IV. ENVIRONMENTAL SCAN

PREPARED BY: POWER ENGINEERS

INTRODUCTION

The Huetter Corridor is located in Kootenai County, Idaho. For this environmental scan, the Corridor is the (800 feet wide) right of way that would be required for a proposed high-speed route, frontage road, and pedestrian/bicycle trail in the vicinity of existing Huetter Road. The Corridor study area is generally defined as land within 0.5 mile east and west of Huetter Road from a proposed interchange at Interstate 90 to Lancaster Road, then paralleling the Spokane International Railroad and Union Pacific Railroad right of way north to a proposed interchange/intersection with U.S. Highway 95 (US 95) and State Highway 53 (SH 53). The length of the Corridor is approximately 10.5 miles. The general project vicinity near the study area includes unincorporated Kootenai County and the cities of Post Falls to the west and south, Coeur d'Alene and Hayden to the east, and Rathdrum to the north and west. Major transportation corridors within the study area include SH 41, SH 53, US 95, Interstate 90, and the Union Pacific Railroad mainline. Additionally, the Coeur d'Alene Airport is located between Hayden Avenue and Lancaster Road east of the Corridor.

The Kootenai Metropolitan Planning Organization (KMPO) has adopted the Corridor study as a step in preserving needed roadway right of way and planning possible future improvements in the Huetter Corridor study area. The purpose of this environmental scan is to conduct an inventory of existing information on land use, wetlands, cultural resources, biological resources, and other factors to identify key elements that may be critical to future transportation and land use planning within the study Corridor.

The environmental issues addressed below have been identified as important to the siting of the Huetter Corridor. In some cases, specific resources could potentially offer constraints that may preclude the construction of a project in a specific location. In other cases, the presence of a resource may not preclude development but may be an important consideration in weighing the pros and cons of project alternatives.

CURRENT LAND USE / ZONING

The Huetter Corridor study area includes portions of the cities of Coeur d'Alene, Post Falls, and Hayden, is adjacent to the eastern city limits of Rathdrum, and includes unincorporated portions of Kootenai County. Currently, segments of Huetter Road separates Coeur d'Alene's western city boundary and Post Falls' eastern city boundary and subsequent Areas of City Impact, but much of the land along Huetter Road is unincorporated. Hayden is growing farther west into the study area, and Rathdrum is growing south and east into the study area. The existing land uses for these municipalities can be used to anticipate trends in current development, growth, and future development plans that may affect the proposed project.

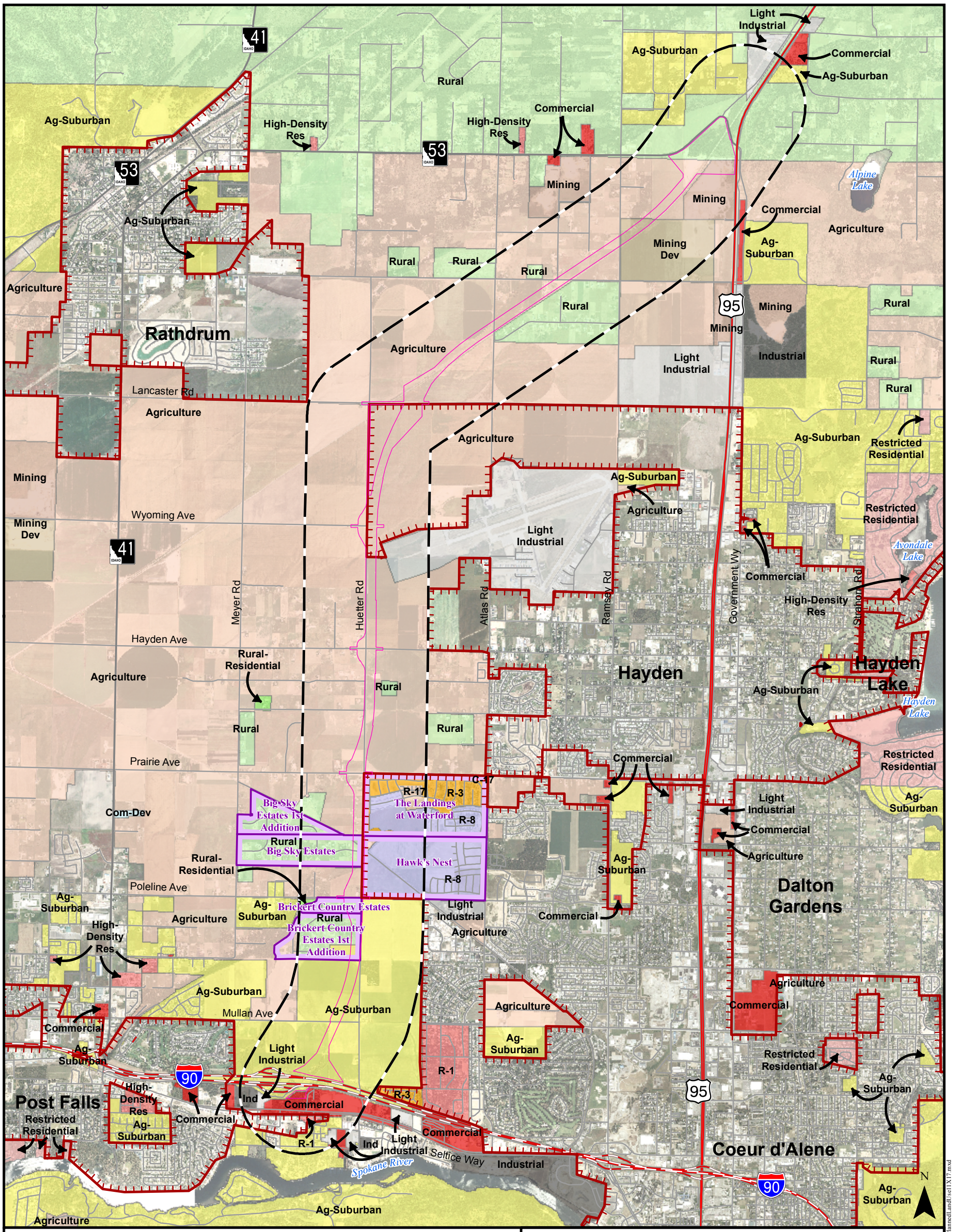
Existing development along Seltice Way, west of Huetter Road and south of Interstate 90 is largely industrial and commercial, with sand and gravel mining, landscape and construction company operations, a printing press, commercial storage units, and the Post Falls Highway District Operations complex. Farther south of Seltice Way is a mixed land use area of residential and industrial/commercial uses. Within and adjacent to the right of way for the proposed Huetter

Corridor eastbound ramps along Interstate 90, is a small cluster of stick-built and mobile home residences. North of Interstate 90, land use along Huetter Road consists primarily of agricultural operations with rural large lot residential developments outside of the city limits. However, residential developments with increased densities within the city limits of Coeur d'Alene and Post Falls are expanding towards Huetter Road. The Corridor's northern terminus at US 95 currently is adjacent to large sand and gravel mining operations. Figure 19 shows the current land use and Table 7 details the zoning designations within the study area, their allowed uses, and their allowed densities. The Coeur d'Alene Airport further restricts the land use allowed within the Corridor with height and use limitations for flight paths.

