this week.

Let me know if you need additional information.

Thanks!

Phil

Phillip J. Bandy, MS, MPA
Senior Scientist
415 South 4th Street
Boise, ID 83702
208.342.3144 Main / 208.854.8316 Direct
208.859.3459 Cell / 208.383.0819 Fax



From: June.Bergquist@deq.idaho.gov [mailto:June.Bergquist@deq.idaho.gov]
Sent: Monday, December 16, 2013 10:05 AM
To: Phil Bandy
Subject: Mammoet proposal

Hi Phil,

I was wondering if you could send us the design of the ramp, location, etc.? I don't need the engineering drawings just a sense of where it is and what it is. Thanks.

June

June Bergquist
Regional Water Quality Compliance Officer
Idaho Department of Environmental Quality
Coeur d'Alene Regional Office
2110 Ironwood Parkway
Coeur d'Alene, ID 83814
phone (208) 666-4605
fax (208) 769-1404
e-mail: june.bergquist@deq.idaho.gov
Receptionist telephone number (208) 769-1422

From: June.Bergquist@deq.idaho.gov
To: [Phillip Bandy](#)
Subject: RE: Mammoet proposal
Date: Monday, December 16, 2013 10:46:58 AM
Attachments: [image001.png](#)

Thanks Phil. Will that draw that comes down the hillside and probably feeds that wetland be obstructed or interfered with in any way? What will be used to stabilize the fill? Erosion control will be important, I'm not sure which way the road slopes but the lake is close by. Have you identified any storm drains in the roadway? In your letter it sounds like the fill will not be removed but rather abandon, although it is called "temporary"??

Timing of the fill placement will also be important since construction or fill removal during late fall, winter and spring are difficult due to precipitation, snow melt and rain on snow events up here. One acre and up of disturbance (not just the fill footprint, it includes staging areas, temporary fill piles, etc.) requires compliance with the EPA NPDES Construction General Permit. Here is a link to that permit:
<http://yosemite.epa.gov/R10/WATER.NSF/NPDES+Permits/Region+10+CGP+resources>

June

From: Phil Bandy [mailto:PBandy@Forsgren.com]
Sent: Monday, December 16, 2013 9:14 AM
To: June Bergquist
Cc: Patrick Wickman; Larry L. Evans
Subject: RE: Mammoet proposal

Hi June – great to hear from you.

The attached image shows the general location of the proposed ramp (outlined in yellow). The area outlined in blue may be considered a "wetlands".

Survey and design work will begin this week.

Let me know if you need additional information.

Thanks!

Phil

Phillip J. Bandy, MS, MPA
Senior Scientist
415 South 4th Street
Boise, ID 83702
208.342.3144 Main / 208.854.8316 Direct
208.859.3459 Cell / 208.383.0819 Fax



From: June.Bergquist@deq.idaho.gov [<mailto:June.Bergquist@deq.idaho.gov>]

Sent: Monday, December 16, 2013 10:05 AM

To: Phil Bandy

Subject: Mammoet proposal

Hi Phil,

I was wondering if you could send us the design of the ramp, location, etc.? I don't need the engineering drawings just a sense of where it is and what it is. Thanks.

June

June Bergquist

Regional Water Quality Compliance Officer

Idaho Department of Environmental Quality

Coeur d'Alene Regional Office

2110 Ironwood Parkway

Coeur d'Alene, ID 83814

phone (208) 666-4605

fax (208) 769-1404

e-mail: june.bergquist@deq.idaho.gov

Receptionist telephone number (208) 769-1422

From: [Phillip Bandy](#)
To: June.Bergquist@deq.idaho.gov
Cc: [Patrick Wickman](#); [Larry Evans](#)
Subject: RE: Mammoet proposal
Date: Monday, December 16, 2013 11:21:00 AM
Attachments: [image001.png](#)

June – the construction of the ramp will occur south of the wetland. Runoff from the draw you reference flows to the wetland through a culvert under the existing road. None of these elements will be obstructed or interfered with.

We anticipate minimal fill will be used in the project; the existing slope and the proposed slope of the ramp are nearly the same. Preliminary design calls for clean gravel to be used as the ramp surface (this material will also stabilize what limited fill is used). These design elements should not change the exiting erosional conditions.

There are ditches located on both sides of the road that passes under the overpass. The ditch on the north side of the road will be temporarily filled in under the overpass to allow for the turning radius of the vehicle. The ditch on the south side of the road will most likely be routed through a culvert that will be placed under the ramp where it joins the existing road. Although the structure will be constructed for temporary use, ITD has expressed a desire to keep the structure in-place after it is used.

Construction is anticipated to occur early next year. The area of disturbance including the fill footprint, staging areas, temporary fill piles, etc. will be less than one acre.

Phil

Phillip J. Bandy, MS, MPA
Senior Scientist
415 South 4th Street
Boise, ID 83702
208.342.3144 Main / 208.854.8316 Direct
208.859.3459 Cell / 208.383.0819 Fax

FORSGREN
Associates Inc.

From: June.Bergquist@deq.idaho.gov [mailto:June.Bergquist@deq.idaho.gov]
Sent: Monday, December 16, 2013 10:47 AM
To: Phil Bandy
Subject: RE: Mammoet proposal

Thanks Phil. Will that draw that comes down the hillside and probably feeds that wetland be obstructed or interfered with in any way? What will be used to stabilize the fill? Erosion control will be important, I'm not sure which way the road slopes but the lake is close by. Have you identified any storm drains in the roadway? In your letter it sounds like the fill will not be removed but rather abandon, although it is called "temporary"??

Timing of the fill placement will also be important since construction or fill removal during late fall, winter and spring are difficult due to precipitation, snow melt and rain on snow

events up here. One acre and up of disturbance (not just the fill footprint, it includes staging areas, temporary fill piles, etc.) requires compliance with the EPA NPDES Construction General Permit. Here is a link to that permit:

<http://yosemite.epa.gov/R10/WATER.NSF/NPDES+Permits/Region+10+CGP+resources>

June

From: Phil Bandy [<mailto:PBandy@Forsgren.com>]

Sent: Monday, December 16, 2013 9:14 AM

To: June Bergquist

Cc: Patrick Wickman; Larry L. Evans

Subject: RE: Mammoet proposal

Hi June – great to hear from you.

The attached image shows the general location of the proposed ramp (outlined in yellow). The area outlined in blue may be considered a “wetlands”.

Survey and design work will begin this week.

Let me know if you need additional information.

Thanks!

Phil

Phillip J. Bandy, MS, MPA
Senior Scientist
415 South 4th Street
Boise, ID 83702
208.342.3144 Main / 208.854.8316 Direct
208.859.3459 Cell / 208.383.0819 Fax

FORSGREN
Associates, Inc.

From: June.Bergquist@deq.idaho.gov [<mailto:June.Bergquist@deq.idaho.gov>]

Sent: Monday, December 16, 2013 10:05 AM

To: Phil Bandy

Subject: Mammoet proposal

Hi Phil,

I was wondering if you could send us the design of the ramp, location, etc.? I don't need the engineering drawings just a sense of where it is and what it is. Thanks.

June

June Bergquist
Regional Water Quality Compliance Officer
Idaho Department of Environmental Quality

Coeur d'Alene Regional Office
2110 Ironwood Parkway
Coeur d'Alene, ID 83814
phone (208) 666-4605
fax (208) 769-1404
e-mail: june.bergquist@deq.idaho.gov
Receptionist telephone number (208) 769-1422

COMMENTS FROM IDAHO DEPARTMENT OF PARKS AND RECREATION

DECEMBER 24, 2013

DRAFT



December 24, 2013

C. L. "Butch" Otter
governor

Nancy C. Merrill
director

Anna Canning
management services administrator

Keith Hobbs
operations division administrator

.....
IDAHO PARK AND
RECREATION BOARD
.....

Tom Crimmins
region one

Randy Doman
region two

Susan Buxton
region three

Charles H. Correll
region four

Jean S. McDevitt
region five

Robert Hansen
region six

.....
IDAHO DEPARTMENT OF
PARKS AND RECREATION
.....

p.o. box 83720
boise, idaho 83720-0065

(208) 334-4199

fax (208) 334-3741

tdd 1-800-377-3529

street address
5657 warm springs avenue
boise, idaho 83716

www.parksandrecreation.idaho.gov

Patrick A. Wickman, MS
Environmental Scientist
Forsgren Associates Inc.
415 S. 4th Street
Boise, ID 83702

Dear Mr. Wickman,

Thank you for the opportunity to comment on the upcoming environmental evaluation for the construction of a new temporary ramp to Interstate 90 (I-90) east of Coeur d'Alene, Idaho. Idaho Department of Parks and Recreation (IDPR) staff has reviewed the proposed project and does not feel the project will adversely impact IDPR operations or facilities, and therefore have no objections to the project.

IDPR does recognize that the proposed route crosses properties currently under the management of IDPR. In the event of damage to IDPR managed facilities related to the ramp construction or transport of the three overweight loads, it is IDPR's expectation that the responsible parties will make the necessary corrections.

Again, thank you for the opportunity to provide comment and please feel free to contact me should you require additional information.

Sincerely,

Keith Hobbs, Division Administrator of Operations,
Idaho Department of Parks and Recreation

- cc: Nancy Merrill, Director
- cc: David White, North Region Manager
- cc: Randall Butt, Manager Coeur d'Alene Parkway
- cc: Jeff Cook, Outdoor Resource Analyst
- cc: Eileen Downing, Operations Administrative Assistant

COMMENTS FROM IDAHO DEPARTMENT OF FISH AND GAME

DECEMBER 20, 2013

DRAFT



IDAHO DEPARTMENT OF FISH AND GAME

PANHANDLE REGION
2885 West Kathleen Avenue
Coeur d'Alene, Idaho 83815

C.L. "Butch" Otter/Governor

Virgil Moore/Director

December 20, 2013

Mr. Jason Minzghor
Idaho Transportation Department
600 West Prairie
Coeur d'Alene, ID 83815-8764

Dear Jason:

REFERENCE: OVERWEIGHT TRUCK ROUTE – COEUR D'ALENE LAKE DRIVE

IDFG has reviewed the information concerning Forsgren Associates, Inc. request to use Coeur d'Alene Lake Drive to bypass Veterans Memorial Bridge on Interstate 90 and to construct an onramp at Higgins Point to return the overweight trucks back to Interstate 90. The purpose of these comments is to assist the decision-making authority by providing technical information addressing potential effects on wildlife and wildlife habitat and how any adverse effects might be mitigated. It is not the purpose of Idaho Department of Fish and Game to support or oppose this proposal.

