

A. Means of Data Collection:

1. Nautical Chart 18548: Snake River Lower Granite Lake
2. Lower Granite Dam Project Data Summary at :<https://www.nwd-wc.usace.army.mil/dd/common/projects/www/lwg.html>
3. USGS Streamflow Data for Clearwater River at Spalding Bridge: https://waterdata.usgs.gov/usa/nwis/uv?site_no=13342500
4. Project Scoping Letters. See Appendix D – FHWA Approved Categorical Exclusion for details.
5. Public Meetings and Outreach. See Appendix D – FHWA Approved Categorical Exclusion for details.
6. Coast Guard Public Notice posted: **TBD**
7. Conducted Waterway User Surveys with marina operators, local businesses, local law enforcement/emergency medical services, local outfitters, etc.): See **Attachment A – Waterway User Surveys**.
8. Contact regional planning interests for current and future plans that will impact the waterway: A review of regional planning documents from the City of Lewiston, Nez Perce County, Port of Lewiston, and USACE were conducted. The only current and future planned activity that will affect the waterway includes the planned maintenance dredging of the Port of Lewiston Impact Area and Navigational Channel.

B. Present governing bridge(s) or aerial structure(s) on the waterway:

Identify all bridges upstream and downstream of the proposed bridge site and their existing horizontal and vertical clearances to determine the existing minimum horizontal and vertical clearances (including overhead transmission line clearances). Provide in table format. (If all bridges downstream have the same minimum clearance, state instead of the above requested information.)

Table 1. Present Governing Bridges

Bridge Name	Bridge Type ^a	Location	Reference Plane (feet amsl)	Horizontal Clearance (feet)	Vertical Clearance (feet)	Clearwater River Milepost
GRNW-Camas Prairie Railroad Bridge	Vertical lift, Pratt Through Truss	46°25'33.52"N, 117° 1'33.94"W	741.3 ^b	232 ^c	7 (down), 60 (up) ^c	0.6
US-12 Memorial Bridge	Fixed, Multi Span, Plate Girder Bridge	46°25'8.35"N, 117° 0'1.10"W	741.3 ^b	112.8	23.13	2
US-95 Spalding Bridge	Fixed, Multi Span, Plate Girder Bridge	46°26'35.56"N, 116°50'38.76"W	796.7 ^d	118.6	20.1	10.45
NPR Clearwater River Bridge	Fixed, Multi Span, Trestle Bridge	46°27'5.65"N, 116°48'27.78"W	804.4 ^d	136	8	12.5
US-12 Arrow Bridge	Fixed, Multi Span, Plate Girder Bridge	46°28'17.81"N, 116°46'14.36"W	817.3 ^d	136.3	14.5	15.1

Notes: ^aSource: <http://bridgehunter.com/id>, ^bLower Granite Lake normal pool elevation (USACE 2021), ^cBased on Nautical Chart 18548: Snake River Lower Granite Lake, ^d1948 peak discharge at USGS Spalding Gauge = 177,000 cubic feet per second (Q50 event) (USGS 2021), amsl= above mean sea level. All elevations presented in NAD 88 datum.

1. Does the proposed bridge(s) match (or is greater than) the navigational clearance of existing structures on the waterway?

Yes, the proposed bridge matches or minimally raises the low-chord elevation of the existing bridge.

2. What is the most **restrictive horizontal clearance** on the waterway? (This may be a fixed bridge downstream/upstream of the proposed structure, a low hanging power line downstream/upstream of the bridge(s), or it may be some other structure that limits horizontal clearance. Sometimes the existing to-be-replaced bridge(s) is the most restrictive structure.)

The US-12 Memorial Bridge at milepost 2.0 has the most restrictive horizontal clearance of 112.8 feet at the navigational channel.

3. What is the most **restrictive vertical clearance** on the waterway? (This may be a fixed bridge downstream/upstream of the proposed structure, a low hanging power line downstream/upstream of the bridge(s), or it may be some other structure which limits vertical clearance. Sometimes the existing to-be-replaced bridge(s) is the most restrictive structure.)

The Northern Pacific Railroad Clearwater River Bridge at milepost 12.5 has the most restrictive vertical clearance of 8.0 feet at the Q50 event (177,000 cfs).

4. Will the proposed bridge(s) become the most restrictive/obstructive structure across the waterway?

No. There will be a slight increase in the low chord elevation and the horizontal clearances will not change.

- C. Waterway characteristics:** (All domestic bridge navigational clearances should be stated in linear feet in decimal form vs. feet and inches. All international bridge navigational clearances should be stated in linear unit of measure as well as the metric equivalent.)

1. Various waterway stages: (Datum that is used).

Lower Granite Lake Forebay Elevation (NAVD 1988)

Maximum pool = 749.76 feet

Normal full pool = 741.25 feet

Normal minimum pool = 736.26 feet

Based on: <https://www.nwd-wc.usace.army.mil/dd/common/projects/www/lwg.html>

2. Natural flow of the waterway including currents, waterway velocity, water direction, and velocity fluctuations (seasonal, daily, hourly, etc.), that might affect navigation.

