



US-95 SPALDING AND US-12 ARROW BRIDGES PUBLIC MEETING REPORT

Key No.: 23333 & 23334

Prepared For: Idaho Transportation Department

Prepared By: Horrocks

Date: February 2024



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Study Overview

The Idaho Transportation Department (ITD) hosted a public meeting on Wednesday, Nov. 8, 2023, for the US-95 Spalding and US-12 Arrow bridges over the Clearwater River. The in-person event was held at the Clearwater River Casino and Lodge at Aht'Wy Plaza in Lewiston, Idaho. An online option, presenting the same information as the in-person event, was available starting Nov. 8 with an online feedback survey open through Nov. 22, 2023.

The Clearwater River bridge crossings are important thoroughfares for the traveling public and for the trucking and logging industries. Spalding was built in 1962, and Arrow was built in 1972. Both major river crossings and associated highway intersections require significant improvements to meet current design and safety standards.

ITD is completing an environmental study and preliminary design for each bridge to secure an approved National Environmental Policy Act (NEPA) document. ITD proposes to make changes to enhance traffic flow and improve safety:

- US-95 Spalding Bridge
 - Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
 - Reconfigure the US-95 and US-12 interchange
- US-12 Arrow Bridge
 - Replace the existing bridge with a new two-lane bridge with wider shoulders
 - Reconfigure the nearby US-12 and SH-3 intersections

The purpose of the public meeting was to share environmental study information and preliminary bridge and roadway designs for both crossings and gather public feedback.

Public Meeting Summary

OVERVIEW

The public was invited to view the public meeting information for the Clearwater Crossings studies in person and through a self-guided virtual public meeting.

In Person

- **Date:** Wednesday, Nov. 8, 2023
- **Time:** 4 – 7 p.m. PST
 - **Location:** Clearwater River Casino and Lodge, SW Event Center at Aht'Wy Plaza
 - **Address:** 17500 Nez Perce Rd, Lewiston, ID 83501
 - **Website:** <https://crcasino.com/>



- **Staffing:**
 - ITD
 - Mark Campbell
 - Mark Pfeifer
 - WSP
 - Zach Stolarsky
 - Horrocks
 - Gemma Puddy
 - Kurt Wald
- **Format:**
 - The public meeting was held in an open house format. Members of the public were invited to drop by any time between 4 and 7 p.m. to review meeting displays and discuss the studies with members of the team.
 - A table was set up at the entrance of the room with multiple sign-in sheets to accommodate attendees as quickly as possible. Contact cards, comment forms, and flyers for each the Spalding and Arrow bridges were also available in print versions at this table.
 - Staff was stationed at displays throughout the room, with some staff roaming to assist where needed.





Online

- **Virtual Public Meeting Website Platform (self-guided):** Wix
 - **Date Live:** Nov. 8, 2023
 - **Link:** <https://www.itdclearwatercrossings.com/>
- **Online Comment Platform:** Survey Monkey
 - **Dates Live:** Nov. 8 – Nov. 22, 2023

NOTIFICATIONS

(See Appendix A: Notification Materials)

Horrocks used the following to notify the public and stakeholders about the public meeting:

- **Invitation Mailer:** Oct. 25, 2023 (in mailboxes)
 - Distributed to 2,372 addresses throughout Craigmont, Culdesac, Juliaetta, Kendrick, Lapwai, Lenore, Nez Perce, and Winchester
- **Invitation Flyer:** Nov. 1, 2023
 - Sent to stakeholder interview contacts from April 2022 for distribution to their communication channels:
 - City of Lapwai
 - City of Juliaetta
 - City of Lewiston
 - Lewis Clark Valley Metropolitan Planning Organization
 - Nez Perce County
 - City of Kendrick
 - Nez Perce County Roads Department
 - Chamber of Commerce
 - Lewiston Fire Department
 - City of Lapwai
 - City of Juliaetta
 - City of Lewiston
 - Lewis Clark Valley Metropolitan Planning Organization
 - Nez Perce County
 - City of Kendrick
 - Nez Perce County Roads Department
 - Chamber of Commerce
 - Lewiston Fire Department

- **Emails (via MailChimp):**
 - Distributed to 74 email addresses
 - Invite email: Nov. 1, 2023
 - Invite reminder: Nov. 7, 2023
 - Reminder email for comments: Nov. 15, 2023
- **Lewiston Tribune Newspaper Ads (1/4-page):** Oct. 25 and Nov. 1, 2023 (identical)
- **Lewiston Tribune Digital Ad:** Nov. 1 – 8, 2023
 - 20,000 impressions
- **Nez Perce Tribe Online Calendar:** Posted on Oct. 27 | [Events - Nez Perce Tribe](#)
- **Social Media: Facebook and Twitter**
 - Invite: Nov. 1, 2023
 - Reminder for comments: Nov. 15, 2023
- **Shareable Toolkit:** Distributed to Nez Perce Tribe communications staff on Oct. 25, 2023
 - Included all media listed above
- **ITD Press Release and Coverage:** Nov. 1, 2023 | [Public invited to provide input on plans to replace US-95 and US-12 bridges over Clearwater River](#)
 - Shared by:
 - [Big Country News, Nov. 1, 2023](#)
 - [Clearwater Tribune, Nov. 8, 2023](#)
 - [The Lewiston Tribune, Nov. 9, 2023](#)
 - **Onsite Advertisement Board:** Nov. 8, 2023

INFORMATION PRESENTED

(See Appendix B: Meeting Materials)

Meeting handouts and displays were all available in print version at the in-person public meeting. For the virtual public meeting, the intention was to provide the same information as the in-person meeting. The meeting displays were available on pages of the Wix website; the comment form was provided through SurveyMonkey and linked to the first and last Wix website pages, and the flyers were linked on the applicable web pages.

Meeting Handouts

- Contact Card
- Comment Form
- US-95 Spalding Bridge Flyer
- US-12 Arrow Bridge Flyer

Meeting Displays

- Welcome
- Overview
- History
- Study Goals
- Outreach
- Project Benefits
- US-95 Spalding Bridge Preliminary Design

- Rendering
- Typical Section and Driver's Perspective
- US-12 Arrow Bridge Preliminary Design
 - Rendering
 - Typical Section and Driver's Perspective
- Timeline
- Next Steps
- Transportation Expansion and Congestion Mitigation (TECM) Funds

CIVIL RIGHTS

To support accessibility for those needing assistance, printed and online material included the following accommodation statement:

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567. TTY/TDD users Dial 711 or (800) 377-3529 to use the Idaho Relay System.

Those materials included:

- Notifications: Invite mailer and flyer, newspaper ads, emails, and the project website (which all other notifications linked to)
- Meeting Displays: In-person and virtual Welcome board/web page

ATTENDANCE

(See Appendix C: Attendance)

Thirty-five people attended the in-person public meeting, and the virtual meeting had a total of 81 site visits, with 54 unique visitors within the two-week comment period from Nov. 8 – 22. See Appendix C for redacted public meeting sign-in sheets and virtual meeting analytics, which show the frequency of online visits.

Of the attendees who signed in and/or completed a comment form and responded to demographic questions, the following groups were represented:

- Race/Ethnicity
 - American Indian/Alaska Native/First Nations: 10
 - Hispanic/Latinx: 1
 - White: 16
 - Other: 3
 - Prefer not to say: 2
- Gender
 - Female: 15
 - Male: 18
- Persons with a disability
 - Yes: 3
 - No: 5
 - Prefer not to say: 1

PUBLIC COMMENTS

(See Appendix D: Public Comments & Frequently Asked Questions)

Comment forms were available in hard copy at the in-person meeting and via SurveyMonkey through the virtual public meeting. Six forms were received at the in-person meeting and eight were received online (one was incomplete).

Comment themes were focused in two areas:

Safety & Design: Speed limits, project design features, pedestrian features, merging the new design with existing roadways

Process: Project need and selection, right-of-way, Tribal Employment Rights Ordinance (TERO), public meeting format

The comments were responded to in a Frequently Asked Questions (FAQ) document that was emailed to the stakeholder list and posted on the project website (itdprojects.idaho.gov/pages/clearwatercrossings) on February 8, 2024 (see Appendix D).

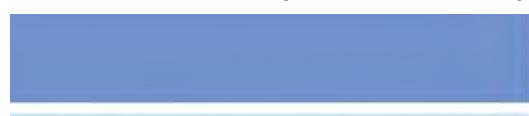
List of Appendices

- **Appendix A: Notification Materials**
- **Appendix B: Meeting Materials**
- **Appendix C: Attendance**
- **Appendix D: Public Comments**

Please note, the materials included in these appendices are not to scale. For full size materials, please view the associated folder in ITD's ProjectWise.

Appendix A: Notification Materials

- **Invitation Mailer**
- **Invitation Flyer**
- **Emails**
 - Invitation to public meeting
 - Reminder invitation to public meeting
 - Reminder to review self-guided, online public meeting and provide comments
- **Advertisements: The Lewiston Tribune**
 - Newspaper display ad issues (Oct. 25 and Nov. 1, 2023)
 - Digital ad – leaderboard
 - Digital ad – mobile leaderboard
 - Digital ad – skybox
- **Nez Perce Tribe Online Calendar**
- **Social Media: Facebook and Twitter**
 - Invitation to public meeting
 - Reminder to review self-guided, online public meeting and provide comments
- **Shareable Toolkit**
- **ITD Press Release and Coverage**
- **Onsite Advertisement Board**

Invitation Mailer (front and back)

Idaho Transportation Department, District 2
P.O. Box 837
Lewiston, ID 83501

Idaho Transportation Department Studies:**Clearwater Crossings at US-95 Spalding and US-12 Arrow Bridges**

ITD is evaluating the Spalding and Arrow Bridges and their nearby intersections through environmental studies.

