



WASHINGTON STATE

Joint Aquatic Resources Permit Application (JARPA) Form^{1,2}

USE BLACK OR BLUE INK TO ENTER ANSWERS IN THE WHITE SPACES BELOW.



US Army Corps of Engineers®
Seattle District

AGENCY USE ONLY

Date received: _____

Agency reference #: _____

Tax Parcel #(s): _____

Part 1—Project Identification

1. Project Name (A name for your project that you create. Examples: Smith's Dock or Seabrook Lane Development) [help]
Port of Clarkston Berth Maintenance Dredging and In-water Disposal of Dredge Materials

Part 2—Applicant

The person and/or organization responsible for the project. [\[help\]](#)

2a. Name (Last, First, Middle)			
Keefer, Wanda Joy for Port of Clarkston as Port Manager			
2b. Organization (If applicable)			
Port of Clarkston, WA			
2c. Mailing Address (Street or PO Box)			
849 Port Way			
2d. City, State, Zip			
Clarkston, WA 99403			
2e. Phone (1)	2f. Phone (2)	2g. Fax	2h. E-mail
(509) 758-5272	()	(509) 758-1746	wanda@portofclarkston.com

Part 3—Authorized Agent or Contact

Person authorized to represent the applicant about the project. (Note: Authorized agent(s) must sign 11b of this application.) [\[help\]](#)

¹Additional forms may be required for the following permits:

- If your project may qualify for Department of the Army authorization through a Regional General Permit (RGP), contact the U.S. Army Corps of Engineers for application information (206) 764-3495.
- If your project might affect species listed under the Endangered Species Act, you will need to fill out a Specific Project Information Form (SPIF) or prepare a Biological Evaluation. Forms can be found at <http://www.nws.usace.army.mil/Missions/CivilWorks/Regulatory/PermitGuidebook/EndangeredSpecies.aspx>.
- Not all cities and counties accept the JARPA for their local Shoreline permits. If you need a Shoreline permit, contact the appropriate city or county government to make sure they accept the JARPA.

²To access an online JARPA form with [\[help\]](#) screens, go to http://www.epermitting.wa.gov/site/alias_resourcecenter/jarpa_jarpa_form/9984/jarpa_form.aspx.

For other help, contact the Governor's Office of Regulatory Assistance at 1-800-917-0043 or help@ora.wa.gov.

3a. Name (Last, First, Middle)			
N/A			
3b. Organization (If applicable)			
3c. Mailing Address (Street or PO Box)			
3d. City, State, Zip			
3e. Phone (1)	3f. Phone (2)	3g. Fax	3h. E-mail
()	()	()	

Part 4–Property Owner(s)

Contact information for people or organizations owning the property(ies) where the project will occur. Consider both **upland and aquatic** ownership because the upland owners may not own the adjacent aquatic land. [\[help\]](#)

X Same as applicant. (Skip to Part 5.)

X Repair or maintenance activities on existing rights-of-way or easements. (Skip to Part 5.)

X There are multiple upland property owners. Complete the section below and fill out [JARPA Attachment A](#) for each additional property owner.

X Your project is on Department of Natural Resources (DNR)-managed aquatic lands. If you don't know, contact the DNR at (360) 902-1100 to determine aquatic land ownership. If yes, complete [JARPA Attachment E](#) to apply for the Aquatic Use Authorization.

4a. Name (Last, First, Middle)			
Shelin, Sandy L. for Walla Walla District			
4b. Organization (If applicable)			
U.S. Army Corps of Engineers			
4c. Mailing Address (Street or PO Box)			
201 North Third Avenue			
4d. City, State, Zip			
Walla Walla, WA 99362-1876			
4e. Phone (1)	4f. Phone (2)	4g. Fax	4h. E-mail
(509) 527-7265	()	()	Sandy.L.Shelin@usace.army.mil

Part 5–Project Location(s)

Identifying information about the property or properties where the project will occur. [\[help\]](#)

X There are multiple project locations (e.g. linear projects). Complete the section below and use [JARPA Attachment B](#) for each additional project location.

5a. Indicate the type of ownership of the property. (Check all that apply.) [help]
<input type="checkbox"/> Private

X Federal (disposal site and recreation & tour boat docks)
X Publicly owned (state, county, city, special districts like schools, ports, etc.) (crane dock and grain terminal dolphin area)
 Tribal
 Department of Natural Resources (DNR) – managed aquatic lands (Complete [JARPA Attachment E](#))

5b. Street Address (Cannot be a PO Box. If there is no address, provide other location information in 5p.) [\[help\]](#)
849 Port Way for main office; see street addresses for individual facilities in 5f.

5c. City, State, Zip (If the project is not in a city or town, provide the name of the nearest city or town.) [\[help\]](#)
Clarkston, WA 99403

5d. County [\[help\]](#)
Asotin

5e. Provide the section, township, and range for the project location. [\[help\]](#)

¼ Section	Section	Township	Range
	16, 17	11N	46E Willamette Meridian

5f. Provide the latitude and longitude of the project location. [\[help\]](#)

- Example: 47.03922 N lat. / -122.89142 W long. (Use decimal degrees - NAD 83)

Crane Dock: 46.426 N lat / -117.064 W long; 102 14th Street, Clarkston
Grain Terminal: 46.427 N lat / -117.054 W long; 900 Port Way, Clarkston
Recreation Dock: 46.427 N lat / -117.051 W long; 750 Port Way, Clarkston
Tour Boat Dock: 46.426 N lat / -117.045 W long; 700 Port Way, Clarkston

5g. List the tax parcel number(s) for the project location. [\[help\]](#)

- The local county assessor's office can provide this information.