Since the project area is influenced by the operation of Lower Granite Dam and the resulting pool elevation of Lower Granite Lake, the natural flow of the waterway is modified such that flow regime and velocities measured upstream do not correlate to the actual flow condition at the bridge.

However, during the spring runoff season, increased flow in the Clearwater River upstream can have an effect on flow conditions at the bridge depending on the incoming volume of water and the volume of water passing through the Lower Granite Dam spillway(s).

Monthly mean discharge in cubic feet per second (cfs) of the Clearwater River as measured at the USGS Spalding gauge ([13342500](#)) from 1971 to present is as follows:

- January = 9,310
- February = 11,700
- March = 17,200
- April = 25,300
- May = 36,300
- June = 30,800
- July = 14,800
- August = 9,290
- September = 6,750
- October = 4,070
- November = 6,330
- December = 7,970

3. Width of the waterway at bridge site: Approximately 846 feet total width at bridge site.
4. Depth of the waterway and elevation fluctuations at bridge site: [List the depth at each waterway bridge stage (ex. Range of tides, average high water elevation, etc.)].

Table 2. Depth of Waterway at US-12 Memorial Bridge

Pier Number	Channel Bed Elevation	Depth at Max Pool	Depth at Normal Full Pool	Depth at Normal Minimum Pool
2	729.9	19.86	11.35	6.36
3	722.4	27.36	18.85	13.86
4	717.4	32.36	23.85	18.86
5	717.4	32.36	23.85	18.86
6	722.4	27.36	18.85	13.86
7	722.4	27.36	18.85	13.86
8	719.5	30.26	21.75	16.76
9	719.5	30.26	21.75	16.76
10	725.3	24.46	15.95	10.96

Note: All Elevations are based on NAVD 1988 Datum, Data derived from project Hydraulic Report (WSP 2020)

5. Waterway layout and geometry: (For example, is there a dam or lock; does the elevation of the approach impact the required bridge(s) clearance?)

Lower Granite Dam is downstream and west of the Project. The section of Clearwater River that is being considered flows east to west and merges with the Snake River approximately 2 miles downstream. The elevation of the approach does not affect the required bridge clearance

6. Channel and waterway alignment: Location of the channel(s): the deepest part of the channel occurs between Piers 8 and 9. **See Table 2.**
7. Other limiting factors: (For example, bends in the waterway within one-half mile of project site, hindrances to free navigation, fog, hydraulics, etc.) NA

D. Do vessels that engage in emergency operations (i.e., law enforcement, fire, rescue, emergency dam repair, etc.), national defense activities (i.e. cruisers, fuel barges, munitions ships, etc.) or channel maintenance (i.e., dredges, dam and levee repair, etc.) operate on the waterway? If yes, describe the vessels and provide the following information:

Yes. Significant effort was made contacting area officials to determine the present and prospective vessel use both commercial and private that currently use and are likely to use the waterway. Records of our conversations have been documented and are available as **Appendix C – Attachment 1: Outreach Records of Conversation** (see below).

1. Does levee maintenance, bridge work (other bridges), channel maintenance and emergency operations upstream of bridge require certain vessels to transit the waterway?

Yes. Emergency operations upstream of the bridge may be necessary at times and the local Sheriff's department would mobilize their vessels for that kind of operation. Research vessels with the Idaho Department of Fish and Game and Nez Perce Tribes Fisheries commonly pass under the Memorial Bridge. Channel maintenance via a barge-mounted dredge occurs from the Port of Lewiston, downstream to Lower Granite Dam. No channel maintenance occurs upstream of the bridge. Levee maintenance is conducted from the levee itself upstream of the bridge. Since the new bridge will be built with a slightly higher low chord elevation and the pier configuration will not change, no restriction to current operations would result.

2. Does the proposed bridge(s) impact USCG and/or other government vessels' ability to transit the bridge(s) to conduct mission essential functions (icebreakers, patrols, etc.)?

No, the navigability of the bridge will not be compromised by the project which, when measured at the navigational channel will match, within inches of the current low chord and raise the vertical clearance at the navigational channel 0.06 feet.

3. Vessels using the waterway during the proposed bridge(s) lifespan (should include): see below.

Table 3. Vessel Summary

Vessel Type	Vessel Overall Length	Vessel Beam Width	Vessel Draft	Vessel Air Draft	Transit Frequency Under US-12 Memorial Bridge
Personal Watercraft	8-10 feet	4-5 feet	6-12 inches	3-4 feet	Occasional (spring-early fall)
Kayak	6-16 feet	2-3 feet	3-6 inches	6-12 inches	Occasional (spring-early fall)
Canoes	12-18 feet	2-3 feet	3-6 inches	6-12 inches	Occasional (spring-early fall)
Paddle Board	8-12 feet	2.5-3.5 feet	2-3 inches	2-3 inches	Occasional (spring-early fall)
Jet Boat	14-30 feet	6-10 feet	0.5-2 feet	6-10 feet	Frequent (Year-round)
Tugboat	50-120 feet	15-40 feet	10-14 feet	45-52 feet	None
Barge	50-280 feet	20-40 feet	10-14 feet	20-30 feet	None

1. Will the proposed bridge(s) provide the horizontal and vertical clearances for the safe, efficient passage of the largest of these vessels? Why?