Table 7. Land Use and Zoning within the Project Corridor

Municipality	Zone Designation	Allowed Use	Density
Kootenai County	Agricultural	Agricultural, Residential, CU	>5 acres
	Agricultural Suburban	Agricultural, Residential, CU	1 du / 2 acres
	Rural-Residential	Residential, CU	5 du / 1 acre
	Commercial	Commercial, Retail, Institutions, CU	N/A
	Light Industrial	Industrial, Airport, Storage, CU	N/A
	Mineral	Mining, Batch plant	>5 acres
Coeur d'Alene	Residential R-3	Residential, SU	3 du / 1 acre
	Residential R-S	Residential, SU	8 du / 1 acre
	Residential R-17	Residential, SU	17 du / 1 acre
	Light Commercial	Commercial, Mixed-Use, SU	17 du / 1 acre
Post Falls	Residential R-1	Residential, SU	5 du / 1 acre
	Heavy Industrial	Industrial (existing uses only), Warehouse, Manufacturing	N/A
Hayden	Agriculture	Agricultural, Residential, CU	1 du / 5acres

Source: Kootenai County, Coeur d'Alene, Post Falls, and Hayden Zoning Ordinances
Note: DU/acre= Density of dwelling units per acre
CU/SU= Conditional / Special Use Permit allowed in zoning district, requires a public hearing



Project Component

- Study Area Corridor
- Conceptual Footprint

Incorporated Areas

- Subdivision
- City Boundary

Zoning

- Residential
- Restricted Residential
- Rural
- Rural Residential
- Agriculture - Suburban
- Agriculture
- Commercial
- Commercial Development Agreement
- Industrial
- Light Industrial
- Light Industrial Development Agreement
- Mining
- Mining Development Agreement

Figure X

Land Use

0 0.5 1 2 3

Miles

1 inch = 4,000 feet

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The transportation network in the Huetter Corridor study area consists of federal, state, highway district, and city roadways. Interstate 90 is an east-west four-lane divided interstate highway that serves as the northern most coast-to-coast and longest interstate (at 3,099 miles) in the United States, offering access from Seattle, Washington to Boston, Massachusetts. Rest stops are located on the north and south sides of the interstate facility. The eastbound rest stop also includes the Idaho Port of Entry (POE) for interstate truck traffic. Interstate access to and from the Huetter Corridor will occur adjacent to and generally east of the rest stops. Two highways in the Corridor study area are maintained by the Idaho Transportation Department (ITD): SH 53 and US 95. Currently, the two highways intersect at the northern terminus of the proposed Corridor. Post Falls Highway District and Lakes Highway District control and maintain the local roadways outside of incorporated cities within the study area.

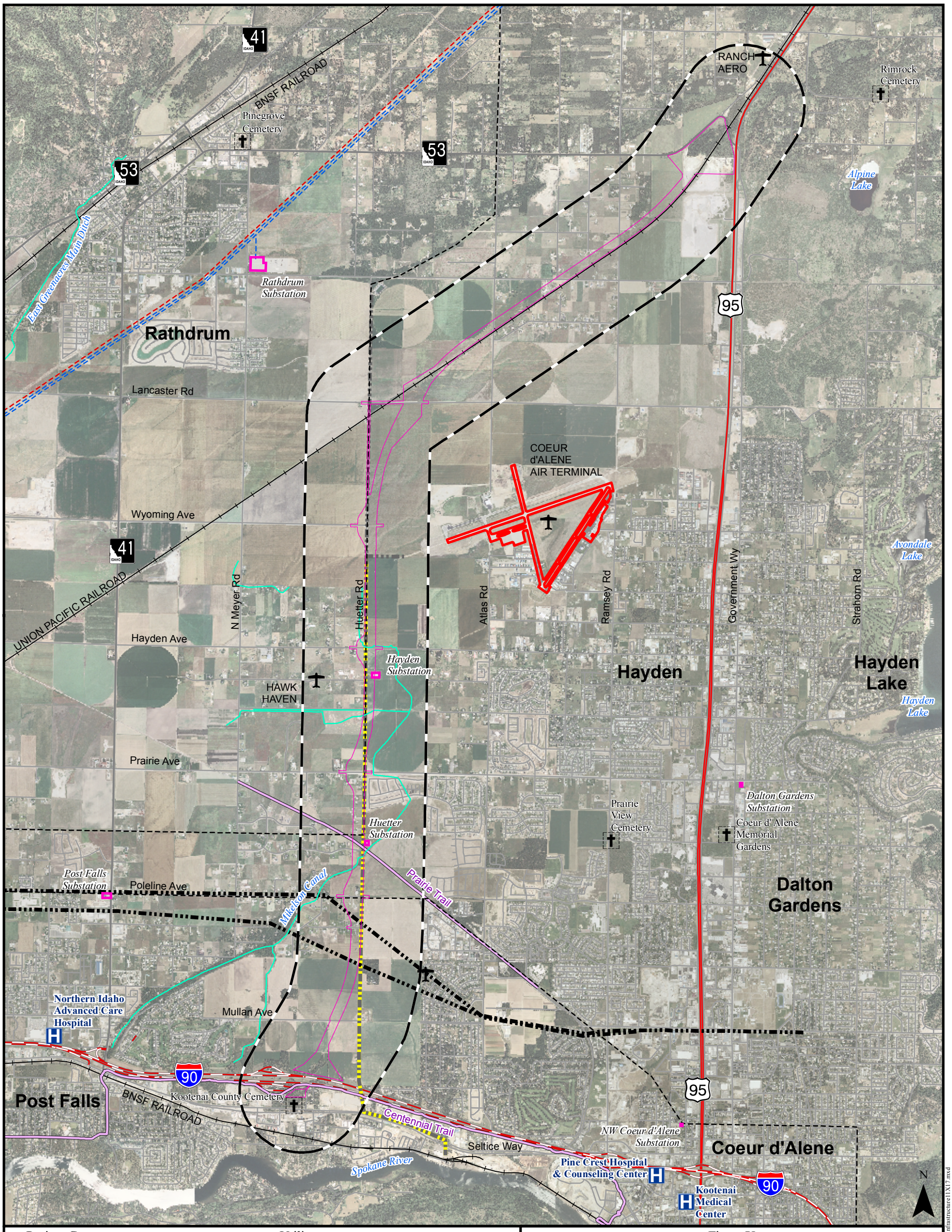
Major interchanges are proposed to occur at approximately one mile intervals north of Interstate 90 beginning at Poleline Avenue about 1.5 miles north of Interstate 90. The Corridor right of way footprint allows for interchanges at the intersecting east-west roads of Poleline Avenue, Prairie Avenue, Hayden Avenue, Wyoming Avenue, and Lancaster Road. From Lancaster Road to the proposed interchange of Huetter Corridor at the junction of SH 53 and US 95, no direct access to the Huetter Corridor is proposed for any current or future planned roadways. Since the proposed Huetter Corridor project will be approximately 25 feet below grade, interchanges will be at-grade and other minor crossroads could use overpasses without any access to the facility. Figure 20 illustrates the roads that will provide access to the Huetter Corridor facility.

In the northern portion of the study area, Spokane International and Union Pacific Railroad tracks run through the Corridor study area in a northeasterly direction. Near the northern terminus of the Corridor study area, the railroad turns north along the west side of US 95. The proposed Huetter Corridor will parallel the railroad from where Huetter Road and the railroad currently intersect to the northern terminus of the Corridor. The proposed alignment of the new route will not relocate the tracks.

The Coeur d'Alene Airport is east of the Corridor. Federal Aviation Administration (FAA) regulations (Part 77, Section 77.13), Notice of Proposed Construction or Alteration, state that the agency must be notified prior to any construction or alteration of greater height than an imaginary surface extending outward and upward at a slope of 100 to 1 for a runway longer than 3,200 feet within 20,000 feet (3.8 miles) of the runway.