Port owned property: Crane dock: 1132000090001; L/C Terminal 113200005005
Corps property: No tax parcel #s because no personal property tax is assessed there (tour boat & rec docks).

5h. Contact information for all adjoining property owners. (If you need more space, use [JARPA Attachment C.](#)) [\[help\]](#)

Name	Mailing Address	Tax Parcel # (if known)
Walla Walla District Corps of Engineers	201 North Third Avenue Walla Walla, WA 99362-1876	None

5i. List all wetlands on or adjacent to the project location. [\[help\]](#)
N/A

5j. List all waterbodies (other than wetlands) on or adjacent to the project location. [\[help\]](#)
Snake River (Lower Granite Reservoir, WRIA #35)

5k. Is any part of the project area within a 100-year floodplain? [\[help\]](#)
 Yes X No Don't know

5l. Briefly describe the vegetation and habitat conditions on the property. [\[help\]](#)
All activity will take place below the ordinary high water mark of the Snake River, on submerged land. This land was excavated in previous dredging action. No vegetation exists. Birds utilize space above the project for habitat; fish intermittently below.

5m. Describe how the property is currently used. [\[help\]](#)

Background/Site Description:

The Port of Clarkston (Port) is located extending west from the confluence of the Snake and Clearwater Rivers in the Lewis-Clark Valley. As the second furthest inland seaport, it receives the bulk of the sedimentation flowing from the Salmon River (Frank Church Wilderness Area), due to depositional patterns. In order to provide commercial (commercial barges and towboats and boat docks for cruise boat activities) and recreational opportunities (a recreational dock), it is necessary to perform regular maintenance dredging.

Specific Details on Berthing Areas to be Dredged—Snake River Miles 137.9 - 139:

See *Project Map #1* (PM1) for a visual of the four berthing areas to benefit from the dredging action. The western-most location on PM1 is the crane dock. This facility is not only available to assist in freight movement, but it acts as a back-up amenities in October of every year when there is more cruise boat activity than the existing cruise boat dock can handle. In the center is the series of mooring dolphins to which grain barges tie, when they are being loaded with grain from the Lewis-Clark Terminal. Near the grain terminal, to the east is the recreational dock that will have inadequate depths when the river levels return to minimum operating pool. Lastly, to the far east is the cruise boat dock, which is just shy of 600' in length.

Specific Details on Dredge Material Disposal Site—Snake River Mile 116:

Shallow habitat was enhanced with dredge materials downstream of the berthing areas in the 2005-2006 dredging action. The material from the proposed dredging would be deposited adjacent to and downstream of the material deposited in 2005-2006. This will continue to enhance habitat for native species of fish. More details relating to beneficial use at this disposal site are included in Section 4.3 pp.13-15 at <http://portofclarkston.com/uploads/Dredging/2013-2014%20proposed%20action%20USACE.pdf>.

The disposal site was formerly an orchard, located well above the high water mark, purchased by the Corps at the time of the Lower Granite Dam project; presently it is public land used for public benefit.

5n. Describe how the adjacent properties are currently used. [\[help\]](#)

The crane dock area is utilized infrequently at this point for freight movement and/or storage. The L-C Terminal dock is used frequently during the harvest season for delivery of grain upland and loading of wheat on barges in the river. The recreation dock is connected to Granite Lake Park, which is utilized for all types of activities associated with public parks, plus a number of weddings (it is the most frequently used property within the cities of Lewiston, ID and Clarkston, WA for outdoor weddings). The tour boat dock is adjacent to services for cruise boats: garbage containers, water pipes and meters, electrical outlets, delivery roads and more. Upland from that is a driving range. Both the recreation and tour docks are located on Corps owned land leased to and managed by the Port of Clarkston. The dredge material placement site (RM 116) is currently used for shallow habitat for fish.

5o. Describe the structures (above and below ground) on the property, including their purpose(s) and current condition. [\[help\]](#)

Improvements include a pad for the crane and further upland, a shop, for the crane dock. Upland from the dolphins serving the grain terminal is a grain terminal constructed in the 1970s with recent upgrades. At the recreation dock are walking pathways and an amphitheater for outdoor events. There are no structures immediately adjacent to the cruise boat dock. However, there is a structure that serves the neighboring driving range. None of this area serves a residential purpose. Even further upland from the driving range is a motel.

5p. Provide driving directions from the closest highway to the project location, and attach a map. [\[help\]](#)

Please refer to *Vicinity Map #1* for locational information for dredging. Dredging is to occur at four locations within Snake River Miles 137.9-139 (going from downstream to upstream)

Crane dock – (46.426 N latitude / -117.064 W longitude) At the west end of Clarkston, WA on U.S. Highway 12 heading east, turn north onto State Highway 128 (15th Street), go one block and turn west onto Port Drive which goes under Red Wolf Bridge and heads east. Turn north onto 14th Street and go one block to the Snake River.

Grain Terminal – (46.427 N latitude / -117.054 W longitude) From the crane dock, follow 14th Street south to Port Drive and turn east, go one block and turn north onto 13th Street, go one block and turn east onto Port

Way, go two blocks, Lewis-Clark Grain terminal is on the north side of the street.

Recreation dock – (46.427 N latitude / -117.051 W longitude) On Port Way, drive one block east from Grain Terminal, recreation is one block north on the Snake River.

Tour boat dock – (46.426 N latitude / -117.045 W longitude) On Port Way, drive two blocks east from the recreation dock, follow road north one block, follow roadway east to parking area for tour boat dock.

Please refer to *Vicinity Map #2* for information on the disposal site. It is located at River Mile #116, on the Garfield County side of the river.

