



Categorical Exclusion Determination

PROJECT TRACKING

Key No.	Project Name	County	Rte	WA#	MP	MP
20351	Clearwater RV Memorial BR	Nez Perce County	US-12	P182560	1.9	2.21

ITD: District 2 LHTAC District: Choose District Local Sponsor: ACHD: ☐
Project funding: ☒ Federal ☐ State Estimated project cost [for (c)(23) only]: \$

CE DETERMINATION (choose one (c) (hover over the colon and click to select from drop-down list) or choose (d))

(c) – list Choose from drop down menu: (d) – list : ☒

☐ ITD Headquarters approval (PCE) ☒ FHWA approval (CE)

PREPARERS

Consultant (when applicable)

Engineering Lead – Printed Name and Company: Josh Sletten, WSP Engineers

Environmental Lead – Printed Name and Company: Kurt Wald, Horrocks Engineers

Agency

Project Manager (Digital signature or stamp required)

Curtis Arnzen **Approved by Curtis Arnzen** 05/19/2021 12:25:16 PM

Environmental Planner (Digital signature or stamp required)

Shawn Smith

APPROVED

Signature

SUPPORTING DOCUMENTATION (saved to ProjectWise):

20513 4(f) PR 050621	20513 Cultural MOA 042321
20513 6(f) Concurrence 051419	20513 Floodplain NRC 08052020
20513 Aquatic 404 DRAFT 050521	20513 Floodplain NRC Concurrence 082020
20513 Aquatic ARDR PJD 041219	20513 Hazard PRR 031721
20513 Biological BA 101320	20513 IDFG WDV 031821
20513 Biological BO NMFS 020121	20513 Preliminary Bridge Plans 101220
20513 Biological Coordination 072220	20513 Public DOC 020821
20513 Biological IPaC 031821	20513 Public DOC 070819
20513 Biological SGCN 033120.pdf	20513 Terradex Table 020321
20513 Cultural AHSR 061020	20513 Terradex Map 020321
20513 USCG SEC 9 DRAFT 050721	20513 4f Ineligibility Memo 051921

Project Description

The existing roadway contains four 11-foot-wide lanes separated by a 1 foot 6-inch-wide median barrier, narrow shoulders, 1-foot-wide outer barriers and 5-foot-wide walkways on either overhang for a total width of 62 feet. Each pier consists of six reinforced concrete columns on a web wall supported by a spread footing and embedded in the riverbed.

The proposed project would widen the existing superstructure 17.5 feet (8.75ft on either side) to meet current standards, accommodate bicycle and pedestrian access, and increase the load carrying capacity for trucks. The roadway superstructure would be widened from 62 feet to 78 feet wide to accommodate wider (12 feet vs 11 feet) lanes, a four foot-striped median, shoulders on both sides, a traffic separated walkway, bicycle pedestrian features, and stormwater collection/conveyance system.

New girders and wider abutments would be needed to support the widened deck, but the existing pier columns are structurally adequate to support this widened configuration; therefore, the existing piers will remain in use with minor repairs and the addition of new pier caps. The roadway profile, vertical clearance (low chord), and three-span continuous configuration of the existing bridge would be maintained. See Appendix B for the Plan Sheets and Typical Sections.

Purpose and Need

The purpose of the proposed project is to replace the existing Clearwater Memorial Bridge superstructure with a wider superstructure. The proposed project is needed to meet current roadway standards and to improve the efficiency and reliability of the federal transportation system in Idaho.

The existing US-12 Clearwater Memorial Bridge is a 12-span, (6 spans of 112.75 feet and 6 spans of 112.0 feet), 1,348.5 feet long, 62 feet-wide fixed structure conveying US Highway 12 across the Clearwater River. The Bridge was constructed in 1945 and does not meet current ITD standards. It is considered a "Commerce Restricting Bridge" on the Idaho State Highway System and restricts truck traffic to less than what is permitted on an annual basis. In addition, the bridge is considered scour critical and the current bridge deck is not wide enough to accommodate current traffic volumes.

Right of Way and Easements

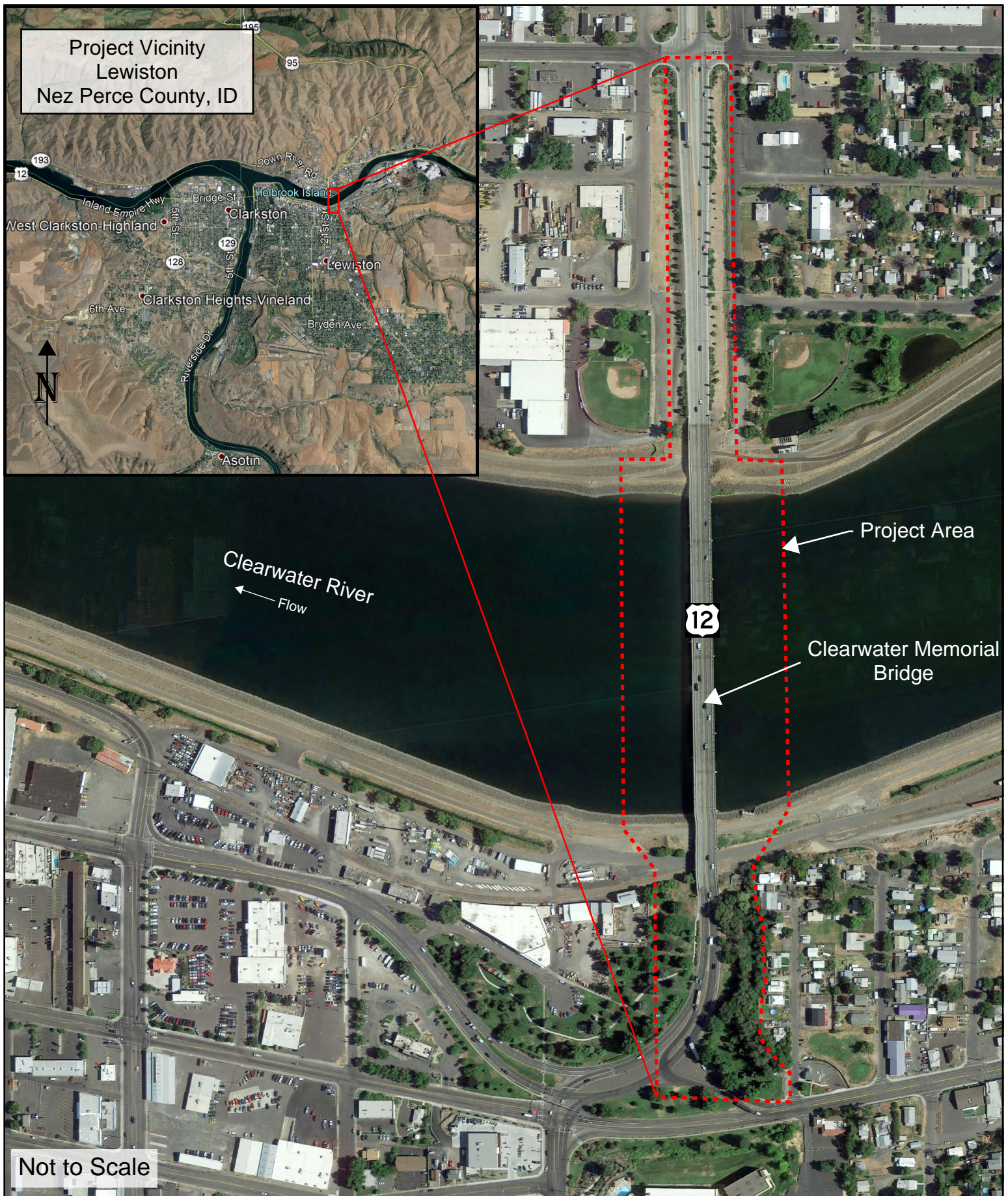
- ☒ No new ROW or easement is required for construction of this project.
- ☐ New ROW or easement is required for construction of this project.