For the longer (7,400 x 100 feet) runway at the Coeur d'Alene Airport, structure height requiring FAA notification would be greater than 18 feet along the edge of the study area and greater than 33 feet next to Huetter Corridor. For the shorter (5,400 x 70 feet) southern runway, structure height requiring notification would be 94 feet at the edge of the study area and more than 137 feet next to Huetter Corridor.

Mobile structures taller than 15 feet also require FAA notice. The proposed Huetter Corridor would be 25 feet below grade. Interchanges with grade separations and overpasses would serve existing crossroads and would be at-grade. It is assumed that future mobile structure height on these crossroads would likely be the same as today or a few feet higher than the existing ground surface.


41
53
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95
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BNSF RAILROAD
UNION PACIFIC RAIL ROAD
BNSF RAILROAD
Pinegrove Cemetery
RANCH AERO
Rimrock Cemetery
Alpine Lake
East Greenacres Main Ditch
Rathdrum Substation
Rathdrum
Lancaster Rd
COEUR d'ALENE AIR TERMINAL
Wyoming Ave
N Meyer Rd
Huetter Rd
Atlas Rd
Ramsey Rd
Government Wy
Strahorn Rd
Avondale Lake
Hayden Ave
Hayden Substation
HAWK HAVEN
Hayden
Hayden Lake
Hayden Lake
Prairie Ave
Dalton Gardens Substation
Prairie View Cemetery
Coeur d' Alene Memorial Gardens
Huetter Substation
Post Falls Substation
Poleline Ave
Miketson Canal
Prairie Trail
Dalton Gardens
Northern Idaho Advanced Care Hospital
Mullan Ave
Post Falls
Kootenai County Cemetery
Centennial Trail
Seltice Way
NW Coeur d'Alene Substation
Coeur d'Alene
Spokane River
Pine Crest Hospital & Counseling Center
Kootenai Medical Center
N
Project Component
Study Area Corridor
Conceptual Footprint
Infrastructure
Airport or Airstrip
Airport Runway
Railroad
Canal or Ditch
Recreational Trail
Utility
500kV Transmission Line
230kV Transmission Line
115kV Transmission Line
Substation
Petroleum/Natural Gas Pipeline
Existing Effluent Pipeline
Planned Effluent Pipeline
Noise Receptor
Hospital
Cemetery
Figure X
Infrastructure
0 0.5 1 2 3
Miles
1 inch = 4,000 feet
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There are two electrical substations currently accessed from Huetter Road: the Avista - Huetter substation and the Kootenai Electric Cooperative - Hayden substation. A 115 kV electrical transmission line that enters and exits the Avista - Huetter substation runs along the east side of Huetter Road.

Additional linear infrastructure in the Huetter Corridor study area includes two pipelines and a wastewater effluent line. A Williams Pipeline natural gas line and a Yellowstone Pipeline petroleum line both cross under Huetter Road approximately 0.5 mile south of Poleline Avenue. A City of Hayden effluent pipeline runs along the east edge of Huetter Road starting south of Wyoming Avenue and continuing north outside the Corridor study area to a land application site located east of Huetter Road and south of Boekel Road. The Hayden Area Regional Wastewater Treatment Plant is located on the south side of the airport outside of the Corridor study area. There are currently plans to extend the pipeline south along Huetter Road to Seltice Way and then to the Spokane River.

Future development that occurs along Huetter Road would require greater separation from Huetter Road than is required by the existing right of way to allow for the construction of the proposed freeway and interchanges. KMPO has asked the affected municipalities and agencies to adopt specific land use policies that would protect the Huetter Corridor right of way. This will be accomplished through setbacks and zoning requirements. Right of way dedication through annexation, rezone actions, and property acquisitions may be used to secure additional right of way in the future. Table 8 lists current land uses and specific structures in the Huetter Corridor that should be considered in siting future road improvements.

Table 8. Major Land Uses within the Corridor Study Area

Development	Land Use Description / Location to Corridor
Hawk's Nest	Residential subdivision: 302 acres, 867 dwelling units in 9 phases. 100 feet east of the Huetter Road right of way.
The Landings at Waterford	Residential, mixed-use subdivision: 944 dwelling units in 9 phases. 50 feet east of the Huetter Road right of way.
Big Sky Estates	Large lot residential and agricultural subdivision: 260 acres, 52 dwelling units. 50 feet west of Huetter Road centerline.
Brickert Country Estates	Residential and agricultural subdivision: 180 acres, 32 dwelling units. 10 feet west of the Huetter Road right of way.
Avista - Huetter Substation	Electrical substation: 50 feet east of the Huetter Road right of way.
Kootenai Electric Cooperative - Hayden Substation	Electrical substation: 250 feet east of the Huetter Road right of way.
Hawk Haven Airstrip	Private grass runway for Agricultural use, approximately .5 mile west of Huetter Road on Orchard Avenue.
Coeur d'Alene Airport	Municipal airport with industrial sites. There is no influence area or land use restrictions associated with the airport other than height of structures. Located approximately .5 mile from Huetter Road.
Ranch Aero Airport	Private airport for Agricultural and personal use. Located .7 mile from northern end of the Corridor.

Table 8. (continued) Major Land Uses within the Corridor Study Area	
Development	**Land Use Description / Location to Corridor**
Mikelson Canal	Surface water canal believed to be out of operation or inactive (J. Karpenko, personal communication, 2008). Crosses Corridor three times between Poleline and Hayden Avenues.
Union Pacific Railroad	Union Pacific Spokane Railway. Crosses Corridor in the vicinity of Lancaster Avenue.
Avista Transmission Line	115 kV transmission line partially in Huetter Road right of way.
Hayden Lake Sewer District Pipeline	14 inch effluent pipeline east side of Huetter Road right of way.
Williams Pipeline	Natural gas pipeline crosses under Huetter Road south of Poleline Avenue.
Yellowstone Pipeline	Petroleum pipeline crosses under Huetter Road south of Poleline Avenue.
Kootenai County Refuse Station	Municipal refuse and recycle transfer station north of SH 53.
Interstate 90 Westbound Rest Stop	Rest stop on north side of Interstate 90.
Interstate 90 Eastbound Rest Stop	Rest stop and weigh station on south side of Interstate 90 and Centennial Trail rest stop.
Source: Kootenai County, Coeur d'Alene, US DOT.	

ENVIRONMENTAL JUSTICE

Executive Order (E.O.) 12898 requires Federal agencies and federally funded projects to address disproportionately high and adverse human health and environmental effects of their actions, programs, and policies on minority and low-income populations. The first step in this assessment is to determine the geographic distribution of low-income and minority populations.

Information on the ethnic background and income of the Corridor study area's population is presented in Tables 9 and 10. These data were obtained from the U.S. Census Bureau, using local census tract, city, county, and state populations. It should be noted that census tract boundaries do not correspond to the boundaries of the Corridor study area and extend into nearby city boundaries.

Census data indicate that approximately four percent of the population of Kootenai County as a whole is non-white, which is 0.5 percent less than the proportion within the study area's census tracts. Census tracts with the highest non-white populations are located along the southern portion of the study area, near the population centers of Post Falls and Coeur d'Alene. Overall, it is not anticipated that changes to Huetter Corridor would disproportionately affect minority populations.

According to poverty statistics for the year 2000, the low-income population was approximately 11.5 percent of the total state population, while Kootenai County had a low-income population of 10.3 percent of the total county population. Within the study area's census tracts, the percentage of the population defined as low-income is 10.2 percent, nearly the same as that for the County as a whole. Therefore, changes to Huetter Road would not disproportionately affect low-income populations.