Kokanee salmon are a highly sought after game species in Coeur d'Alene Lake. A survey conducted by IDFG in 2011 found that anglers made 84,344 trips to Coeur d'Alene Lake with an average of \$132.00 spent per trip (total spending \$11,132,676.00). The gravel shoreline around Higgins Point is the primary kokanee spawning area in the lake. Kokanee spawn from mid-November into January and the eggs and fry, once they emerge from the egg, remain in the gravel through March. Eggs and fry are particularly fragile and increased sediment and silt can kill both by suffocating them.

It is critically important the overweight trucks stay on the roadway. The ground under the bike trail is fill and has sloughed in the past and may not remain stable under the weight of the trucks. Additionally, we strongly recommend that any construction activities involving the onramp have all BMPs in place prior to construction to prevent any turbid runoff from discharging into the lake.

Thank you again for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles E. Corsi".

Charles E. Corsi
Regional Supervisor

CEC:MTB

C: Sharon Kiefer, Boise;
USFWS, Spokane

Keeping Idaho's Wildlife Heritage

COMMENTS FROM COEUR D'ALENE TRIBE

DECEMBER 30, 2013

DRAFT



COEUR D'ALENE TRIBE
OFFICE OF THE CHAIRMAN
P.O. BOX 408
PLUMMER, IDAHO 83851
(208) 686-1800 • Fax (208) 686-8813

December 30, 2013

Brian Ness, Director
Idaho Transportation Department
3311 W. State Street
P.O. Box 7129
Boise, ID 83707-1129

RE: Mammoet USA South, Inc. Proposed Megaload Route

Dear Director Ness:

The Coeur d'Alene Tribe (the "Tribe") has learned that the Idaho Transportation Department ("ITD") is currently evaluating a proposal to permit Mammoet USA South, Inc. to transport multiple massive shipments (Megaloads) through the Coeur d'Alene Reservation and along Coeur d'Alene Lake. On behalf of the Tribe, I would like to communicate the Tribe's concerns with the process and plan to transport such Megaloads as proposed.

First, the Tribe has not been consulted by ITD on this Megaload proposal. The Tribe's Lake Management Director received a letter today from a group called Forsgren Associates Inc. that states "in order to meet ITD's accelerated project schedule," they "will assume the Tribe has no comments or anticipates any impacts" if the Tribe does not provide input by this Friday, January 3, 2014. As you know, a letter from an engineering firm contracted by a shipping company does not substitute or constitute consultation between a sovereign State and a sovereign Indian Tribe.

It is my understanding that the National Environmental Policy Act (NEPA) requires ITD to consult with the Coeur d'Alene Tribe on this project in order to adequately evaluate the environmental and cultural impacts of the proposed construction of an onramp near the northern shore of Coeur d'Alene Lake. Since there has been no consultation with the Tribe, we would expect ITD to formally contact the Tribe soon to ensure the applicable NEPA regulations are not violated in an attempt to expedite these shipments. The Tribe is willing to work with ITD on this project to ensure NEPA compliance.

While every proposal considered by ITD need not be the subject of Tribal consultation, the environmental and cultural concerns posed by the sheer magnitude of these shipments invoke a unique array of potential impacts to Tribal interests. One can easily point to the failed attempts of ITD and Omega Morgan to ignore consultation with other Tribes on Megaload shipments as an example of why such communication would be advisable and necessary.

Experience has taught me that the reciprocal flow of communication is key to working through most large-scale issues. This may be an opportunity to highlight a broader need for an interagency agreement between ITD and the Tribe to establish a framework for consultation and communication on future important issues. The Tribe has such agreements with other state and federal agencies which have proven helpful in avoiding miscommunication and turmoil while reaching mutually acceptable solutions to matters significant to either or both sovereigns.

I look forward to hearing back from you on this important matter. Please feel free to contact me or my staff for additional information.

Sincerely,

A handwritten signature in blue ink that reads "Chief J. Allan". The signature is written in a cursive, flowing style.

Chief J. Allan, Chairman
Coeur d'Alene Tribe

Cc: Governor C.L. "Butch" Otter
Jason Minzghor, District Operations Manager, District 1

From: [Phillip Bandy](mailto:Phillip_Bandy)
To: lakemanagement@cdatribe-nsn.gov
Subject: FW: Notice of Public Meeting, re, E Coeur d'Alene Lake Drive Temporary Overweight Truck Route Kootenai County, Idaho
Date: Friday, December 13, 2013 4:22:00 PM
Attachments: [image001.png](#)
[20131213 - Mammoet Stakeholder Letter.pdf](#)

Dear Stakeholder:

Mammoet USA South, Inc. (Mammoet), in cooperation with Idaho Transportation Department (ITD), is hosting a public meeting at the ITD District 1 Offices Thursday December 19, 2013, from 4:00 pm to 7:00 pm, in regard to Mammoet's request for an overweight truck transportation permit from ITD. This public meeting is being held to provide information and solicit input from the public regarding approval for the construction of a temporary on-ramp to I-90 southeast of Coeur d'Alene. Notice of the public meeting was published in the Coeur d'Alene Press Friday December 13, 2013.

Mammoet has requested the permit to allow hauling of three overweight loads from west to east on Interstate 90 (I-90) through Coeur d'Alene. Each load is approximately 472 feet long, 27 feet wide, and 1.6 million pounds. Due to the weight of the loads, ITD and Mammoet are proposing an alternate route around Veterans Memorial Bridge.

The proposed route will direct transports to: exit I-90 at the Sherman Avenue interchange; transport the loads 5.5 miles along E Coeur d'Alene Lake Drive; pass under the I-90 overpass west of Higgins Point; and, re-enter I-90 via a temporary on-ramp to be constructed on the north side of I-90. The new temporary on-ramp will be constructed on public right-of-way north of I-90. The proposed ramp will be approximately 300 feet long and 100 feet wide.

To facilitate access to the east bound lanes of I-90, six concrete barriers will be temporarily removed from both sides of the west bound lanes of I-90. Upon completion of transport of the three loads, the temporary access ramp will be abandoned. The temporary closures of I-90 are anticipated to last approximately 10 minutes each.

All transport will be conducted on existing public roads and the newly constructed access ramp. No construction will occur on publicly accessible roadways. Transport will occur on three separate dates approximately three to four weeks apart. Transport will occur at night to minimize disruption; anticipated transit time over the E Coeur d'Alene Lake Drive proposed route is approximately one hour. Traffic control efforts and temporary closures will be presented and discussed at the public meeting.

The public meeting meeting will be held December 19, 2013 from 4:00 p.m. to 7:00 p.m. at the Idaho Transportation Department's District 1 Office at 600 West Prairie Avenue, Coeur d'Alene, ID 83815 in the EOC room. Deadline for submission of comments is 5:00 PM Friday December 20, 2013.

Should you or your organization have any inquiries prior to or after the public meeting, please direct them to Mr. Phil Bandy, Forsgren Associates at 208-854-8316 or PBandy@Forsgren.com.

Regards,

Phil Bandy

Phillip J. Bandy, MS, MPA

Senior Scientist

415 South 4th Street

Boise, ID 83702

208.342.3144 Main / 208.854.8316 Direct

208.859.3459 Cell / 208.383.0819 Fax

FORSYDEN
Associates Inc.

TELEPHONE CONVERSATION RECORD

To: Vernon Johnson Jr. - Executive Assistant to the Chairman, Coeur d'Alene Tribe
(208-582-0067)

From: Patrick A. Wickman, Forsgren Associates (208-342-3144)

Date: December 17, 2013

Time: 4:30pm

Project: Coeur d'Alene Lake Drive Temporary Overweight Truck Route

Conversation:

On December, 17, 2013, Patrick Wickman of Forsgren Associates contacted Mr. Johnson, the Executive Assistant to the Chairman of the CDA tribe. Mr. Wickman identified his reasoning for calling was to inform the tribe about the proposed action to transport three overweight load along Coeur d'Alene Lake Drive to avoid transporting the loads over Veterans Memorial Centennial Bridge on I-90. He also informed Mr. Johnson of the ITD Public Meeting scheduled for Thursday, December 19, 2013 at 4pm.

Mr. Johnson express no direct concern about the project, and referred the project proponents to Eric Van Orden, the tribal legal counsel (208-686-1800).

From: [Patrick Wickman](#)
To: tallgood@cdatribe-nsn.gov
Cc: [Phillip Bandy](#); [Larry Evans](#)
Subject: Follow up
Date: Wednesday, December 18, 2013 4:41:48 PM
Attachments: [image001.png](#)
[20131213 - Mammoet Stakeholder Letter.pdf](#)

Tiffany,

Thank you for the call earlier. I just wanted to follow up with a copy of the stakeholder letter that was distributed to the property owners, NGOs, and agencies last week. Please let me know if you or your constituents would like additional information or clarification in regard to the project.

Best Regards,

Pat Wickman

Patrick A. Wickman

Environmental Scientist

415 South 4th Street

Boise, ID 83702

208.342.3144 Main / 208.854.8315 Direct

347.886.0335 Cell / 208.383.0819 Fax

FORSQREN
Associates Inc.

From: [Patrick Wickman](#)
To: [Phillip Bandy](#)
Subject: New contacts
Date: Thursday, December 19, 2013 11:56:23 AM

Helo Hancock 208-686-0752

He would like to know who is responsible for notifying the tribes that a megaload is being transported through tribe land.

-spoke with him at 11:00 am MT

Aimee Anderson (tribe environmental group)

aanderson@cdatribe-nsn.gov

She would appreciate any new information beyond the already received letter sent to Tiffany Allgood on 12/19

From: [Amy Anderson](#)
To: [Phillip Bandy](#)
Cc: [Tiffany Allgood](#)
Subject: Mammoet USA South/ IDT public meeting Dec 19th
Date: Thursday, December 19, 2013 12:41:48 PM

Mr. Bandy,

Hello, my name is Amy Anderson and I am with the Coeur d'Alene Tribe's (Tribe) Environmental Programs Office. The notice of the public meeting in the Coeur d'Alene Press this past Friday, December 13 was not very explicit and the Tribe has several additional questions/comments regarding this proposed project.

Ø The Tribe would like to request a full history/background on this proposed project, including all participating entities, permits required for transportation, funding sources, emergency fire and or spill protocols and clean up strategies as well as a route map for the proposed route from the Port of Wilma (Clarkston, WA) to its destination in Great Falls, MT.