ITD proposes to replace the existing bridges with new structures and improve intersections to enhance traffic flow and meet current design and safety standards.

The study team will consider the environmental evaluations, and stakeholder and partner input for each bridge.



Want more details or updates?

Website: itdprojects.org/clearwatercrossings
Email: info@clearwatercrossings.com





US-95 Spalding and US-12 Arrow Bridges

The Idaho Transportation Department invites you to a
Public Meeting on November 8

Meeting Details

Wednesday, Nov. 8, 2023

Open house format: Drop in between 4 - 7 p.m. PT

Clearwater River Casino and Lodge at Aht'Wy Plaza

17500 Nez Perce Road
Lewiston, ID 83501

This public meeting is an opportunity for community involvement

- Learn more about the environmental study process and view preliminary bridge and roadway designs
- Ask questions of the study team
- Provide your input

**Online Option**

itdprojects.org/clearwatercrossings

A self-guided virtual meeting will be available at the project website starting Nov. 8, 2023, and a survey will be open through Nov. 22 for your feedback.



Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567.
TTY/TDD users Dial 711 or (800) 377-3529 to use the Idaho Relay System.

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY

Invitation Flyer



US-95 Spalding and US-12 Arrow Bridges

The Idaho Transportation Department invites you to a
Public Meeting on November 8

Meeting Details Wednesday, Nov. 8, 2023 Open house format: Drop in between 4 - 7 p.m. PT	Clearwater River Casino and Lodge at Aht'Wy Plaza 17500 Nez Perce Road Lewiston, ID 83501
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Emails

Email One - Invitation to public meeting, sent on Nov. 1, 2023:



The Idaho Transportation Department invites you to a Public Meeting on November 8

ITD is evaluating the US-95 Spalding and US-12 Arrow Bridges and their nearby intersections through environmental studies. This public meeting is an opportunity for the community to:

- Learn more about the environmental study process and view preliminary bridge and roadway designs
- Ask questions of the study team
- Provide your input

Meeting Details

Wednesday, Nov. 8, 2023

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Lewiston, ID 83501

(continued on next page)

**Online Option**itdprojects.org/clearwatercrossings

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Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567. TTY/TDD users Dial 711 or (800) 377-3529 to use the Idaho Relay System.

ITD proposes to replace the existing bridges with new structures and improve intersections to enhance traffic flow and meet current design and safety standards. The study team will consider the environmental evaluations, and input from the public, stakeholders, and partners for each bridge.



YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY

Website:

itdprojects.org/clearwatercrossings

Email:

info@clearwatercrossings.com

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

Email Two - Reminder invitation to public meeting, sent on Nov. 7, 2023:



**The Idaho Transportation Department invites you to a
Public Meeting Tomorrow**

ITD is evaluating the US-95 Spalding and US-12 Arrow Bridges and their nearby intersections through environmental studies. This public meeting is an opportunity for the community to:

- Learn more about the environmental study process and view preliminary bridge and roadway designs
- Ask questions of the study team
- Provide your input

Meeting Details

Wednesday, Nov. 8, 2023

Open house format: Drop in between 4 - 7 p.m. PT

Clearwater River Casino and Lodge at Aht'Wy Plaza

17500 Nez Perce Road

Lewiston, ID 83501

(continued on next page)



Online Option

itdprojects.org/clearwatercrossings

A self-guided virtual meeting will be available on the project website starting tomorrow, and an online survey will be open through Nov. 22 for your feedback.

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567. TTY/TDD users Dial 711 or (800) 377-3529 to use the Idaho Relay System.

ITD proposes to replace the existing bridges with new structures and improve intersections to enhance traffic flow and meet current design and safety standards. The study team will consider the environmental evaluations, and input from the public, stakeholders, and partners for each bridge.



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Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe](#) from this list.

Email Three - Reminder to review self-guided, online public meeting and provide comments, sent on Nov. 15, 2023:



Reminder: Survey Closes Nov. 22

Please tell us what you think about the environmental study process and preliminary designs for the US-95 Spalding and US-12 Arrow bridges over the Clearwater River. The online survey is open for one more week, through Nov. 22.



itdprojects.org/clearwatercrossings

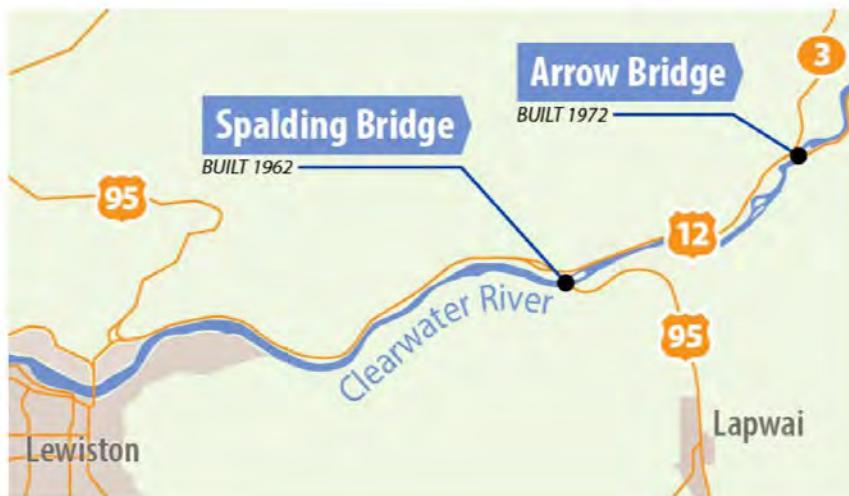
Use the links located on the banner at the top of the project website to access a self-guided, virtual public meeting and the online survey.

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Advertisements: The Lewiston Tribune Newspaper display ad issues

Oct. 25, 2023:

LEWISTON TRIBUNE

WEDNESDAY, OCTOBER 25, 2023

ISSUES

> Continued from Page 1C

services to report a car crash. "People's first instinct is to call us to this phone feature. We had all of those resources out there for a false call," Hardin said.

"In the first few years, the feature is designed to be a potential lifesaver. The accidental calls are the issue," Hardin said, and the number is on the rise. Agencies said they are still working out the kinks since the new iPhone 15 was released.

"Whiticon and other 911 dispatchers are not trained to ignore a call, meaning when a call comes in, the 911 operator iPhone feature have to be dealt with and resources allocated," Hardin said.

"Car crash calls put a lot of emergency vehicles on the scene, which impacts medical services and police resources."

When a real emergency occurs at the same time, it's "harder" to have it handled with a phony problem, Hardin said. "Dispatch centers are diverting essential resources away from people who need them to handle a false call."

There's a way to prevent the false alarms, the fire chief said. When an iPhone user calls 911, the phone will display an alert and automatically initiate an emergency phone call after 20 seconds, but that can be canceled during the call if the user hangs up.

"The feature is automatically turned off. It can be turned off in settings on the Apple iPhone and watches," he said.

"As these calls increase, we will have to look at some of the options to prevent these from being false calls, and they could be charged a response fee in the future," Hardin said. "Anyone who has a car accident should either edit it, or shut the car crash detection off. I don't think people realize the feature is automatically turned on in the iPhone," he said.

Another way to prevent flashing lights and sirens from showing up is to immediately return the call to the 911 operator, or police, if a kid or someone mistakenly dials 911 and hangs up, dispatchers will call the number to find out what's going on and then don't hang up, Hardin said. They can check the address and send law enforcement or other first responders, Hardin said.

"Answer your phone," he said. "If you don't answer your phone, we think something is going on. We don't know if you've been in a wreck or are in danger. It's common for people to leave their vehicle alone, and it's a bad deal when we're sending out police, fire trucks and other resources for false alarms."

Sandine can be reached at kerrisa@tribune.com.

Do you have Medicare Questions? We have the Answers!

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Schedule your free consultation with Tim or Dave today!

Tim Gleason & Dave Root

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CLEARWATER CROSSINGS

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Deer sighting

Jordan Opp/tribune

Two deer walk through a large section of land in Lewiston.

Officials: Illnesses could be linked to Idaho dairy farm

By SALLY KRUTIG
IDAHO STATESMAN

Local health officials warned that a harmful bacteria may be connected to 10 different infections between Nampa and Barber, according to the company's website. It's products include raw milk, cheese, raw goat's milk, cheese, yogurt, eggs and honey.

Provider Farms in Boise said it is investigating reports of illness in the Ads Community and is working with the company about the consumption of unpasteurized raw milk.

"The health district has been investigating the outbreak and it is interviewing symptomatic patients and testing milk," the Idaho Department of Health and Welfare is assisting the investigation.

The Idaho State Department of Agriculture is working with Provider Farms to

say in a news release.

Provider Farms sells raw milk to 100 customers at 10 different locations between Nampa and Barber, according to the company's website. Its products include raw milk, cheese, raw goat's milk, cheese, yogurt, eggs and honey.

Provider Farms did not immediately respond to the Idaho Statesman's request for comment.

As part of its investigation, the health district said it is interviewing symptomatic patients and testing milk.

The Idaho Department of Health and Welfare is assisting the investigation.

The Idaho State Department of Agriculture is working with Provider Farms to

"mitigate any ongoing risk to consumers," according to the health district. The state has asked consumers who has purchased raw cow-milk products from Provider Farms in the past 30 days to return them.

Milk is considered raw if it has not gone through a pasteurization process, which uses heat to kill harmful bacteria, according to the Centers for Disease Control and Prevention.

Concerns about raw milk have warned that drinking raw milk can pose health risks, particularly to young children, pregnant women, the elderly and those with compromised immune systems.