Part 6–Project Description

6a. Briefly summarize the overall project. You can provide more detail in 6b. [\[help\]](#)

Background/Site Description:

The Port of Clarkston (Port) is located extending west from the confluence of the Snake and Clearwater Rivers in the Lewis-Clark Valley. As the second furthest inland seaport, it receives the bulk of the sedimentation flowing from the Salmon River (Frank Church Wilderness Area), due to depositional patterns. In order to provide commercial (commercial barges and towboats and boat docks for cruise boat activities) and recreational opportunities (a recreational dock), it is necessary for the Port to perform regular maintenance dredging.

Sediment has accumulated at the confluence of the Snake and Clearwater Rivers since the 2005/2006 dredging—the last time the Port of Clarkston berthing areas were dredged. This project consists of Port of Clarkston performing berth maintenance dredging and, in conjunction with other partners, disposing of dredge materials downstream from the Port of Clarkston. The placement of dredge materials will occur so as to improve shallow water habitat and benefit salmonids and bull trout.

6b. Describe the purpose of the project and why you want or need to perform it. [\[help\]](#)

Background:

On-going maintenance dredging is necessary for commercial and recreational barges/watercraft to connect with the shoreline. Maintenance dredging of the navigation channel will occur simultaneously to provide a 14-foot depth.

The dredging in question would happen during the winter "in-water work window" - the time of year biologists deem best for the fish. The sediment will be used downstream on the Snake near Knoxway Canyon to create resting and rearing habitat for juvenile salmon, primarily fall Chinook. Unlike most other navigation channels around the country, dredging is needed fairly infrequently on the Lower Snake River. Small parts of the navigation channel were dredged in 1999, and not again until 2006. The federal navigation channel has been maintenance-free for nearly eight years. The quantities proposed for removal are a fraction of what is dredged in other river systems across the nation.

To provide a sense of scale relating to the overall maintenance dredging activity, dredge materials from the Port of Clarkston berthing areas addressed in this document are expected to represent approximately 3.2% of the overall dredge materials from the confluence of the Snake and Clearwater Rivers when the described dredging activity occurs.

Specific Details on Berthing Areas to be Dredged—Snake River Miles 137.9 - 139:

A volume of approximately 14,000 cubic yards in total of sediment will be removed from four berthing areas. (See *Vicinity Map #1 and Project Map #1* for aerial overview of the four berthing areas to benefit from the dredging action.) The western-most location on both maps is the crane dock. This facility is not only available to assist in freight movement, but it acts as a back-up amenities in October of every year when there is more cruise boat activity than the existing cruise boat dock can handle. In the center is the series of mooring dolphins to which grain barges tie, when they are being loaded with grain from the Lewis-Clark Terminal. Near the grain terminal, to the east is the recreational dock that will have inadequate depths when the river levels return to minimum operating pool. Lastly, to the far east is the cruise boat dock, which is just shy of 600' in length.

In addition, at the crane dock berthing area is a large rock that also needs to be removed, as it obstructs clean loading and unloading of barges.

Specific Details on Dredge Material Disposal Site—Snake River Mile 116:

Shallow habitat was enhanced with dredge materials downstream of the berthing areas in the 2005-2006

dredging action. The material from the proposed dredging would be deposited adjacent to and downstream of the material deposited in 2005-2006. This will continue to enhance habitat for native species of fish, including salmonids and bull trout. (More details relating to beneficial use at this disposal site can be found in Section 4.3 pp.13-15 at <http://portofclarkston.com/uploads/Dredging/2013-2014%20proposed%20action%20USACE.pdf>.)

6c. Indicate the project category. (Check all that apply) [\[help\]](#)

- Commercial Residential Institutional Transportation Recreational
 Maintenance Environmental Enhancement

6d. Indicate the major elements of your project. (Check all that apply) [\[help\]](#)

<input type="checkbox"/> Aquaculture	<input type="checkbox"/> Culvert	<input type="checkbox"/> Float	<input type="checkbox"/> Retaining Wall (upland)
<input type="checkbox"/> Bank Stabilization	<input type="checkbox"/> Dam / Weir	<input type="checkbox"/> Floating Home	<input type="checkbox"/> Road
<input type="checkbox"/> Boat House	<input type="checkbox"/> Dike / Levee / Jetty	<input type="checkbox"/> Geotechnical Survey	<input type="checkbox"/> Scientific Measurement Device
<input type="checkbox"/> Boat Launch	<input type="checkbox"/> Ditch	<input type="checkbox"/> Land Clearing	<input type="checkbox"/> Stairs
<input type="checkbox"/> Boat Lift	<input type="checkbox"/> Dock / Pier	<input type="checkbox"/> Marina / Moorage	<input type="checkbox"/> Stormwater facility
<input type="checkbox"/> Bridge	<input checked="" type="checkbox"/> Dredging	<input type="checkbox"/> Mining	<input type="checkbox"/> Swimming Pool
<input type="checkbox"/> Bulkhead	<input type="checkbox"/> Fence	<input type="checkbox"/> Outfall Structure	<input type="checkbox"/> Utility Line
<input type="checkbox"/> Buoy	<input type="checkbox"/> Ferry Terminal	<input type="checkbox"/> Piling/Dolphin	
<input type="checkbox"/> Channel Modification	<input type="checkbox"/> Fishway	<input type="checkbox"/> Raft	

Other:

6e. Describe how you plan to construct each project element checked in 6d. Include specific construction methods and equipment to be used. [\[help\]](#)

- Identify where each element will occur in relation to the nearest waterbody.
- Indicate which activities are within the 100-year floodplain.

Dredging activities:

About 14,000 cubic yards total of material would be removed from four berthing areas at the Port of Clarkston: the crane dock at the downstream end of the Port property (RM 137.9), the Lewis-Clark Grain Terminal (RM 138.2), the recreation dock at RM 138.3, and the tour boat dock at the upstream end (RM 139) (Figure 4). The berthing area is defined as a zone extending 50 feet out into the river from the port facilities and running the length of the port facilities. Most of the area was last dredged in 2005/2006.