Ø The Tribe would like to know if any federal funding has been utilized for any part of this project. Specifically, is federal funding being used for any aspect of the construction of the temporary on-ramp on the north side of I-90 west of Higgins Point?

Ø At what stage in the permitting process with the Idaho State Department of Transportation (IDT) and other entities is this proposed project?

Ø What is the deadline for public and Tribal comment/input on this proposed project?

Ø What is the procedure for public and Tribal comments and what entity(s) should comments be directed to.

Ø Who is the IDT project manager for this proposed project and what is their contact information?

Ø Who is the Federal Highways contact for this proposed project and what is their contact information?

Thank you for your time and information,

Amy Anderson

Environmental Programs, CDA Tribe

aanderson@cdatribe-nsn.gov

(208) 686-1088

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From: [Phillip Bandy](#)
To: [Amy Anderson](#)
Cc: [Larry Evans](#); [Patrick Wickman](#)
Subject: RE: Mammoet USA South/ IDT public meeting Dec 19th
Date: Thursday, December 19, 2013 1:29:00 PM
Attachments: [image001.png](#)

Amy – I am boarding a flight from Boise to Spokane on my way to the Public Meeting this evening.

I have begun crafting responses to your questions and will respond as soon as practicable. Representatives from the involved entities will be at the Public Meeting this evening and may be able to answer your questions verbally.

Phil

Phillip J. Bandy, MS, MPA
Senior Scientist
415 South 4th Street
Boise, ID 83702
208.342.3144 Main / 208.854.8316 Direct
208.859.3459 Cell / 208.383.0819 Fax



From: Amy Anderson [mailto:aanderson@cdatribe-nsn.gov]
Sent: Thursday, December 19, 2013 12:43 PM
To: Phil Bandy
Cc: Tiffany Allgood
Subject: Mammoet USA South/ IDT public meeting Dec 19th

Mr. Bandy,

Hello, my name is Amy Anderson and I am with the Coeur d'Alene Tribe's (Tribe) Environmental Programs Office. The notice of the public meeting in the Coeur d'Alene Press this past Friday, December 13 was not very explicit and the Tribe has several additional questions/comments regarding this proposed project.

Ø The Tribe would like to request a full history/background on this proposed project, including all participating entities, permits required for transportation, funding sources, emergency fire and or spill protocols and clean up strategies as well as a route map for the proposed route from the Port of Wilma (Clarkston, WA) to its destination in Great Falls, MT.

Ø The Tribe would like to know if any federal funding has been utilized for any part of this project. Specifically, is federal funding being used for any aspect of the construction of the temporary on-ramp on the north side of I-90 west of Higgins Point?

Ø At what stage in the permitting process with the Idaho State Department of Transportation (IDT) and other entities is this proposed project?

Ø What is the deadline for public and Tribal comment/input on this proposed project?

Ø What is the procedure for public and Tribal comments and what entity(s) should comments be directed to.

Ø Who is the IDT project manager for this proposed project and what is their contact information?

Ø Who is the Federal Highways contact for this proposed project and what is their contact information?

Thank you for your time and information,

Amy Anderson
Environmental Programs, CDA Tribe
aanderson@cdatribe-nsn.gov
(208) 686-1088

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From: [Phillip Bandy](#)
To: [Amy Anderson](#)
Cc: [Tiffany Allgood](#); [Larry Evans](#); [Patrick Wickman](#); [Jason Minzghor](#)
Subject: RE: Mammoet USA South/ IDT public meeting Dec 19th
Date: Tuesday, December 24, 2013 9:30:00 AM
Attachments: [image002.png](#)

Amy – thank you for your questions. Provided below are our responses:

- The Tribe would like to request a full history/background on this proposed project, including all participating entities, permits required for transportation, funding sources, emergency fire and or spill protocols and clean up strategies as well as a route map for the proposed route from the Port of Wilma (Clarkston, WA) to its destination in Great Falls, MT.

Background / History

- The proposed project is a request for Idaho Transportation Department (ITD) to permit Mammoet South, USA Inc. (Mammoet) to transport a desulfurization reactor (in three sections) from the Port of Wilma to the Calumet refinery in Great Falls Montana.
- The desulfurization reactor will be used to create ultra-low sulfur diesel to meet EPA Clean Air Standards.
- Each section of the reactor will be approximately 441 long, 27 feet wide, 16 feet tall, and 1.61 million pounds.
- Each section will be transported approximately three (3) to four (4) weeks apart.
- Because of the length, width and weight of the transport, an oversize load permit is required from ITD. A review of highway infrastructure is conducted by ITD in association with the permit, including the evaluation of bridges such as the Veterans Memorial Centennial Bridge.
- In this case, ITD determined an alternative route for the transports to bypass the Veterans Memorial Centennial Bridge should be considered to avoid any undue stress on the bridge.
- The proposed alternative route would direct loads:
 - off Interstate 90 (I-90) at the Sherman Avenue off ramp,
 - over Coeur d'Alene Lake Drive to just west of Higgins Point,
 - under the overpass west of Higgins Point;
 - up a temporary on-ramp to be constructed on the north side of I-90;
 - across the westbound lanes of I-90; and,
 - across the median of I-90 to the eastbound lanes of I-90.
- This alternative route requires authorization by the Federal Highway Administration (FHWA) to allow temporary access to Interstate 90 so the load can transported back onto the freeway.

Funding Sources

- The hauler, Mammoet South USA, Inc. is paying for the oversize load permit, all hauling costs, and all planning, design, and construction costs for the temporary ramp. No state or federal monies are involved with this project beyond the review and issuance of the oversize load permit. are the sources of private funding for this project.

Emergency, Fire and/or Spill Protocols

- The load does not include any chemicals or hazardous materials. The hauler, Mammoet South USA, Inc. is responsible for all prevention measures and potential mitigation for impacts of the transport.

Route map

- WA-193 to ID-128 to US 12 E to US 95 N to I-90 E



- The Tribe would like to know if any federal funding has been utilized for any part of this project. Specifically, is federal funding being used for any aspect of the construction of the temporary on-ramp on the north side of I-90 west of Higgins Point?
 - No federal funding has been or will be used for any part of this project.
- At what stage in the permitting process with the Idaho State Department of Transportation (IDT) and other entities is this proposed project?
 - ITD is currently reviewing the request for the overweight permit.
 - Mammoet South USA, Inc. is paying for documentation to be prepared for ITD to facilitate FHWA's consideration of ITD's request to construct a temporary on-ramp to access I-90.
- What is the deadline for public and Tribal comment/input on this proposed project?
 - ITD has requested all comments be submitted by 29 December 2013
- What is the procedure for public and Tribal comments and what entity(s) should comments be directed to.

- Comments should be submitted to Jason Minzghor, ITD Project Manager.
- Who is the IDT project manager for this proposed project and what is their contact information?
 - The ITD Project Manager contact information is:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d'Alene, Idaho 83815

Fax: (208) 772-1203

Email: Jason.minzghor@itd.idaho.gov

- Who is the Federal Highways contact for this proposed project and what is their contact information?
 - The FHWA contact is:

Kyle Holman
FHWA Idaho Division
3050 Lakeharbor Lane #126
Boise, Idaho 83703

Direct: (208) 334-9180 x127

Fax: (208) 334-1691

Email: kyle.holman@dot.gov

Phillip J. Bandy, MS, MPA

Senior Scientist

415 South 4th Street

Boise, ID 83702

208.342.3144 Main / 208.854.8316 Direct

208.859.3459 Cell / 208.383.0819 Fax

FORSYDEN
Associates Inc.

ATTACHMENT E
PUBLIC OUTREACH

Response to Public Comments

Comments from December 19, 2013 Public Meeting

DRAFT

Public Meeting Comments

Notice of an ITD public meeting (attached) was included in the Friday 13 December 2013 edition of the Coeur d'Alene Press.

On Friday 13 December 2013, a digital version of a stakeholder letter (attached) was sent via email to the following recipients:

- City of Coeur d'Alene – Wendy Gabriel, City Administrator
- CdA Chamber of Commerce – Steve Wilson, President
- Coeur d'Alene Lakeshore Property Owners Association – Bret Bowers, Executive Director
- Coeur d'Alene Tribe – Philip Cerner, Director, Lake Management Department
- EPA Coeur d'Alene Field Office – Don Martin, Ecologist
- Idaho Conservation League, Sandpoint Office – Nancy Dooley, North Idaho Outreach Coordinator
- Idaho Department of Environmental Quality Coeur d'Alene Regional Office – Jamie Brunner, Coeur d'Alene Lake Management Plan Coordinator
- Idaho Department of Fish and Game – Chip Corsi, Supervisor
- Idaho Department of Lands Coeur d'Alene Staff Office – Jim Brady, Navigable Waters Program Contact
- Idaho Department of Parks and Recreation – David White, North Idaho Parks Manager
- Kootenai County Department of Parks and Waterways – Nick Snyder, Director
- Kootenai Environmental Alliance – Adrienne Cronebaugh, Executive Director
- Kootenai Metropolitan Planning Organization – Glen Miles, Executive Director
- North Idaho Centennial Trail Foundation – Charlie Miller, Manager
- Panhandle Health District – Lora Whalen, Director

On Saturday 14 December 2013, a hard copy of the attached stakeholder letter was sent to the organizations listed above (addresses attached) and owners of property adjacent to Coeur d'Alene Lake Drive (addresses attached).

In response to public involvement outreach efforts, an estimated 50 individuals attended the ITD Public Meeting held from 4:00 to 7:00 PM 19 December 2013. Many of these individuals and other interested parties (26 individuals / 2 agencies) provided written comments to ITD the night of the meeting and the days afterward. The comment form included three questions:

- **Do you foresee any major impacts of the proposed project?**
- **Do you have any recommendations to reduce potential project impacts?**
- **Will this project impact you directly? If so, how?**

Additional ad hoc comments received were associated with the closest appropriate question. Original comment forms, letters, and emails are attached. Comments and responses to each question are provided below. They are grouped based on common themes.

Question #1: Do you foresee any major impacts of the proposed project?

Impacts from construction of a concrete on-ramp on the unstable area south of I-90 – Nine (9) comments

- The construction of the temporary on-ramp, the filling of the drainage ditch on the west side of Coeur d’Alene Lake Drive and small unpaved area north of the parking lot for the Higgins Point Recreation Area are discussed under the heading **New Temporary On-Ramp** on Page 13 of the Environmental Evaluation Summary. Figure 3 also identifies the proposed location of the temporary on-ramp north of I-90 and other areas of disturbance.