Campylobacter infections usually occur when

campylobacter bacteria spreads to humans through raw or undercooked animal products, according to the World Health Organization.

The organization listed diarrhea, abdominal pain, fever, headache, nausea and vomiting as among the infection's most common symptoms, which usually begin 2 to 5 days after exposure.

Idaho is one of 11 states that allow stores to sell raw milk with another 18 states allowing raw milk to be sold directly from a farmer, according to a legal group Farm to Consumer Defense Fund.

Pasteurized milk provides a variety of health benefits, though many medical experts dispute this.

We represent many companies, providing you more options.

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Advertisements: The Lewiston Tribune Digital ads, 20,0000 impressions between Nov. 1 – 8, 2023

Leaderboard:



Public Meeting for US-95 and US-12 Clearwater Bridges

Nov. 8, 4-7 p.m. | Clearwater River Casino and Lodge at Aht'Wy Plaza

Learn More

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Public Meeting for US-95 and US-12 Clearwater Bridges

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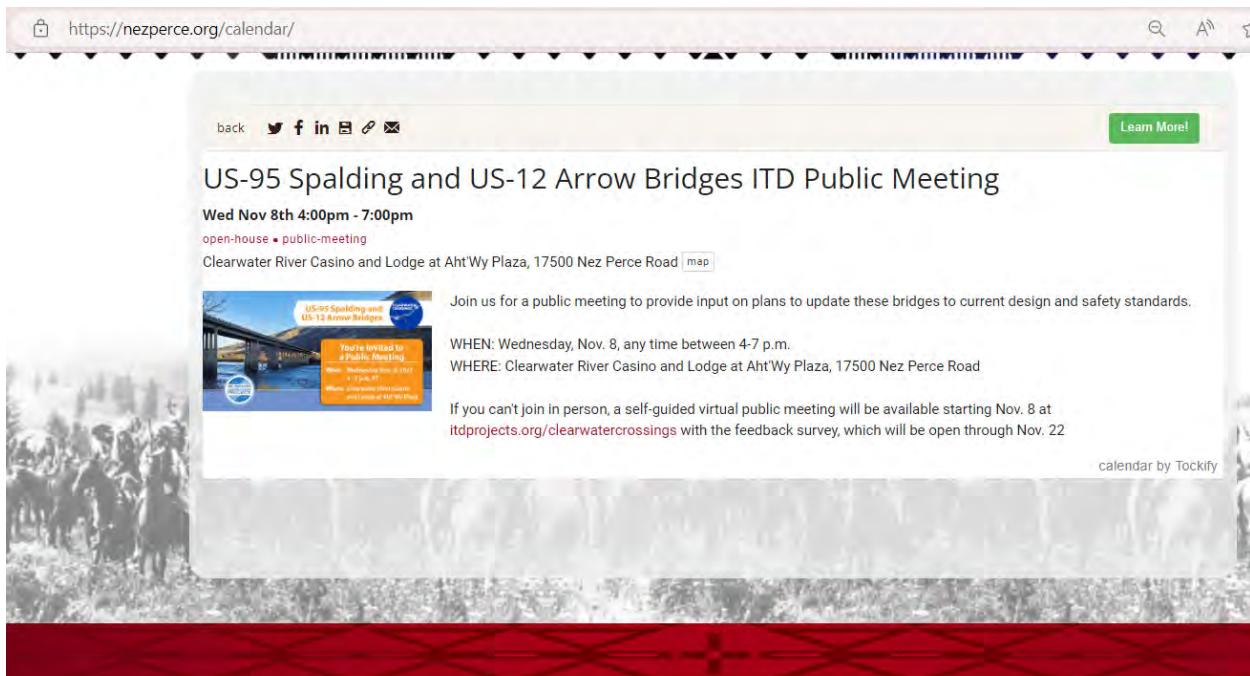
Public Meeting for US-95 and US-12 Clearwater Bridges

Nov. 8, 4-7 p.m.

Clearwater River Casino and Lodge at Aht'Wy Plaza

Learn More

Nez Perce Tribe Online Calendar



https://nezperce.org/calendar/

US-95 Spalding and US-12 Arrow Bridges ITD Public Meeting

Wed Nov 8th 4:00pm - 7:00pm

open-house • public-meeting

Clearwater River Casino and Lodge at Aht'Wy Plaza, 17500 Nez Perce Road [map](#)

Join us for a public meeting to provide input on plans to update these bridges to current design and safety standards.

WHEN: Wednesday, Nov. 8, any time between 4-7 p.m.

WHERE: Clearwater River Casino and Lodge at Aht'Wy Plaza, 17500 Nez Perce Road

If you can't join in person, a self-guided virtual public meeting will be available starting Nov. 8 at itdprojects.org/clearwatercrossings with the feedback survey, which will be open through Nov. 22

calendar by Tockify



NEZ PERCE TRIBE
TREATY OF 1855

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Lapwai, ID 83540

208-843-2253

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Invitation to public meeting, Nov. 1, 2023:



Reminder to review self-guided, online public meeting and provide comments, Nov. 15, 2023:



Shareable Toolkit: All media listed above was distributed to the Nez Perce Tribe on Oct. 25, 2023

ITD Press Release and Coverage

[ITD Press Release, Nov 1, 2023:](#)



11/1/2023

Mark Pfeifer
ITD Communication
208-799-4305
mark.pfeifer@itd.idaho.gov

Public invited to provide input on plans to replace US-95 and US-12 bridges over Clearwater River

LEWISTON—The Idaho Transportation Department is hosting a public meeting on Wednesday, Nov. 8, for the community to learn more, ask questions, and provide input for studies underway to replace two aging bridges east of Lewiston.

The public meeting will share preliminary design plans for the Spalding Bridge on U.S. Highway 95 and the Arrow Bridge on U.S. Highway 12. The meeting will be open-house format for the community to drop in between 4 and 7 p.m. at the Clearwater River Casino and Lodge at 17500 Nez Perce Road in Lewiston. Information about the process, goals, benefits, proposed design features, and timelines for the two bridges will be provided. No formal presentation will be given; however, the project team will be available to answer questions.

A self-guided virtual meeting, with the same information as the in-person experience, will also be available at the project website starting Nov. 8. The feedback survey to provide formal comment during these environmental studies, also available on the project website, will be open through Nov. 22.

“These bridges were built over 50 years ago and are an important part of the regional transportation network,” Project Manager Mark Campbell said. “We want this public meeting to be an opportunity for the community to engage in the early project phases to create safe solutions for the future.”

The environmental studies are the first step in the process of upgrading each bridge and their associated highway intersections to meet future traffic needs as well as current design and safety standards. In some cases, shoulders on the bridges are either too narrow or do not have proper height clearances.

Public feedback throughout the study process will be used alongside evaluations of environmental and cultural impacts and considerations to secure an approved National Environmental Policy Act document.

Future steps include detailed designs and construction. Construction is not currently funded for either bridge.

Join the project team at the public meeting or visit the website at itdprojects.org/clearwatercrossings to view the virtual meeting, complete the survey online, and sign up for updates.

#

[Big Country News, Nov. 1, 2023:](#)

FEATURED

Public Input Wanted on Plans to Replace Spalding and Arrow Bridges

Nov 1, 2023



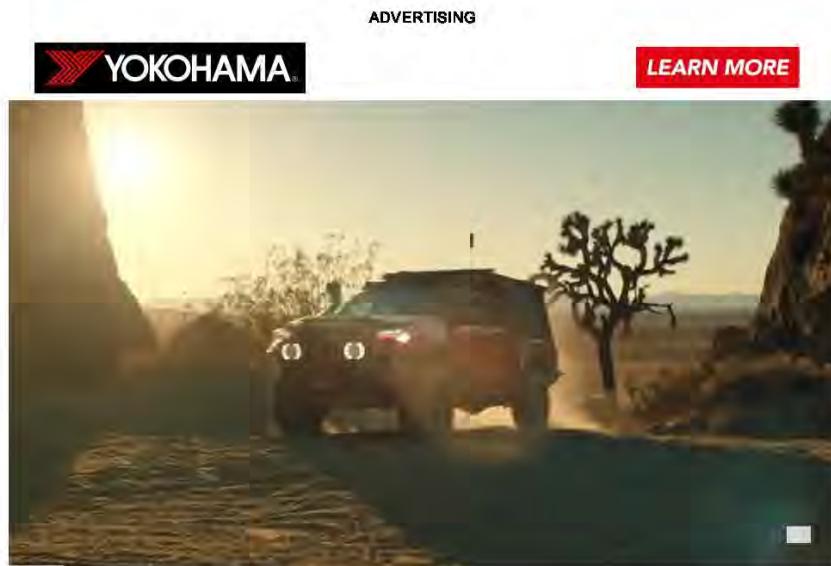
Photo: Idaho Transportation Department

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Those interested can join the project team at the public meeting or visit the website at itdprojects.org/clearwatercrossings to view the virtual meeting and complete the survey online.

Clearwater Tribune, Nov. 8, 2023

https://www.clearwatertribune.com/news/community_news/public-invited-to-provide-input-on-plans-to-replace-us-95-and-us-12-bridges/article_a0193ffe-7e67-11ee-92b6-47c3e562e0e6.html

Public invited to provide input on plans to replace US-95 and US-12 bridges over Clearwater River

Nov 8, 2023

The Idaho Transportation Department is hosting a public meeting this Wednesday, Nov. 8, for the community to learn more, ask questions, and provide input for studies underway to replace two aging bridges east of Lewiston.