Dredging would be accomplished by a contractor using mechanical methods, such as clamshell, dragline, or shovel/scoop. Based on previous dredging activities, the method to be used would likely be clamshell. A slurry of dredge material and water will be scooped up from the river bottom and loaded onto barges for transport to the disposal site. The Contractor will pick up the rock at the crane dock either with the clamshell or with a crane attached to the dredging unit.

The slurry will be loaded onto barges for placement downriver for beneficial use. The slurry will be transported approximately 22 miles downstream and will be unloaded at River Mile 116, most likely via bottom-dump barge.

Placement of dredge material:

Material dredged from the Port's berthing areas will be combined with dredge material from the navigation channel (approximately 420,000 cubic yards) and the Port of Lewiston's berthing area (approximately 3,500 cubic yards). The combined quantity of new materials would occupy a 26-acre footprint and would form a uniform, gently sloping shallow-water bench along about 3,500 linear feet of shoreline. (The Port of Clarkston's allocated portion of this new material is approximately 3.2%.) The top of the bench would have a 2% slope and would provide about 7.36 acres of additional aquatic habitat up to 6 feet deep at MOP with features optimized for resting/rearing of outmigrating juvenile salmonids, particularly for fall Chinook salmon (see discussion in Section 4.3 pp.13-15 at <http://portofclarkston.com/uploads/Dredging/2013-2014%20proposed%20action%20USACE.pdf>.) It is anticipated that

there would be about 18 acres of lesser-quality shallow water habitat at depths of 6 to 20 feet on the slope of the bench.

The dredge material would be placed in steps. The first step would be to place the cobbles from the Ice Harbor lock approach either on the surface of the disposal site or along the outer edge of the planned footprint to form a berm. This would be followed by placement a mixture of the silt (less than 0.0024 inch in diameter), sand, and gravel/cobble, to fill the mid-depth portion of a site and form a base embankment. The dredge material would be transported by barge to the disposal area, where the material would be placed within the designated footprint. This footprint would be close to the shoreline, so that the river bottom could be raised to create an underwater shelf about 10 feet below the desired final grade. Because the barges may not be able to dump in the shallow depths, additional equipment would likely be needed to place or reshape the material to bring it up to the desired finished grade and slope. This may be accomplished by using equipment such as a clamshell bucket to move the material to meet the desired configuration.

The final step would be to place sand on top of the sand/silt embankment. An area of sand would be reserved as the final area to be dredged during the dredging activity. Sand would be placed on top of the base embankment in sufficient quantity to ensure that a layer of sand at least 10 feet thick covers the embankment once the final step of the process was completed. As described above, the sand could be placed using mechanical equipment. The final step includes placement or re-handling of the material to form a gently-sloping (2 percent) shallow area bench.

6f. What are the anticipated start and end dates for project construction? (Month/Year) [\[help\]](#)

- If the project will be constructed in phases or stages, use [JARPA Attachment D](#) to list the start and end dates of each phase or stage.

Start date: Dec. 15, 2013 End date: Mar. 1, 2014 OR See JARPA Attachment D
Start date: Dec. 15, 2014 End date: Mar. 1, 2015 OR
Start date: Dec. 15, 2015 End date: Mar. 1, 2016

6g. Fair market value of the project, including materials, labor, machine rentals, etc. [\[help\]](#)

\$237,003.00, including cost to permit and sediment sample

6h. Will any portion of the project receive federal funding? [\[help\]](#)

- If **yes**, list each agency providing funds.

Yes X No Don't know

Part 7–Wetlands: Impacts and Mitigation

- Check here if there are wetlands or wetland buffers on or adjacent to the project area.
(If there are none, skip to Part 8.) [\[help\]](#)

7a. Describe how the project has been designed to avoid and minimize adverse impacts to wetlands. [\[help\]](#)

X Not applicable

7b. Will the project impact wetlands? [\[help\]](#)

Yes X No Don't know

7c. Will the project impact wetland buffers? [\[help\]](#)

Yes X No Don't know

7d. Has a wetland delineation report been prepared? [\[help\]](#)

- If **Yes**, submit the report, including data sheets, with the JARPA package.

Yes X No

7e. Have the wetlands been rated using the Western Washington or Eastern Washington Wetland Rating System? [\[help\]](#)

- If **Yes**, submit the wetland rating forms and figures with the JARPA package.

Yes No Don't know

7f. Have you prepared a mitigation plan to compensate for any adverse impacts to wetlands? [\[help\]](#)

- If **Yes**, submit the plan with the JARPA package and answer 7g.
- If **No, or Not applicable**, explain below why a mitigation plan should not be required.

Yes No Not applicable

No wetlands affected.

7g. Summarize what the mitigation plan is meant to accomplish, and describe how a watershed approach was used to design the plan. [\[help\]](#)

Not applicable.

7h. Use the table below to list the type and rating of each wetland impacted, the extent and duration of the impact, and the type and amount of mitigation proposed. Or if you are submitting a mitigation plan with a similar table, you can state (below) where we can find this information in the plan. [\[help\]](#)

Activity (fill, drain, excavate, flood, etc.)	Wetland Name ¹	Wetland type and rating category ²	Impact area (sq. ft. or Acres)	Duration of impact ³	Proposed mitigation type ⁴	Wetland mitigation area (sq. ft. or acres)
N/A						

¹ If no official name for the wetland exists, create a unique name (such as "Wetland 1"). The name should be consistent with other project documents, such as a wetland delineation report.

² Ecology wetland category based on current Western Washington or Eastern Washington Wetland Rating System. Provide the wetland rating forms with the JARPA package.