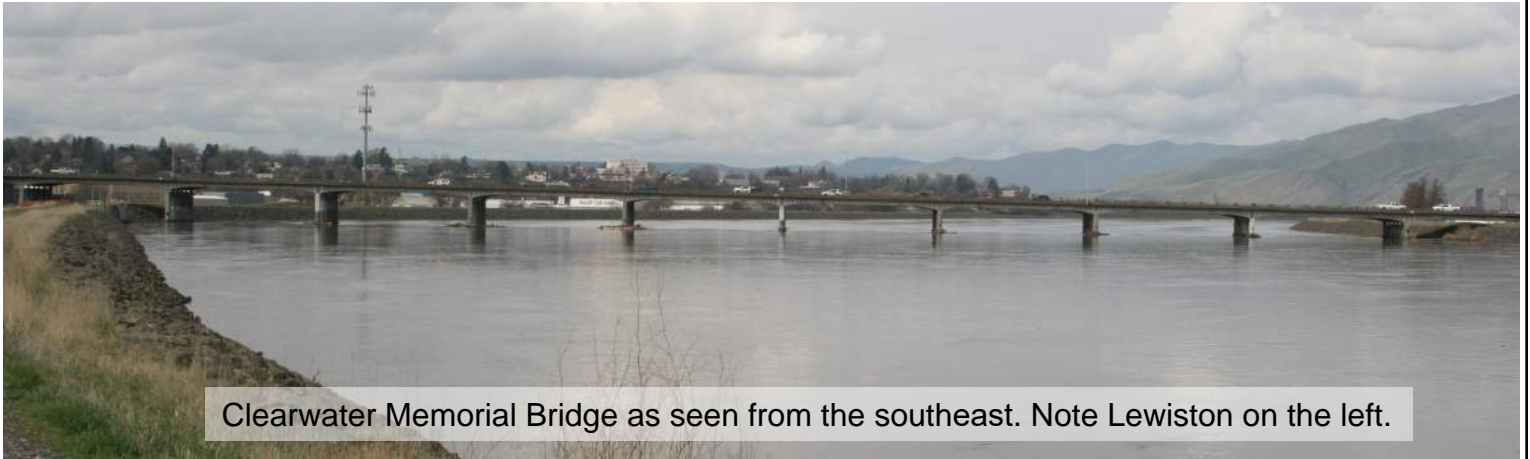
Changes in Access or Access Control

- ☒ No changes
- ☐ Project will involve permanent access changes to .
- ☐ Project will involve access control changes to .

Changes in Traffic/Travel Patterns

- ☒ No changes
- ☐ Project will involve permanent changes in vehicular travel patterns:
- ☐ Project will involve permanent changes in area pedestrian or bicycle travel patterns:





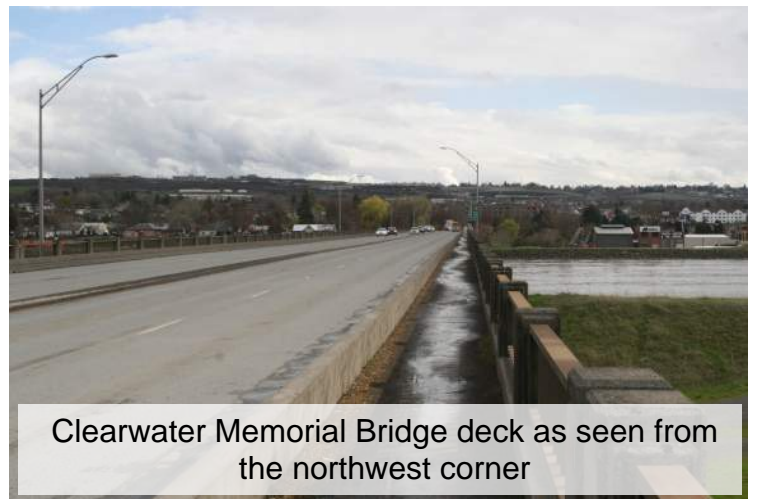
Clearwater Memorial Bridge as seen from the southeast. Note Lewiston on the left.



Clearwater Memorial Bridge as seen from the northwest bank.