Table 9. Minority Population in the Project Vicinity			
Area	**Total Population**	**Non-White Population**	
State-County-Tract			
16-55-2	7,214	212	2.9%
16-55-6	9,102	295	3.2%
16-55-7	7,049	283	4.0%
16-55-8	4,428	180	4.3%
Total	27,593	970	3.5%
Coeur d'Alene	34,514	1,450	4.2%
Post Falls	17,247	668	3.8%
Hayden	9,159	358	3.9%
Kootenai County	108,685	4,517	4.2%
State of Idaho	1,293,953	92,840	7.2%

Source: U.S. Census Bureau 2000.
Note: Census tract boundaries do not correspond to Corridor study area boundary.

Table 10. Low Income Population in the Project Vicinity			
Area	**Total Population**	**Population Below Poverty Level**	
State-County-Tract			
16-55-2	7,214	850	11.8%
16-55-6	9,102	912	10.1%
16-55-7	7,049	760	10.7%
16-55-8	4,428	298	6.7%
Total	27,593	2,820	10.2%
Coeur d'Alene	34,514	4,313	12.4%
Post Falls	17,247	1,602	9.3%
Hayden	9,159	856	9.3%
Kootenai County	108,685	11,229	10.3%
Idaho	1,293,953	148,732	11.5%

Source: U.S. Census Bureau 2000.
Note: Census tract boundaries do not correspond to Corridor study area boundary.

BIOLOGICAL RESOURCES

Biological resources include plant and wildlife species, and the ecological communities within which they occur. Considerations for project planning include legally protected or sensitive species and critical habitat, as well as game species that have the potential to present a collision risk to vehicle traffic. Species of concern include those listed under the Endangered Species Act (ESA), as well as species tracked by the Natural Heritage Program, and the Idaho Department of Fish and Game's (IDFG) Conservation Data Center (CDC). Data presented below was obtained from the U.S. Fish and Wildlife Service (USFWS) and state sources to determine species and habitats.

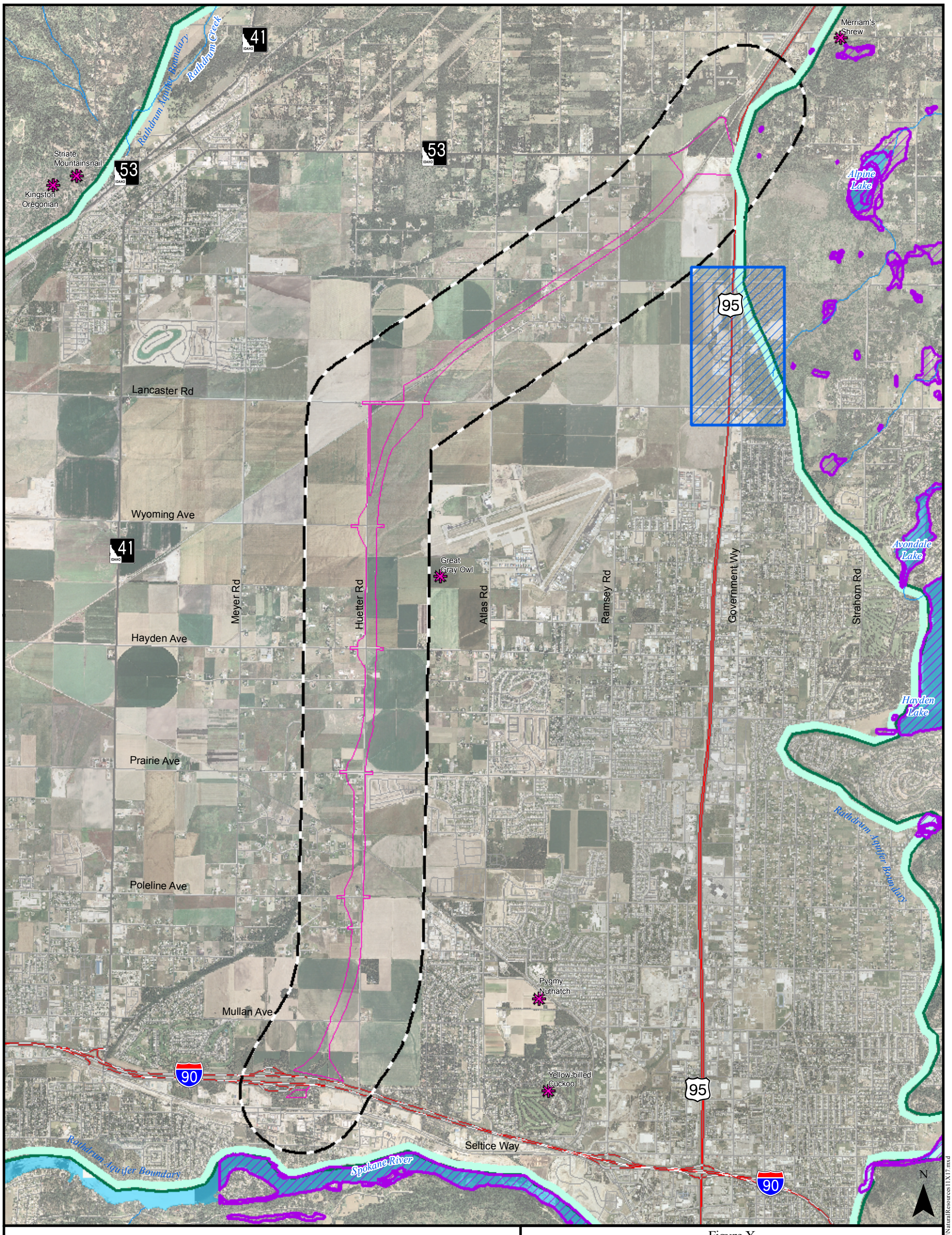
The Corridor study area is located in the Rathdrum Prairie, a relatively level plain of glacial washout extending from the Spokane River northward to Lake Pend Oreille and Hoodoo Valley. Within the study area, natural ecological communities have undergone nearly complete conversion to agricultural and urban land uses. Little native vegetation exists; no sensitive ecological communities are present. Some minor patches of forest habitat were identified, but these represent small occurrences of tree re-growth in an extensive matrix of agricultural land. Although the Corridor study area and much of the surrounding lands are under nearly complete use or development, Kootenai County as a whole supports a broad diversity of montane[1] forested and wetland habitats with concomitant species diversity. Wildlife and plant species listed under the ESA for Kootenai County are identified in Table 11. The Federal list of species protected under the ESA is under periodic revision. During future project planning, the most current list should be obtained and updated every 90 days.

[1] Montane is a biogeographic term which refers to highland areas located below the subalpine zone. Montane regions generally have cooler temperatures and often have higher rainfall than the adjacent lowland regions, and are frequently home to distinct communities of plants and animals. Areas above the tree line are known as alpine regions.

Table 11. Species for Kootenai County Federally Listed under the Endangered Species Act

Common Name	Scientific Name	Federal/State Status	Comment
Gray Wolf	*Canis lupis*	Federally Listed Endangered	Delisted in March for Idaho.
Lynx	*Lynx canadensis*	Federally Listed Threatened	No records from Rathdrum Prairie near study area.
Bull Trout	*Salvelinus confluentus*	Federally Listed Threatened	No appropriate streams near project area.
Yellow-billed Cuckoo	*Coccyzu americanus*	Federal Candidate	Recent record to southeast of project study area.
Spalding's Catchfly	*Silene spaldingii*	Federally Listed Threatened	No records from Rathdrum Prairie near study area.
Water Howellia	*Howellia aquatilis*	Federally Listed Threatened	No records from Rathdrum Prairie near study area.