Yes. Given the horizontal and vertical clearances would not be decreased by the project, the new bridge structure will maintain the safe efficient passage of all vessel traffic currently able to pass under the bridge. Additionally, based on the review of local long-range planning documents and waterway user surveys, the horizontal and vertical clearances are sufficient to provide safe and efficient passage for anticipated future vessel use.

E. Has the United States Corps of Engineers (USACE) completed or does it plan to complete a federal navigation project on the waterway? If yes, provide the following information:

1. **Yes**
 - a. Project name: Port of Lewiston Maintenance Dredging
 - b. Downstream/upstream mile points: river mile 1.5 to 0 (Snake River confluence)
 - c. Depth: 14 feet
 - d. Type of project: dredging
 - e. Scope: regularly programmed maintenance dredging of the navigational channel measuring 14 feet deep, 250 feet wide, and approximately 1000 linear feet
 - f. Status of project and other limiting factors: maintenance of the navigational channel is ongoing. There are no current limiting factors.
2. Whether there is/was a “design vessel” used in planning the channel? What is/was the design vessel? Was the design vessel reviewed by the Coast Guard? Was reviewed by USCG.
A “design vessel” was not used in planning the scope of the navigation project. The maintenance agreement specifies the general scope of the maintenance dredging as described above in 1e, rows 6 and 7 above.
3. The following specifications of the vessel for which the navigation project is or will be designed: LOA, beam, draft and height of highest fixed point above the waterline.

The navigational channel is maintained to support the passage of the largest barge and tug traffic documented in Table 3 above.

4. Will the proposed bridge(s) provide the horizontal and vertical clearances necessary for the safe, efficient passage of the vessel for which the navigation project was designed? **No**, the dredged navigational channel is limited to the Port of Lewiston Impact Area, downstream of the US-12 Memorial Bridge. The class of vessel for which the navigational channel is maintained to support cannot pass under the US-12 Memorial Bridge.
5. If so, can the vessel be modified to clear the proposed bridge(s) without substantially increasing operating costs? **NA**
6. If modifications are feasible, state the necessary modifications, costs of any modification(s), and who will pay for the modifications. **NA**
7. Are there projected changes in waterway usage based upon anticipated waterway improvement projects? **No**, the scope of navigational channel maintenance is not planned for revision.
8. Does the proposed bridge(s) impact USACE ability to transit the bridge(s) in a Federal project channel? **No**, the dredged navigational channel is limited to the Port of Lewiston Impact Area, downstream of the US-12 Memorial Bridge. The class of vessel for which the navigational channel is maintained to support cannot pass under the US-12 Memorial Bridge.

F. Describe the present and prospective recreational navigation: Will the proposed bridge(s) affect the safe, efficient movement of any segment of the present or prospective recreational fleet operation on the waterway? If yes, provide the following information:

No. The present and prospective recreational vessels operating on the waterway will not be affected by the new bridge given the horizontal and vertical clearances will not be reduced. Therefore, the navigability of the bridge will be perpetuated in the new project.

1. Vessels utilizing the waterway during the proposed bridge(s) lifespan. **See Table 3.Vessel Summary**
2. What is the estimated percentage of the recreational fleet, which may be affected by the proposed bridge(s)? **0%**
3. Will the proposed bridge(s) eliminate the access of these vessels to existing or planned commercial, water-oriented facilities (i.e., restaurants, shops, recreational areas, marinas, etc.) in the vicinity of the proposed bridge(s)? If yes, describe these facilities.

No. The current navigability of the bridge will not change.

4. Is it feasible to modify the affected segments of the fleet to clear the proposed bridge(s) without substantially increasing operating costs? If yes, name the vessel(s), state the necessary modifications, cost of modifying each vessel and person or entity responsible for financing the modifications. **NA**

5. Provide any additional information concerning the potentially impacted or burdened users of the waterway as well as the future use of the waterway.

During construction of the project, local recreational and small commercial boats utilize the waterway for recreation, sport fishing, and outfitting. These individuals may be detoured through a specified navigational channel during construction which may result in extra burden to those users but not to a degree that would affect the overall navigability of the bridge by these users. Future recreational use of the waterway would not be encumbered by the new bridge.

NOTE: Check with local USACE District Office, Chamber of Commerce or other organizations for proposed marinas, recreational areas, shops, etc.

- G. **Describe the present and waterway and prospective commercial navigation and the cargoes moved on the waterway:** Will the proposed bridge(s) affect the safe, efficient movement of any segment of the present or prospective commercial fleet operating on the waterway? If yes, provide the following information:

No. The present and prospective commercial fleet operating on the waterway that can safely pass the existing bridge is limited to recreational outfitters who commonly utilize specially built jet boats that carry between 1 and 14 people. The navigability of the bridge will not change and the operation of commercial vessels will not be affected by the new bridge. Given the characteristics of the river above Memorial Bridge (shallow with islands and seasonally exposed gravel bars), the prospective future commercial navigation is expected to closely resemble current commercial operations.