Clearwater Memorial Bridge deck as seen from the southwest corner



Clearwater Memorial Bridge deck as seen from the northwest corner



Clearwater Memorial Bridge and USACE Levee as seen from the southwest bank.



Clearwater Memorial Bridge as seen from below.

Environmental Summary

Lands – Tribes and Management Agencies

	Yes	No	Comment
Tribal – Reservation, Areas of Interest	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Nez Perce Tribe
Federal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	U.S. Army Corps of Engineers, U.S. Coast Guard, National Oceanic and Atmospheric Administration-Fisheries, U.S. Fish and Wildlife Service, Environmental Protection Agency
State	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Idaho Department of Fish and Game, Idaho Department of Lands, Idaho Department of Water Resources, Idaho Department of Environmental Quality
County	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Local	<input checked="" type="checkbox"/>	<input type="checkbox"/>	City of Lewiston

Human and Physical Environment

	Yes	No	Comment
Cultural Resources - Historic Properties/Sites - Effect? - Mitigation Required?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> Programmatic Agreement <input type="checkbox"/> Emergency Response <input type="checkbox"/> Cultural Resources Review <input type="checkbox"/> 800.3(a)(1) <input type="checkbox"/> Section 106 Interstate Exemption <input type="checkbox"/> ACHP Post-1945 Bridge Comment <input checked="" type="checkbox"/> Archaeological and Historic Survey Report <input checked="" type="checkbox"/> Determination of Adverse Effect (e106) <input checked="" type="checkbox"/> MOA
Sec 4(f) Resources - Use?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Clearwater Memorial Bridge, Lewiston Levee System, Camas Prairie Railroad (Segment): see supporting documents: 20513 4(f) PR 050621
Sec 6(f) Resources - Conversion?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	See supporting document: 20513 6(f) Concurrence 051419
Prime, Unique or Important Farmland	<input type="checkbox"/>	<input checked="" type="checkbox"/>	All work w/in ROW <input type="checkbox"/> Yes Exempt? <input type="checkbox"/> Yes Choose land type.
Hazardous Materials - Mitigation Required?	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	Low risk due to: The TERRADEX data search did not identify any known HAZMAT in or adjacent to the ROW (see Supporting Documents: 20513 Terradex Map 020321 and 20513 Terradex Table 020321). Excavation necessary for the demolition of abutments is the only subsurface excavation anticipated for the proposed project. Topographically speaking, the abutment locations are higher in elevation and are separated from any potential HAZMAT generators by large swales. Therefore, there is low risk of encountering hazardous materials based on topographic separation from any potential generators.
FAA Facilities and/or Airspace FAA notification required?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Airport Name: No impact:
Noise - Type 1 Project? - Abatement required?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> Best Estimate Memo <input type="checkbox"/> Noise Screening Analysis <input type="checkbox"/> Traffic Noise Report
Air Quality - CO - Non-Attainment/Maintenance Area - PM - Non-Attainment/Maintenance Area	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	Exempt Project Type? Yes <input type="checkbox"/> CO - LOS C or better? Yes <input type="checkbox"/> PM – Not of Concern = Exempt Yes <input type="checkbox"/>

Environmental Summary

Visual Resources and Aesthetics	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Visual Resources Analysis Sheet
Social, Economic and Community Resources	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Environmental Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> The project does not disproportionately adversely affect minority or low-income populations. The project meets the conditions set forth in the 2019/2020 FHWA/ITD Programmatic Finding on Environmental Justice.

Natural Environment

	Yes	No	Comment
Aquatic Resources			
Waters and Waters of the U.S./Wetlands - Mitigation required?	<input checked="" type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/> <input checked="" type="checkbox"/>	No impact: <input checked="" type="checkbox"/> 404 Nationwide Permit <input type="checkbox"/> 404 Individual Permit <input checked="" type="checkbox"/> USACE Levee – USACE levee is present in the project area; however, the project will not impact the levee. Therefore, no section 408 permit is required. <input type="checkbox"/> Idaho Stream Channel Alteration Permit <input checked="" type="checkbox"/> USCG Bridge Permit
Wetlands (non-jurisdictional) - Mitigation Required?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	No impact: No wetlands occur in the project area. Approved Jurisdictional Determination Date:
Floodplains and Regulatory Floodways	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/> The project will not substantially modify the floodplain topography in the project area, therefore no impact to floodplains are anticipated.
Wild and Scenic Rivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Choose a WSR or list study river or NRI: Section 4(f) Resource? <input type="checkbox"/> Yes <input type="checkbox"/> Project repairs or rehabilitates existing structures and would not result in the significant expansion of the facility therefore would not have a negative impact on the NRI resource.
Sole Source Aquifer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Lewiston Basin No impact: <input checked="" type="checkbox"/> Finding: Project activities are limited to minimal grading and/or excavation and no activities that will involve penetrating deeply into the ground. Project activities have little potential to affect water quality in the sole source aquifer. Therefore, no EPA review was requested.
Biological Resources			
Threatened/Endangered Species and Critical Habitat - Conservation Measures required?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	<u>IPaC</u> accessed: 03/18/21 <input type="checkbox"/> No Effect Determination <input type="checkbox"/> Programmatic Biological Assessment/Letter of Concurrence <input type="checkbox"/> Biological Assessment/Letter of Concurrence <input checked="" type="checkbox"/> Biological Assessment/Biological Opinion
Essential Fish Habitat - Conservation Measures required?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	NOAA Protected Resources App accessed: <input type="checkbox"/> No Effect Determination <input type="checkbox"/> Programmatic Biological Assessment <input type="checkbox"/> Letter of Concurrence <input checked="" type="checkbox"/> Biological Assessment/Biological Opinion
Species of Greatest Conservation Need - Conservation Measures incorporated?	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	Conservation Planning Tool or IFWIS accessed: July 22, 2020. See supporting documents 20513 Biological Coordination 072220
Federal Sensitive Species/Habitat - Conservation Measures required?	<input type="checkbox"/> <input type="checkbox"/>	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	

Environmental Summary

Migratory Birds	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See worksheet
Bald and Golden Eagles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See worksheet

