



REPLY TO  
ATTENTION OF

Environmental Resources Section

DEPARTMENT OF THE ARMY  
SEATTLE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 3755  
SEATTLE, WASHINGTON 98124-2255

Mr. Harold L. White, P.E.  
Project Engineer  
Washington State Department of Transportation  
District 6  
2714 North Mayfair Street  
Spokane, Washington 99207-2090

Dear Mr. White:

This responds to your September 15, 1992 letter in which you requested a final decision concerning Seattle District participation as a cooperating agency in preparation of the Environmental Impact Statement (EIS) for the North Spokane Freeway.

As Mr. McNeely indicated in a telephone conversation with Ms. Karen Penner of your staff, we believe that any Corps interests and responsibilities can be discharged through normal coordination, permit application review, and participation in scoping and commenting on the draft EIS. Accordingly, we decline the request to formally be a cooperating agency in this instance, but suggest you coordinate closely with this office in planning and designing this project.

Thank you for the opportunity to be involved.

Sincerely,

  
Walter J. Cunningham  
Colonel, Corps of Engineers  
District Engineer

Department of the Army Environmental Resources Section



REPLY TO  
ATTENTION OF

Regulatory Branch

DEPARTMENT OF THE ARMY  
SEATTLE DISTRICT, CORPS OF ENGINEERS  
P.O. BOX 3755  
SEATTLE, WASHINGTON 98124-2255

Mr. Bernie Chaplin  
Environmental Program Manager  
Washington State Department of Transportation  
Transportation Building KF-01  
Olympia, Washington 98504-5201

Reference: Requests for  
Cooperating Agency

Dear Mr. Chaplin:

Thank you for providing additional information on projects in which various Washington State Department of Transportation (WSDOT) District Offices have requested that the U.S. Army Corps of Engineers (Corps) be a cooperating agency in the development of Environmental Impact Statements (EIS) prepared under the National Environmental Policy Act. As agreed to in our December 22, 1992, meeting and in our letter of January 21, 1993, the Corps will be a cooperating Federal agency to the Federal Highway Administration on any WSDOT EIS project requiring an individual Department of the Army permit.

Listed below are the projects, by WSDOT District, in which we have been requested to serve as a Federal cooperating agency and a summary of the impacts to resources with the Corps jurisdiction, followed by our EIS cooperating agency decision:

District 1.

1. SR-522 (SR-9 to SR-2). The south alignment over the Snohomish River with Alternative 1a Modified at Paradise Lake Road has been selected as the preferred alternative. This alternative will impact 0.2 acres of isolated wetlands and 0.39 acres of wetlands adjacent to a perennial tributary to Crystal Lake. This work appears to need an individual permit, and thus, we agree to be a cooperating agency on this EIS.

2. SR-520 (108th Ave. to SR-901). Possible impacts to 0.6 acres of isolated wetlands. Based on the information provided, the work may be authorized by Nationwide Permit 26, and thus, we will not be a cooperating agency on this EIS. We need to review the project specific information to determine if Nationwide Permit 26 actually applies.

**Department of the Army Regulatory Branch**

3. SR-20 (Fredonia to I-5). Project may impact as much as 6 acres of wetlands. The design is not complete and wetland impacts cannot be precisely determined. Based on the initial information provided, this project will require an individual permit, and thus, we agree to be a cooperating agency on this EIS.

4. SR-525 (SR-99 to SR-526). Impacts to resources have not yet been provided. Upon receipt of this information, we will advise you of our decision.

5. SR-509 (Extension). Impacts to resources have not yet been identified or provided. By letter dated October 20, 1992, the Corps previously declined to be a cooperating agency. We would like to reconsider this decision in light of our new cooperating agency agreement when information on resource impacts becomes available and is provided.

6. SR-202 (East Lake Sammamish to Sahalee Way). District 1 has advised that this is not an EIS project as we had originally believed.

District 4.

7. SR-5 (Toutle Park to SR-12). No specific project information has been provided but discussions with District 4 indicate that impacts to wetlands may be extensive and an individual permit will likely be required. We agree to be a cooperating agency on this project.

District 6.

8. North Spokane Corridor. Work within the Corps jurisdiction appears to be limited to work associated with a bridge across the Spokane River. More detailed information on bridge piers within the river and any approach fills in wetlands needs to be provided before a permit and EIS determination can be made. Based on current information, we would not need to be a cooperating agency on this project.

Other Projects.

9. Twin Bridges Replacement - Benton County. Based on information provided by your office, all alternatives will impact adjacent wetlands, and thus, an individual permit will be required. We agree to be a cooperating Federal agency on this EIS.

10. Elliott Bridge replacement - King County. All three alternatives under consideration involve impacts to less than 2 acres of wetlands and may be authorized by nationwide permit, if they are not hydrologically connected to the Cedar River. This information, along with detailed information on bridge piers and any approach fills in wetlands needs to be provided before a permit and EIS determination can be made.

**Department of the Army Regulatory Branch (continued)**

As discussed above, additional information needs to be provided on the SR-525, SR-509, North Spokane Corridor, and the Elliott Bridge Replacement projects before we can make a permit and EIS determination for these projects. All future requests for the Corps to be a cooperating agency should be made by the Federal Highway Administration in accordance with our previous agreement.