Road Damage Impacts (i.e. Coeur d’Alene Lake Drive) – Nine (9) comments

- Potential for road damage is discussed under the heading **Potential for Road Damage** on Page 13 of the Environmental Evaluation Summary.

Adverse environmental dangers and impact to Kokanee spawning along Coeur d’Alene Lake Drive – Five (5) comments

- Kokanee spawning is discussed in **Item 16. Wildlife/Fish Resources/Habitat** on Page 17 of the Environmental Evaluation Summary.

Impacts from breakdowns or accidents - Four (4) comments

- Safety concerns are discussed under the heading **Safety Concerns** on Page 14 of the Environmental Evaluation Summary.

Future impacts from route used as a permanent industrial corridor (i.e. precedent) – Four (4) comments

- The topic of precedent is under the heading **Precedent** discussed on Page 15 of the Environmental Evaluation Summary.

Sedimentation impacts – Three (3) comments

- Stormwater and sediment control best management practices are discussed in **Item 26. Water Quality/Runoff Impacts** on Page 18 of the Environmental Evaluation Summary. Figure 5 shows the proposed location of BMPs.

Traffic and traffic delay impacts – Three (3) comments

- Traffic and transport disturbances are discussed under the headings **Construction and Transport Disturbances** on Page 14 and **Road Closures** on Page 15 of the Environmental Evaluation Summary.

Impacts to recreation areas – Three (3) comments

- Section 4(f) Lands are discussed in **Item 9. Section 4(f) Lands – DOT Act 1966** on Page 16 of the Environmental Evaluation Summary.

Impacts from transport alongside the side of Coeur d'Alene Lake – Three (3) comments

- Safety concerns are discussed under the heading **Safety Concerns** on Page 14 of the Environmental Evaluation Summary.

Impacts to wildlife habitat and viewing – Two (2) comments

- Wildlife habitat and viewing are discussed in **Item 16. Wildlife/Fish Resources/Habitat** on Page 17 of the Environmental Evaluation Summary.

Job Impacts (positive or negative) – Two (2) comments

- Job Impacts are discussed under the heading **Local Employment** on Page 14 of the Environmental Evaluation Summary.

Impacts to emergency response services – One (1) comment

- Emergency services are discussed under the heading **Road Closures** on Page 15 of the Environmental Evaluation Summary.

Continued national dependency on fossil fuel – One (1) comment

- Comment Noted.

Noise impacts – One (1) comment

- Noise is discussed under the heading **Construction and Transport Disturbances** on Page 14 of the Environmental Evaluation Summary.

Light impacts – One (1) comment

- Headlights and safety lighting are discussed under the heading **Construction and Transport Disturbances** on Page 14 of the Environmental Evaluation Summary.

Impacts/Filling of wetlands and pond near the temporary on-ramp – One (1) comment

- Wetlands are discussed in **Item 24. Wetlands** on Page 18 of the Environmental Evaluation Summary.

Impacts to property values – One (1) comment

- Comment Noted. The proposed action should have not impact to property values.

Question 2: Do you have any recommendations to reduce potential project impacts?

Assure that any associated damages will be repaired – Four (4) comments

- Potential risk of, and, responsibility for mitigating damages from transport are discussed under the heading **Potential for Road Damage** on Page 13 of the Environmental Evaluation Summary.

ITD deny overweight permit or Do not Do Project– Three (3) comments

- Comment noted.

Break loads up into smaller loads – Two (2) comments

- The proposed overweight loads are discussed under the heading **Proposed Overweight Loads** on Pages 12 and 13 of the Environmental Evaluation Summary.

Use another route– One (1) comment

- Route alternatives are discussed under the heading **Route Alternatives** on Page 15 of the Environmental Evaluation Summary.

After transports, remove ramp and restore to native condition – One (1) comment

- Abandonment of the new temporary on-ramp is discussed in **Item 2. Change in Access or Access Control** on Page 16 of the Environmental Evaluation Summary.

Conduct Environmental Impact Study – One (1) comment

- This Environmental Evaluation document meets the NEPA requirement to complete an environmental review for the proposed Action described on Page 12.

Invest in Renewable Resources – One (1) comment

- Comment noted.

Perform extensive site inspections and roadbed core samples – One (1) comment

- Transportation and construction are discussed under the heading **Potential for Road Damage** on Page 13 of the Environmental Evaluation Summary.

Allow sufficient time to remove and reinstall I-90 guardrails – One (1) comment

- Road closures are discussed on under the heading **Road Closures** on Page 15 of the Environmental Evaluation Summary. Concrete Jersey barriers, not guardrail, are located along the sides and median of I-90 at the proposed access location.

Assemble the equipment on-site instead of proposed overweight truck route – One (1) comment

- The proposed overweight loads are discussed under the heading **Proposed Overweight Loads** on Pages 12 and 13 of the Environmental Evaluation Summary.

Question #3: Direct impacts: Will this project impact you directly? If so, how?

Impacts to access to residences or commutes– Four (4) comments

- Disturbances from the transports are discussed under the heading **Construction and Transport Disturbances** on Page 14 of the Environmental Evaluation Summary.

Impacts to beauty and aesthetics of Coeur d’Alene Lake, Coeur d’Alene Lake Drive, and surrounding area – Three (3) comments

- Construction and Transport disturbances are discussed under the headings **Construction and Transport Disturbances** on Page 14 and **Item 16. Wildlife/Fish Resources/Habitat** on Page 17 of the Environmental Evaluation Summary.

Public Safety Impacts – One (1) comment

- Safety concerns are discussed under the heading **Safety Concerns** on Page 14 of the Environmental Evaluation Summary.

Impacts to Sustainability – One (1) comment

- Comment Noted.

Impact from use of Coeur d’Alene Lake Drive as a future permanent industrial corridor – One (1) comment

- The topic of precedent is discussed under the heading **Precedent** on Page 15 of the Environmental Evaluation Summary.

Impacts to wildlife viewing due to light and noise pollution at night – One (1) comment

- Noise, headlights and safety lighting are discussed under the heading **Construction and Transport Disturbances** on Page 14 of the Environmental Evaluation Summary.

Impacts to wildlife habitat – One (1) comment

- Wildlife habitat and viewing are discussed in **Item 16. Wildlife/Fish Resources/Habitat** on Page 17 of the Environmental Evaluation Summary.

Impacts from additional traffic on Coeur d’Alene Lake Drive – One (1) comment

- Traffic and transport disturbances are discussed under the headings **Construction and Transport Disturbances** on Page 14 of the Environmental Evaluation Summary.

Additional employment – One (1) comment

- Job Impacts are discussed under the heading **Local Employment** on Page 14 of the Environmental Evaluation Summary.

Public Notice in Coeur d'Alene Press Legal Section December 13, 2013:

NOTICE OF PUBLIC MEETING E Coeur d'Alene Lake Drive Temporary Overweight Truck Route
Kootenai County, Idaho

Mammoet USA South, Inc. (Mammoet) has requested an overweight truck transportation permit from Idaho State Department of Transportation (ITD) to haul three overweight loads from west to east on Interstate 90 (I-90) through Coeur d'Alene.

Each load is approximately 472 feet long, 27 feet wide, and 1.6 million pounds. To protect Veterans Memorial Bridge from undue stress, ITD and Mammoet are proposing an alternate route around the bridge. This route will direct the transports to: exit I-90 at the Sherman Avenue interchange; transport the loads 5.5 miles along E Coeur d'Alene Lake Drive; pass under the I-90 overpass west of Higgins Point; and, re-enter I-90 via a temporary on-ramp to be constructed on the north side of I-90.

The new temporary onramp will be constructed on public right of way north of I-90. The proposed ramp will be approximately 300 feet long and 100 feet wide. To facilitate access to the east bound lanes of I-90, six concrete barriers will be temporarily removed from both sides of the west bound lanes of I-90. Upon completion of transport of the three loads, the temporary access ramp will be abandoned.

The temporary closures of I-90 are anticipated to last approximately 10 minutes each. All transport will be conducted on existing public roads and the newly constructed access ramp. No construction will occur on publicly accessible roadways. Transport will occur on three separate dates approximately three to four weeks apart. Transport will occur at night to minimize disruption; anticipated transit time over the E Coeur d'Alene Lake Drive proposed route is approximately one hour. Traffic control efforts and temporary closures will be presented and discussed at the public meeting described below.

As per the recommendation of ITD, Mammoet, in cooperation with ITD, is hosting a public meeting to provide information and solicit input from the public regarding approval for a new temporary onramp to the Interstate System. The meeting will be held on December 19th, 2013 from 4:00 p.m. to 7:00 p.m. at the Idaho Transportation Department's District 1 Office at 600 West Prairie Avenue, Coeur d'Alene, ID 83815 in the EOC room. If you or your organization has any inquiries, please direct them to Mr. Phil Bandy, Forsgren Associates at 208-854-8316. Legal 9845 DECEMBER 13, 2013

Stakeholder Letter dated December 13, 2013:

Dear Stakeholder:

Mammoet USA South, Inc. (Mammoet), in cooperation with Idaho Transportation Department (ITD), is hosting a public meeting at the ITD District 1 Offices Thursday December 19, 2013, from 4:00 pm to 7:00 pm, in regard to Mammoet's request for an overweight truck transportation permit from ITD. This public meeting is being held to provide information and solicit input from the public regarding approval for the construction of a temporary on-ramp to I-90 southeast of Coeur d'Alene. Notice of the public meeting was published in the Coeur d'Alene Press Friday December 13, 2013.

Mammoet has requested the permit to allow hauling of three overweight loads from west to east on Interstate 90 (I-90) through Coeur d'Alene. Each load is approximately 472 feet long, 27 feet wide, and 1.6 million pounds. Due to the weight of the loads, ITD and Mammoet are proposing an alternate route around Veterans Memorial Bridge.

The proposed route will direct transports to: exit I-90 at the Sherman Avenue interchange; transport the loads 5.5 miles along E Coeur d'Alene Lake Drive; pass under the I-90 overpass west of Higgins Point; and, re-enter I-90 via a temporary on-ramp to be constructed on the north side of I-90. The new temporary on-ramp will be constructed on public right-of-way north of I-90. The proposed ramp will be approximately 300 feet long and 100 feet wide.

To facilitate access to the east bound lanes of I-90, six concrete barriers will be temporarily removed from both sides of the west bound lanes of I-90. Upon completion of transport of the three loads, the temporary access ramp will be abandoned. The temporary closures of I-90 are anticipated to last approximately 10 minutes each.