- H. **Identify the name and contact information for marine facilities located within a 3-mile radius of the proposed project (public boat ramps, marinas or major docking facilities, boat repair facilities, etc.):** see next page.

Coast Guard Bridge Permit – US-12 Memorial Bridge

Susan Strange, Manager
Hells Canyon RV Resort
1560 Port Dr,
Clarkston, WA 99403
507-758-6963
hellscanyonrvpark@gmail.com

Mindy Jay, Administrative Assistant
Hells Gate State Park
5100 Hells Gate Rd
Lewiston, ID 83501
(208) 799-5015
HEL@idpr.idaho.gov

Kacey Jackson
Snake River Adventures
4832 Hells Gate Rd
Lewiston, ID 83501
208-746-6276
sratours@gmail.com

Sharleen Douglass
Swallows Park
100 Fair Street
Clarkston, WA 99403
509-751-024

River View Marina
711 Snake River Ave.
Lewiston, ID 83501
208-746-1412
info@boatingfun.com

Riddle Marine
607 Snake River Ave.
Lewiston, ID 83501
208-743-2660
jetboats@riddlemarine.com

Hells Canyon Marine
1845 Wilma Rd.
Clarkston, WA 99403
509-751-1800
info@hcmboats.com

PPI Marine
635 5th Street
Clarkston, WA 99403
509-751-1803
info@ppimarine.com

Thunder Jet
1401 Bridge Street
Clarkston, WA 99403
509-769-2142

I. Will the proposed bridge(s) block access of any vessel presently using local service facilities (i.e., repair shops, parts distributors, fuel stations)? If yes, provide the following information:

No. All local facilities such as repair shops, parts distributors, and fuel stations are all located downstream of Memorial Bridge.

J. Are alternate routes bypassing the proposed bridge(s) available for use by vessels unable to pass the proposed bridge(s)? If yes, provide the following information:

No. The navigational channel may be temporarily obstructed during construction of the project. However, the types of craft the frequently pass under the bridge (jet boats primarily) are able to pass through most of the pier spans of the Memorial Bridge. Temporary obstruction of the designated navigational channel will not hinder typical vessel traffic from passing under the bridge outside of the navigational channel. At no time will typical vessel

traffic be completely blocked from passing under the bridge.

K. Will the bridge(s) prohibit the entry of any vessels to the local harbor of refuge? If yes, describe the harbor and provide the following information:

No. There are neither harbors nor refuges upstream of the bridge.

L. Will the proposed bridge(s) be located within one-half mile of a bend in a waterway? If yes, describe the bend and provide the following information:

Yes. US-12 Memorial Bridge is situated in the apex of a gradual bend in the Clearwater River. However, line of site is not impeded sufficiently to impair navigation.

1. Is there sufficient distance between the bridge(s) and the bend to allow proper vessel alignment for the safe, efficient passage of vessels through the proposed bridge(s)?

Yes, for the size of vessel that makes passage under the bridge, the bend in the river gives a pilot ample space for safe and efficient navigation.

2. If no, what factors make construction of the bridge(s) at an alternate location impractical?

NA

M. Are there other factors (i.e., dockages, lightering areas, existing bridges, etc.) located within one-half mile of the proposed bridge(s), which would create hazardous passage through the proposed structure? If yes, provide the following information:

No. No such factors exist within one-half mile of US-12 Memorial Bridge that would create hazardous passage conditions.

N. Do local hydraulic conditions (i.e., wave chop, cross currents, tides, shoals, etc.) increase the hazard of passage through the proposed bridge(s)? If yes, provide the following information:

Yes. The Clearwater River flows west under the bridge creating a westerly current which can be hazardous to vessels passing between piers. Navigational lighting on the bridge and in-water Aids to Navigation are currently in place to mitigate this hazard because it is the best-suited measure for offsetting potential collisions. These Aids to Navigation will be perpetuated based on USCG guidance.

O. Do local atmospheric conditions (i.e., strong, prevailing winds, fog, rapidly developing storms, etc.) increase the hazard of passage through the proposed bridge(s)? If yes, provide the following information:

Yes, seasonal fog and wind can occasionally decrease the navigability of the waterway. Navigational lighting on the bridge and in-water Aids to Navigation are currently in place to mitigate this hazard because it is the best-suited measure for offsetting potential collisions. These Aids to Navigation will be perpetuated based on USCG guidance.

P. Have guide clearances been established for the waterway? If yes, provide the following information: No, guide clearances have not been established for the Clearwater River.

Q. Are there other natural or man-made conditions that affect navigation (atmospherics, exclusion zones, etc.)?

Yes. Debris rafts occasionally form on the upstream face of bridge piers in the spring. Typically, these debris rafts will break-up as spring flows subside. Otherwise, Idaho Transportation Department physically removes debris from the piers when a safety hazard is apparent.

R. State any other factors considered necessary for the safe, efficient passage of vessels through the proposed bridge(s)? Are clearance gauges needed? Why? NA

S. Include a description of the impacts to navigation caused or which could be reasonably caused by the proposed bridge(s) including but not limited to: proposed construction methodology, proposed or prospective changes to the existing bridge(s) operating schedule (for movable bridges), and any proposed mitigation to all unavoidable impacts to navigation.