Construction

	Yes	No	
Temporary access changes, traffic control	<input checked="" type="checkbox"/>	<input type="checkbox"/>	See Construction-Related Impacts Analysis Sheet
Temporary impacts to services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Detours	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Noise ordinance impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Utility relocations	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
NPDES Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> < 1 ac of construction activity, PPP Plan needed (0.25 acres) <input type="checkbox"/> ≥ 1 ac of construction activity, <u>does not</u> discharge to WofUS; PPP Plan needed <input type="checkbox"/> ≥ 1 ac of construction activity, discharges to WofUS

Agency, Tribal and Organizational Coordination

Tribe	Date Contacted	Purpose	Outcome
Nez Perce Tribe	April 2019	Tribal interest in the region and the river	No comment was received during early scoping. Minor comments received on AHSR.
Agency	Date Contacted	Purpose	Outcome
U.S. Army Corps of Engineers - Regulatory	04/12/19	Request for Preliminary Jurisdictional Determination of Aquatic Resources Delineated in the Project Area	Preliminary Jurisdictional Determination issued May 31, 2019
U.S. Army Corps of Engineers - Civil works	11/30/20	Initial Project Review Request for Section 408 Compliance	Early project consultation suggested a Section 408 permit will not be needed
U.S. Coast Guard	1/28/21	Pre-permitting coordination to determine USCG approvals required	USCG determined that a Section 9 bridge permit will be required
National Oceanic and Atmospheric Administration- National Marine Fisheries Service	08/29/20	Initiation of Consultation on ESA Section 7-listed Species	Biological Opinion issued 02/01/2021
Idaho Department of Water Resources	1/28/21	Initiation of Consultation for Stream Channel Alteration Permitting	Initial consultation determined that the project is likely within the Port of Lewiston impact area and if so, would be exempt from needing a Stream Channel Alteration Permit
Idaho Department of Lands	1/28/21	Initiation of Consultation for easement over a water of the state	Initial consultation determined that the bridge likely falls within the confines of the existing easement
Idaho Department of Fish and Game	09/14/20	Confirmation of Tier 1 Species of Greatest Conservation Need in Nez Perce County	IDFG provided up to date, inclusive data tables detailing Tier 1 SGCN
Idaho State Historic Preservation Office	11/04/20	Consultation for Project-related Adverse Effects to a Historic Property	SHPO issued concurrence with the finding of Adverse Effect to a Historic Property 12/29/20
City of Lewiston	08/05/20	Application for "No Rise" Certification concurrence from City's Floodplain Manager	Concurrence of a No Rise issued 08/20/20

Public Coordination and Outreach

Public Outreach Planner (POP) Level: 3

See Supporting Documents: **20513 Public DOC 070819** and **20513 Public DOC 020821**

Outreach	Date	Location	Outcomes and/or Archived Information
Community Open House - Method(s) of notification: Direct mailing, social media, newspaper, email, and coordination with local businesses and organizations.	06/06/2019	Red Lion Hotel – Lewiston, ID	56 attendees. Participants were in favor of the proposed project. Concerns expressed over time required to complete project. No significant or substantial public controversy regarding the project was identified. See Supporting Documents: 20513 Public DOC 070819
Stakeholder Interviews - Method(s) of notification: Phone call	05/09/2019	Various locations	Conducted interview with 3 community organizations. The project was introduced and explained to stakeholders. No significant or substantial public controversy regarding the project was identified. See supporting documents: 20513 Public DOC 070819
Pedestrian and Cyclist Use Intercept Surveys - Method(s) of notification: On-site meetings	07/19/2020 and 07/20/2020	Clearwater Memorial Bridge Sidewalk	RBCI conducted interview with pedestrians and cyclists crossing the bridge. 16 surveys were collected. Pedestrians were asked questions about the project and offered feedback on how the pedestrian facilities on the bridge can be improved. No significant or substantial public controversy regarding the project was identified. See Supporting Documents: 20513 Public DOC 020821
Online Surveys - Method(s) of communication Postcards mailed to 3,060 addresses Posters, postcards, and fact sheets were distributed to 11 key stakeholders in Lewiston Advertisement in Lewiston Tribune Facebook link to the survey Media release Email to previous public meeting participants	07/20/2020 to 08/03/2020	Online at www.itdprojects.org/us12memorialbridge	The survey was completed by 271 people. The public was given an opportunity to give feedback on the project and identify preferred methods for ITD to notify the public of construction plans. No significant or substantial public controversy regarding the project was identified. See Supporting Documents: 20513 Public DOC 020821
Key informant interviews Method(s) of notification: Phone call	07/15/2020 to 08/07/2020	Various locations and phone interviews	Conducted interview with 13 community organizations and key informants. No significant or substantial public controversy regarding the project was identified. See Supporting Documents: 20513 Public DOC 020821

- ☐ Were additional specific outreach and methods of notification required to reach specific persons or populations within the community of interest?



Determination of Significance and Effect

Idaho Transportation Department – State or Tribal Historic Preservation Office

ITD 1502 (Rev. 1-16)

itd.idaho.gov

(To be completed by ITD HQ Cultural Resource Section Only)

Key Number 20513	Project Number A020(513)	Project Title US-12, Clearwater River Memorial Bridge
District 2 (ITD)	County Nez Perce	Township/Range/Section T.35N, R.05W, Sections 31, 32
Clearance Authorized Without Survey	<input type="checkbox"/> PA <input type="checkbox"/> ER <input type="checkbox"/> Review <input type="checkbox"/> *800.3(a)(1) <input type="checkbox"/> Section 106 Interstate Exemption <input type="checkbox"/> ACHP Post-1945 Bridge Comment	Agency or Consultant Nancy Calkins and Ben Pearson, Horrocks Engineers

This Determination is based on the corresponding Request for Cultural Resources Clearance (ITD Form 1500) dated 07/03/2019

Determination of Eligibility

	Site Number(s)	Resource Type/Description
<input type="checkbox"/> No Sites		
<input checked="" type="checkbox"/> Not Eligible	69-18090; 69-18188; 69-18189; CLWR-03	US-12, Lewis and Clark Highway (Segment); Locomotive Park; East End Park; Pepsi Park
<input checked="" type="checkbox"/> Eligible	69-18013; CLWR-01; CLWR-02	Clearwater River Memorial Bridge; Lewiston Levee System; Camas Prairie Railroad (Segment)