³ Indicate the days, months or years the wetland will be measurably impacted by the activity. Enter "permanent" if applicable.

⁴ Creation (C), Re-establishment/Rehabilitation (R), Enhancement (E), Preservation (P), Mitigation Bank/In-lieu fee (B)

Page number(s) for similar information in the mitigation plan, if available: _____

7i. For all filling activities identified in 7h, describe the source and nature of the fill material, the amount in cubic yards that will be used, and how and where it will be placed into the wetland. [\[help\]](#)

N/A

7j. For all excavating activities identified in 7h, describe the excavation method, type and amount of material in cubic yards you will remove, and where the material will be disposed. [\[help\]](#)

N/A

Part 8–Waterbodies (other than wetlands): Impacts and Mitigation

In Part 8, "waterbodies" refers to non-wetland waterbodies. (See Part 7 for information related to wetlands.) [\[help\]](#)

Check here if there are waterbodies on or adjacent to the project area. (If there are none, skip to Part 9.)

8a. Describe how the project is designed to avoid and minimize adverse impacts to the aquatic environment. [\[help\]](#)

Not applicable

Dredging and disposal would take place during the winter when fewer Endangered-Species Act-listed fish would be present. In-water work during the winter (i.e., during the "fish window") would also lessen the effects on water quality parameters including dissolved oxygen and pH. Dredging would be performed using mechanical equipment to minimize adverse effects on fish (entrainment), rather than hydraulic dredging. The Contractor will monitor and take action if turbidity exceeds standards, as well as observing whether fish are collecting within the barges. Sediment samples from the crane dock have been taken to identify contaminants of concern and the

Corps has determined the material is suitable for unconfined in-water disposal. Sediment samples have been taken from the other locations. We are awaiting suitability confirmation from those sites—confirming results from 2011 and 2013 sediment samples. Water quality monitoring would be performed during dredging and disposal actions to ensure the project meets state water quality standards. Creating of shallow water habitat through placement of dredge material on Corps-owned property will have a positive impact to salmonids and bull trout. (See research discussed in Section 4.3 pp.13-15 at <http://portofclarkston.com/uploads/Dredging/2013-2014%20proposed%20action%20USACE.pdf>)

Original documentation submitted by the U.S. Army Corps of Engineers under their JARPA, which involved a draft EIS, included details relating to the dredging of the Port’s berthing areas as well as the navigation channel. The draft EIS can be found at <http://www.nww.usace.army.mil/Portals/28/docs/programsandprojects/psmp/Appendix%20G-L%20-%20PSMP.pdf>. The final EIS is expected to be posted to the same website.

Please see the following documents at the referenced websites for additional information:

- *Sampling and Analysis Plan for Lower Snake and Clearwater Rivers Proposed 2013/2014 Channel Maintenance Dredging by U.S. Army Corps of Engineers (USACE), Walla Walla District* (<http://portofclarkston.com/uploads/Dredging/Sample%20Analysis%20Plan%20for%202013-14%20Action%20-%20Revised%20070113.pdf>)
- *Lower Snake River Draft Programmatic Sediment Management Plan Environmental Impact Statement, Appendix J: 2013/2014 Navigation Maintenance Monitoring Plan, prepared by USACE 2012* (<http://portofclarkston.com/uploads/Dredging/2013-2014%20Monitoring%20Plan%20-%20PSMP%20Appendix%20J.PDF>)
- *Lower Snake River Programmatic Sediment Management Plan Environmental Impact Statement, Appendix H: Summary of Proposed 2013/2014 Dredging, Revised March 2013* (<http://portofclarkston.com/uploads/Dredging/2013-2014%20proposed%20action%20USACE.pdf>)
- *Lower Snake River Programmatic Sediment Management Plan Environmental Impact Statement, Appendix L—Clean Water Act Section 404(b)(1) Evaluation, Prepared by USACE 2012, Revised March 2013* ([http://portofclarkston.com/uploads/Dredging/2013%20404\(b\)\(1\)%20eval%20-%20Revised%20Appen%20L%20for%20Ecology%203-8-13.pdf](http://portofclarkston.com/uploads/Dredging/2013%20404(b)(1)%20eval%20-%20Revised%20Appen%20L%20for%20Ecology%203-8-13.pdf))
- *Sediment Analysis Data Report prepared for the Port of Clarkston for its crane dock by Gravity Consulting, LLC January 2013* (http://portofclarkston.com/uploads/Dredging/SedimentDataReport_POC.pdf)

8b. Will your project impact a waterbody or the area around a waterbody? [\[help\]](#)

Yes No

8c. Have you prepared a mitigation plan to compensate for the project’s adverse impacts to non-wetland waterbodies? [\[help\]](#)

- **If Yes**, submit the plan with the JARPA package and answer 8d.
- **If No, or Not applicable**, explain below why a mitigation plan should not be required.

Yes No Not applicable

The proposed action has been designed to minimize adverse effects on the aquatic environment.

8d. Summarize what the mitigation plan is meant to accomplish. Describe how a watershed approach was used to design the plan.

- If you already completed 7g you do not need to restate your answer here. [\[help\]](#)

Not applicable.

8e. Summarize impact(s) to each waterbody in the table below. [\[help\]](#)

Activity (clear, dredge, fill, pile drive, etc.)	Waterbody name ¹	Impact location ²	Duration of impact ³	Amount of material (cubic yards) to be placed in or removed from waterbody	Area (sq. ft. or linear ft.) of waterbody directly affected

Dredge	Snake River	Port of Clarkston-in water	Dec. 15-Mar 1 dredging yr	Approx. 14,000 cubic yards of sediment	2 acres
Disposal – dredge materials	Snake River	River Mile 116, in water	Dec. 15 – Mar 1 dredging yr	Same as above	Not separately quantifiable from dredged materials by USACE & Port of Lewiston – 26 acres

¹ If no official name for the waterbody exists, create a unique name (such as “Stream 1”) The name should be consistent with other documents provided.