During construction of the bridge, in-water work will require the operation of barges and tenders at the project site. Temporary Aids to Navigation such as lighted or unlighted buoys, minor lights, day beacons, range lights, etc. would be implemented as mitigation measures during construction activities to minimize risk of vessel collision. These temporary aids to navigation would be removed following the completion of construction activities.

T. Is there any proposed or completed mitigation for impacted waterway users? Are there any impacts that cannot be mitigated?

Yes. Permanent Aids to Navigation are in place around the bridge to mitigate current and future risk for waterway users. These aids to navigation will be perpetuated with the new bridge unless otherwise directed by the Coast Guard. Temporary Aids to Navigation will be installed during demolition/construction activities and a Notice to Mariners will be solicited prior to engaging any demolition/construction activities. These permanent and temporary mitigation measures should avoid and minimize any potential impact to waterway users

1. Can vessels and cargoes be partially disassembled/dismantled in order to transit the proposed bridge(s), and if so, is it economically reasonable? The Coast Guard must take into consideration a vessel's ability to adjust its operations without economic loss. Adjustment or mitigations techniques may include using other routes, lowering electronics (GPS, radar, communication antennae, etc.), lowering crane booms, etc.

Yes. Larger vessels may choose to modify the height of their vessel to pass under the bridge. However, current users consist mostly of smaller vessels that can easily pass beneath the bridge. Larger Vessels are constrained to the area of the waterway within the Lower Granite Lake pool. The Clearwater River above the bridge rapidly becomes too shallow for large vessels to navigate.

2. Are alternative routes available for vessel passage?

Yes, the bridge has 10 spans that are navigable to vessels that routinely pass under the bridge (jet boats). The project would not result in any permanent obstruction of the navigational channel during or post construction.

3. Can vessels transit at typical lower water stages (mean low water/ pool level, etc.)?

Yes. Vessels that routinely pass under the bridge (jet boats) have a very shallow draft and therefore would be able to pass the navigational channel, especially if the vessel is on plane.

Navigation Impact Report References Cited

United States Geologic Survey (USGS). 2021. Clearwater River gauge at Spalding, ID. [[URL](#)]

United States Army Corps of Engineers (USACE). 2021. Lower Granite Lock and Dam pool elevation details. [[URL](#)]

Appendix C – Attachment 1: Outreach Records of Conversation

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Mike Hohman, Assistant Fire Chief

Asotin County Fire District #1

2314 Appleside Boulevard
Clarkston, WA 99403
509-758-5180
Acf1@cableone.net

Date: 02/25/2021

Subject: Informational Interview Regarding Boat Travel Associated with Hells Gate State Park

Mike Hohman of Asotin County Fire District #1 was contacted to discuss boat traffic along the clearwater associated with the Asotin County Fire District #1. Mr. Hohman said that Asotin County Fire Department #1 has one (1), 26-foot jet boat with an eight (8)-foot beam, a draft of 15 inches to 18 inches, and air draft of 10 feet to 12 feet. He also said that the Asotin Fire Department jet boat rarely travels under the Clearwater Bridge. His best estimate was that it travels under the bridge once in a five-year period.

Mr. Hohman estimated the length of the boats that travel under the Clearwater bridge to be between 21 feet and 26 feet.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Susan Strange, Manager

Hells Canyon RV Resort

1560 Port Dr, Clarkston, WA 99403
507-758-6963
hellscanyonrvpark@gmail.com

Date: 02/26/2021

Subject: Informational Interview Regarding Boat Travel Associated with Hells Gate State Park

Susan Strange of Hells Canyon RV Resort was contacted on February 26, 2021 to discuss boat travel associated with the marina and boat ramp at Hells Canyon RV Park. Susan said that mainly jet boats (15-28 feet in length, 6-10 feet beam length, 10-14 inches draft, 6-8 feet air draft) pass through or are launched from the Hells Canyon RV Resort marina. According to Susan, the majority of the jet boats that use the marina are used by fishermen and may go up the Clearwater River/under the Clearwater River bridge, although she is not sure about that. Jet boats are used all year round, with the majority of use occurring in Spring, Summer, and fishing season. Occasionally yachts (30-50 feet length, 25-45 feet beam, 2-5 feet draft, 14-15 feet air draft) or sailboats (16-40 feet length, 10-12 feet beam, 3-5 feet draft, 35-50 feet air draft) will use the marina. On average, 3-4 yachts will use the marina each year. Susan said that yachts and sailboats do not go farther upstream the Snake River or the Clearwater River; the Hells Canyon RV Resort is where these vessels turn around and head back downstream the Snake River.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Mindy Jay, Administrative Assistant

Hells Gate State Park

5100 Hells Gate Rd, Lewiston, ID 83501
(208) 799-5015
HEL@idpr.idaho.gov

Date: 02/25/2021

Subject: Informational Interview Regarding Boat Travel Associated with Hells Gate State Park