All transport will be conducted on existing public roads and the newly constructed access ramp. No construction will occur on publicly accessible roadways. Transport will occur on three separate dates approximately three to four weeks apart. Transport will occur at night to minimize disruption; anticipated transit time over the E Coeur d'Alene Lake Drive proposed route is approximately one hour. Traffic control efforts and temporary closures will be presented and discussed at the public meeting.

The public meeting meeting will be held December 19, 2013 from 4:00 p.m. to 7:00 p.m. at the Idaho Transportation Department's District 1 Office at 600 West Prairie Avenue, Coeur d'Alene, ID 83815 in the EOC room. Deadline for submission of comments is 5:00 PM Friday December 20, 2013.

Should you or your organization have any inquiries prior to or after the public meeting, please direct them to Mr. Phil Bandy, Forsgren Associates at 208-854-8316 or PBandy@Forsgren.com.

Regards,

Phil Bandy

Stakeholder Mailing List:

| Stakeholder | Address |
|---|---|
| 1. City of Coeur d'Alene | Coeur d'Alene City Hall 710 E. Mullan Avenue Coeur d'Alene, Idaho 83814 |
| 2. CdA Chamber of Commerce | 105 N 1st St #100 Coeur d'Alene, ID 83814 |
| 3. Coeur d'Alene Lakeshore Property Owners Association | CLPOA P O Box 3923 Coeur d'Alene, ID 83816 |
| 4. Coeur d'Alene Tribe | P. O. Box 408 / 850 A Street Plummer, Idaho 83851 |
| 5. EPA Coeur d'Alene Field Office | 1910 Northwest Blvd., Suite 208 Coeur d'Alene, ID 83814 |
| 6. Idaho Conservation League, Sandpoint Office | PO Box 2308 102 S Euclid, Ste 207 Sandpoint, ID 83864 |
| 7. Idaho Department of Environmental Quality Coeur d'Alene Regional Office | 2110 Ironwood Parkway Coeur d'Alene, Idaho 83814 |
| 8. Idaho Department of Fish and Game | 2885 W. Kathleen Ave. Coeur d'Alene, ID 83815 |
| 9. Idaho Department of Lands Coeur d'Alene Staff Office | 3258 W. Industrial Loop Coeur d'Alene ID 83815 |
| 10. Idaho Department of Parks and Recreation | 2885 Kathleen Avenue, Suite 1 Coeur d'Alene ID 83815 |
| 11. Kootenai County | Kootenai County PO Box 9000 Coeur d'Alene, Idaho 83816-9000 |
| 12. Kootenai County Department of Parks and Waterways | 10905 N. Ramsey Road Hayden, Idaho 83835 |
| 13. Kootenai Environmental Alliance | PO Box 1598 Coeur d'Alene, ID 83816-1598 |
| 14. Kootenai Metropolitan Planning Organization | 250 Northwest Boulevard, Suite 209 Coeur d'Alene, ID |
| 15. North Idaho Centennial Trail Foundation | 105 N 1st St #100 Coeur d'Alene, ID 83814 |
| 16. Panhandle Health District | 8500 N. Atlas Road Hayden, ID 83835 |

Property Owners Mailing List:

| Name | Address | City, State, Zip |
|---|------------------------------|-------------------------|
| 1. SPENCE, GARY | 7974 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 2. GMW LAKESHORE PROPERTIES LLC | 8410 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 3. RUSNAK, THEODORE | 3905 S APPIAN CT | Coeur d'Alene, ID 83814 |
| 4. HARTZ, ROBERT E | 3925 S APPIAN CT | Coeur d'Alene, ID 83814 |
| 5. LAKESIDE HOLDINGS LLC | 3921 S APPIAN CT | Coeur d'Alene, ID 83814 |
| 6. LEKANDER, DENNIS | 8969 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 7. FISHER, THOMAS | 9083 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 8. CASEY, MICHAEL P | 4713 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 9. CHRISTENSEN, GRAHAM | 4531 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 10. FABIAN, DONALD E | 9792 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 11. SHARP, JOHN W | 9856 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 12. GIANOTTI REVOCABLE TRUST THE | 9880 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 13. BULLOCK, SCOTT M | 9475 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 14. SYRINGA PROPERTIES | 5386 E ANNAPOLIS CT | Coeur d'Alene, ID 83814 |
| 15. GLENN & GINA EATON | 7228 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 16. BENNETT BAY PROPERTY LLC | 7230 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 17. BENNETT BAY INN | 7904 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 18. COOPER, JILLIAN | 6897 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 19. TONY'S SUPPER CLUB | 6823 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 20. SHEAFFER, SHARLENE M | 6499 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 21. MITCHELL, GEORGE | 2306 E MULLAN AVE | Coeur d'Alene, ID 83814 |
| 22. MITCHELL, GEORGE | 309 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 23. TUBBS CAFE | 313 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 24. CEDAR RV PARK | 319 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 25. Coeur d'Alene Resort Golf Course | 870 S FLOATING GREEN DR | Coeur d'Alene, ID 83814 |
| 26. THE BEACHOUSE | 4316 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 27. LUOMA, ESTHER | 2223 E COEUR D ALENE AVE | Coeur d'Alene, ID 83814 |
| 28. BEMENT, GERALD | 2224 E COEUR D ALENE AVE | Coeur d'Alene, ID 83814 |
| 29. NICHOLSON, ROBERT S | 2219 E LAKESIDE AVE | Coeur d'Alene, ID 83814 |
| 30. HAWTHORN INN | 2209 E SHERMAN AVE | Coeur d'Alene, ID 83814 |
| 31. MICHAEL D'S | 203 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 32. HOLIDAY MOTEL | 219 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 33. CHARLIE PROPERTIES LLC | 208 S COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 34. BIG Y | 2301 E SHERMAN AVE | Coeur d'Alene, ID 83814 |
| 35. Sherman Storage | 2315 E SHERMAN AVE | Coeur d'Alene, ID 83814 |
| 36. A V JENSEN LLC | 218 N 23RD ST | Coeur d'Alene, ID 83814 |
| 37. SHANNON INDUSTRIAL CONTRACTORS INC | 2301 E COEUR D ALENE AVE | Coeur d'Alene, ID 83814 |

| | | |
|---|-----------------------------|-------------------------|
| 38. THE TERRACES AT LAKE COEUR D'ALENE | 1011 S ISLAND GREEN DR | Coeur d'Alene, ID 83814 |
| 39. TANYAS LLC | 300 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 40. INVESTCDA INC | 316 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |
| 41. AM3 DEVELOPMENT INC | 320 E COEUR D ALENE LAKE DR | Coeur d'Alene, ID 83814 |



IDAHO TRANSPORTATION DEPARTMENT COMMENT FORM

Public Meeting for:

Coeur d'Alene Lake Drive Temporary
Overweight Truck Route
December 19, 2013 / 4:00 p.m. – 7:00 p.m.
ITD District 1 Office
EOC Room
600 West Prairie Avenue
Coeur d'Alene, ID

Leave testimony, mail, fax or E-mail to:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: Tessa Jilot

Mailing Address: 419 E. Wallace Ave

City, State and Zip: Coeur d'Alene, ID 83814

E-mail Address: tessa.jilot@gmail.com

Do you foresee any major impacts of the proposed project?

Yes. There is a lot of road construction that needs to be completed for 3 megaloads. This seems a little ridiculous. Additionally, the weight of these loads could impact current roads & ~~also~~ affect structural integrity. Also, these loads ultimately further our dependence on fossil fuels,

Do you have any recommendations to reduce potential project impacts? the impacts of which are too

Yes - DON'T DO IT!!! (great to fit in this small space)

Invest in renewable resources so we don't have to keep shipping giant pieces of crap ~~across~~ ~~the~~ across the most scenic roads in our country.

Will this project impact you directly? If so, how?

Yes. I live in this community and want to keep it safe, beautiful, and sustainable. I don't see how these megaloads positively affect any of these values. I encourage you to start caring more about communities and the environment and less about ~~the~~ money.



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Coeur d'Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: BRETT HAVERSTICK
Mailing Address: PO Box 8193
City, State and Zip: MOSCOW, ID 83843
E-mail Address: bhaverstick@yahoo.com

Do you foresee any major impacts of the proposed project?

- YES! 1. RECREATIONAL BENEFITS ALONG E. COEUR D'ALENE LAKE DR.
2. NOISE/LIGHT/PROPERTY VALUE IMPACTS ALONG E. COEUR D'ALENE LAKE DRIVE
3. WETLANDS/POND NEAR TEMPORARY RAMP WILL BE FILLED/PAVED OVER
4. ROADBED DAMAGE, INFRASTRUCTURE UNDERNEATH ROAD BED

Do you have any recommendations to reduce potential project impacts?

- YES! 1. DENY THE PERMIT OR
2. CONDUCT (EIS) ENVIRONMENTAL IMPACT STATEMENT
TO REVIEW/ANALYZE POTENTIAL CUMULATIVE IMPACTS
THROUGH (NEPA) NATIONAL ENVIRONMENTAL POLICY ACT

Will this project impact you directly? If so, how?

- YES! 1. COMMUNITIES THROUGHOUT THE PACIFIC
NORTHWEST ARE BEING NEGATIVELY IMPACTED BY
OVER-LEGAL MEGALoadS - THIS IS YET ANOTHER ROUTE
THAT COULD BECOME A PERMANENT INDUSTRIAL CORRIDOR
2. WILDLIFE VIEWING ALONG E. COEUR D'ALENE COULD
BE DIMINISHED DUE TO LIGHT/NOISE POLLUTION OCCURRING
AT NIGHT



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: Zachary Johnson

Mailing Address: 509 Grant Ct

City, State and Zip: MOSCOW, ID 83843

E-mail Address: _____

Do you foresee any major impacts of the proposed project?

I am mostly concerned about the precedent this will set in regards to moving heavy oversize loads on CDA Lake Drive. I am also uncomfortable with loads so big moving so close to the lake.

Do you have any recommendations to reduce potential project impacts?

DO NOT APPROVE THIS PROJECT.

Will this project impact you directly? If so, how?

YES. I am a resident of North Idaho and recreate in and along CDA Lake Drive. I am concerned about how these and potentially future megaloads will impact wildlife habitat, recreational opportunities and the aesthetic value of the area.



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: BARRY HARRIS

Mailing Address: 354 S. Ponderosa Loop

City, State and Zip: Post Falls, ID 83854

E-mail Address: _____

Do you foresee any major impacts of the proposed project?