² Indicate whether the impact will occur in or adjacent to the waterbody. If adjacent, provide the distance between the impact and the waterbody and indicate whether the impact will occur within the 100-year flood plain.

³ Indicate the days, months or years the waterbody will be measurably impacted by the work. Enter “permanent” if applicable.

8f. For all activities identified in 8e, describe the source and nature of the fill material, amount (in cubic yards) you will use, and how and where it will be placed into the waterbody. [\[help\]](#)

The source of the dredge materials to be placed at River Mile 116 is from the berthing areas at the Port of Clarkston. The materials itself is sand, silt and gravel/cobble—materials from upstream that have been deposited by the natural processes of the river channel. Sediment surveys in 2011 showed that sediment composition was primarily of 86 - 99% sand and 1 – 14% fines.

8g. For all excavating or dredging activities identified in 8e, describe the method for excavating or dredging, type and amount of material you will remove, and where the material will be disposed. [\[help\]](#)

Dredging Method

Dredging would be accomplished by a contractor using mechanical methods, such as clamshell, dragline, or shovel/scoop. Based on previous dredging activities, the method to be used would likely be clamshell. Material would be dredged from the river bottom and loaded onto barges for transport to the disposal site. Clamshell dredges with a capacity of approximately 15 cy and barges with capacity of up to 3,000 cy and maximum drafts of 14 feet would be used. It would take about 6 to 8 hours to fill a barge. The expected rate of dredging is 3,000 to 5,000 cy per 8-hour shift. The Port of Clarkston’s sediment removal, barring equipment breakdown, could be accomplished within three 8-hour shifts. The contractor could be expected to work up to 24 hours per day and 7 days per week. Material would be scooped from the river bottom and loaded onto a barge, most likely a bottom-dump barge. While the barge was being loaded, the contractor would be allowed to overspill excess water from the barge, to be discharged a minimum of 2 feet below the river surface.

Once the barge was full, a tug would push it to the disposal site. Once unloaded, the barge would be returned to the dredging site for additional loads. All dredging would be performed within the established in-water work window (December 15 through March 1). Multiple-shift dredging workdays would be used when necessary to ensure that dredging was completed within this window.

The large rock by the Port’s crane dock will be lifted using clamshell or crane attached to dredging unit, as necessary.

Disposal Method

The proposed in-water disposal for habitat development site is located in the Lower Granite reservoir at Snake RM 116 and was selected for its proximity to dredging locations while meeting engineering and biological criteria. This site is an approximately 120-acre mid-depth bench on the left bank of the Snake River about 0.5 river miles upriver of Knoxway Canyon. The Knoxway site was historically an old homestead orchard and pasture located several hundred feet upland of the historic river shoreline. The beneficial use site is located in a low velocity area that has been accumulating sediment at an estimated rate of 2 inches per year since the filling of Lower Granite reservoir. The substrate at this site was visually inspected in 1992 during the reservoir drawdown test and was observed to be primarily silt. The upstream end of the site was used as the in-water disposal site for the 2005/2006 navigation maintenance dredging. Approximately 420,000 cubic yards of sand and silt was deposited on the upriver end of the Knoxway bench. An estimated 3.7-acre shallow water habitat shelf was created for summer rearing juvenile fall Chinook salmon (Figure 8). The upper surface of this material is sand that was reshaped to gently slope towards the river.

The material from the proposed dredging would be deposited adjacent to and downstream of the material deposited in 2005-2006 (Figure 9). The new material would occupy a 26-acre footprint and would form a uniform, gently sloping shallow-water bench along about 3,500 linear feet of shoreline. The top of the bench would have a 2% slope and would provide about 7.36 acres of additional aquatic habitat up to 6 feet deep at MOP with features optimized for resting/rearing of outmigrating juvenile salmonids, particularly for fall Chinook salmon (Figures 10 and 11). The Corps anticipates there would be about 18 acres of lesser-quality shallow water habitat at depths of 6 to 20 feet on the slope of the bench.

The overall plan is to place the dredge material in the below-water portion of the bench extending downriver from the material deposited in 2006 and riverward of the existing shoreline. However, rather than place the material in a block as was done in 2006, the Corps would place the material in a “ribbon” along the shoreline. This disposal approach is based on results of recent biological surveys. These results indicate that a more useful design for the shallow water habitat would be to place the sand and silt material into a narrow band with width of about 50 feet and surface plane depth of 6 feet at MOP elevation of 733 feet that parallels the shoreline. Placement of cobbles, rock, silt, and silt/sand mixture would occur in a manner that would extend the shore riverward along the proposed disposal site to enhance the rearing suitability of the mid-depth habitat bench, by creating a low horizontal slope across the newly created shallow-water rearing habitat. Final grading and/or reshaping to achieve the target slope would occur, if necessary, once disposal of all dredge material is complete.

The dredge material would be placed in steps. The first step would be to place the cobbles from the Ice Harbor lock approach either on the surface of the disposal site or along the outer edge of the planned footprint to form a berm. This would be followed by placement a mixture of the silt (less than 0.0024 inch in diameter), sand, and gravel/cobble, to fill the mid-depth portion of a site and form a base embankment. The dredge material would be transported by barge to the disposal area, where the material would be placed within the designated footprint. This footprint would be close to the shoreline, so that the river bottom could be raised to create an underwater shelf about 10 feet below the desired final grade. Because the barges may not be able to dump in the shallow depths, additional equipment would likely be needed to place or reshape the material to bring it up to the desired finished grade and slope. This may be accomplished by using equipment such as a clamshell bucket to move the material to meet the desired configuration.