Mindy Jay was contacted on February 25, 2021 to discuss boat travel associated with Hells Gate State Park within and around the Clearwater River. Mindy said that the average length of boat that entered the Snake river was approximately 22 feet, but she did not know any other dimensions. Mindy was asked if she could connect Mike McConnell with a member of Hells Gate State Park Staff who would know more about boat traffic on the river. She said the best organization to contact for that data would be Snake River Contractors, who frequently use the Hells Gate State Park Marina.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Zach Swearingen, Environmental Staff Biologist

Idaho Department of Fish and Game - Clearwater Region

3316 16th St
Lewiston, ID 83501
208-799-5010
Zachary.swearingen@idfg.idaho.gov

Date: 03/03/2021

Subject: Informational Interview Regarding Boat Travel Associated with Idaho Department of Fish and Game - Clearwater Division

Zach Swearingen of the Idaho Department of Fish and Game - Clearwater Division was contacted via email on March 03, 2021 to discuss the dimensions of aquatic vessels associated with the Idaho Department of Fish and Game - Clearwater Division. Zach consulted with his colleague, Donald Whitney, who commonly uses boats owned by the Idaho Department of Fish and Game - Clearwater Division. Below is the information provided by Mr. Whitney:

The Idaho Department of Fish and Game - Clearwater Division has one (1) jet boat (23 feet length, 8.5 feet beam length, 10-24 inches draft, 6-8 feet air draft). The Idaho Department of Fish and Game - Clearwater Division jet boat crosses under the Clearwater Memorial bridge occasionally.

Jan Howe

From: Swearingen,Zachary <zachary.swearingen@idfg.idaho.gov>
Sent: Tuesday, March 2, 2021 4:59 PM
To: Whitney,Donald
Cc: Jan Howe
Subject: RE: Clearwater Bridge

Thanks Don.

Jan, let me know if you need anything additional for Idaho Department of Fish and Game use. Will you be reaching out to others to get an idea of recreational boating use?

Zach Swearingen
Environmental Staff Biologist
Idaho Department of Fish and Game - Clearwater Region
3316 16th St
Lewiston, ID 83501
208-799-5010



From: Whitney,Donald <donaId.whitney@idfg.idaho.gov>
Sent: Tuesday, March 02, 2021 3:25 PM
To: Swearingen,Zachary <zachary.swearingen@idfg.idaho.gov>
Cc: jan.howe@horrocks.com
Subject: RE: Clearwater Bridge

Hi folks,

I most frequently run this area so I will address the below questions. Our enforcement does operate here but specifications are very similar. For a more comprehensive list I would call Riverview Marina which would have information on fiberglass cabin boats and Bentz jet boats and get some similar details on one of their 28' twin engine jet boats.

Hope this helps

1. Vessel types (e.g. jet boats, flat bottom boats, open v-hull boats, etc.)
Jet boat
2. Overall length of each vessel type
23 ft.
3. Overall beam length of each vessel type
8'6"
4. Draft of each vessel type
On-step/plane ~10"

Resting ~24"

5. Air draft/height of highest fixed point above waterline of each vessel

On-step/plane ~ 8'

6. Frequency with which each vessel type travels under the Clearwater bridge (e.g. daily, weekly, occasionally, seasonally, etc.)
Occasionally.

From: Swearingen,Zachary <zachary.swearingen@idfg.idaho.gov>

Sent: Tuesday, March 02, 2021 1:35 PM

To: Whitney,Donald <donald.whitney@idfg.idaho.gov>

Subject: FW: Clearwater Bridge

Is this something you could help me answer?

Zach Swearingen
Environmental Staff Biologist
Idaho Department of Fish and Game - Clearwater Region
3316 16th St
Lewiston, ID 83501
208-799-5010



From: Jan Howe <jan.howe@horrocks.com>

Sent: Tuesday, March 02, 2021 1:29 PM

To: Swearingen,Zachary <zachary.swearingen@idfg.idaho.gov>

Subject: RE: Clearwater Bridge

Hello Zach,

No worries about the delay, thank you for getting back to me. Right now I am looking for information specifically about the IDFG boats on the Clearwater. If you could answer the questions below for the IDFG vessels, that would be great (answers can be given in an approximate range, do not have to be exact). For question #6, feel free to include information about IDFG boat travel and general boat travel.

1. Vessel types (e.g. jet boats, flat bottom boats, open v-hull boats, etc.)
2. Overall length of each vessel type
3. Overall beam length of each vessel type
4. Draft of each vessel type
5. Air draft/height of highest fixed point above waterline of each vessel
6. Frequency with which each vessel type travels under the Clearwater bridge (e.g. daily, weekly, occasionally, seasonally, etc.)

If you have any concerns or if you need additional information before answering, please don't hesitate to call my cell at (435) 851-0790 or email me.

Thank you,

Jansen

Jan Howe

Environmental Planner



2775 W Navigator Dr #210
Meridian, ID 83642

Mobile 435-851-0790

Email jan.howe@horrocks.com

Web www.horrocks.com

From: Swearingen,Zachary <zachary.swearingen@idfg.idaho.gov>

Sent: Tuesday, March 2, 2021 2:16 PM

To: Jan Howe <jan.howe@horrocks.com>

Subject: Clearwater Bridge

Hi Jansen,

Sorry for the delay, I've had a busy few days.