Source: CDC; USFWS



Project Component

- Study Area Corridor
- Conceptual Footprint

Biology

- Wildlife Linkage Area
- Sensitive Species Occurrence

Water Resources

- National Wetlands Inventory
- Aquifer Boundary
- Lake or River
- Stream

Figure X

Natural Resources

0 0.5 1 2 3

Miles

1 inch = 4,000 feet

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In addition to species afforded protection under the ESA, the State of Idaho tracks species at risk through the Natural Heritage Program and IDFG's CDC database. These species are classified as "Species of Greatest Conservation Need" and are included in the State's "Comprehensive Wildlife Conservation Strategy." Coordination with the CDC would be required for future project planning. Although the Corridor study area provides little wildlife habitat, state tracked species records were obtained for the periphery of the analysis area. These records included a pygmy nuthatch from the Forest Service nursery, a yellow-billed cuckoo from the Coeur d'Alene Public Golf Club, a great grey owl near the air terminal, and a Merriam's shrew from a wetland area to the northeast (see Figure 21). It should be noted that the Spokane River corridor provides important habitat for the yellow-billed cuckoo, a species tied to high quality riparian forest. A complete list of state tracked species for Kootenai County is provided in Table 12. No state tracked species are documented within the Corridor study area.

Table 12. Additional Species for Kootenai County with Special State Protection Status (Species of Greatest Conservation Need)

Common Name	Scientific Name	State Status	Comment
American White Pelican	*Pelecanus erythrorhynchos*	S1-Critically Imperiled	
Black Tern	*Chlidonias niger*	S1-Critically Imperiled	
Common Loon	*Gavia immer*	S1-Critically Imperiled	
Forster's Tern	*Sterna forsteri*	S1-Critically Imperiled	
Harlequin Duck	*Histrionicus histrionicus*	S1-Critically Imperiled	
Peregrine Falcon	*Falco peregrinus*	S1-Critically Imperiled	
Pygmy Nuthatch	*Sitta pygmaea*	S1-Critically Imperiled	Record outside study area to the east.
Trumpeter Swan	*Cygnus buccinator*	S1-Critically Imperiled	
Upland Sandpiper	*Bartramia longicauda*	S1-Critically Imperiled	
Canadian Lynx	*Lynx canadensis*	S1-Critically Imperiled	Federal listing takes precedence over state ranking for project planning purposes.
Fisher	*Martes pennanti*	S1-Critically Imperiled	
Coeur d'Alene Salamander	*Plethodon idahoensis*	S2-Imperiled	
American Three-toed Woodpecker	*Picoides dorsalis*	S2-Imperiled	

Table 12. (continued) Additional Species for Kootenai County with Special State Protection Status (Species of Greatest Conservation Need)

Common Name	Scientific Name	State Status	Comment
California Gull	*Larus californicus*	S2-Imperiled	
Caspian Tern	*Hydroprogne caspia*	S2-Imperiled	
Hooded Merganser	*Lophodytes cucullatus*	S2-Imperiled	
Lesser Goldfinch	*Carduelis psaltria*	S2-Imperiled	
Merlin	*Falco columbarius*	S2-Imperiled	
Northern Pintail	*Anas acuta*	S2-Imperiled	
Red-necked Grebe	*Podiceps grisegena*	S2-Imperiled	
Western Grebe	*Aechmophorus occidentalis*	S2-Imperiled	
Yellow-billed Cuckoo	*Coccyzus americanus*	S2-Imperiled	Federal listing takes precedence over state ranking for project planning purposes.
Fringed Myotis	*Myotis thysanodes*	S2-Imperiled	
Merriam's Shrew	*Sorex merriami*	S2-Imperiled	Occurrence record northeast of the study area.
Wolverine	*Gulo gulo*	S2-Imperiled	
Northern Alligator Lizard	*Elgaria coerulea*	S2-Imperiled	
Columbia Spotted Frog	*Rana luteiventris*	S3-Vulnerable	
Western Toad	*Bufo boreas*	S3-Vulnerable	
Black-backed Woodpecker	*Picoides arcticus*	S3-Vulnerable	
Great Gray Owl	*Strix nebulosa*	S3-Vulnerable	Record east of study area near airport.
Northern Goshawk	*Accipiter gentilis*	S3-Vulnerable	
Northern Pygmy-Owl	*Glaucidium gnoma*	S3-Vulnerable	

Table 12. (continued) Additional Species for Kootenai County with Special State Protection Status (Species of Greatest Conservation Need)

Common Name	Scientific Name	State Status	Comment
Wilson's Phalarope	*Phalaropus tricolor*	S3-Vulnerable	
Long-legged Myotis	*Myotis volans*	S3-Vulnerable	
Red-tailed Chipmunk	*Neotamias ruficaudus*	S3-Vulnerable	
Townsend's Big-eared Bat	*Corynorhinus townsendii*	S3-Vulnerable	
Common Gartersnake	*Thamnophis sirtalis*	S3-Vulnerable	
Striate Mountainsnail	*Oreohelix strigosa goniogyra*	S1-Critically Imperiled	Invertebrate species. Records in mountains to the northwest of study area.
Fir Pinwheel	*Radiodiscus abietum*	S2-Imperiled	Invertebrate species.
Humped Coin	*Polygyrella polygyrella*	S2-Imperiled	Invertebrate species.
Pale Jumping-slug	*Hemphillia camelus*	S2-Imperiled	Invertebrate species.
Pygmy Slug	*Kootenaia burkei*	S2-Imperiled	Invertebrate species.
Sheathed Slug	*Zacoleus idahoensis*	S2-Imperiled	Invertebrate species.
Smoky Taildropper	*Prophysaon humile*	S2-Imperiled	Invertebrate species.
Western Ridged Mussel	*Gonidea angulata*	S2-Imperiled	Invertebrate species.
Lesser Scaup	*Aythya affinis*	S3-Vulnerable	Invertebrate species.
Western Pearlshell	*Margaritifera falcata*	S3-Vulnerable	Invertebrate species.
Kingston Oregonian	*Cryptomastix sanburni*	Historic Records Only	Invertebrate species. Records in mountains to the northwest of study area.
Oregonian	*Cryptomastix mullani blandi*	Not ranked	Invertebrate species.

Note: No State tracked species records were identified from within study area.
Source: CDC

Because of the movement of game animals between agricultural field feeding areas and forested cover habitats to the east of the Corridor, portions of US 95 currently have an elevated risk of wildlife/vehicle collisions. Figure 21 indicates a wildlife linkage area identified by IDFG located just south of the proposed intersection of Huetter Road and US 95. A wildlife linkage area is a specific area between two habitats through which wildlife tend to move. Because the Huetter Corridor is located in a relatively continuous landscape of agricultural land with very little cover habitat, wildlife/vehicle collisions are unlikely to be a significant issue along Huetter Road or within the Huetter Corridor study area.

WETLANDS AND WATER RESOURCES

Surface Waters

Surface waters include streams, rivers, ponds, lakes, reservoirs, and wetlands. In Idaho, information on water resources may be obtained through the Idaho Department of Water Resources (IDWR).

Waters of the United States, including wetlands, are subject to U.S. Army Corps of Engineers jurisdiction under Section 404 of the Clean Water Act (CWA). A Section 404 permit is required for the discharge of dredged or fill material into Waters of the U.S., pursuant to Section 401 of the CWA and state water quality standards, and the Idaho Department of Environmental Quality (IDEQ) determines if a proposed project would violate applicable water quality standards. Construction activities must comply with the National Pollutant Discharge Elimination System (NPDES) for discharges of storm water runoff associated with construction activity.