No

Do you have any recommendations to reduce potential project impacts?

No

Will this project impact you directly? If so, how?

No



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600 West Prairie Avenue
Coeur d'Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: M. Lou Teyler
Mailing Address: 3706 Sky Harbor Dr.
City, State and Zip: CDA, ID 83814
E-mail Address: lteyler@hotmail.com

Do you foresee any major impacts of the proposed project?

- Damaged integrity of existing roads
- Traffic impact

Do you have any recommendations to reduce potential project impacts?

- Assurance of repair of any damage to roads, ^{could} lights, vehicles - basically anything that would be damaged in this moving process.

Will this project impact you directly? If so, how?

Yes, the only access to my house is off Lake CDA drive.
Any damage to the road or inability to access my house would directly affect me.

* Chip Kachel did a great job of answering my questions and I feel more informed and less concerned about the situation.



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: WESTON E. MONTBOMERY

Mailing Address: 37180 E. HAYDEN LAKE RD.

City, State and Zip: HAYDEN LAKE, ID. 83855

E-mail Address: _____

Do you foresee any major impacts of the proposed project?

WITH THE PLANNING ^{AND EXPERIANCE} OF THE HAWLING COMPANY I WOULD EXPECT NO
PROBLEMS.

Do you have any recommendations to reduce potential project impacts?

JUST DO IT! WE NEED TO BE ABLE TO ACCOMADTE IMPROVEMENT.

Will this project impact you directly? If so, how?

No.



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

12/19/13

Name: Donna Montgomery
Mailing Address: 37186 E. Haydenlake Rd
City, State and Zip: Haydenlake Ad 83835
E-mail Address: — 0 — (208) 762-7091

Do you foresee any major impacts of the proposed project?

No - It looks like the route will work and
the safety issues have been addressed.
Go for it! Best wishes, Donna Montgomery

Do you have any recommendations to reduce potential project impacts?

no

Will this project impact you directly? If so, how?

no.



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d'Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: TARA CARRICK

Mailing Address: 1666 SILKWOOD DR

City, State and Zip: POST FALLS ID 83854

E-mail Address: KHS@ICEHOUSE.NET

Do you foresee any major impacts of the proposed project?

NO.

Do you have any recommendations to reduce potential project impacts?

WE need to make the I-90 corridor attractive to Companies needing to move oversized equipment through our area.

Will this project impact you directly? If so, how?

Yes. I am the owner of Knighthawke Security. We provided security officers to watch the Megaloads when Mammoet transported them in 2011-2012. Through this project, Knighthawke Security was able to provide jobs to over 150 people in our community, who, in turn, spent the money in our community.



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: DEBBIE Bendig

Mailing Address: P.O. box 513

City, State and Zip: ATHOL, ID 83801

E-mail Address: _____

Do you foresee any major impacts of the proposed project?

Good jobs coming to our area

Do you have any recommendations to reduce potential project impacts?

Will this project impact you directly? If so, how?



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Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: MIKE BENDIG
Mailing Address: 2900 GOVERNMENT WAY #130
City, State and Zip: COEURD'ALENE, ID 83815
E-mail Address: KAS@ICEHOUSE.NET

Do you foresee any major impacts of the proposed project?

A VERY FAVORABLE IMPACT; JOBS, STIMULATES THE ECONOMY

Do you have any recommendations to reduce potential project impacts?

Will this project impact you directly? If so, how?



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Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: Rosemarie Olsen
Mailing Address: 1245 W Cardinal Ave
City, State and Zip: Hayden ID 83835
E-mail Address: ros10036@gmail.com

Do you foresee any major impacts of the proposed project?

Yes - Damage to streets and roads, Traffic delays.

Do you have any recommendations to reduce potential project impacts?

They could assemble them on site instead of tying up traffic and destroying streets and roads.
Are we charging them for the weight & road damage? Why drag these monsters across 3-4 states instead of ~~the~~ assembling them on site.

Will this project impact you directly? If so, how?

No.



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Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: ROBERT F. PAFFILE

Mailing Address: 5443 S. BONNELL RD.

City, State and Zip: CDA, ID. 83814

E-mail Address: NA

Do you foresee any major impacts of the proposed project?

YES, LAKE VIEW DR., JUST BELOW ^{THE} REDMOND MOTEL
ON REDMOND HILL IS A CLAY DEPOSIT THAT SLIDES
CONTINUOUSLY. WILL THAT BE A PROBLEM?

Do you have any recommendations to reduce potential project impacts?

YES. REQUIRE SMALLER ROADS.

Will this project impact you directly? If so, how?

YES. MY FAMILY & I DRIVE TO & FROM OUR HOME ON
LAKE VIEW DRIVE DAILY. WE HAVE DONE SO FOR 30 PLUS
YEARS.



IDAHO TRANSPORTATION DEPARTMENT COMMENT FORM

Public Meeting for:

Coeur d'Alene Lake Drive Temporary
Overweight Truck Route
December 19, 2013 / 4:00 p.m. – 7:00 p.m.
ITD District 1 Office
EOC Room
600 West Prairie Avenue
Coeur d'Alene, ID

Leave testimony, mail, fax or E-mail to:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: TERRENCE LITCHFIELD
Mailing Address: 1960 E. SUNDANCE DRIVE
City, State and Zip: POST FALLS ID
E-mail Address: t.litchfield@roadrunner.com

Do you foresee any major impacts of the proposed project?

ROAD DAMAGE

Do you have any recommendations to reduce potential project impacts?

Will this project impact you directly? If so, how?

NO

Megaload Questions and Comments

What is the load classification of the Veterans Memorial Centennial Bridge?

What is the load classification of Coeur d'Alene Lake Drive?

East Coeur d'Alene Lake Drive is in fact US 10 that was dedicated in 1927.
We plan to put over 1 million pounds in a single load on this?

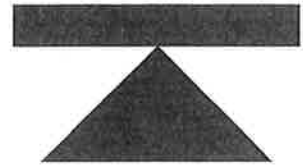
How many axles and wheels on the transporter?

On 17 December your spokesman stated the bypass is "mostly completed".
On 18 December, surveyers were on site placing stakes and doing the engineering work and trees are in the way right now. Not to mention the Centennial Trail.

I am neither for nor against this load movement. I understand both sides of the argument and also know that as a society we are both committed and addicted to fossil fuel and need oil. What I am against is the Idaho Transportation Department making plans for these activities without being upfront with the citizens. At the very least, we should be able to resolve this issue.

Terrence L. Litchfield
Post Falls, ID

SCOTT W. REED, Attorney at Law/P.O. Box A/Coeur d'Alene, Idaho 83816/(208) 664-2161
FAX (208) 765-5117/E-mail: scottwreed@frontier.com



December 19, 2013

Idaho Transportation Department
600 West Prairie
Coeur d'Alene, Idaho 83815

Re: Megaloads Need Special Ramp

Dear Sirs:

On Wednesday, the Coeur d'Alene Press had a story under the above headline with a side note that you would accept comments this afternoon. I submit my comments herewith.

My comment is that the ramp would create a very serious adverse environmental danger to Coeur d'Alene Lake and Wolf Lodge Bay.

As it happens, I have had considerable experience suing the Idaho Transportation Department on environmental grounds with a fair amount of success. I also have special and unique knowledge of the Higgens Point highway area.

On behalf of concerned citizens, I have filed suit in state and federal courts against ITD in these places: Wallace, Sandpoint Bridge, Sand Creek, I-90 at Wolf Lodge Bay, at Mica Bay, and most recently, Paradise Ridge, south of Moscow.

Let me concentrate on Higgens Point: In or around 1970 or early 1980, ITD, with federal money, built the bridge at Blue Creek Bay. The engineers drilled for pilings in Blue Creek Bay, east of Higgens Point to reach rock which they did. The drilling was done with rotary swivels which cut through the mud until reaching the basalt basis.

This was my first I-90 lawsuit and we lost. However, the drilling reports were read by ITD and used again in the final construction of the I-90 freeway.

ITD's engineers misinterpreted the reports by failing to recognize that these were rotary drills which cut 10 to 20 feet into mud before reaching bed rock. The engineers totally overlooked the depth of the soil in the lakebed in the final freeway construction.

The last leg to complete I-90 freeway called for a major branch of the highway to go up to the north to connect with the national forest.

In any event, at Higgins Point contractors following ITD and Federal Highway Administration plans arranged for deep cuts into north banks which provided the source for the interchange by dumping the fill into the lake. The fill in the lake would provide space for an interchange with a highway to go uphill under the freeway into the forest.

The specifications were that no more than two (2.0%) percent of the fill could contain sediment. The inspector hired by ITD had associate's graduate degree from North Idaho College in forestry. He knew nothing about his assigned task. He approved every pile of rock and soil for dumping into the lake.

The fill bulldozed off the north slope to be dumped in the lake all had growing vegetation which had needed more than two percent soil to grow. ITD and the contractor did not undertake any effort to clean up the piles before pushing these into the lake.

One summer day, the inevitable happened. All the fill that the contractor had placed in the lake collapsed spreading out in the lake over the muck. With the collapsing fill went a motor grader and a bulldozer. Drivers of both survived. I later talked to the operator of the bulldozer who said it was a terrifying experience. He said that there was no indication of collapse before it happened.

A month or so later, I filed an environmental suit in federal court alleging violation of the National Environmental Protection Act and other federal and state statutes. Suit was brought in the name of Coeur d'Alene Lake as a lead

plaintiff with other individuals and the Kootenai Environmental Alliance joined as plaintiffs.

ITD estimated that the collapse fill totaled about 600,000 square yards. The collapse was attributed to excessive soil in the fill and failure to recognize that the lake bed was covered with ten to twenty feet of unstable mud covering the under lying basalt. ITD abandoned the interchange for the branch highway to the national forest.

We retained Jim Meckel, PLS who estimated from piles on shore that the sediment content exceeded ten percent.

I used another expert, my golden retriever "Greco". With camera in hand, I took Greco to the slope going into the lake and threw out sticks and Greco raced down the fill into the water. Behind him in the water was visible brown trail of dirt that had clung to him as he descended. I made the photos part of an affidavit filed in the lawsuit.

Present confirmation of the soil content can be seen today at Higgens Point. Trees and brush are thriving on the slope from the roadway into the lake. Trees and brush need soil to grow. Today the lake bottom still has ten or twenty feet of muck.

The bank into the lake is stable enough for the light cars on the pavement above. What ITD is considering will change that situation drastically. You describe the megaloads as 472 feet long, 27 feet wide, 16 feet tall weighing 1.6 million pounds.