Determination of Effect

	Rationale	Site Number(s)
<input checked="" type="checkbox"/> No Historic Properties Affected	<input type="checkbox"/> They are outside impact zones	
	<input checked="" type="checkbox"/> Final project plans will avoid them	CLWR-01; CLWR-02
	<input type="checkbox"/> NR character will not be changed	

☐ No Adverse Effect to Historic Properties Sites will be affected:

☒ Adverse Effect to Historic Properties Sites will be affected: 69-18013

Comments/Summary: The Idaho Transportation Department (ITD) District 2 is proposing to retrofit the existing structure to provide a widened bridge crossing that meets current standards. The proposed bridge section shall increase the load carrying capacity to accommodate current truck loading conditions, and shall ensure current pedestrian and bicycle access needs are met. The widened deck configuration will incorporate ideal roadway elements, while also integrating with the recently completed US-12 & 21st Street Intersection project that connects to the south end of the bridge. To achieve these goals, the existing number of traffic lanes shall remain and be flanked by 6' wide outside shoulders in each direction, a striped median, and 6' wide walkways separated from the roadway by a traffic barrier for a total section width of 78'.

To support this widened deck, new girders will be required. Calculations show that the existing pier columns are structurally adequate to support this widened configuration (and will remain). The existing abutments will be removed and replaced with widened abutments. Additionally, this project will incorporate countermeasures to prevent scour at the bridge piers. The roadway profile, vertical clearance, and three-span continuous configuration of the existing bridge will be maintained.

No archaeological survey done due to the extensive ground disturbance within the project area. Five historic resources were recorded, two of which were previously recorded, and three newly recorded. Two resources, which were recently recorded as not eligible, were not re-recorded due to the 2017 date of the recording and unchanged nature of the sites. Three resources, the Clearwater River Memorial Bridge (Bridge Key No. 10375), the Lewiston Levee System, and the Camas Prairie Railroad were determined eligible for the National Register of Historic Places. While there will be No Effect to the Lewiston Levee System and a segment of the Camas Prairie Railroad, proposed project actions will have an Adverse Effect on the Clearwater River Memorial Bridge (69-18013).

Overall, project actions will result in an **Adverse Effect to Historic Properties** (Clearwater River Memorial Bridge, 69-18013).

☐ Project will be monitored during construction due to the potential for cultural resources

ITD Cultural Resource Professional's Signature

Matthew Kriegl

Digitally signed by Matthew Kriegl
Date: 2020.12.15 16:21:02 -07'00'

Date

December 15, 2020

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

- ☒ I agree with the above determination of eligibility and effect and with the conditions of compliance.
- ☐ I agree with the above determinations of eligibility and effect given stipulations explained below or in the attached letter.
- ☐ 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

12/29/2020

Section 4(f) Resources Analysis Sheet

Use of Section 4(f) Properties

Section 4(f) Property (name)	Type	Location	Owner/Admin	Evaluation
Clearwater River Memorial Bridge	Historic Sites	US-12 over Clearwater River	FHWA	Programmatic Evaluation - Historic Bridge

Temporary Uses and Exceptions

- ☐ Temporary occupancy of land:
- ☐ 23 CFR 774.13 exception applies to: Choose an item.

Constructive Use

- ☐ The use has been determined to be a constructive use, involving no actual physical use of the Section 4(f) property. The proximity impacts of the project adjacent to, or nearby, a Section 4(f) property result in substantial impairment to the property's activities, features, or attributes that qualify the property for protection under Section 4(f).

Public Involvement: See Supporting Documents: 20513 Public DOC 020821

Hazardous Materials Evaluation Analysis Sheet – Administrative Review Form

Project Features

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

Radius Search

Date Accessed: 02-03-2021

- ☐ No sites were identified in the radius search.
- ☒ Sites are present in the project area. Available data has been reviewed and evaluated: Terradex 1-mile radius search centered on the existing Clearwater Memorial Bridge was conducted and results are summarized below in "site findings" and in the supporting documents (20351 Terradex Map 020321 and 20351 Terradex Table 020321).
- ☐ Topographical characteristics are such that the project location is higher in elevation than the identified sites.
- ☐ Groundwater levels in the area are deeper than the depth of ground disturbance.
- ☐ Groundwater flows that have the potential to intersect a site located within the search radius flow away from the project area.

Site Findings

Site Type	Findings
NPL	None within 1-mile of the project
CERCLIS	None within a ½-mile of the project
CERC-NFRAP	None within a ½-mile of the project
CORRACTS RCRA-TSD	None within or adjacent to the ROW
CORRACTS RCRA non-TSD	None within or adjacent to the ROW
RCRA	None occur within or adjacent to the ROW
ERNS	None occur within the ROW
SWF/LF	None within ½-mile of the project
UST	None within or adjacent to the ROW
LUST	12 Leaking Underground Storage Tanks occur within a ½-mile of the project
Other	5 General Remediation sites occur within a ½ mile of the project

Agency Contacts

Agency	Contact Name	Date	Summary
<input checked="" type="checkbox"/> DEQ		03/17/2021	IDEQ has been contacted, a public records request was submitted on 03/07/2021 (see Supporting Documents: 20513 Hazard PRR 031721)
<input type="checkbox"/> EPA			
<input type="checkbox"/> Health Department			

Other Hazardous Materials

	Yes	No	
Load-bearing structures modified or altered	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Asbestos survey date: see environmental commitments
Work proposed on previously painted structures	<input checked="" type="checkbox"/>	<input type="checkbox"/>	see environmental commitments
Paint striping will be obliterated	<input checked="" type="checkbox"/>	<input type="checkbox"/>	RCRA metals testing date: see environmental commitments

Windshield Survey Conducted By: Mike McConnell **Company:** Horrocks Engineers **Date:** 5-9-2019
Findings:

The Idaho DEQ Terradex database was accessed to generate a radius search for all documented HAZMAT sites within 1-mile of the project center point. While there are many HAZMAT sites listed within the 1-mile radius, no sites are within or adjacent to the project ROW. Additionally, no sites occur with the project area of potential effect.

