

U.S. Department of  
Homeland Security

United States  
Coast Guard



Commander  
Thirteenth Coast Guard District

915 Second Avenue (RM 3510)  
Seattle, WA 98174-1067  
Staff Symbol: dpw  
Phone: 206-220-7282  
Email: steven.m.fischer3@uscg.mil

16591/WA

30 January 2018

Matt Halitsky  
Idaho State Historic Preservation Officer  
210 Main Street  
Boise, ID 83702

Mr. Halitsky:

The U.S. Coast Guard (USCG) is evaluating the application for a Bridge Permit for construction of new Burlington Northern Santa Fe Railway Company (BNSF) bridges across Lake Pend Oreille and Sand Creek, navigable waterways of the United States, located in and near the City of Sand Point in Bonner County, Idaho. The existing BNSF Lake Pend Oreille Bridge within the project's area of potential effects is recommended eligible for listing on the National Register of Historic Places (NRHP) (See Attachment A: Cultural Resources Inventory for the BNSF Sandpoint Junction Connector Project, Bonner County, Idaho. JACOBS, January 2018). The existing BNSF Sand Creek Bridge within the project's area of potential effects is recommended not eligible for listing on the NRHP.

The new BNSF Lake Pend Oreille Bridge will be approximately 50 feet west of, and parallel to, the existing bridge. The new bridge will be a fixed, 49-span, 4,874-foot-long bridge made of precast, pre-stressed concrete I-girders, a cast-in-place concrete deck, and pre-cast concrete caps over 48 in-water piers. Each pier will be comprised of six 36-inch diameter open-ended steel pipe piles, for a total of 288 piles below the OHWM.

The new BNSF Sand Creek Bridge will be approximately 35 feet west of, and parallel to, the existing bridge, and will be 505 feet long (approximately 150 feet over navigable areas of Sand Creek) and 21 feet wide. The new bridge will be a fixed, 12-span bridge with pre-cast concrete caps over 11 piers comprised of 24-inch-diameter open steel piles. The total number of pilings is projected to be 64; twenty-two (22) of which will be below the OHWM.

The project's proposed Area of Potential Effect (APE) includes the total anticipated construction footprint for the new main track, new bridges, temporary construction bridges, and installation of signals/switches.

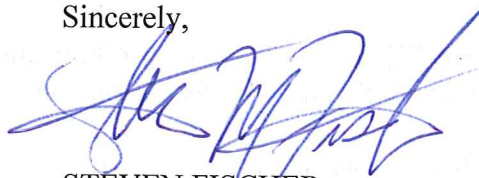
The USCG in accordance with federal statutes (Title 33 U.S.C. 401) is responsible for considering the approval of the proposed bridge modification. As such, and in accordance with the National Environmental Policy Act (NEPA, 42 USC 4332(2)(C)), the USCG has assumed the federal lead agency role for this action and is preparing an Environmental

Assessment (EA) to analyze the potential effects of the BNSF Lake Pend Oreille Bridge and Sand Creek Bridge projects.

The USCG has determined that these actions would result in No Adverse Effect to any historic properties (Attachment A). Pursuant to 36 Code of Federal Regulations (CFR) 800, implementing Section 106 of the National Historic Preservation Act, I request your concurrence with the Coast Guard's determination.

Please direct any question regarding this letter to either myself or Mr. John Greene my Environmental Policy Analyst, [John.J.Greene@uscg.mil](mailto:John.J.Greene@uscg.mil), (206) 220-7277.

Sincerely,



STEVEN FISCHER  
Bridge Administrator  
U. S. Coast Guard District  
By direction