The final step would be to place sand on top of the sand/silt embankment. An area of sand would be reserved as the final area to be dredged during the dredging activity. Sand would be placed on top of the base embankment in sufficient quantity to ensure that a layer of sand at least 10 feet thick covers the embankment once the final step of the process was completed. As described above, the sand could be placed using mechanical equipment. The final step includes placement or re-handling of the material to form a gently-sloping (2 percent) shallow area bench.

Part 9—Additional Information

Any additional information you can provide helps the reviewer(s) understand your project. Complete as much of this section as you can. It is ok if you cannot answer a question.

9a. If you have already worked with any government agencies on this project, list them below. [help]			
Agency Name	Contact Name	Phone	Most Recent Date of Contact
U.S. Army Corps of Engineers (USACE)	Richard Turner/Sandy Shelin	(509) 527-7625	August 20, 2013
USACE	Tim Erkel	(509) 238-4570	August 14, 2013
USACE	Lauran Warner	(206) 764-6550	August 15, 2013
Asotin County	Karst Riggers	(509) 243-2020	August 13, 2013

WA Dept. Natural Res.	Barb Malgren	(360) 740-6847	August 13, 2013
WA Dept. Fish/Wildlife	Tom Schirm	(509) 382-1266	August 21, 2013
9b. Are any of the wetlands or waterbodies identified in Part 7 or Part 8 of this JARPA on the Washington Department of Ecology's 303(d) List? [help] <ul style="list-style-type: none"> • If Yes, list the parameter(s) below. • If you don't know, use Washington Department of Ecology's Water Quality Assessment tools at: http://www.ecy.wa.gov/programs/wq/303d/. 			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
<u>Lower Granite reservoir, Snake River</u> Water: Temperature - data collected from RM 108 and 129 pH - data collected at Interstate Bridge Tissue: Dieldrin - Fish collected downstream of Clarkston Dioxin - Fish collected at RM 128, 129, and 130 PCB - Fish collected at RM 128, 131, and downstream from Clarkston DDE - Fish collected at RM 128, 131, and downstream from Clarkston			
9c. What U.S. Geological Survey Hydrological Unit Code (HUC) is the project in? [help] <ul style="list-style-type: none"> • Go to http://cfpub.epa.gov/surf/locate/index.cfm to help identify the HUC. 			
Lower Snake Watershed – 17060110 (dredging) Lower Snake – Tucannon Watershed – 17060107 (disposal)			
9d. What Water Resource Inventory Area Number (WRIA #) is the project in? [help] <ul style="list-style-type: none"> • Go to http://www.ecy.wa.gov/services/gis/maps/wria/wria.htm to find the WRIA #. 			
35 – Middle Snake			
9e. Will the in-water construction work comply with the State of Washington water quality standards for turbidity? [help] <ul style="list-style-type: none"> • Go to http://www.ecy.wa.gov/programs/wq/swqs/criteria.html for the standards. 			
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Not applicable			
9f. If the project is within the jurisdiction of the Shoreline Management Act, what is the local shoreline environment designation? [help] <i>Not within the jurisdiction, as confirmed by Karst Riggers, Planner, Asotin County</i> <ul style="list-style-type: none"> • If you don't know, contact the local planning department. • For more information, go to: http://www.ecy.wa.gov/programs/sea/sma/laws_rules/173-26/211_designations.html. 			
<input type="checkbox"/> Rural <input type="checkbox"/> Urban <input type="checkbox"/> Natural <input type="checkbox"/> Aquatic <input type="checkbox"/> Conservancy <input type="checkbox"/> Other _____			
9g. What is the Washington Department of Natural Resources Water Type? [help] <ul style="list-style-type: none"> • Go to http://www.dnr.wa.gov/BusinessPermits/Topics/ForestPracticesApplications/Pages/fp_watertyping.aspx for the Forest Practices Water Typing System. 			
<input type="checkbox"/> Shoreline <input checked="" type="checkbox"/> Fish <input type="checkbox"/> Non-Fish Perennial <input type="checkbox"/> Non-Fish Seasonal			
9h. Will this project be designed to meet the Washington Department of Ecology's most current stormwater manual? [help] <ul style="list-style-type: none"> • If No, provide the name of the manual your project is designed to meet. 			
<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			

Name of manual: None needed; all work done in water.
9i. Does the project site have known contaminated sediment? [help] <ul style="list-style-type: none"> If Yes, please describe below. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
9j. If you know what the property was used for in the past, describe below. [help] The dredging sites were either shoreline or original river bed prior to formation of the reservoirs. All of the sites have been dredged or greatly modified since dam construction. The disposal site was used for agriculture (pasture, orchard) prior to inundation by Lower Granite Reservoir. The site was previously used for in-water disposal of dredge material in 2005/2006.
9k. Has a cultural resource (archaeological) survey been performed on the project area? [help] <ul style="list-style-type: none"> If Yes, attach it to your JARPA package. <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
9l. Name each species listed under the federal Endangered Species Act that occurs in the vicinity of the project area or might be affected by the proposed work. [help] <u>Endangered:</u> Snake River sockeye salmon, Upper Columbia spring run Chinook salmon, bull trout, gray wolf, Canada lynx, Spalding's silene (<i>Silene spaldingii</i>), Ute ladies'-tresses (<i>Sprianthes diluvialis</i>) (<i>last 4 unlikely to be impacted</i>) <u>Threatened:</u> Ozette Lake sockeye salmon, Snake River fall Chinook salmon, steelhead <u>Candidate:</u> yellow-billed cuckoo (<i>not likely to be impacted</i>) <u>Critical Habitat for Bull Trout</u> (See Asotin County Species List at http://portofclarkston.com/uploads/Dredging/Asotin%20County%20species%20list.pdf)
9m. Name each species or habitat on the Washington Department of Fish and Wildlife's Priority Habitats and Species List that might be affected by the proposed work. [help] <u>Habitat</u> – instream Golden eagle, breeding area, state status: Candidate, PHS Listed; Query ID: P130821174516 Waterfowl concentrations, not state listed, PHS Listed; Query ID: P130821174516 (See P130821174516 at http://portofclarkston.com/uploads/Dredging/PHSPlus%20report%208-21-2013.pdf)

Part 10–SEPA Compliance and Permits

Use the resources and checklist below to identify the permits you are applying for.