On 05/09/2019 a Horrocks Engineers Environmental Specialist conducted a windshield survey of the project area for evidence of potentially contaminated sites that may pose a risk to the project. The project area was investigated for above-ground storage tanks, industrial activities that may involve potentially hazardous materials, soil surface stains, abandoned vehicles, etc. The survey did not identify any potentially hazardous sites within the project area.

Conclusion of hazardous materials assessment: Construction, operation, and maintenance of the project is not anticipated to affect or be effected by any HAZMAT sites within the area given no documented sites are within the area where surface disturbance will take place.

Standard spill prevention and control best management practices will be employed by the project construction contractor. These mitigation measures are listed in the Environmental Commitments table. Through proper practices of spill prevention countermeasures, any construction-related spills of deleterious or otherwise hazardous materials will be contained and transferred off-site to a pre-approved location for disposal.

Visual Resources Analysis Sheet

The project involves the following:

- ☐ Cut or fill slopes substantial change
- ☐ New alignment
- ☐ New overpass
- ☐ New interchange
- ☐ New grade separation
- ☐ Removal of vegetative screen

The viewshed contains the following:

- ☐ National Scenic Byways or Areas; state or locally-designated scenic routes
- ☐ Wild and scenic rivers, agency-designated or managed scenic rivers
- ☐ National Trail System and National Monuments
- ☒ Historic Resources (per Section 106 determination) Clearwater River Memorial Bridge, Lewiston Levee System, Camas Prairie Railroad (Segment)
- ☒ Section 4(f) Resources: Clearwater River Memorial Bridge, Lewiston Levee System, Camas Prairie Railroad (Segment)
- ☐ Section 6(f) Lands
- ☐ Special roadside classification
- ☐ Known concerns or substantial changes in visual aspects such as aesthetics, light, glare or night sky
- ☐ Public comment
- ☐ State and Local Government managed lands
- ☐ State Lands (managed through Resource Conservation and Protection Plans)
- ☐ Federal Lands (managed through Public Land Management Plans)

- ☒ Project will have no effect on its visual setting because there will be no noticeable visible changes to visual resources, viewers, or visual quality.
- ☐ Project has potential to effect its visual setting. Summarize findings:

Conclusion:

The potential for the subject project to cause adverse or beneficial impacts to visual resources, viewers, or visual quality is negligible, as the project will not result in changes to the existing alignment of the clearwater memorial bridge. The existing bridge superstructure will be replaced and a new superstructure will be installed atop the existing piers, creating little to no changes in visual resources provided by the bridge.

Agency coordination and/or concurrence

Agencies: Concurrence date(s):

Aquatic Resources Analysis Sheet

Waters of the U.S. (including wetlands): See Supporting Document: **20513 Aquatic ARDR PJD 041219**

- Clearwater River, 0.74 acres
- No wetlands occur in the project area

Non-jurisdictional wetlands in the project area:

List non-jurisdictional wetland types, areas delineated: NA

Summary of Impacts: Placement of Rip Rap below the Ordinary High Water Mark of the Clearwater River, a Navigable Water of the U.S.

Area	Type	Acres	Area	Type	Acres
Clearwater River	R3UBHh/L1UBHh	0.74			

IDFG wetland prioritization

☒ Coordination with IDFG was completed and all coordination has been documented and saved to the project file. In summary, no IDFG mapped wetlands in the project area. **See 20513 IDFG WDV 031821.**

Programmatic Wetland Finding

The above listed wetland areas are subject to permanent impacts. Further details on impacts, wetland type, function and value, and drawings are included in the: **Supporting Documents: 20513 Aquatic 404 DRAFT 050521**, incorporated here by reference, and maintained in the project record.

A total of **N/A** acres of wetlands will be impacted by the proposed action. All practicable measures to minimize wetland impacts have been considered and incorporated into the project design. The following avoidance alternatives have been found to be not practicable.

- The “Do Nothing” alternative is not practicable because it does not meet the project purpose and need.
- Other alternatives that will not result in wetland impacts are not prudent or practicable because of _____ at the project site.
- Avoidance of wetlands would result in substandard geometric design. The alignment was modified as much as possible, within engineering standards, to avoid adjacent wetlands.
- Avoidance and minimization measures are detailed in the Environmental Commitments.

Wetland Mitigation

Wetlands impacted by the project will be mitigated and it is anticipated that the original functions and values lost will be restored.

- ☐ Compensatory mitigation will be in the form of bank mitigation.
- ☐ Mitigation Bank Credits _____.

☐ Possible mitigation types:

☐ Permittee-Responsible Mitigation (PRM) or Advanced PRM _____ Choose an item.

- ☐ Mitigation will not be required by the USACE as impacts are less than 0.1 acre; however, the Federal Highway Administration, in accordance with 23 CFR 777 – Mitigation of Impacts to Wetlands and Natural Habitat, will require mitigation. The loss of wetlands and associated functions is proposed to be compensated through _____.

FHWA coordination:

Floodplains and Floodways Analysis Sheet

FIRM Map No(s) and date(s): 1601040001B January 20, 1982

- ☒ The project will impact a 100-year floodplain. Project will discharge fill within the 100 year floodplain
- ☒ The project will impact a regulatory floodway. Hydraulic modeling of the project determined "No Rise" in the base flood elevation.