Wetland data for the Huetter Corridor study area were obtained from the National Wetland Inventory (NWI) at http://www.fws.gov/nwi/. NWI maps are based in part on aerial photographs; however, the boundaries and other characteristics of wetlands would need to be verified in the field during planning for a specific project. Two small areas northeast of the northern terminus of the Corridor were identified as wetlands, based upon NWI data. These areas consist of two ponds located east of US 95 on a bench above the Rathdrum Prairie (Figure 21). The proposed project is unlikely to impact these two areas.

Although the Corridor study area has the Spokane River corridor to the south and lies approximately 3.0 miles west of the Hayden Lake watershed, no surface drainages cross the study area. The lack of natural surface waters is owed to the deposition of deep, coarse glacial material and the highly permeable nature of subsurface sediments.

Groundwater

The Huetter Corridor study area overlies the eastern portion of the Rathdrum Prairie Aquifer, a unique hydro-geologic feature providing the sole source of drinking water for communities from Coeur d'Alene westward to Spokane, Washington. The Rathdrum Prairie Aquifer resides among layers of deep coarse-grained sediments (sand, gravel, cobble, and boulders) deposited near the end of the last Ice Age through a series of cataclysmic discharges from ancient glacial Lake Missoula. Water flows within the aquifer southward from Pend O'reille Lake, Spirit Lake, and the Hoodoo Valleys. The aquifer is recharged along its margins from runoff from bedrock of surrounding hillsides as well as peripheral waters including Hayden Lake, Coeur d'Alene Lake, and the Spokane River. Because of the permeable nature of sediments, surface recharge from the Rathdrum Prairie is significant. The top of the aquifer is at an elevation of approximately 2,000 feet and is at a depth of approximately 250 feet within the study Corridor. Both surface contamination and increases in impermeable surfaces are a concern within the study Corridor. The Panhandle Health District leads regional efforts to protect the Rathdrum Prairie Aquifer from contamination and significant changes in the balance between withdrawal and recharge.

CULTURAL RESOURCES

Cultural resources are districts, sites, buildings, structures, or objects considered to be important to a culture, subculture, or community for scientific, traditional, religious, or other reasons. Cultural resources can be divided into three major categories: archaeological resources,

architectural resources, and traditional cultural properties (TCPs). Archaeological resources are locations where human activity has measurably altered the earth or left deposits of physical remains (e.g., stone tools, house foundations, bottles, cans). The built environment includes standing buildings (e.g., houses, barns, outbuildings, schools, churches) or intact structures (e.g., dams, canals, bridges). TCPs are resources that are important to a community's traditional practices and beliefs, and for maintaining the community's cultural identity. It is expected that most TCPs in northern Idaho would be associated with Native American cultures.

A records search conducted through the Idaho State Historic Preservation Office (SHPO) indicated that seven historic archaeological resources and five architectural resources have been previously documented within the study area (Table 13). Because the locations of cultural resources are considered confidential information, they are not mapped in this report.

None of the resources have been evaluated for eligibility to the National Register of Historic Places (National Register) and no National Register listed properties are located within the study area. The historic Kootenai County Cemetery is also located within the study area. It was established in 1937 and contains 48 documented burials interred between 1939 and 1943.

A total of 24 cultural resource investigations have been previously conducted within the study area. These investigations include linear and block acreage surveys and historic properties evaluations (Table 14). Depending on the source of funding for future project development, a cultural resource survey of the proposed Corridor may be required under Section 106 of the National Historic Preservation Act (NHPA).

Table 13. Archeological Resources in the Project Vicinity

Site Number	Age	Site Description
10KA591	Historic	Abandoned quarry associated with construction of US 95
10KA594	Historic	Trash scatter
10KA392	Historic	Coeur d'Alene Spokane Electric Interurban Railway
10KA360	Historic	Spokane International Railway
10KA393	Historic	Spokane International Railroad - Coeur d'Alene branch
10KA379	Historic	US Highway 95
10KA411	Historic	Idaho Highway 53
55 - 76884	Architectural	Prairie School II
55 - 18255	Architectural	Huetter School
55 - 18326	Architectural	Idaho Highway 53 - Union Pacific Railroad Bridge
55 - 18373	Architectural	Shawna Nagel House
55 - 18374	Architectural	John Daum House

Source: Idaho State Historic Preservation Office

Table 14. Idaho Archeological Surveys in the Project Vicinity			
Report Number	**Title**	**Author**	**Year**
1989 / 2156	PSR, US 95 Passing Lanes, Coeur d'Alene to Sandpoint.	Gaston, J.	1988
1989 / 4043	Archaeological Survey of Proposed Coeur d'Alene Wastewater Facilities.	Mattson, D.	1980
1989 / 6974	US Sprint Fiber Optic Cable Project - Spokane, Washington to Fargo, North Dakota. Washington and Idaho Cultural Resources Technical Report.	Wessen, G.	1988
1990 / 201	Class I and Class III Cultural Resource Inventories of AT &T, Spokane to Billings - Fiber Optic Facilities in Idaho.	Jepson, D.L., J. Anderson, and C. Zier	1989
1992 / 1203	Report on the Archaeological Survey and Salvage Activities on Pacific Northwest Natural Gas Distribution System in Washington and Idaho.	Pacific Northwest Pipeline Corporation	1958
1994 / 718	Kootenai Electric Cooperative - Project 42.1 Part of KEC's 1994 - 1995 Construction Work Plan and Borrower's Environmental Report.	Hudson, L.	1994
1995 / 802	LTA – 17	Sisson, D.	1995
1996 / 147	Garwood Road - UPRR Crossing	Gaston, J.	1996
1996 / 800	Post Falls Pump Site	Sisson, D.	1996
2000 / 690	Hayden Gravel Source Expansion	Hudson, L.	2000
2000 / 693	Twin Lakes Road Turn Bays	Sappington, R.	2000
2000 / 699	Poe / Conmat KT - 12c	Sappington, R. and S. Schuknecht	2000
2001 / 861	Kootenai Electric Cooperative - Project 203	Sims, C.	2001
2002 / 524	Boekel Road, north of Hayden	Hudson, L. and S. Carbonneau Kincaid	2001
2003 / 569	Prairie Avenue, Huetter Road to Ramsey Road	Mauser, L. and J. Pepalis	2003
2004 / 13	Kootenai Electric Cooperative - Projects 210, 211, 212, 401	Sims, C.	2003
2004 / 384	Kootenai Electric Cooperative - Project 363	Sappington, R.	2004
2006 / 235	Technical Report for the Spokane River Hydroelectric Relicensing Project	Hicks, B. J., Cziesla, M. Montgomery, and K. Demuth	2005
2006 / 432	Wyoming Avenue to Ohio Match Road	Harding, W.	2006
2006 / 439	US 95 Garwood to Sagle	Miss, C.	2005
2007 / 8	Section 106 Historic Properties Evaluation Technical Report. Spokane River Project.	Hicks B., et.al.	2006
2008 / 542	ID Ramsey Alternative 6	Stipe, F.	2008
2008 / 763	Carrington Meadows Underground Service System	Hudson, L.	2008
2008 / 788	Proposed Atlas Road Bike Path Extension.	Emerson, S.	2008

Source: Idaho State Historic Preservation Office

SECTION 4(f) PROPERTIES

Section 4(f) of the Department of Transportation Act (DOT Act) of 1966 stipulates that the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and privately owned historical sites unless the following conditions apply:

> *There is no feasible and prudent alternative to the use of the land, and*
> *The action includes all possible planning to minimize harm to the property resulting from the proposed transportation project.*

Parks

No public parks are crossed by the Huetter Corridor.