- Online Project Questionnaire at <http://apps.ecy.wa.gov/opas/>.
- Governor's Office of Regulatory Assistance at (800) 917-0043 or help@ora.wa.gov.
- For a list of addresses to send your JARPA to, click on [agency addresses for completed JARPA](#).

10a. Compliance with the State Environmental Policy Act (SEPA). (Check all that apply.) [help] <ul style="list-style-type: none"> For more information about SEPA, go to www.ecy.wa.gov/programs/sea/sepa/e-review.html. <input checked="" type="checkbox"/> A copy of the SEPA determination or letter of exemption is included with this application. <input type="checkbox"/> A SEPA determination is pending with _____ (lead agency). The expected decision date is _____.
<input type="checkbox"/> I am applying for a Fish Habitat Enhancement Exemption. (Check the box below in 10b.) [help]

- This project is exempt (choose type of exemption below).
 - Categorical Exemption. Under what section of the SEPA administrative code (WAC) is it exempt?

 - Other: _____

SEPA is pre-empted by federal law.

10b. Indicate the permits you are applying for. (Check all that apply.) [\[help\]](#)

LOCAL GOVERNMENT

Local Government Shoreline permits: Not Applicable

- Substantial Development Conditional Use Variance
- Shoreline Exemption Type (explain): _____

Other city/county permits: Not Applicable

- Floodplain Development Permit Critical Areas Ordinance

STATE GOVERNMENT

Washington Department of Fish and Wildlife:

X Hydraulic Project Approval (HPA) Fish Habitat Enhancement Exemption – [Attach Exemption Form](#)

Effective July 10, 2012, you must submit a check for \$150 to Washington Department of Fish and Wildlife, unless your project qualifies for an exemption or alternative payment method below. **Do not send cash.**

Check the appropriate boxes:

- X \$150 check enclosed. (Check #1222)
Attach check made payable to Washington Department of Fish and Wildlife.
- Charge to billing account under agreement with WDFW. (Agreement # _____)
- My project is exempt from the application fee. (Check appropriate exemption)
 - HPA processing is conducted by applicant-funded WDFW staff.
(Agreement # _____)
 - Mineral prospecting and mining.
 - Project occurs on farm and agricultural land.
(Attach a copy of current land use classification recorded with the county auditor, or other proof of current land use.)
 - Project is a modification of an existing HPA originally applied for, prior to July 10, 2012.
(HPA # _____)

Washington Department of Natural Resources:

X Aquatic Use Authorization
Complete [JARPA Attachment E](#) and submit a check for \$25 payable to the Washington Department of Natural Resources.
Do not send cash.

Washington Department of Ecology:

X Section 401 Water Quality Certification

FEDERAL GOVERNMENT

United States Department of the Army permits (U.S. Army Corps of Engineers):

X Section 404 (discharges into waters of the U.S.) X Section 10 (work in navigable waters)

United States Coast Guard permits:

Private Aids to Navigation (for non-bridge projects)

Part 11—Authorizing Signatures

Signatures are required before submitting the JARPA package. The JARPA package includes the JARPA form, project plans, photos, etc. [\[help\]](#)

11a. Applicant Signature (required) [\[help\]](#)

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities, and I agree to start work only after I have received all necessary permits.

I hereby authorize the agent named in Part 3 of this application to act on my behalf in matters related to this application. _____ (initial)

By initialing here, I state that I have the authority to grant access to the property. I also give my consent to the permitting agencies entering the property where the project is located to inspect the project site or any work related to the project. wk (initial)

Wanda Keefer, for Port of Clarkston _____ August 23, 2013
Applicant Printed Name Applicant Signature Date

11b. Authorized Agent Signature [\[help\]](#) **Not applicable**

I certify that to the best of my knowledge and belief, the information provided in this application is true, complete, and accurate. I also certify that I have the authority to carry out the proposed activities and I agree to start work only after all necessary permits have been issued.

Authorized Agent Printed Name Authorized Agent Signature Date

11c. Property Owner Signature (if not applicant). [\[help\]](#)

Not required if project is on existing rights-of-way or easements.

I consent to the permitting agencies entering the property where the project is located to inspect the project site or any work. These inspections shall occur at reasonable times and, if practical, with prior notice to the landowner.

Wanda Keefer, for Port of Clarkston _____ August 23, 2013
Property Owner Printed Name Property Owner Signature Date

18 U.S.C §1001 provides that: Whoever, in any manner within the jurisdiction of any department or agency of the United States knowingly falsifies, conceals, or covers up by any trick, scheme, or device a material fact or makes any false, fictitious, or fraudulent statements or representations or makes or uses any false writing or document knowing same to contain any false, fictitious, or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisoned not more than 5 years or both.

If you require this document in another format, contact the Governor’s Office of Regulatory Assistance (ORA) at (800) 917-0043. People with hearing loss can call 711 for Washington Relay Service. People with a speech disability can call (877) 833-6341. ORA publication number: ENV-019-09 rev. 06-12