Hydraulics Report: A technical memorandum developed for the project serves as the hydraulics report. See Supporting Documents: **20531 Floodplain NRC 08052020**

- ☒ Measures to minimize floodplain impacts have been included in the project planning and design and include:
 - A higher vertical profile for the bridge will be constructed to facilitate the Q100 spatial event (i.e. 100-year flood).
 - 2-feet of freeboard above the Q50 (i.e. 50-year flood).
 - A new structure width and height that effectively spans from top of bank to top of bank on the main channel.
 - Other:

Coordination and Permitting: The local entity with jurisdiction (City of Lewiston) reviewed the hydraulics report and application for "No Rise" Certification on August 6, 2020. The City of Lewiston "...*finds it* (the No Rise application) *meets the IDWR and FEMA requirements and therefore is approved.*" Based on this concurrence, a floodplain development permit is not required. See Supporting Documents: **20531 Floodplain NRC Concurrence 082020**

Finding: Construction in the floodplain could result in some encroachment but is unlikely to be significant. The project will not:

- Interrupt or terminate a transportation facility that is needed for emergency vehicles or provides a community's only evacuation route.
 - Risk public safety (i.e. loss of property or life).
 - Create an adverse impact on natural and beneficial flood plain values.
- ☒ Therefore, it is determined that there is no practicable alternative to the proposed construction in floodplains, and that the proposed action includes all practicable measures to minimize harm to floodplains.

Biological Resources Analysis Sheet

Threatened and Endangered Species

- ☐ The project will have no effect on listed, threatened, endangered, proposed, or candidate species or designated critical habitat. IPaC list date: 03/18/21

Species analyzed in detail	Reason for "no effect"
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason
Choose a species	Choose a reason
	Choose a reason
	Choose a reason

- ☒ The project **may affect but is not likely to adversely affect**; is not likely to jeopardize the continued existence of the species or its habitat; or may impact individuals of species, but is not likely to result in a trend toward federal listing or loss of viability for the following listed, threatened, endangered, proposed, or candidate species or designated critical habitat.

Species analyzed in detail
Bull Trout (<i>Salvelinus confluentus</i>)
Bull Trout (<i>Salvelinus confluentus</i>) Designated Critical Habitat
Choose a species
Choose a species

Date of USFWS concurrence letter:

Date of NOAA/NMFS concurrence letter: 02/01/2021

☐ Programmatic BA invoked

☐ Other PBA invoked

- ☒ The project may affect and is **likely to adversely affect**; is likely to jeopardize the continued existence of species; or is likely to result in the destruction or adverse modification of habitat; or is likely to result in a trend toward federal listing or loss of viability for the following listed, threatened, endangered, proposed, or candidate species or designated critical habitat.

Species analyzed in detail
Fall chinook salmon (<i>Oncorhynchus tshawytscha</i>)
Fall chinook salmon (<i>Oncorhynchus tshawytscha</i>) Designated Critical Habitat
Steelhead trout (<i>Oncorhynchus mykiss</i>) Designated Critical Habitat
Steelhead trout (<i>Oncorhynchus mykiss</i>)

Date of USFWS Biological Opinion:

Date of NOAA/NMFS Biological Opinion: **February 1, 2021**

Essential Fish Habitat

Date of Essential Fish Habitat (EFH) NOAA/NMFS Conservation Recommendation Acceptance Letter: **February 1, 2021**

NMFS Determination Summary

Fishery Management Plan That Identifies EFH in the Project Area: **Pacific Coast Salmon**

Does the Action Have an Adverse Effect on EFH? **Yes**

Are EFH Conservation Recommendations Provided? **Yes**

See Biological Supporting Documents:

- **IPaC:** 20513 Biological IPaC 031821
- **Biological Assessment:** 20513 Biological BA 101320
- **Biological Opinion:** 20513 Biological BO NMFS 020121

Non-ESA Sensitive Species and Habitat

Sensitive species listed by a federal land managing agency (Select an agency).

Species analyzed in detail	Anticipated effects/Determination and reason

Idaho Species of Greatest Conservation Need, including candidate species

Tier 1 Species	IDFG Recommendation
Cottonwood Oregonian	No suitable habitat
Grizzly Bear	No suitable habitat
Kingston Oregonian	No suitable habitat
Western Bumble Bee	Follow standard environmental BMPs
Wolverine	No suitable habitat
Sockeye Salmon (Snake River ESU)	Follow NMFS recommendation in Biological Opinion
Chinook Salmon (Snake River fall-run ESU)	Follow NMFS recommendation in Biological Opinion
Chinook Salmon (Snake River spring/summer-run ESU)	Follow NMFS recommendation in Biological Opinion
Pacific Lamprey	Follow standard environmental BMPs

The above list of species have been identified in the Idaho State Wildlife Action Plan (2016) as at-risk for declining populations. BMPs developed to assist in their recovery are provided in the *Environmental Commitments*.

Migratory Birds, Bald and Golden Eagles, and Other Wildlife and Habitat Concerns

The IPaC report generated for this project identified eight (8) bird species of conservation concern including Bald Eagle (*Haliaeetus leucocephalus*), Brewer's Sparrow (*Spicella breweri*), Golden Eagle (*Aquila chrysaetos*), Lesser Yellowlegs (*Tringa flavipes*), Long-billed Curlew (*Numenius americanus*), Marbled Godwit (*Limosa fedoa*), Sage Thrasher (*Oreoscoptes montanus*), and Willow Flycatcher (*Empidonax traillii*).

The project area is characterized by a highly modified river and riparian corridor bounded by urban and industrial areas with little to no native habitat present. The area has been significantly modified and does not meet the suite of habitat requirements necessary for any of the above-listed bird species of conservation concern. However, the Clearwater River and nearby Snake River are suitable foraging habitat for Bald Eagle.

The site visit conducted 04-12-19 did not observe any eagles or nests in or within proximity to the project area. However, there is suitable perching habitat in Locomotive Park, southeast of the Clearwater Memorial Bridge.

The proposed project would avoid and minimize impacts to nesting migratory birds to the extent practicable through only using already disturbed laydown yards and timing of construction outside of migratory bird nest windows to reduce impacts to migratory birds. Given the project area is located in a highly modified setting, wildlife in the project area are habituated to high levels of human disturbance. Therefore, any temporary indirect impact from construction-related activities should not result in any additional adverse indirect effects to breeding migratory birds.

Pre-construction bird surveys will be performed prior to construction activities and if nesting migratory birds are found in proximity to the project (typically April 15 through September 1), a biological monitor would be onsite during construction to observe behavior and advise operators if excessive disturbance affects normal behavior to a detrimental degree. If needed, additional mitigation measures to limit disturbance may be necessary.

Construction-Related Impacts Analysis Sheet

Temporary Access

☒ Temporary access impacts:

Temporary lane closures. At least one lane will be maintained for each direction of traffic during construction.