The proposal is to build a concrete ramp from the road at Higgens Points up several hundred feet to the freeway. That concrete ramp will have all of its weight upon this potential unstable area. The weight of the concrete ramp will most certainly exceed 1.6 million pounds.

My Sand Creek NEPA lawsuit brought some years later in the name of the Clark Fork Coalition was based on a new ITD road on Highway 95 that had collapsed into the creek. The United States Attorney intervened on our side and we ultimately settled with sizable payment by ITD for mitigation.

In the documents produced in discovery, one of the ITD engineers is quoted as saying, "This looks a lot like what happened at Wolf Lodge Bay." Slow learners.

We settled the lawsuit with ITD with a commitment by the state to build the bike trail from Higgins Point to Coeur d'Alene.

ITD is now trying to give the highway from city limits to Higgins Point to the city. The concrete ramp, megaloads and the risk of total collapse will come with that transfer.

I beg you to remember. Look at your files on the I-90 collapse at Higgins Point. Take note of the instability of the fill and the depth of mud above the lake bed.

The litigation that cut off megaloads on the Clearwater River to Montana was environmentally based. Coeur d'Alene Lake is protected by statutes and by environmental regulations. The Superfund lawsuits have emphasized protection of the water.

Wolf Lodge Bay is a special place. The kokanee spawning in December has resulted in the ever increasing eagle visitation, this year exceeding 200. If that bank collapses again caused by megaloads and the concrete ramp, the kokanee spawning will be wiped out and the eagles will be gone.

If the ITD approves the megaloads request and seeks to build the concrete ramp, my advice to the Kootenai Environmental Alliance and other environmental organizations and concerned individuals plus Advocates for the West will be to seek an injunction.

Yours truly,



Scott W. Reed

Cc: Kootenai Environmental Alliance
Laird Lucas Advocate for the West

12/28/13

ITD: Megaload prospects dubious

Idaho Transportation Department's history at Higgens Point, with a road grader and tractor on the bottom of lake, is hardly a recommendation for future success moving a megaload of refinery equipment across the same unstable ground. Randolph Hearst dismantled a castle in Europe, numbered each stone, crated it up and shipped it half a world away, to be reassembled on a mountain top in California. Considering the mitigation costs the ITD and the citizens of Idaho had to pay last time, perhaps the Hearst method would be a better route to travel. Judging from their annual reports the oil companies can afford the added expense.

MIKE BLACKBIRD
Post Falls

see LETTERS, A6

Saturday - C&A Press 12/28/13

Scotty Fellom

From: Jason Minzghor
Sent: Monday, December 30, 2013 6:58 AM
To: Scotty Fellom
Subject: FW: megaload hauling by Higgins Point

From: stephanie hallock [<mailto:tazrules45@hotmail.com>]
Sent: Saturday, December 28, 2013 7:14 PM
To: Jason Minzghor
Subject: megaload hauling by Higgins Point

Hello.

I am concerned about the proposal to haul mega-loads on Coeur d'Alene Lake Drive. I live on Sherman Ave in Coeur d'Alene and see many safety and environmental concerns with this idea.

1. What happens if the megaload gets stuck at the off-ramp at exit 15? This exit is important if there is an emergency for the residents who live at the end of Sherman Ave. The same could be said for the location of the proposed temporary on-ramp. What happens if the megaload gets stuck as it is getting onto the interstate and blocks the freeway from both directions for hours? What if someone dies because emergency vehicles have to use another exit and spend precious moments detouring around?
2. The soil stability on the slope by Higgins point is very suspect. History has shown us how unstable those slopes were and why they had to abandon the idea of putting an interchange in the area. Adding an on-ramp to haul a huge truck weighing over 1 million tons on unstable soils is not a good idea. How will you check to make sure these soils are stable enough to support that weight?
3. I have many friends and family who use the centennial trail on lake Coeur d'Alene drive to run, walk, and bike. If the megaload is forced to haul during the day, is this going to close the trail?
4. I want to see how this will create enough jobs to impact the area significantly. You should provide the public a detailed analysis on what exact jobs will be created and for how long and what the hiring process will be. Can you guarantee that local people will be hired to help create the ramp? It will negatively effect the local economy if the mega-load blocks the interstate for an extended period of time. The cost of this negative effect should also be estimated so that the public can transparently see the cost/benefits of this proposal.

5. This will negatively impact the road surface of Coeur d'Alene Lake Drive. Hauling a load that size will damage roads. Why should tax payers pay for any road work needed to repair this road if hauling occurs?

6. Coeur d'Alene Lake is located only 30 feet or so from the road for miles of Coeur d'Alene Lake drive. If the megaload crashes into the lake how will they haul something out that is over 1 million tons? There is a large number of houses that are located between the lake and Coeur d'Alene Lake Drive. What if something happens going up the hill by Bennett Bay? What if the megaload hits someone's house? I have read of accidents occurring involving megaloads. Is the risk to someone's health and property worth it?

7. Coeur d'Alene is known for its natural beauty. By allowing these megaloads to be hauled in our area, you would open the door for more of these loads being hauled through the city. Don't we have enough issues with all the heavy metals in the bottom of the lake? Has a study been completed on how this would impact the bald eagles that migrate to the area each winter? How will this impact the fish populations like Kokanee? How would this impact recreation that the local economy depends on?

These reasons show why allowing mega-loads to travel on Coeur d'Alene Lake Drive would negatively impact the area. Please do not allow this proposal to go forward and thus protect the welfare of the citizens of Coeur d'Alene.

Stephanie Hallock

Scotty Fellom

From: Jason Minzghor
Sent: Monday, December 30, 2013 6:54 AM
To: Scotty Fellom
Subject: FW: Mega loads

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

From: Della Munnich [<mailto:dellaannam@gmail.com>]
Sent: Thursday, December 26, 2013 7:34 PM
To: Jason Minzghor
Subject: Mega loads

Jason Minzghor

Please note, we are adversely against the mega loads in the Coeur d' Alene area. We are totally against the enlargement of road access, and the dismantling of our beautiful trees!

This has all come about because of other peoples greed. We as a community should not have to put up with this despicable intrusion.

There are many problems that could arise because of the Mega Loads....major problems that could disturb habitat, environment, and what we value living in this area.

We are not so naive as to think this would be a one time situation! It is opening another Pandora's box!

Sincerely,
Della and Hans Munnich
dellaannam@gmail.com

della munnich



Scotty Fellom

From: Jason Minzghor
Sent: Monday, December 30, 2013 6:55 AM
To: Scotty Fellom
Subject: FW: KEA comments on Megaloads
Attachments: megaloads tip over.jpg

From: Adrienne Cronebaugh [mailto:adrienne@kealliance.org]
Sent: Thursday, December 26, 2013 3:20 PM
To: Jason Minzghor
Cc: Janet Torline
Subject: KEA comments on Megaloads

The following comments are submitted by:

Name: Kootenai Environmental Alliance
Mailing Address: PO Box 1598, Coeur d'Alene, ID 83814
Email Address: KEA@kealliance.org

Kootenai Environmental Alliance has concerns about the proposed route that the three overweight loads Mammoet would bring through E Coeur d'Alene Lake Drive and the construction of an on-ramp for re-entry to I-90.

First, we request that the comment period be extended to at least January 15, 2014 to allow time for the public to review and comment on this proposal. With no information being available online and just one public meeting being held during the holidays, many concerned citizens are out of town and are expressing frustration at not having the opportunity to examine the information.

Citizens that utilize E. Coeur d'Alene Lake Drive to access their homes are concerned that if there is an accident (as Megaloads have seen in the past - see attached photos from Megaload tip over on Dec. 16th in Oregon) that there will be no way to get in/out if an emergency arose. Much of this drive has a very narrow shoulder providing little to no space to move over and allow traffic to move around it.

Second, we are concerned about the weight of these loads and the potential impact it may have on bank erosion and sedimentation into Coeur d'Alene Lake. This area of the lake at Higgins Point has seen the negative effects of construction in the past. During the final phases of the I-90 freeway construction, the plan called for a major branch of the highway to go up to the north to connect with the national forest (this is the same road which will be utilized for the beginnings of the proposed on-ramp).

Contractors following ITD and Federal Highway Administration plans arranged for deep cuts into the north banks which provided the source for the interchange by dumping the fill into the lake. The fill in the lake would provide space for an interchange with a highway to go uphill under the freeway into the forest.

The specifications were that no more than two (2.0%) percent of the fill could contain sediment (in actuality it was >10%). The inspector hired by ITD was not qualified and inappropriately approved the rock piles. The fill bulldozed off the north slope was dumped in the lake even though it all had growing vegetation which had

needed more than two percent soil to grow. ITD and the contractor did not undertake any effort to clean up the piles before pushing these into the lake.

A short time later, the fill that the contractor had placed in the lake collapsed spreading out in the lake over the muck. With the collapsing fill went a manned motor grader and bulldozer. ITD estimated that the collapse fill totaled about 600,000 square yards. The collapse was attributed to excessive soil in the fill and failure to recognize that the lake bed was covered with ten to twenty feet of unstable mud covering the under lying basalt. It was at this time that ITD abandoned the interchange for the branch highway to the national forest.

Present confirmation of the soil content can be seen today at Higgins Point. Trees and brush are thriving on the slope from the roadway into the lake. Trees and brush need soil to grow. Today the lake bottom still has ten or twenty feet of muck.

The bank into the lake is stable enough for the light cars that travel on the pavement above. What ITD is considering will change that situation drastically. You describe the megaloads as 472 feet long, 27 feet wide, 16 feet tall weighing 1.6 million pounds. The proposal is to build a "temporary" on-ramp from the road at Higgins Points up several hundred feet to the freeway. That ramp will have all of its weight upon this potentially unstable area. The weight of the ramp will most certainly exceed 1.6 million pounds.
"Everybody deserves second chances, but not for the same mistakes."

Thirdly, the proposed area is important for wildlife. Each winter from November through February a migrating population of bald eagles visit the Lake Coeur d' Alene area to feed on spawning kokanee salmon. I just today walked the Higgins Point trail with crowds of happy wildlife viewers enjoying the sights of Bald Eagles feasting.

Even Idaho Fish and Game expressed concerns about protecting this special habitat:

"We have concerns about the kokanee spawning out there by Higgins Point," said Mary Terra-Berns, environmental staff biologist with the Idaho Department of Fish and Game. "We want to make sure there's no sluffing" of sediment, she said. "The fish are just getting done with their spawning. That's why the eagles are there."