If you have any questions, please contact Mr. Jim Green, telephone (206) 764-3495.

Sincerely,

Thomas F. Mueller  
Chief, Regulatory Branch

Copies Furnished:

Mr. Barry Morehead  
Federal Highway Administration  
711 South Capital Way, Suite 501  
Olympia, Washington 98501

Mr. Bob Falkenstein  
Federal Highway Administration  
Coin Center, Suite 600  
222 Southwest Columbia Street  
Portland, Oregon 97201

Mr. Ralph Nichols  
Washington State Department of Transportation  
District 1  
Post Office Box 330310  
Seattle, Washington 98133-9710

Mr. Steve Zaske  
Washington State Department of Transportation  
District 4  
Post Office Box 1709  
Vancouver, Washington 98668-1709

Mr. Harold White  
Washington State Department of Transportation  
District 6  
2714 North Mayfair Street  
Spokane, Washington 99207-2090

**Department of the Army Regulatory Branch (continued)**



Department of Energy  
Bonneville Power Administration  
Upper Columbia Area  
Room 561, U.S. Court House  
West 920 Riverside Avenue  
Spokane, Washington 99201-1083

May 14, 1991

In reply refer to: UE

Mr. Harold L. White, P.E.  
Project Engineer  
Washington State Department of Transportation  
District 6  
2714 N. Mayfair Street  
Spokane WA 99205-2090

Dear Mr. White:

The Bonneville Power Administration (BPA) accepts your invitation to become a cooperating agency in the development of an environmental impact statement (EIS) for the proposed North Spokane Transportation Corridor. The project could possibly affect our power lines and rights-of-way in the Mead, Washington, area that cross alternate routes to be considered in your project.

My office in Spokane will serve as your single point contact for the duration of the EIS work. Mr Ed Woessner, P.E., on my staff, has been designated to represent BPA on this project, and all arrangements for upcoming meetings or correspondence should be directed to him at the above Spokane address. Mr. Woessner's telephone number is (509) 353-2591. His FAX number is (509) 353-2909.

We would also appreciate your sending, in addition to Mr. Woessner, a copy of any future mailings to Ms. Nancy Weintraub, Environmental Specialist, of our Portland, Oregon, headquarters office. Ms. Weintraub's address is:

Bonneville Power Administration  
Division of Facilities Engineering  
Environmental Section - EFBG  
P.O. Box 3621  
Portland, OR 97208

Telephone (503) 230-5511

Ms. Weintraub will be assisting us in reviewing the EIS material and preparing documentation which may be required to cover any BPA facilities affected by the highway project.

Thank you for early notification of the start of planning for this future project.

Sincerely,

A handwritten signature in black ink, appearing to read "P. E. Eichin".

Paul E. Eichin, P.E.  
Area Engineer

Department of Energy

U.S. DEPARTMENT OF ENERGY - BONNEVILLE POWER ADMINISTRATION

revisuoly BPA 1100J Electronic Version Approved by SSTD on 12-21-92

# Memorandum

DATE :

FROM : Michael E. Alder  
Senior Project Manager, Projects Section - EFCG

SUBJECT: DEIS Comments for the North Spokane Freeway

TO : Timothy O. Patrick  
Electrical Engineer, Upper Columbia Area - LE

The proposed route for the North Spokane Freeway will have substantial impacts on Bonneville Power Administration's (BPA) transmission line system. The following transmission lines will either need to be rerouted or rebuilt:

- Grand Coulee-Bell No. 1 115-kV SC H-Frame Wood Pole Structures
- Grand Coulee-Bell Nos. 3 & 4 230-kV DC Steel Towers
- Grand Coulee-Bell No. 5 230-kV SC Steel Towers
- Grand Coulee-Bell Nos. 6 & 7 500-kV DC Steel Towers
- Bell-Trentwood No. 1 115-kV SC H-Frame Wood Pole Structures
- Bell-Trentwood No. 2 115-kV SC H-Frame Wood Pole Structures
- Bell-Addy 115-kV SC H-Frame Wood Pole Structures
- Spokane-Magnesium Feeder Line 13.8-kV SC Single Wood Pole Structures

Summary of Line Lengths to be Rebuilt:

- 23 m (75 ft.) 500-kV Double Circuit Steel Towers
- 60 m (200 ft.) 230-kV Double Circuit Steel Towers
- 60 m (200 ft.) 230-kV Single Circuit Steel Towers
- 202 m (674 ft.) 115-kV Single Circuit H-Frame Wood Pole Structures
- 45 m (150 ft.) 13.8-kV Single Circuit Single Wood Pole Structures

Summary of Line Lengths to be Rerouted:

- 105 m (350 ft.) 500-kV Double Circuit Steel Towers
- 315 m (1050 ft.) 115-kV Single Circuit H-Frame Wood Pole Structures

The total estimated design and construction costs for these impacts are approximately \$6.5 million. This cost does not reflect lost revenue due to outages, or additional land required for new right-of-way. These costs could be **substantial**.

If you need additional information, please contact Robin Krahmer at 503-230-7381, or me at 503-230-4617.

U. S. Department of Energy Bonneville Power Administration