The public meeting will share preliminary design plans for the Spalding Bridge on U.S. Highway 95 and the Arrow Bridge on U.S. Highway 12. The meeting will be open-house format for the community to drop in between 4 and 7 p.m. at the Clearwater River Casino and Lodge at 17500 Nez Perce Road in Lewiston. Information about the process, goals, benefits, proposed design features, and timelines for the two bridges will be provided. No formal presentation will be given; however, the project team will be available to answer questions.

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Join the project team at the public meeting or visit the website at itdprojects.org/clearwatercrossings to view the virtual meeting, complete the survey online, and sign up for updates.

[The Lewiston Tribune, Nov. 9, 2023:](#)

Officials look to replace bridges

ERIC BARKER, LEWISTON TRIBUNE, IDAHO

November 9, 2023 at 5:21 AM

Nov. 9—The Idaho Transportation Department is preparing a multi-year, \$200 million effort to replace the Spalding and Arrow bridges east of Lewiston.

The state agency is in the initial stages of environmental analysis and is seeking public comments on the work that could begin late next year and run through 2029. Project manager Mark Campbell said each rebuild carries an estimated cost

around \$100 million and the state hopes to pay for them through the sale of Transportation Expansion and Congestion Mitigation (TECM) bonds.

However, the department is leaving the door open for the possibility of federal funding. Because of that, it is preparing a National Environmental Policy Act analysis for each rebuild. The law requires agencies to examine the environmental impacts of major federal actions. That includes state projects that are paid for in whole or in part with federal dollars.

"Right now, we are using the TECM funds, which is all state. But in the future this very well could have at least some federal funds on it. So just to be sure, we are following federal guidelines," Campbell said.

The projects have the potential to negatively affect habitat for threatened and endangered salmon and steelhead and other aquatic species in the Clearwater River. Both bridges are on the Nez Perce Indian Reservation and in areas with heavy historic use by the tribe. Because of that, the analysis will also look at the potential for the projects to affect tribal cultural resources.

Spalding Bridge is on U.S. Highway 95 and Arrow Bridge is on U.S. Highway 12. Campbell said the plans call for Spalding Bridge to be replaced with a pair of two-lane spans and for Arrow Bridge to be replaced with a wider bridge.

The new bridges will be constructed offline — meaning adjacent to the existing bridges that will remain in use during construction. Once they are finished, the old bridges will be removed.

"Because of how these bridges are going to get built, pretty much offline, we would really like to see them built at the same time," said Campbell. "The impact to traffic is going to be very minimal."

Transportation officials held a public meeting about the projects at the Clearwater River Casino on Wednesday, when they answered questions and collected comments. A virtual version of the meeting is available at itdclearwatercrossings.com/.

Barker may be contacted at ebarker@lmtribune.com or at (208) 848-2273. Follow him on Twitter @ezebarker.

Onsite Advertisement Board: Posted on a sandwich board in front of the meeting venue, Nov. 8, 2023



Appendix B: Meeting Materials

- **Contact Card**
- **Comment Form**
- **US-95 Spalding Bridge Flyer**
- **US-12 Arrow Bridge Flyer**
- **Meeting Displays**
 - Welcome
 - Overview
 - History
 - Study Goals
 - Outreach
 - Project Benefits
 - US-95 Spalding Bridge Preliminary Design
 - US-12 Arrow Bridge Preliminary Design
 - Timeline
 - Next Steps
 - TECM
- **Virtual Public Meeting**

Contact Card (front and back)



Sign Up for Updates
itdprojects.org/clearwatercrossings



Contact Us

 **Email**
info@clearwatercrossings.com



Comment Form (4 pages)

Public Meeting Feedback Survey

Thank you for your interest in the environmental studies for the Clearwater Crossings at US-95 Spalding and US-12 Arrow bridges. Please let us know your thoughts on the study process and preliminary bridge and roadway designs for both projects by responding to the following questions.

This survey is meant to be taken during or after you have attended the in-person public meeting or reviewed the self-guided virtual meeting via the QR code or project website: itdprojects.org/clearwatercrossings. Identical information is available in both versions. You may provide answers and opinions to any or all questions and are not required to respond to each.

Comments received by Nov. 22, 2023 will be considered formally by the project team as part of the environmental process.

You can return your comments at the public meeting to a member of the team or in the comment box at the welcome table. To return comments by email or mail, please send them by Nov. 22, 2023, to:

EMAIL: info@clearwatercrossings.com

MAIL TO: Idaho Transportation Department, District 2
Attn: Mark Pfeifer
P.O. Box 837
Lewiston, ID 83501

**VIRTUAL
MEETING**



Name: _____

Address: _____ City: _____

Address 2: _____

Zip: _____ Phone Number: _____

Email: _____

Business or organization represented: _____

The questions below are optional and voluntary.

1. Which most closely describes your gender?

Male Female

2. Do you identify as a person with a disability or other chronic condition? Yes No Prefer not to say

3. Which best describes your race/ethnicity? *Check all that apply.*

<input type="checkbox"/> American Indian / Alaska Native / First Nations	<input type="checkbox"/> Hispanic / Latinx	<input type="checkbox"/> Other race / ethnicity _____
<input type="checkbox"/> Asian / Asian American	<input type="checkbox"/> Native Hawaiian / Pacific Islander	<input type="checkbox"/> Prefer not to say
<input type="checkbox"/> Black / African American	<input type="checkbox"/> White	

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Responses will become part of the public record for this project, though personally identifiable information will be redacted.



YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY



STUDY AND PRELIMINARY DESIGN QUESTIONS

Before answering the following questions, please review the public meeting displays either in person or via the self-guided, virtual meeting on the ITD project website: itdprojects.org/clearwatercrossings

US-95 SPALDING BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- Reconfigure the US-95 and US-12 interchange

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.



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US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.



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PUBLIC MEETING FEEDBACK

Please mark how effective the public meeting was in improving your understanding of the Clearwater Crossings studies for the US-95 Spalding and US-12 Arrow bridges. Consider the following aspects of your experience:

- Materials - including informational displays and handouts
- Public meeting venue
- Self-guided virtual public meeting
- Meeting notifications and invitations
- Your discussions with the study team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the studies

I have a limited understanding of the studies

I have a moderate understanding of the studies

I have a good understanding of the studies

I have a clear and comprehensive understanding of the studies

Please provide any context for your answer that you may wish to share with the study team.

How did you hear about this public meeting?

<input type="checkbox"/> Postcard	<input type="checkbox"/> ITD Website
<input type="checkbox"/> Public notice – social media	<input type="checkbox"/> Email from info@clearwatercrossings.com
<input type="checkbox"/> Public notice – Lewiston Tribune print ad	<input type="checkbox"/> Word of mouth
<input type="checkbox"/> Public notice – Lewiston Tribune online ad	<input type="checkbox"/> Other (please specify): _____
<input type="checkbox"/> Media coverage – TV, newspaper, radio	

You can return your comments at the public meeting to a member of the team or in the comment box at the welcome table. To return comments by email or mail, please send them by Nov. 22, 2023, to:

EMAIL: info@clearwatercrossings.com

MAIL TO: Idaho Transportation Department, District 2
Attn: Mark Pfeifer
P.O. Box 837
Lewiston, ID 83501

Thank you!

For up-to-date details and project information, visit itdprojects.org/clearwatercrossings.



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US-95 Spalding Bridge Flyer: [View flyer online](#)



US-95 Spalding and US-12 Arrow Bridges

NOVEMBER 2023

US-95 Spalding Bridge

Overview

Proposed changes will improve traffic flow and enhance safety for present and future users of U.S. Highway 95 (US-95) where it crosses the Clearwater River nine miles east of Lewiston at milepost 304.

Spalding Bridge was built in 1962 and is a critical connection on US-95 at the Clearwater River. ITD is proposing to replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths. Additionally, ITD is making operational and safety improvements at the US-95 and U.S. Highway 12 (US-12) interchange.

Project Location



Benefits

- **Improved lane widths** designed for larger vehicles
- **Wider shoulders** with room for bicyclists and space for emergency responders
- **Dedicated turn lanes** improve traffic flow
- **Smoother curves** at intersections that are easier to navigate for towing vehicles and logging trucks
- **Increased sight lines** and longer merging distances improve safety

Timeline

The environmental study of the US-95 Spalding bridge started in late 2021, to secure an approved National Environmental Policy Act (NEPA) document. Once approved, funding will need to be identified and secured to advance the project to detailed design and construction. Pending NEPA approval, a timeline may be:



Funding

This environmental evaluation, which includes preliminary design concepts, is funded with Transportation Expansion and Congestion Mitigation (TECM) funds as part of Governor Little's Leading Idaho initiative. The program allows ITD to accelerate project timelines to address rapid growth and build critical infrastructure today that would otherwise take many years to fund and build.



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Stay Informed



To stay up to date on the projects, learn about future input opportunities, or reach out to the project team, visit itdprojects.org/clearwatercrossings or email us at info@clearwatercrossings.com

US-12 Arrow Bridge Flyer: [View flyer online](#)



US-95 Spalding and US-12 Arrow Bridges

NOVEMBER 2023

US-12 Arrow Bridge

Overview

Proposed changes will improve traffic flow and enhance safety for present and future users of U.S. Highway 12 (US-12) where it crosses the Clearwater River 13 miles east of Lewiston at milepost 15.

Arrow Bridge was built in 1972 and is a critical connection on US-12 over the Clearwater River. ITD is proposing to replace the existing bridge with a new two-lane bridge with wider shoulders. ITD also plans to reconfigure the nearby US-12 and State Highway 3 (SH-3) intersections to enhance traffic flow and improve safety between the two highways.