What type of boat information are you needing? Would this just be for Idaho Department of Fish and Game boats that we use on the Clearwater or are you looking for more than that?

Zach Swearingen

Environmental Staff Biologist

Idaho Department of Fish and Game - Clearwater Region

3316 16th St

Lewiston, ID 83501

208-799-5010



Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Derrick Wilkinson, Deputy

Nez Perce County Sheriff's Office

1150 Wall St
Lewiston, ID 83501
208-799-3131 ext. 1
derrickw@co.nezperce.id.us

Date: 03/04/2021

Subject: Informational Interview Regarding Boat Travel Associated with Nez Perce County Sherriff's Office

Deputy Derrick Wilson of the Nez Perce County Sherriff's Office was contacted on March 04, 2021 to discuss the dimensions of aquatic vessels associated with the Nez Perce County Sherriff's Office and Nez Perce County Search and Rescue. Deputy Wilkinson said that the Sheriff's office and search and rescue department owns two (2) jet boats (20-23 feet length, 8.5 feet beam length, 10-11 inches draft, 8-10 feet air draft) and two (2) wave runners (11 feet length, 3.75 feet beam length, 4-6 inches draft, 3 feet air draft). Deputy Wilkinson explained that the jet sheriff's office and search and rescue department's boats and wave runners cross under the Clearwater Memorial Bridge at least three (3) times per week in the summer months, occasionally during the fishing season, and only for rescue missions or for emergencies during the winter.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Dave Johnson, Department Manager

Nez Perce Tribe Department of Fisheries Resources Management

104 Lo Lo St
Lapwai, ID 83540
208-843-2334
davej@nezperce.org

Date: 03/02/2021

Subject: Informational Interview Regarding Boat Travel Associated with Nez Perce Tribe Department of Fisheries Resources Management

Dave Johnson of the Nez Perce Tribe Department of Fisheries Resources Management was contacted via email on March 02, 2021 to discuss the dimensions of aquatic vessels associated with the Nez Perce Tribe Department of Fisheries Resources Management. David consulted with his colleagues, Jason Vogel of the Research Division and Adam Villavivencio of the Conservation Enforcement Division, who commonly use boats owned by the Nez Perce Tribe Department of Fisheries Resources Management. Below is the information provided by Mr. Vogel and Mr. Villavivencio:

The Nez Perce Tribe Department of Fisheries Resources Management has three (3) jet boats (19-24 feet length, 8 feet beam length, 1 foot draft, 6-7 feet air draft). Two (2) jet boats associated with the Research Division cross under the Clearwater Memorial Bridge four days per week during the months of July through September. The remaining jet boat associated with the Conservation Enforcement Division crosses under the Clearwater Memorial Bridge occasionally/as needed during steelhead and salmon seasons.

Jan Howe

From: Adam Villavicencio <adamv@nezperce.org>
Sent: Tuesday, March 2, 2021 1:27 PM
To: Jan Howe; Dave Johnson; Jason Vogel
Subject: RE: Information for Clearwater Memorial Bridge Reconstruction Permits

Follow Up Flag: Follow up
Flag Status: Flagged

Conservation Enforcement:

- 1) Jet Boat: (1)
- 2) Length: 19'
- 3) Beam: 8'
- 4) Draft: 1'
- 5) Air draft/height: 7'
- 6) Use frequency: During steelhead and salmon seasons, as needed. A majority of our patrols are vehicle/shore based. Most of our fisheries occur from the shore, and not by boat.

Chief Adam A. Villavicencio
Nez Perce Tribal Fisheries/Conservation Enforcement
P.O. Box 365
Lapwai, ID. 83540
Office: 208-843-7143
Fax: 208-843-7148
adamv@nezperce.org

From: Jason Vogel <jasonv@nezperce.org>
Sent: Tuesday, March 2, 2021 9:29 AM
To: Dave Johnson <davej@nezperce.org>; Jan Howe <jan.howe@horrocks.com>
Cc: Adam Villavicencio <adamv@nezperce.org>
Subject: RE: Information for Clearwater Memorial Bridge Reconstruction Permits

For the Research Division:

1. Jet boats (2)
2. Length: 21' and 24'
3. Beam: 8' on both
4. Draft: 1' on both
5. Air draft/height: 7' on both
6. Frequency with which each vessel type travels under the Clearwater bridge: 4-days/week and seasonally July-Sept

Jason Vogel
Research Division Director
Nez Perce Tribe Department of Fisheries Resources Management
208-621-3602

From: Dave Johnson
Sent: Monday, March 1, 2021 5:00 PM
To: Jan Howe <jan.howe@horrocks.com>
Cc: Jason Vogel <jasonv@nezperce.org>; Adam Villavicencio <adamv@nezperce.org>
Subject: RE: Information for Clearwater Memorial Bridge Reconstruction Permits

Thanks Jan – I received a call from you and this is a good reminder. I will send this out to our Research Division and Conservation Enforcement. They use the boats on the river.