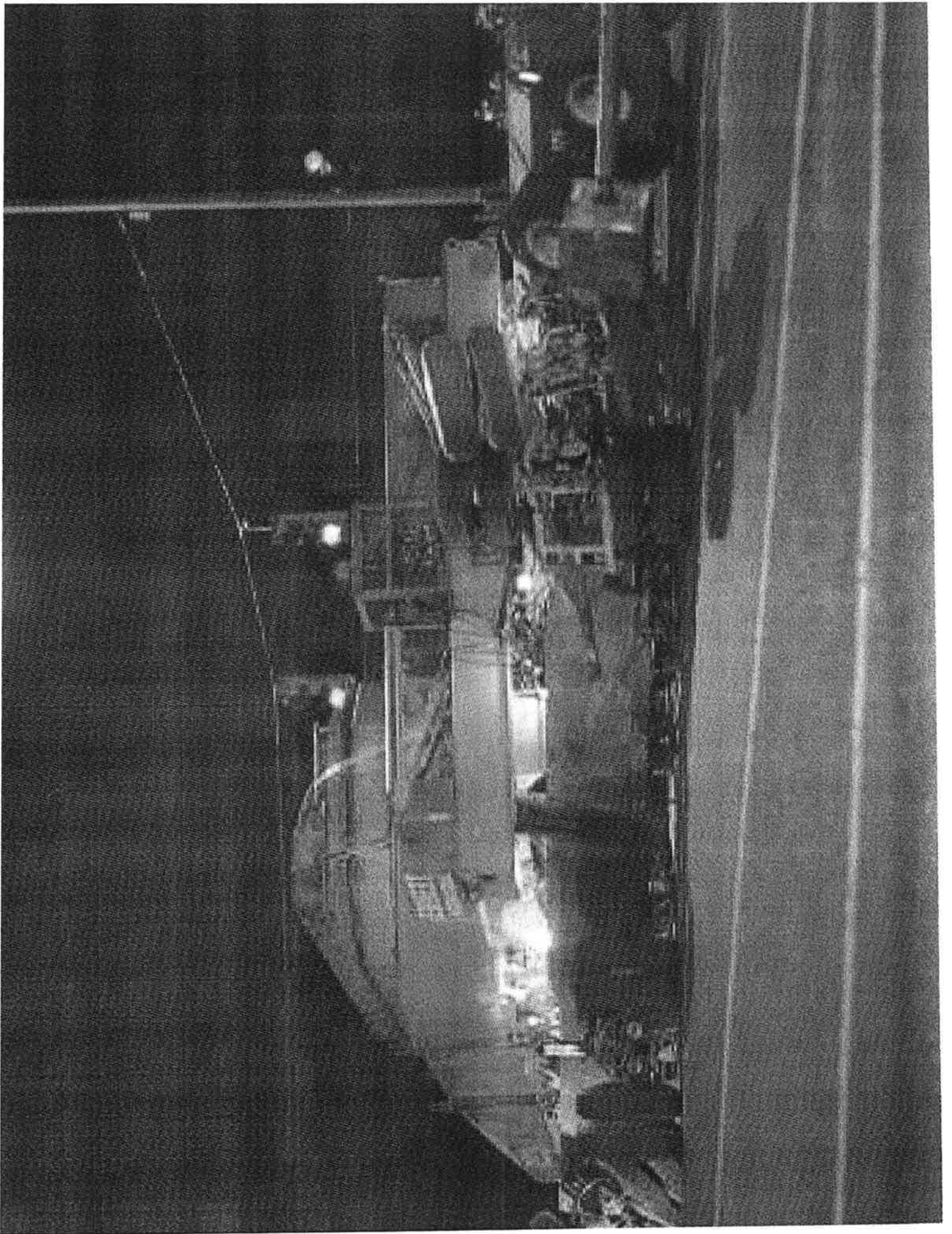
The fish lay their eggs in the gravel, then die after they spawn; the dying fish are what attracts the annual winter show of bald eagles feasting on the fish. "It's just a feeding frenzy for the eagles," Terra-Berns said.

The proposed construction of the on-ramp and movement of the megaloads will coincide with the eagles important migration through this area and any possibility of interference should be avoided.

Kootenai Environmental Alliance suggests that ITD continue its search and provide a more appropriate route for Mammoet to travel.

--
Looking Forward~

Adrienne Cronebaugh
Kootenai Environmental Alliance
(208) 667-9093



Idaho DOT Comment Form

Public Meeting For:

Coeur d'Alene Lake Drive Temporary Overweight Truck Route

December 19, 2013 / 4:00 p.m. – 7:00 p.m.

ITD District 1 Office

EOC Room

600 West Prairie Avenue

Coeur d'Alene, ID

The following comments are submitted by:

Joe Gaines (speaking on behalf of my wife, one fresh college grad, one NIC student, and one H.S. student)

2900 N. Government Way #219 CDA, ID 83815 (I reside in the Wolf Lodge District)

joegaines@earthlink.net

Do you foresee any major impacts of the proposed project?

As long as the existing roadways, particularly along CDA Lake Drive, are capable of handling the weight of these shipments – No.

Do you have any recommendations to reduce the potential project impacts?

I am not a geologist or structural/mechanical engineer, but it seems making extensive preparatory site inspections of the route, even to possibly include roadbed core samples might be prudent.

Will this project impact you directly? If so, how?

Yes. Any interruption of travel routes from CDA to the Wolf Lodge District can have a significant impact on me and my family due to our need to commute to work and school in CDA. However, if the megaloads are moved in the middle of the night as proposed, I see no problem with it.

If there is a serious accident or significant damage to the roadways along the route resulting from these moves, it could seriously impact our ability to commute to CDA. So please have your ducks in a row.

Otherwise we are in complete support of our capitalist system of commerce.

Thank you for the opportunity to provide input.

Scotty Fellom

From: Jason Minzghor
Sent: Monday, December 30, 2013 6:57 AM
To: Scotty Fellom
Subject: FW: comment on megaloads

From: Susan Faville [<mailto:mtnviewfarm@roadrunner.com>]
Sent: Thursday, December 26, 2013 9:53 AM
To: Jason Minzghor
Subject: comment on megaloads

Dear Jason,

I think we should pay attention to what Scott Reed said about the instability of the fill in the area around Higgins Point. I was there yesterday, and cannot imagine that it would be wise to allow such huge loads to either proceed along CDA Lake drive or to build a new onramp for them on unstable ground.

**Thank you,
Susan Faville
9782 N Ramsey Road
Hayden, ID 83835**

Scotty Fellom

From: Faith <langstafcda@msn.com>
Sent: Saturday, December 21, 2013 10:27 AM
To: Scotty Fellom
Subject: megaload vote

I vote against the proposal for megaloads of oil refinery equipment to pass through Coeur d'Alene. Aside from the danger from the tonnage and possibility of accident, it sets a precedent. What if the next shipment contains toxic material? Please! No megaloads. NIMBY!

Faith Langstaff
Idaho resident



IDAHO TRANSPORTATION DEPARTMENT COMMENT FORM

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December 19, 2013 / 4:00 p.m. - 7:00 p.m.
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EOC Room
600 West Prairie Avenue
Coeur d'Alene, ID

Leave testimony, mail, fax or E-mail to:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d'Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: Kelvin Brownsberger

Mailing Address: 9511 W. Nagel Rd

City, State and Zip: Rothdrum Id. 83858

E-mail Address: kelvinbrownsberger@gmail.com

Do you foresee any major impacts of the proposed project?

No, I don't foresee any impacts as long as the structures on the route can accommodate the weight.

Do you have any recommendations to reduce potential project impacts?

Make sure there is enough time scheduled to remove & reinstall the guardrail on I-90 between the lanes.

Will this project impact you directly? If so, how?

No, I was concerned that the move proceed in as safe and efficient manner as possible. After attending the open house I feel that ITD has protected the public's investment and has provided for the safety of the traveling public. The roads should proceed as planned.
Take lots of pictures!





IDAHO TRANSPORTATION DEPARTMENT COMMENT FORM

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ITD District 1 Office
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600 West Prairie Avenue
Coeur d'Alene, ID

Leave testimony, mail, fax or E-mail to:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d'Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@ltd.idaho.gov

The following comments are submitted by:

Name: Jeremy Jenkins

Mailing Address: 419 E Wallace Ave

City, State and Zip: Coeur d'Alene Idaho

E-mail Address: _____

Do you foresee any major impacts of the proposed project?

From a recreational stance, I do not agree w/ taking
this transport along a sensitive lakeshore drive/trail is attractive
for the area. I am concerned with the potential increase
of industrial traffic along the lake.

Do you have any recommendations to reduce potential project impacts?

Use another route not along the lake drive.

Opening this up for this transport only makes
it easier for more shipments to follow.

Will this project impact you directly? If so, how?

I feel it will impact the aesthetic values of the
area and lake.

Jason Minzghor

From: Bullock Family <cdabullocks@gmail.com>
Sent: Thursday, December 19, 2013 7:09 PM
To: Jason Minzghor
Subject: tonights meeting's comment form
Attachments: IDTcommentform002.pdf

Thanks!
Scott B.

12/20



IDAHO TRANSPORTATION DEPARTMENT COMMENT FORM

Public Meeting for:

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Leave testimony, mail, fax or E-mail to:

Jason Minzghor
Idaho Transportation Department
600 West Prairie Avenue
Coeur d' Alene, Idaho 83815
Fax: (208) 772-1203
E-mail: jason.minzghor@itd.idaho.gov

The following comments are submitted by:

Name: Scott Bullock

Mailing Address: 9475 E. Coeur d Alene Lake Drive

City, State and Zip: CdA, ID 83814

E-mail Address: cda bullocks@gmail.com

Do you foresee any major impacts of the proposed project?

- Road is not in great condition & has major problems on its own
- major increase in truck traffic / loads & road wear constraining access
- risk of a Veterans Bridge bypass becoming the norm for large loads ^{Ramp.}
- temporary ramp someday becoming permanent access to cda lake drive.

Do you have any recommendations to reduce potential project impacts?

- establish bond/escrow acct & define who is liable if road is impacted or damaged.
- Limit Load weights for material needed for ramp (size of loads & # trucks hauling)
- remove temp ramp back to native condition after use.

Will this project impact you directly? If so, how?

Yes. route will pass my house. If the road needs repair, it will affect access. If this becomes the "norm" traffic will substantially increase. I built my house at a dead end in a recreational area - not a busy highway.