Project Location



Benefits

- **Improved lane widths** designed for larger vehicles
- **Wider shoulders** with room for bicyclists and space for emergency responders
- **Dedicated turn lanes** improve traffic flow

- **Smoother curves** at intersections that are easier to navigate for towing vehicles and logging trucks
- **Increased sight lines** and longer merging distances improve safety

Timeline

The environmental study of the US-12 Arrow bridge started in late 2021, to secure an approved National Environmental Policy Act (NEPA) document. Once approved, funding will need to be identified and secured to advance the project to detailed design and construction. Pending NEPA approval, a timeline may be:



*Construction is not currently funded

Funding

This environmental evaluation, which includes preliminary design concepts, is funded with Transportation Expansion and Congestion Mitigation (TECM) funds as part of Governor Little's Leading Idaho initiative. The program allows ITD to accelerate project timelines to address rapid growth and build critical infrastructure today that would otherwise take many years to fund and build.

Stay Informed

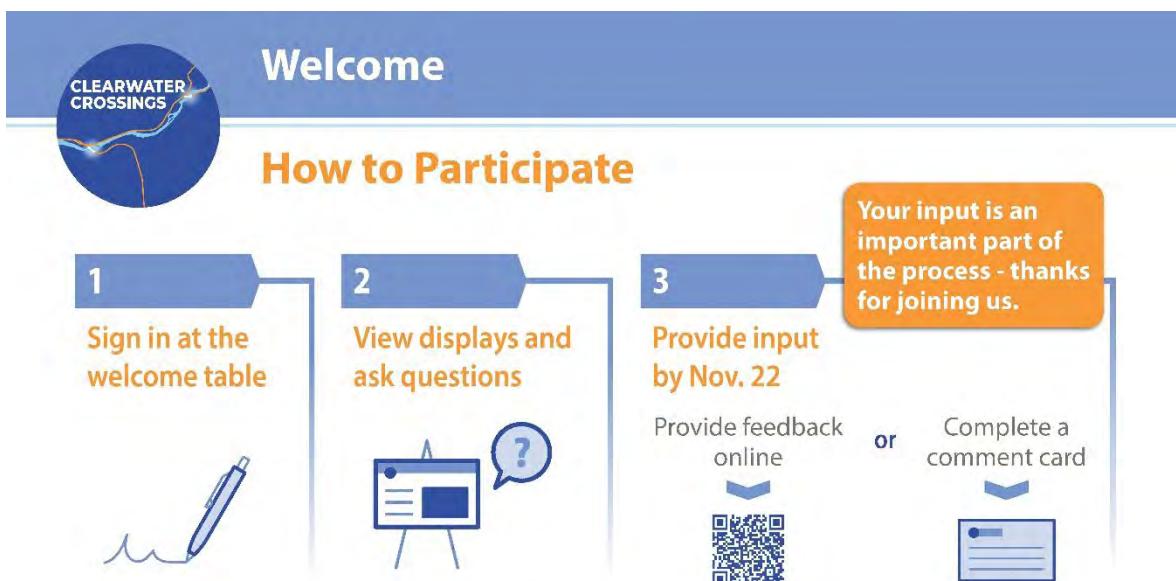
To stay up to date on the projects, learn about future input opportunities, or reach out to the project team, visit itdprojects.org/clearwatercrossings or email us at info@clearwatercrossings.com





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Meeting Displays

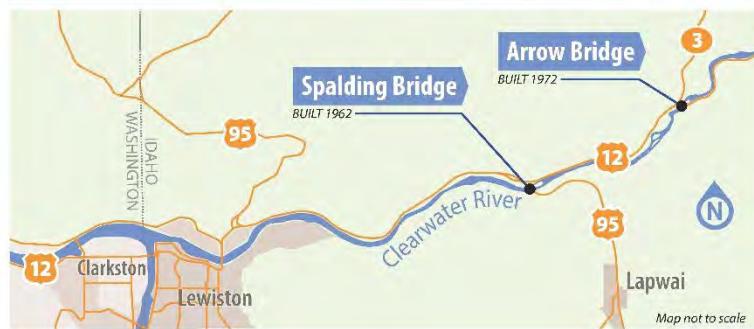


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Overview

Located east of Lewiston, the Spalding and Arrow bridges and their associated highway intersections require improvements to meet current design and safety standards. For each bridge, ITD is completing an environmental evaluation which includes preliminary design concepts.



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History

The Spalding and Arrow bridges were built over 50 years ago and provide important regional connections for drivers including the trucking and logging industries. The bridges do not currently have optimal shoulder widths or vertical clearances.

US-95 Spalding Bridge

Built 1962



US-12 Arrow Bridge

Built 1972



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Study Goals

Each bridge has a unique environmental study underway evaluating improvements and considerations including:



Wetlands



Cultural and Historical Resources



Right of Way



Noise



Fisheries

The goal of each study is to ultimately secure an approved National Environmental Policy Act (NEPA) document. This approval will allow ITD to make improvements to the bridges and nearby intersections after considering the environmental impacts and input from the public, stakeholders, and partners.



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Outreach

Input from the public, stakeholders, and partners will help shape a community-appropriate solution. The study team gathers feedback through interviews, workshops, and public meetings.

Partners include:

- › BGCM Railroad
- › City of Juliaetta
- › City of Kendrick
- › City of Lapwai including local fire department
- › City of Lewiston
- › Lewis Clark Valley Metropolitan Planning Organization
- › Lewiston Chamber of Commerce
- › Lewiston Fire Department
- › Nez Perce County Road Department
- › Nez Perce County Sheriff

ITD collaborates closely with the Nez Perce Tribe, a sovereign entity, throughout the study process.



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Project Benefits

Proposed changes to the bridges and nearby highway intersections would improve traffic flow and enhance safety for present and future roadway users.



Benefits include:

- **Improved lane widths** designed for larger vehicles
- **Wider shoulders** with room for bicyclists and space for emergency responders
- **Smaller curves** at intersections that are easier to navigate for towing vehicles and logging trucks
- **Increased sight lines** and longer merging distances improve safety
- **Dedicated turn lanes** improve traffic flow



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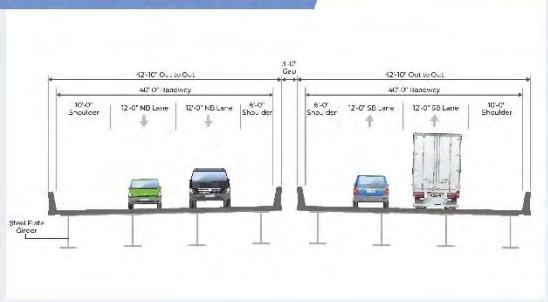


US-95 Spalding Bridge Preliminary Design

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- Reconfigure the US-95 and US-12 interchange

Proposed Typical Section



Southbound View on US-95



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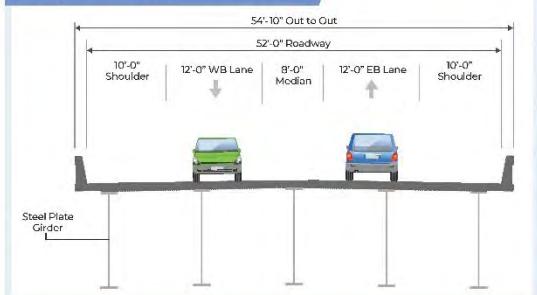


US-12 Arrow Bridge Preliminary Design

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Proposed Typical Section



Westbound View on US-12



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Timeline

The study team will consider the environmental evaluations and engagement feedback for each bridge. When NEPA documents are approved, funding will need to be identified and secured to advance the projects to construction.

Pending NEPA approval, a timeline may be:



**Construction is not currently funded*

During construction of the new bridges, traffic will remain operational in both directions.



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Next Steps

Your input is an important part of the process - we always like to hear from you.

How to Participate

Provide input by Nov. 22

Provide feedback online **or** Complete a comment card



Stay Informed

To stay up to date on the projects, learn about future input opportunities, or reach out to the project team, visit itdprojects.org/clearwatercrossings.



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Leading Idaho TECM Program

To address the state's rapid growth, the Idaho Legislature passed a historic transportation revenue package that Governor Little signed as part of his **"Leading Idaho"** initiative in May 2021.

The Legislation transfers \$80 million dollars a year in the Idaho **Transportation Department's Transportation Expansion and Congestion Mitigation** (TECM) fund. Leveraging these TECM funds as debt service on bonds could yield as much as \$1.2-1.5 billion in improvements.

Projects in TECM corridors will accelerate the construction of critical transportation improvements that would otherwise take many years to build, reduce congestion, improve safety and modernize aging roads and bridges across Idaho.