Highway Beautification Programs

The area has some native trees, which may have planted as part of Ladybird Johnson's program for highway beautification or other federally funded beautification projects. The interstate right of way in the vicinity has a scenic easement on the titles of the adjoining properties which, governs the type of advertising and structures, that are allowed within the easement. A future interchange at Interstate 90 should be designed with landscaping that retains the existing scenic quality. The State owns a block of land directly south of the rest area that has the Pioneer Cemetery on it. The Centennial Trail location will also be a consideration in the siting and construction of an interchange. The trees and trail are potential candidates to be a 4(f) resource (park property, historic, or cultural resource) as defined by the FHWA. If this site is used and a "use" of 4(f) resources is encountered and requires mitigation, then it is assumed that the ITD Huetter Rest Area (including both sides of Interstate 90), Port of Entry, and trail will require removal, relocation, or replacement.

Recreational Areas

Two recreation trails are crossed by the proposed Huetter Corridor: the North Idaho Centennial Trail and the Prairie Trail. The North Idaho Centennial Trail extends 24 miles from the Washington/Idaho border to Higgins Point on Coeur d'Alene Lake. The trail consists of primarily Class I separated and paved trails with numerous rest areas, scenic overlooks, and interpretive signs along the route. The Prairie Trail is the second addition to the North Idaho Centennial Trail. It extends from the Seltice Way/Interstate 90 bridges northwesterly to Huetter Road on a former rail line right of way. Sections of this trail are four feet wider than the original segments to accommodate increased visitor capacity due to easy accessibility to the trail.

Wildlife and Waterfowl Refuges

No wildlife or waterfowl refuges are crossed by the proposed Corridor.

Historic Properties

Three conditions must exist to consider historic properties Section 4(f) issues. A portion of the property must be permanently incorporated into the proposed transportation project; the property must be listed in, or determined eligible to, the National Register; and the project must have an adverse effect on the historic property, as defined by Section 106 of the NHPA. If the project will not have an adverse effect on the historic property, it is considered a *de minimus* 4(f) issue and the project may proceed as planned.

Twelve historic properties (seven archaeological and five architectural resources) have been documented within 0.5 mile of the Corridor. Of these, only four are crossed by the Corridor and could therefore be considered potential Section 4(f) issues:

- 10KA360, Spokane International Railway
- 10KA393, Spokane International Railroad, Coeur d'Alene Branch
- 10KA411, State Highway 53
- 55-18326, Highway 53 Union Pacific Railroad Bridge

None of these historic properties is listed in the National Register; however, an eligibility determination and effects assessment will be necessary to determine if these properties pose Section 4(f) issues. Further, future cultural resources surveys to comply with Section 106 of the NHPA may identify additional cultural resources that may be 4(f) properties.

NOISE

Noise is defined as unwanted sound. The unit used to describe the intensity of sound is the decibel (dB). The A-weight scale, or dB(A), approximates the range of human hearing by filtering out low frequency noises and correlates well with human perceptions of the annoying aspects of noise. Other related scales (e.g., L_{dn}, L_{eq}, L_{10}) are also used in traffic noise analysis.

For a rural environment, background noise is typically about 40 dB(A) during the day and 30 dB(A) at night (BLM 2005). An automobile at 50 feet can reach 60 to 90 dB(A) and average street traffic is about 70 to 80 dB(A). As a comparison, conversational speech is about 60 dB(A) and a jet aircraft taking off can reach 120 dB(A).

A 3 dB increase in noise is considered barely noticeable to humans, a 5 dB increase would typically result in a noticeable community response, and a 10 dB increase is considered a doubling of the sound level. Noise levels above 45 dB(A) at night can result in the onset of sleep disturbance (EPA 1971), and at 70 dB(A) sleep interference becomes considerable.

The FHWA has guidelines for addressing traffic noise impacts. A traffic noise impact occurs when the predicted noise levels substantially exceed the existing noise level or approach or exceed FHWA noise abatement criteria (Table 15).

Table 15. FHWA Noise Abatement Criteria			
Activity Category	**$L_{eq}^{(h)}$**	**$L_{10}^{(h)}$**	**Description of Activity Category**
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	---	---	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

$L_{eq}^{(h)}$ is the hourly value of the equivalent steady-state sound level, which contains the same acoustic energy as a time-varying sound level during the same time.
$L_{10}^{(h)}$ is the hourly value of the sound level that is exceeded 10 percent of the time for the period under consideration.

To protect public health and welfare, the EPA has developed guidelines on recommended maximum noise levels, and the Occupational Safety and Health Administration (OSHA) has established regulations to safeguard the hearing of workers. EPA guidelines recommend a day-night average sound level (L_{dn}) of 55 dB(A) in typically quiet outdoor and residential areas. For protection against hearing loss, the EPA guidelines recommend a sound pressure level less than 70 dB(A) over a 24-hour period; however, these levels are recommendations, not requirements.

Noise sensitive resources include residences, churches, schools, cemeteries, hospitals, and parks. Table 16 lists the number of these resources, other than residences, located within the study area.

Table 16. Selected Noise Sensitive Resources in the Corridor Study Area					
Resource	**Unincorporated Kootenai County**	**City of Coeur d'Alene**	**City of Post Falls**	**City of Hayden**	**City of Rathdrum**
Churches	0	0	0	0	0
Hospitals	0	0	0	0	0
Schools	0	0	0	0	0
Cemeteries	1	0	0	0	0
Parks	0	0	0	0	0

Source: Field survey and data research, Power Engineers, December, 2008 and January, 2009.

Location of the Corridor facility approximately 25 feet below the ground level will help to reduce potential traffic noise impacts, if any, on adjacent land uses.

HAZARDOUS MATERIALS AND WASTE

Hazardous materials and waste sites include those areas that because of previous or on-going land uses possess contaminated soil, contaminated water, underground storage tanks (USTs), or leaking underground storage tanks (LUSTs). These sites are administered through a variety of Federal and State programs and regulated by various laws including the Resource Conservation and Recovery Act (RCRA) and the Comprehensive Environmental Response Compensation and Liability Act (CERCLA).