Jason and Adam, can you provide a response to the questions below for the boats we have. Thanks.

David B. Johnson
Department Manager
Nez Perce Tribe Department of Fisheries Resources Management
(208) 843-7334 Office
(208) 305-1926 Cell

From: Jan Howe [<mailto:jan.howe@horrocks.com>]
Sent: Monday, March 1, 2021 2:38 PM
To: Dave Johnson <davej@nezperce.org>
Subject: Information for Clearwater Memorial Bridge Reconstruction Permits

Hello Mr. Johnson,

My name is Jansen Howe, I work for Horrocks Engineers in Meridian, ID. I am contacting you seeking information about aquatic vessels of the Nez Perce Tribe Department of Fisheries and their use on the Clearwater River. Horrocks Engineers has been contracted by Idaho Transportation Department (ITD) to assist in the permitting of the Clearwater Memorial Bridge reconstruction project in Lewiston, ID. As part of the permitting process, ITD is required to gather information about aquatic vessels that travel in the waters surrounding the Clearwater Bridge. Would you spend a few minutes to answer questions regarding the Nez Perce Tribe Department of Fisheries aquatic vessels? Specifically, I am looking for the following information:

1. Vessel types (e.g. jet boats, flat bottom boats, open v-hull boats, etc.)
2. Overall length of each vessel type
3. Overall beam length of each vessel type
4. Draft of each vessel type
5. Air draft/height of highest fixed point above waterline of each vessel
6. Frequency with which each vessel type travels under the Clearwater bridge (e.g. daily, weekly, occasionally, seasonally, etc.)

If you have any concerns or if you need additional information before answering, please don't hesitate to call my cell at (435) 851-0790 or email me.

Thank you for your time.

Sincerely,

Jan Howe
Environmental Specialist



Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

David Doeringsfeld, Port Manager

Port of Lewiston

1626 6th Ave N, Lewiston, ID 83501
208-743-5531
portdave@portoflewiston.com

Date: 03/01/2021

Subject: Informational Interview Regarding Boat Travel Associated with Port of Lewiston

David Doeringsfeld of Port of Lewiston was contacted on March 01, 2021 to discuss the dimensions of aquatic vessels associated with the Port of Lewiston. David said that barges (230-240 feet length, 35-40 feet beam, 13.5 feet draft) and tugs (100-120 feet length, 35-40 feet beam, 10-14 feet draft) are the most common vessels in the port. He was not sure of the average air draft of both tugs and barges and recommended to contact Tidewater Barge Lines for that data. David explained that when traveling the river, barges may be linked in a 2x2 pattern and pulled by one tugboat.

David also said that the Port of Lewiston does not have regulations or restrictions on vessel height or dimensions. When asked about crane-mounted barges in the port, David said that crane mounted barges have not entered the port of Lewiston.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Kacey Jackson

Snake River Adventures

4832 Hells Gate Rd, Lewiston, ID 83501
208-746-6276
sratours@gmail.com

Date: 02/25/2021

Subject: Informational Interview Regarding Boat Travel Associated with Snake River Adventures

Kacey Jackson was contacted to discuss boat traffic associated with Snake River Adventures near the Clearwater Bridge. Kacey mentioned that Snake River Adventures has eight (8) jetboats ranging from 15 feet to 40 feet in length. The beam length for the boats ranges from 5 feet to 8 feet. The estimated draft for the Snake River Adventures jetboats is approximately two (2) feet, and the estimated freeboard is approximately 1.5 feet. The air draft is approximately seven (7) feet. The Snake River Adventures jetboats are used seasonally between June and September.

Kacey also mentioned that the jetboats from Snake River Adventures do not travel on the Clearwater River. She said that she has observed drift boats going up the Clearwater river, but was not sure of the dimensions or size of the driftboats.

Record of Conversation

Parties:

Jansen Howe

2775 W. Navigator Drive, Ste. 210
Meridian, ID 83642
435-851-0790

Sharlene Douglass

Swallows Park

100 Fair Street, Clarkston, WA 99403
509-751-0240

Date: 02/05/2021

Subject: Informational Interview Regarding Boat Travel Associated with Swallows Park

Sharlene Douglass of Swallows Park was contacted regarding the boat travel along with Clearwater River associated with Swallows Park. Sharlene said that kayaks (6-16 feet in length, 28-34 inches beam length, 3-6 inches draft, 6-12 inches air draft), canoes (12-18 feet in length, 30-38 inches beam length, 3-6 inches draft, 6-12 inches air draft), paddle boards (10-11 feet in length, 32-34 inches beam length, 2-3 inches draft, 2-3 inches air draft), and jet boats (15-28 feet in length, 6-10 feet beam length, 10-14 inches draft, 6-8 feet air draft) use the boat ramps at Swallows park and the green belt boat ramp.

Sharlene said that the pleasure boats (kayaks, canoes, paddle boards) use the ramps seasonally between May and September. Jet boats use the boat ramp year-round for fishing. Sharlene did not know the exact frequency that boats from these ramps travel under the Clearwater Bridge, but she said that jet boats commonly travel up the clearwater river for fishing.