**LEADING IDAHO
WITH
TRANSPORTATION**

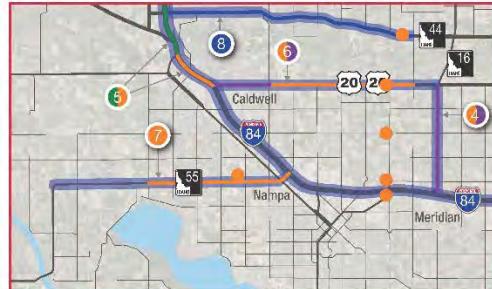
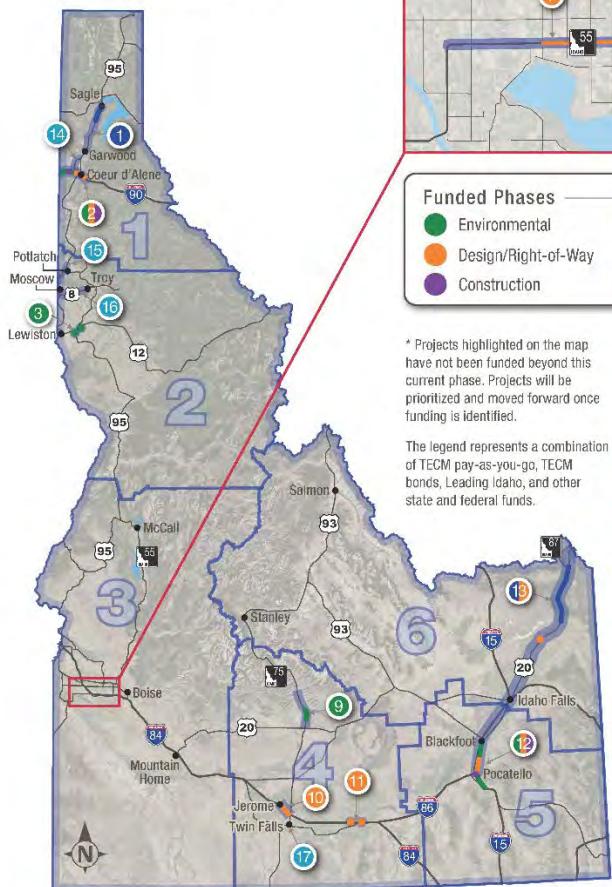




LEADING IDAHO WITH TRANSPORTATION



TECM & Other Significant Corridors



Funded Phases

- Environmental
- Design/Right-of-Way
- Construction
- Projects not currently funded with TECM
- Planning Study (not currently funded with TECM)

* Projects highlighted on the map have not been funded beyond this current phase. Projects will be prioritized and moved forward once funding is identified.

The legend represents a combination of TECM pay-as-you-go, TECM bonds, Leading Idaho, and other state and federal funds.

- 1 US-95, Garwood to Sagle
- 2 I-90, Washington State Line to Coeur d'Alene
- 3 US-95 & US-12 Clearwater River Crossings
- 4 SH-16, I-84 to SH-44
- 5 I-84, Ada & Canyon Counties
- 6 US-20/26, I-84 to SH-16
- 7 SH-55, Sunnyslope to Nampa
- 8 SH-44, I-84 to Star
- 9 SH-75, Timmerman Junction to Ketchum
- 10 I-84, Jerome to Twin Falls
- 11 I-84, Burley & Heyburn Interchanges
- 12 I-15, Pocatello to Idaho Falls
- 13 US-20, Idaho Falls to Montana State Line
- 14 US-95 Alternative Route
- 15 US-95, Moscow Alternative Route & Moscow North
- 16 SH-8, Moscow to Troy
- 17 Snake River Crossing (Twin Falls)



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Virtual Public Meeting: www.itdclearwatercrossings.com



US-95 Spalding and US-12 Arrow Bridges

Welcome

Overview

History

Study Goals

Outreach

Project Benefits

US-95 Spalding

US-12 Arrow

Timeline

Next Steps

Welcome to the Virtual Public Meeting

Thank you for your interest in the environmental studies for the US-95 Spalding and US-12 Arrow bridges over the Clearwater River.

Your input is an important part of this process. Please review the information and let us know your thoughts on the study process and preliminary designs for both bridges by responding to [this survey](#).

Persons needing an interpreter or special accommodations are urged to contact (208) 334-8567. TTY/TDD users Dial 711 or (800) 377-3529 to use the Idaho Relay System.

How to navigate the site:

- Click on the Next or Back buttons at the bottom of your screen to navigate through the information.
- Use the menu to jump forward to or revisit different topics.

Next



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Appendix C: Attendance

- **In-Person Public Meeting Sign-In Sheets** (redacted personal information)
- **Virtual Public Meeting Analytics**

10 SIGN IN November 8, 2023

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Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.
Ella Dilling				
Loel Yerion				
Frank Marek Gayle Marek				
Mary Beth Clark				
DAN DUNHAM				
Lucinda Simpson				
Bill & Colleen Steele				
Erin L. Lauglin				

Name (Please print clearly)

Title/Representing

Address (City, State and Zip)

Contact Information

Checking the applicable boxes is optional and voluntary.

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted.

entend
11/15/2023

SIGN IN November 8, 2023

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY



Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.
Buddy Henson				
Brant Steigens				
Mia Sonnec				
Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted.

SIGN IN November 8, 2023

extened
11/15/23

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY



Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.
Darren Williams Jamie Williams				
Jan & Charles Swingley				
Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted.

10
✓
intend
1/15/23

SIGN IN November 8, 2023

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY



Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.
Tamiraltude				
Theron Red Coyote				
Ernest & Macdene Wining				
Nancy Mettler				
TY BAROWELL				
Calvin All				
Aaron & Pam Thorsen				
Robert Kipp				
Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.

This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted.

SIGN IN November 8, 2023

YOUR SAFETY • YOUR MOBILITY • YOUR ECONOMIC OPPORTUNITY



Name (Please print clearly)	Title/Representing	Address (City, State and Zip)	Contact Information	Checking the applicable boxes is optional and voluntary.
✓ David Carlson				
✓ ED SHAFER				
✓ MICHAEL KERZ				
✓ Trianna Hyde				
✓ Marjory S. Hyde				
✓ Dustin Lenz				
✓ Trevor Ferradore				
✓ Rich Kinder				

Name (Please print clearly)

Title/Representing

Address (City, State and Zip)

Contact Information

Checking the applicable boxes is optional and voluntary.

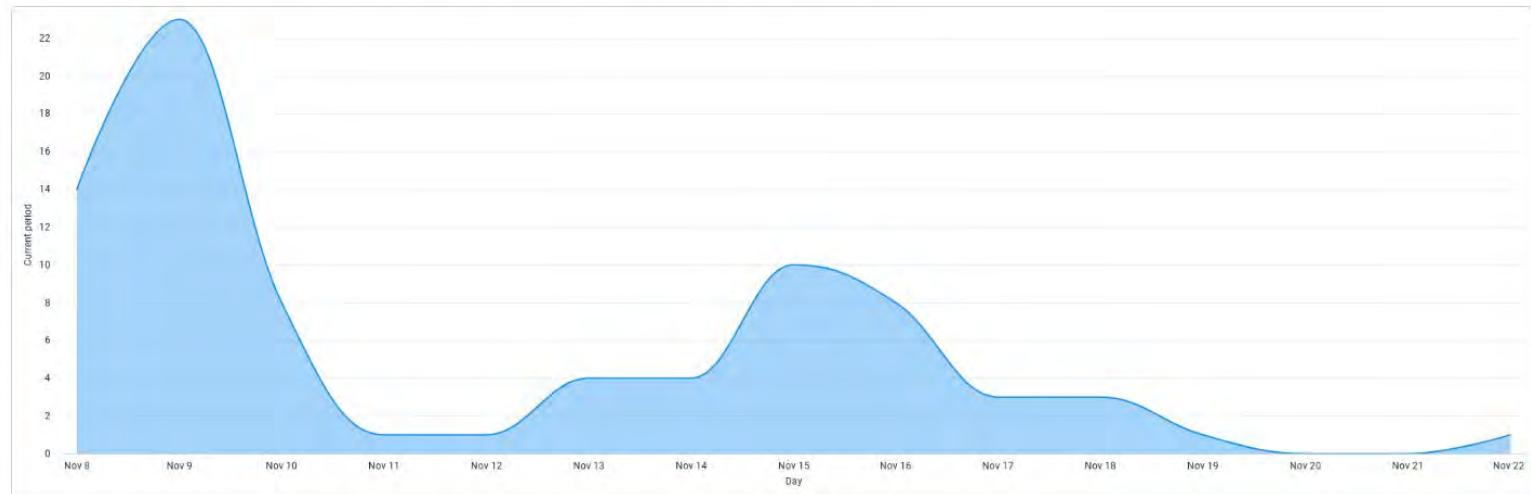
This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Sign-in sheets will become part of the public record for this project, though personally identifiable information will be redacted.

Virtual Public Meeting Analytics

There were 81 total visits to the virtual public meeting website, and 54 unique visitors, during the two-week official comment period from Nov. 8-22, 2023.

Traffic over Time (comp line)

Select a time period is from 2023/11/08 until 2023/11/23 Compare to is None Group by is Day Select a measure is Site sessions Exclude bots is Yes



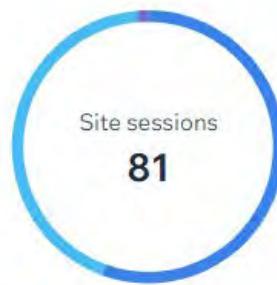
Generated by Looker on December 7, 2023 at 3:11 PM UTC

New vs returning visitors



[See Full Report](#)

Sessions by device



[See Full Report](#)

Appendix D: Public Comments & Frequently Asked Questions

- **Public Meeting Frequently Asked Questions**
- **Public Comment Forms** (redacted personal information)

Public Meeting Frequently Asked Questions

SAFETY & DESIGN QUESTIONS

1. Can the speed limit be reduced on US-95 and US-12 for safety?

The Idaho Transportation Department (ITD) does not plan to decrease the speed limits. Speed limits on key routes are reviewed every other year and are set based on the speed most drivers are traveling. The speed limit will be evaluated as part of the design phase of the project in 2024. Additionally, the new project designs for both bridges and the associated highways have been developed to support the current speeds. Artificially reducing the speed limit requires the consistent presence of law enforcement and proves to be less safe than allowing traffic to flow consistently.

