

LETTER 14 (LOG # A017)

Washington State Dept. of Transportation, SW Region



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July 14, 2006

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RESOURCE COMPLIANCE
Bureau of Indian Affairs - NWRO

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Stanley Speaks, Director
Bureau of Indian Affairs
Northwest Regional Office
911 NE 11th Avenue
Portland, OR 98232-4169

JUL 18 2006

BUREAU OF INDIAN AFFAIRS
NORTHWEST REGIONAL OFFICE
OFFICE OF THE REGIONAL DIRECTOR

Re: Addendum to WSDOT's Previously Submitted Comments for the
Draft Environmental Impact Statement (EIS) for the
Proposed Cowlitz Indian Tribe's Trust Acquisition and Casino Project

Dear Mr. Speaks:

WSDOT would like to submit this addendum to our previously submitted comments dated July 5, 2006.

None of WSDOT's comments on the Draft EIS shall preclude any other local agency comments. It is our intention to coordinate with other local agencies and mitigation measures will be based on the outcome of this coordination.

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WSDOT agrees that the proposed mitigation measures outlined in the Draft EIS should maintain a minimum Level of Service (LOS) "D" for the trip generation numbers in the submitted Traffic Impact Study. It is our understanding that other jurisdictions may challenge the methodology and results in the Traffic impact Study. If the trip generation rates change or if there are other uses not accounted for that get added to the traffic volumes, WSDOT will reevaluate the mitigation required to offset the impacts from this proposal.

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WSDOT would like to amend our previous comments regarding the Interstate 5/NE 319th Street overpass. The Draft EIS proposes to widen the Interstate 5/NW 319th Street overpass to accommodate a second westbound traffic lane. At this time, it is unknown if the existing bridge structure can be widened. An engineering analysis will need to be completed to determine the feasibility of widening the existing structure. Regardless of the outcome of the study, the applicants will be required to provide sufficient structure width over Interstate 5 to accommodate two westbound lanes, at least one eastbound lane, and sufficient left turn lane storage for each Interstate on-ramp, as determined by the final agreed upon traffic impact analysis. Other required items may include, but are not limited to, shoulders, curbs, sidewalks, bridge rails, and illumination.

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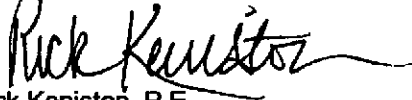
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These comments are based on a preliminary review of this proposal. As this project progresses, there may be need for additional information or requirements by this department for further review. WSDOT reserves the right to provide further comments on this Draft EIS as changes or revisions to the documents occur.

There may be other issues and requirements by this department that are not stated here. Other issues or requirements may include, but are not limited to, drainage, illumination, access, signing, and channelization. This review does not constitute final approval by WSDOT.

If you have any questions or need additional information, please contact Jeff Barsness, Southwest Region Development Services Engineer, at 360-905-2059.

Sincerely,



Rick Keniston, P.E.
WSDOT Southwest Region Project Development Engineer

RK: jb

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FAX COVER SHEET

DATE: 7/7/06 TIME: # OF PAGES 1 + cover

TO: Stanley Speaks

FROM: Debi Welsam

REMARKS: Cowlitz Indian Tribe Trust Acquisition
and Casino Project
Sepa Comments

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