Traffic control measures required. During construction, the bridge superstructure would be removed one half at a time allowing for two single lanes of traffic (one in each direction) and a pedestrian facility to stay operational during demolition and construction. Traffic would be diverted to one half of the existing bridge allowing for demolition and reconstruction of the other half of the bridge deck. Traffic would then be diverted over to the new superstructure to allow for the removal of the second half of the bridge deck.

Traffic control measures include implementing signs and flaggers, diversions from normal traffic lanes, and maintaining one lane for each direction of traffic at all times.

☐ Detours necessary

☐ Project will not involve major traffic disruptions because the following provisions will be made:

☐ Project will involve major traffic disruptions. (**CE is non-programmatic**)

☐ Other.

Other temporary or construction-related actions:

Permitting Analysis Sheet

Permitting

☐ Nationwide Section 404 permit required (no PCN/"non-reporting activity")

☒ Nationwide Section 404 permit required (Pre-Construction notification)

☐ Individual Section 404 permit required (**CE is non-programmatic**)

☐ Section 10 – Rivers and Harbors Act permit required - Navigable waters (**CE is non-programmatic**)

☐ Idaho Stream Channel Alteration permit required

☒ Bridge project on navigable lakes or rivers – USCG Section 9 permit required (**CE is non-programmatic**)

☐ Levee (Corps jurisdiction) Section 408 permit required (**CE is non-programmatic**)

☐ IDFG fish handling permit

☒ other permits required: CWA Section 401 Water Quality Certification

Notes or reference to Commitments or Mitigation:

Environmental and Engineering Commitments/Mitigation Measures Sheet

The following commitments, contractor's mitigation measures, permits and guidelines (as applicable) shall be included in the project special provisions:

Agency Internal Commitments	The agency/contractor would adhere to all mitigation measures detailed in the Project Historic Properties Adverse Effect Memorandum of Agreement (See 20513 Cultural MOA 050521).
Contractor Commitments	Asbestos survey will be conducted and any remediation required would be handled by a qualified contractor
	RCRA metals testing will be conducted and any remediation required would be handled by a qualified contractor
	Pollution Prevention Plan will be developed and contractor will adhere to provisions therein
	Pre-construction bird surveys will be performed prior to construction activities and if nesting migratory birds are found in proximity to the project, a biological monitor would be onsite during construction to observe behavior and advise operators if excessive disturbance effects normal behavior to a detrimental degree. If needed, additional mitigation measures to limit disturbance may be necessary.
	The contractor will avoid and minimize impacts to nesting migratory birds to the extent practicable. If avoidance of nests is impracticable, timing of construction outside of migratory bird nest windows to reduce impacts to migratory birds should be implemented.
	<p>The contractor would adhere to all environmental mitigation measures detailed in the Project Biological Assessment (20315 Biological BA 100320), namely:</p> <ul style="list-style-type: none"> • The contractor shall submit a Containment Plan, Asbestos Removal Plan (if applicable), Pollution Prevention Plan with Spill Prevention Plan and Hazardous Waste Plan for ITD review and approval before work begins. Measures shall be implemented prior to construction. This shall also consider staging areas, stockpile sites, refueling areas, and handling and disposal of construction waste. All staging, fueling, and storage areas shall be located away from and adequately buffered from aquatic areas. • Spill kits shall be located on-site and, on the barge, and shall be properly utilized if needed. All waste generated shall be collected and properly disposed of off-site according to the Resource Conservation and Recovery Act, the Clean Water Act, the Idaho Hazardous Waste Management Act, and other relevant regulations. • Methods to scare fish away during the placement of riprap (such as using a cable or chain dragged along the bottom of the creek and incrementally placing riprap) to minimize harm to fish. • Chemical spray such as silane or siloxane for waterproofing, shall only be applied when winds are less than 15 miles per hour and when temperatures are between 40o F and 100o F (4 °C and 38 °C) and shall not be applied during wet or inclement weather. Proper storage, handling and application of this and other chemicals shall be covered under the spill plan which shall include measures to prevent chemicals from entering the water. • If a wet-blade concrete saw is used, a catch basin would be constructed at the site and/or on the barge to collect cutting water/slurry. A shop vacuum would be used to collect the slurry for offsite disposal. • If a dry-blade concrete saw is used, an enclosed containment structure would be constructed around the site and/or on the barge to trap airborne dust particles, and a shop vacuum or other device would be used to collect the dust for off-site disposal. • To minimize the potential for introducing sediment to the aquatic system, sediment fences or other erosion control measures shall be placed between ground disturbing activities and live water. Ground disturbance shall not occur during wet conditions (i.e., during or immediately following rain events).

	<ul style="list-style-type: none"> • No water shall be taken from the river for use in the project. • Hydraulic fluid shall be replaced with an environmentally friendly material. • If fish handling is required, it shall be done by either electro-fishing or hand-netting. Fish handling shall be accomplished utilizing personnel from agencies such as the NOAA, USFWS, IDFG, tribes or other qualified personnel with appropriate training and experience. A Scientific Collection Permit issued by the IDFG is required to handle bull trout.
	<p>The contractor would adhere to all environmental mitigation measures detailed in the Project Biological Opinion (20315 Biological BO NMFS 020121), namely:</p> <ul style="list-style-type: none"> • The construction contractor's equipment should be cleaned of external oil and grease prior to arrival at the project site. The construction contractor's equipment shall be inspected daily for leaks an accumulation of grease, and any identified problems shall be corrected prior to equipment contact with water. • In-water work shall be confined to the work window of July 15 through October 15 • Any terms applied to the CWA 404 permit are consistent with the project description, conservation measures, and terms and conditions in the BA and this opinion.
	The contractor would adhere to all environmental mitigation measures detailed in the Project CWA 404 Permit
	The contractor would adhere to all USCG requirements as detailed in the USCG Bridge Permit
Mitigation Measures to be Installed	Standard Erosion and Sediment Control BMPs
	Standard Leak Prevention and Containment BMPs
	Temporary Aids to Navigation during construction
Notes	