2. What are the design features of the Spalding bridge and associated highway intersections project?

At this time, the Spalding bridge has been designed only to the level needed to assist the team with the environmental study process. This means that this preliminary design simply includes features to allow the existing roadways to meet current design and safety standards. Feedback received from the public at this early stage is helpful and will be considered by the team as the study transitions into a more detailed design project. This design will:

- a. Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- b. Reconfigure the US-95 and US-12 interchange
- c. Provide additional vertical clearance on the US-95 bridge over US-12
- d. Provide dedicated turn lanes onto Mullay Road and Sampson Road
- e. Update signage

3. What are the features of the Arrow bridge and associated highway intersections project?

At this time, the Arrow bridge has been designed only to the level needed to assist the team with the environmental study process. This means that this preliminary design simply includes features to allow the existing roadways to meet current design and safety standards. Feedback received from the public at this early stage is helpful and will be considered by the team as the study transitions into a more detailed design project. This design will:

- a. Replace the existing bridge with a new two-lane bridge with wider shoulders and a center median
- b. Reconfigure the nearby US-12 and SH-3 intersections
- c. Provide a safer opportunity for turning onto Awesome Lane
- d. Update signage

4. How do the design features of the two bridges enhance safety?

Proposed changes to the bridges and nearby highway intersections would improve traffic flow and enhance safety for present and future roadway users. The benefits include:

- a. **Wider shoulders** with room for bicyclists, pedestrians, and space for emergency responders
- b. **Smoothen curves** at intersections that are easier to navigate for towing vehicles and logging trucks
- c. **Increased sight lines** and longer merging distances improve safety

d. **Dedicated turn lanes** improve traffic flow

5. Will the projects have pedestrian facilities?

The projects have been designed with outside shoulders that are 10 feet wide to enhance safety and provide room for all users, including bicyclists, pedestrians, and emergency responders.

6. How does it help to widen to four lanes over Spalding when it still merges into two lanes south of the bridge?

ITD understands that these projects are part of a larger roadway network that can only be improved incrementally. Being built over 50 years ago, the Spalding Bridge structure needs improvements to meet current design and safety requirements now. The Transportation Expansion and Congestion Mitigation (TECM) program provides a unique opportunity for ITD to address these critical infrastructure needs and build a bridge that is appropriately sized for anticipated traffic counts in the next few decades. Additionally, having four lanes over Spalding provides a safe opportunity for bridge maintenance and inspection while maintaining mobility for the traveling public.

PROCESS QUESTIONS

7. Why were these two bridges chosen?

The Spalding and Arrow bridges were built over 50 years ago and require improvements to meet current design and safety standards. The environmental evaluations, which include preliminary design concepts for each bridge, were chosen to be funded through the TECM program, not only because of the infrastructure needs, but also because they are important regional connections for commerce.

The TECM program is part of Governor Little's Leading Idaho initiative that allows ITD to accelerate project timelines to address rapid growth and build critical infrastructure today that would otherwise take many years to fund and build. Construction is not currently funded for either bridge.

8. How does the right-of-way process work?

Property owners are consulted during the design process, including an initial contact when all impacts may not be known or for certain. Communication continues throughout the design process until it is ready to be constructed. Most projects are planned seven years in advance. Before land or easements are purchased, independent appraisals will be conducted, and owners will have the chance to negotiate. The department pays fair market value for impacts.

The right-of-way section of ITD is responsible for the acquisition of all property required for highway construction, material sources, and maintenance shed sites. For more information about the ROW process, please visit <https://itd.idaho.gov/row>.

9. Will Tribal members get to work on both bridges?

With Spalding and Arrow Bridges both being located on the Tribal reservation, the Tribal Employment Rights Ordinance (TERO) requires that employers give employment preference to qualified Native Americans if the project receives federal funding. ITD encourages interested Tribal members to contact the applicable TERO Office (itd.idaho.gov/civilrights) for further information or call the ITD Office of Civil Rights, 208-334-8884.

10. Why was the public meeting an open house format?

The public meeting was designed in an open house format to allow participants to navigate the display materials on their own timeline and ask questions as they pleased. The meeting was intended to provide information about the environmental study process and preliminary bridge and roadway designs for both the Spalding and Arrow project areas. Detailed designs will be developed in 2024, and we look forward to including the public, stakeholders, and community representatives in that process as it moves forward.



Public Meeting Feedback Survey

Thank you for your interest in the environmental studies for the Clearwater Crossings at US-95 Spalding and US-12 Arrow bridges. Please let us know your thoughts on the study process and preliminary bridge and roadway designs for both projects by responding to the following questions.

This survey is meant to be taken during or after you have attended the in-person public meeting or reviewed the self-guided virtual meeting via the QR code or project website: itdprojects.org/clearwatercrossings. Identical information is available in both versions. You may provide answers and opinions to any or all questions and are not required to respond to each.

Comments received by Nov. 22, 2023 will be considered formally by the project team as part of the environmental process.

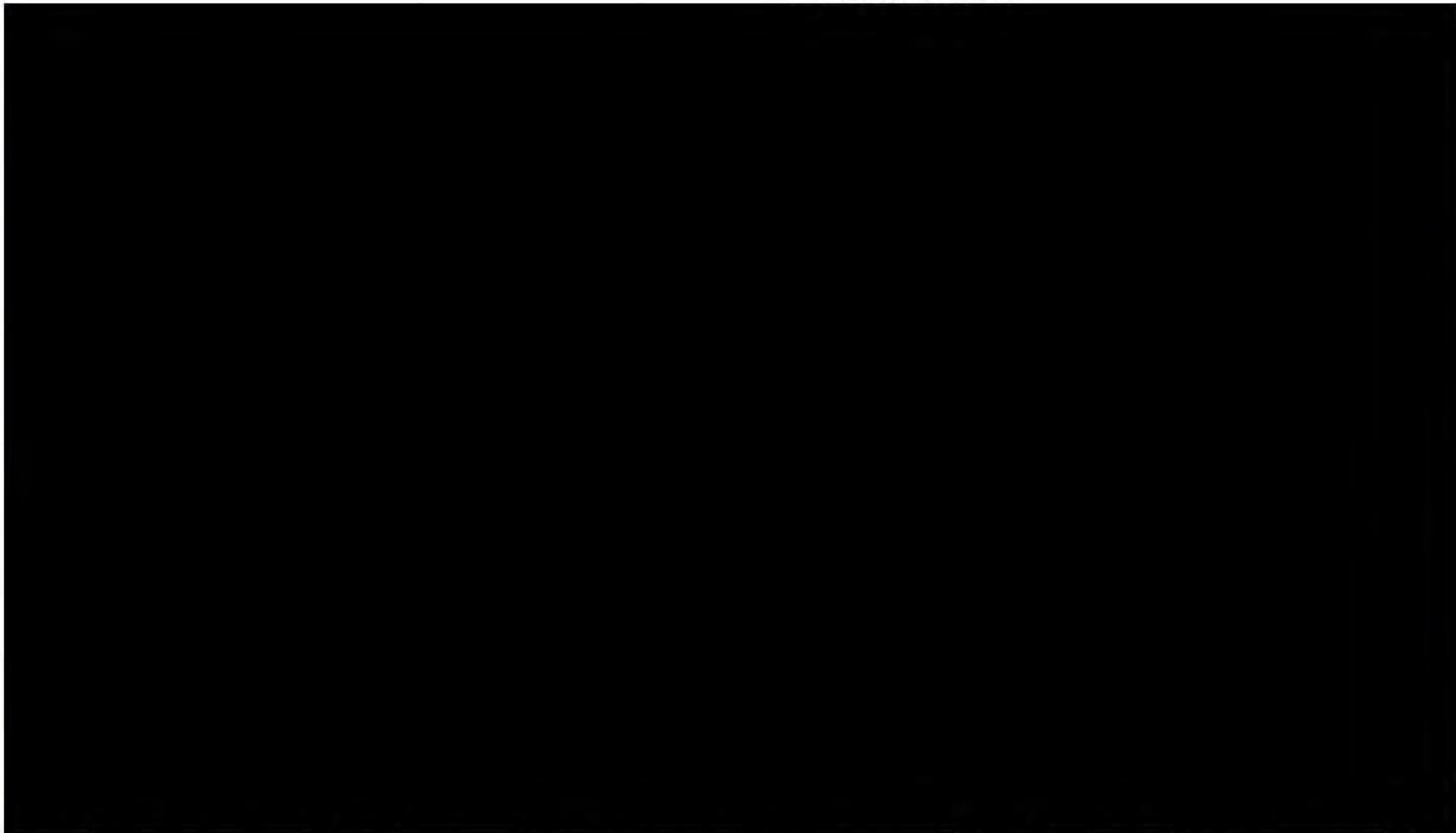
VIRTUAL MEETING



You can return your comments at the public meeting to a member of the team or in the comment box at the welcome table. To return comments by email or mail, please send them by Nov. 22, 2023, to:

EMAIL: info@clearwatercrossings.com

MAIL TO: Idaho Transportation Department, District 2
Attn: Mark Pfeifer
P.O. Box 837
Lewiston, ID 83501



This information will only be used to monitor attendance at public meetings and for data collection purposes, as specified by law (CFR 23 200.9(4)). Responses will become part of the public record for this project, though personally identifiable information will be redacted.



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STUDY AND PRELIMINARY DESIGN QUESTIONS

Before answering the following questions, please review the public meeting displays either in person or via the self-guided, virtual meeting on the ITD project website: itdprojects.org/clearwatercrossings

US-95 SPALDING BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- Reconfigure the US-95 and US-12 interchange

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.

I have a very limited understanding of studies & construction. However I believe that these changes to the bridge are long overdue. As someone who only very recently learned to drive the bridge is extremely narrow and dangerous for drivers, bikers, and pedestrians. The bridge currently leaves very little room for any mistakes or emergency vehicles. I ~~keep~~ myself hold my breath as I cross the bridge ~~so~~ nervous of how close trucks and other cars get to the center and even cross the lanes.