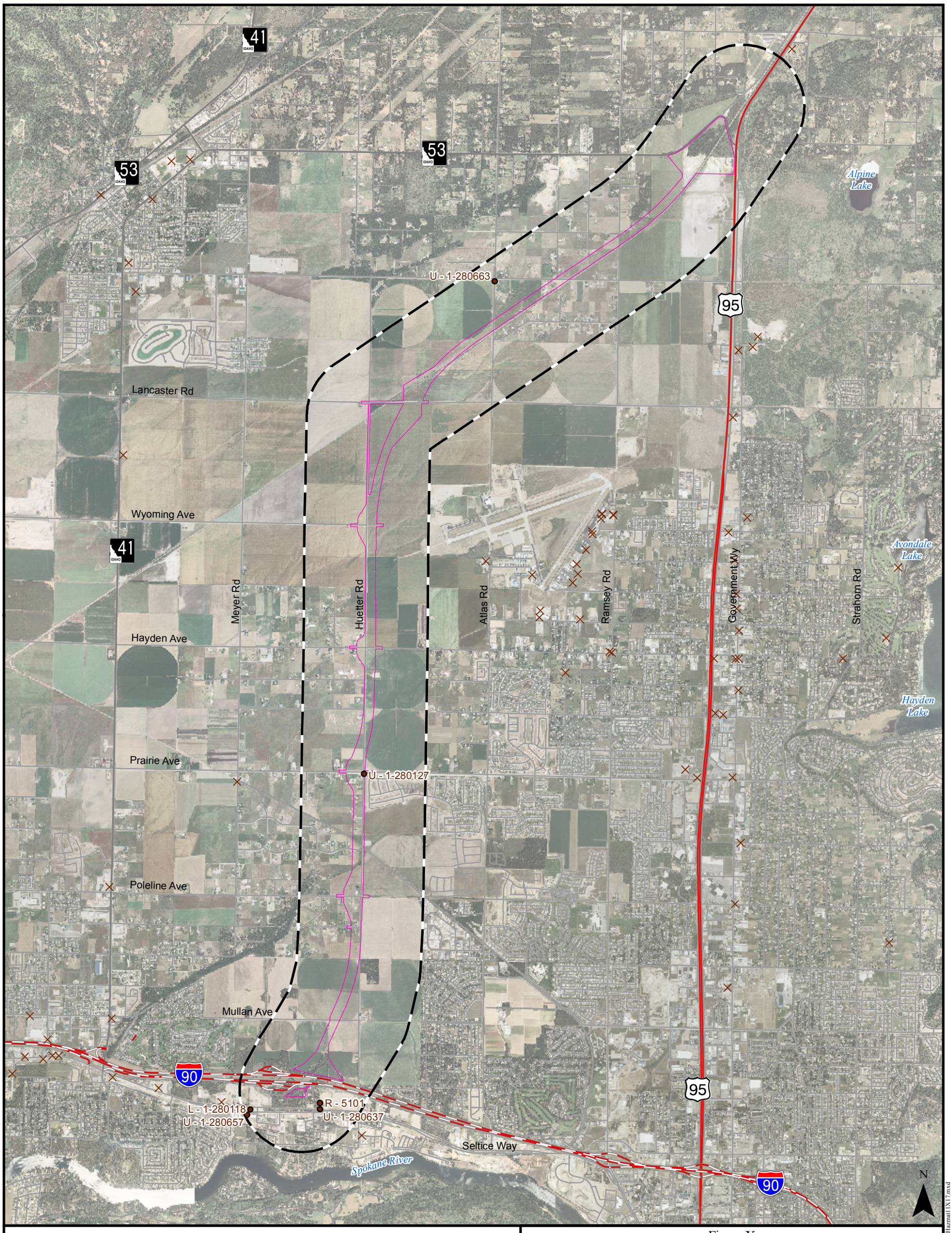
Hazardous substance and waste sites are tracked by IDEQ through its Waste Management and Remediation Program (accessed March 2009 at http://www.deq.idaho.gov/waste/data_reports.cfm). Within the Huetter Corridor study area, IDEQ tracks six hazardous sites, including one RCRA site and five sites identified as USTs or LUSTs (Table 17). No superfund (CERCLA) sites were identified within the study area. The locations of hazardous sites are mapped on Figure 22.

Table 17. Hazardous Sites in Huetter Corridor

IDEQ ID #	Facility Name	Description	Status
1-280663	Bob Turnipseed	UST - 1 diesel tank	Tank removed from ground in 1994.
1-280118	Post Falls Highway District	LUSTs - 1 diesel, 2 gasoline tanks	Cleanup complete; tanks removed from ground in 1990.
5101	Jim Peters Property	RCRA - release of petroleum products	Cleanup complete in 2005.
1-280637	Jim Peters	USTs - 3 gasoline tanks	Tanks probably removed before 1986.
1-280127	Hauser Lake Lumber, Inc.	USTs - 1 diesel, 2 gasoline tanks	Tanks removed from ground in 1988.
1-280657	Century Publishing	UST - 1 diesel tank	Tank removed from ground in 1993.

Source: http://www.deq.idaho.gov/waste/data_reports.cfm

Environmental scan references are provided in the Appendices of this report.



Project Component

- Study Area Corridor
- Conceptual Footprint

Hazard

- L — Leaking Underground Storage Tank
- U — Underground Storage Tank
- R — RCRA Site
- × — Hazardous Materials and Waste Sites Outside of Corridor

Figure X

Hazardous Materials and Waste

0 0.5 1 2 3

Miles

1 inch = 4,000 feet

Ruen-Yeager & Associates, Inc. | Kootenai MPO | Power Engineers

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ENVIRONMENTAL CONCLUSIONS

Summary

The Huetter Corridor study area includes portions of the cities of Coeur d'Alene, Post Falls, and Hayden, is adjacent to the city limits of Rathdrum, and includes unincorporated portions of Kootenai County. Existing development along Huetter Road south of Interstate 90 is largely industrial and commercial with some residences. North of Interstate 90, land use along the Corridor is primarily agricultural with rural large lot developments on the west and urban density residential development from Poleline Avenue to Prairie Avenue. Areas north of Prairie Avenue are primarily rural in nature with agriculture being the predominant use. In addition to highway district roads and state and federal highways, other features in the vicinity include the Union Pacific Railroad tracks, the Coeur d'Alene Airport, electrical substations, a wastewater effluent pipeline, natural gas and petroleum pipelines, and utility corridors.

The environmental scan revealed the following information about the Corridor study area:

- Census data indicate no disproportionate numbers of minority or low-income populations.
- Natural ecological communities have undergone nearly complete conversion to agricultural and urban land uses. Some sensitive plant and animal species have been documented in the periphery of the study area.
- No surface drainages cross the study area. NWI maps show that the only wetlands in the vicinity are two small wetlands northeast of the northern terminus of the Corridor and east of US 95.
- Idaho SHPO files indicate that five archaeological sites and seven architectural resources have been previously recorded in the study area. None have been evaluated for eligibility to the National Register, and most of the study area has not been inventoried for cultural resources.
- The only known potential Section 4(f) properties in the study area are the North Idaho Centennial Trail, the Prairie Trail, and four cultural resources. Trees planted along Interstate 90 which may have been funded under a federal highway beautification act, may be a potential Section 4(f) property.
- In addition to residences, the only noise sensitive resource in the Corridor study area is the Kootenai County Cemetery.
- IDEQ reports that six hazardous materials sites exist within the study area. Five documented USTs and LUSTs have been removed, and one petroleum spill has been remediated.

Recommendations

There are no known environmental constraints within the Huetter Corridor study area that would preclude development of a high-speed route, frontage roadway, and pedestrian/bicycle trail. For most resources, some additional data collection and documentation would be necessary to confirm that impacts would be low or easily mitigated. These studies should proceed as required by federal and state regulations.

Next Environmental Steps

The next steps in the environmental process would depend on the source of funding for future development of the Huetter Corridor. Likely federal funds will be used for the project, compliance with several laws will be required, including, but not limited to:

- National Environmental Policy Act (NEPA), which would entail preparation of a categorical exclusion, environmental assessment, or environmental impact statement.
- Section 7 of the Endangered Species Act, which would require some level of informal or formal consultation with the United States Fish and Wildlife Service.
- Section 106 of the National Historic Preservation Act, which may require a cultural resources survey of the right of way, as well as implementing measures to avoid or mitigate impacts to National Register-eligible cultural resources.
- The Migratory Bird Treaty Act, which would require implementing measures to avoid harming migratory birds during construction.
- Federal Highway Administration regulations regarding predicting traffic noise impacts.
- Notification of Proposed Construction or Alteration to the Federal Aviation Administration.
- Coordinating with the Army Corps of Engineers regarding any need for filling in waters of the U.S. or wetlands, as required by Sections 401 and 404 of the Clean Water Act.
- Obtaining a general permit and, if necessary, preparing a Storm Water Pollution and Prevention Plan (SWPPP).
- Working with County and State authorities regarding noxious weeds, crossing of easements, land use permits, and modifications to existing highway district roads.