While I believe this is long overdue I also believe that considerations should be considered for the people whose land ~~is~~ is being taken. I have no idea if the land is being taken by "Inmate Domain" but I assume so. Once the land is ~~is~~ taken it should be taken care of. My home is on a straight away and traffic is fast and dangerous. So I used my own weed whacker to cut down the tall grasses that grow near the intersection of my home so we could safely enter and leave traffic lanes. Care should be taken to make sure that people have a good ~~enough~~ enough view to see ahead of them in traffic, so they can be aware of other vehicles, emergency vehicles and trucks.

Also ~~so~~ I believe that the speed limit should be reduced on the bridges. As a resident of the area for at least 13 years. I notice that many people drive ~~so~~ well over the posted speed limit, most especially trucks. I get it that they have a job and want to get it done. I believe that a lower speed limit should be enforced to keep all drivers safe. Crossing the bridge now is scary and dangerous for drivers because of just how fast trucks especially drive. It may be an inconvenience to lower the ~~so~~ speed limit it would keep more drivers ~~so~~ safe.





US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.

* See comments on Spalding Bridge *



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PUBLIC MEETING FEEDBACK

Please mark how effective the public meeting was in improving your understanding of the Clearwater Crossings studies for the US-95 Spalding and US-12 Arrow bridges. Consider the following aspects of your experience:

- Materials - including informational displays and handouts
- Public meeting venue
- Self-guided virtual public meeting
- Meeting notifications and invitations
- Your discussions with the study team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the studies

I have a limited understanding of the studies

I have a moderate understanding of the studies

I have a good understanding of the studies

I have a clear and comprehensive understanding of the studies

Please provide any context for your answer that you may wish to share with the study team.

The boards provided good information for the people who I wanted / no understanding of construction details. However I had a few questions but the team members were not around to answer them. They spent the time during the meeting either talking to themselves or talking about things with other people that had nothing to do with the project. It would have been helpful to do it in a public forum with a question and answer session. Meeting could have been better with public relations with the public you're asking your opinion on.

How did you hear about this public meeting?

- Postcard
- Public notice – social media
- Public notice – Lewiston Tribune print ad
- Public notice - Lewiston Tribune online ad
- Media coverage – TV, newspaper, radio

- ITD Website
- Email from info@clearwatercrossings.com
- Word of mouth
- Other (please specify): _____

You can return your comments at the public meeting to a member of the team or in the comment box at the welcome table. To return comments by email or mail, please send them by Nov. 22, 2023, to:

EMAIL: info@clearwatercrossings.com

MAIL TO: Idaho Transportation Department, District 2
Attn: Mark Pfeifer
P.O. Box 837
Lewiston, ID 83501

Thank you!

For up-to-date details and project information, visit itdprojects.org/clearwatercrossings.



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Public Meeting Feedback Survey

Thank you for your interest in the environmental studies for the Clearwater Crossings at US-95 Spalding and US-12 Arrow bridges. Please let us know your thoughts on the study process and preliminary bridge and roadway designs for both projects by responding to the following questions.

This survey is meant to be taken during or after you have attended the in-person public meeting or reviewed the self-guided virtual meeting via the QR code or project website: itdprojects.org/clearwatercrossings. Identical information is available in both versions. You may provide answers and opinions to any or all questions and are not required to respond to each.

Comments received by Nov. 22, 2023 will be considered formally by the project team as part of the environmental process.

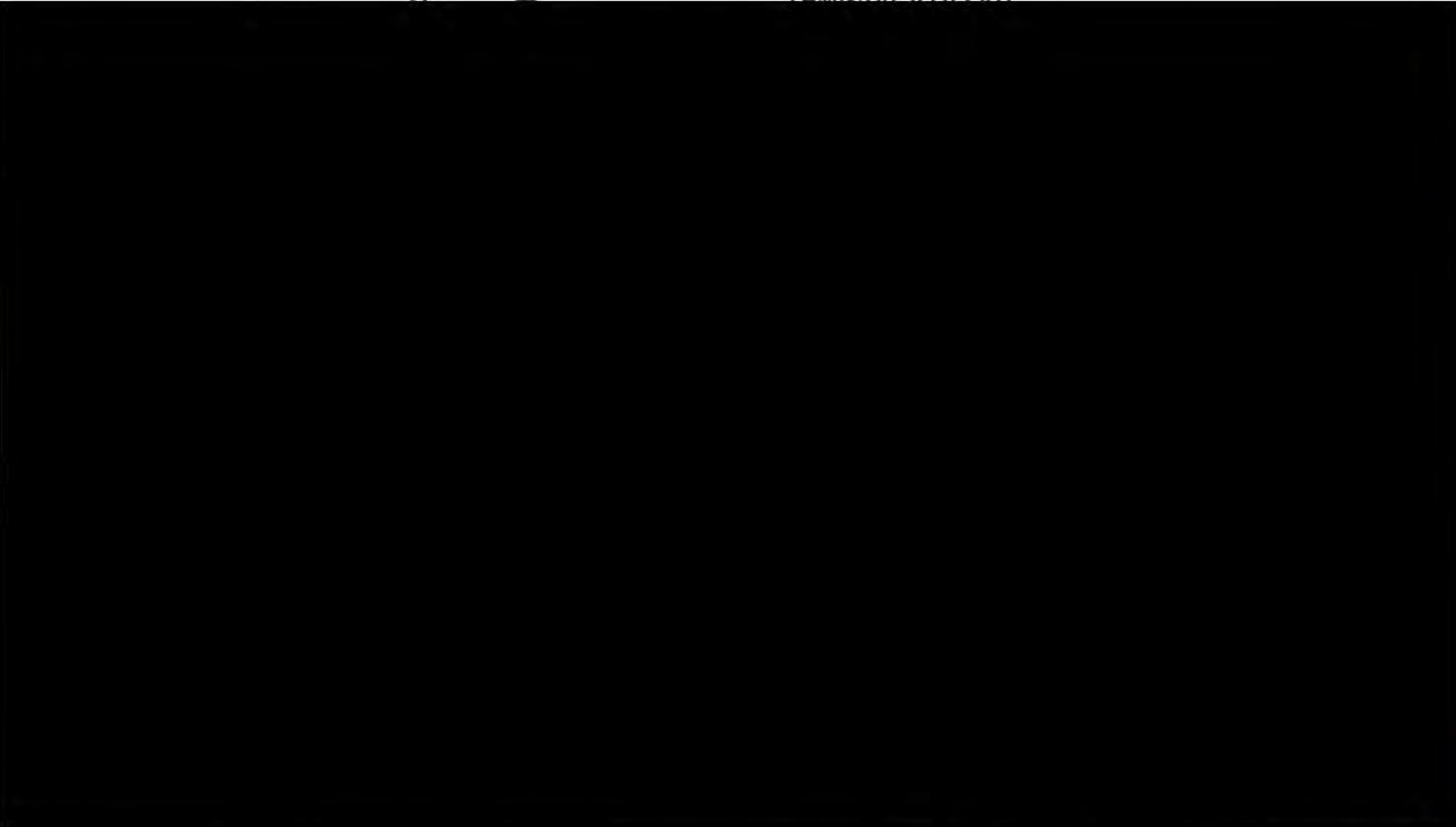
VIRTUAL
MEETING



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MAIL TO: Idaho Transportation Department, District 2
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STUDY AND PRELIMINARY DESIGN QUESTIONS

Before answering the following questions, please review the public meeting displays either in person or via the self-guided, virtual meeting on the ITD project website: itdprojects.org/clearwatercrossings

US-95 SPALDING BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- Reconfigure the US-95 and US-12 interchange

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.

I feel there needs to be a bike path or pedestrian path for those that must walk or ride a mountain bike.

I see people that ride touring or mountain bikes crossing the bridges.

My brother has had a few close calls while Spalding riding his mt. bike across the bridge.

I know for a fact that those that are clients through Idaho State Department of Corrections need to walk across the N-S Bridge in N. Lewiston. They must walk to corrections office by Wells Fargo Bank every day of the week Monday-Friday to see their probation/parole officer.

I hope to see tribal members working as both bridges are in the area of tribal land.





US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.

I have non-tribal retired aquarists
that like to get exercise by riding their
mountain bike

They do not like the Arrow Bridge or
Spalding Bridge as they find it hard
to get across in a safe manner.

I see groups of Bike tourers trying
to get themselves & companies across
the bridges safely.

I hope to see tribal members hired
to work on both projects. Both
are on the Nez Perce Reservation
area.

Our tribe puts money in to taxes.
Especially our Casinos on the Reservation
area.

The tribe puts a lot of money into
state - some live & buy horses off reservation





PUBLIC MEETING FEEDBACK

Please mark how effective the public meeting was in improving your understanding of the Clearwater Crossings studies for the US-95 Spalding and US-12 Arrow bridges. Consider the following aspects of your experience:

- Materials - including informational displays and handouts
- Public meeting venue
- Self-guided virtual public meeting
- Meeting notifications and invitations
- Your discussions with the study team
- Any other elements that contributed to your experience at the public meeting

I have no understanding of the studies

I have a limited understanding of the studies

I have a moderate understanding of the studies

I have a good understanding of the studies

I have a clear and comprehensive understanding of the studies

Please provide any context for your answer that you may wish to share with the study team.

Any or All

How did you hear about this public meeting?

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- Public notice – social media
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- ITD Website
- Email from info@clearwatercrossings.com
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MAIL TO: Idaho Transportation Department, District 2
Attn: Mark Pfeifer
P.O. Box 837
Lewiston, ID 83501

Thank you!

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Public Meeting Feedback Survey

Thank you for your interest in the environmental studies for the Clearwater Crossings at US-95 Spalding and US-12 Arrow bridges. Please let us know your thoughts on the study process and preliminary bridge and roadway designs for both projects by responding to the following questions.

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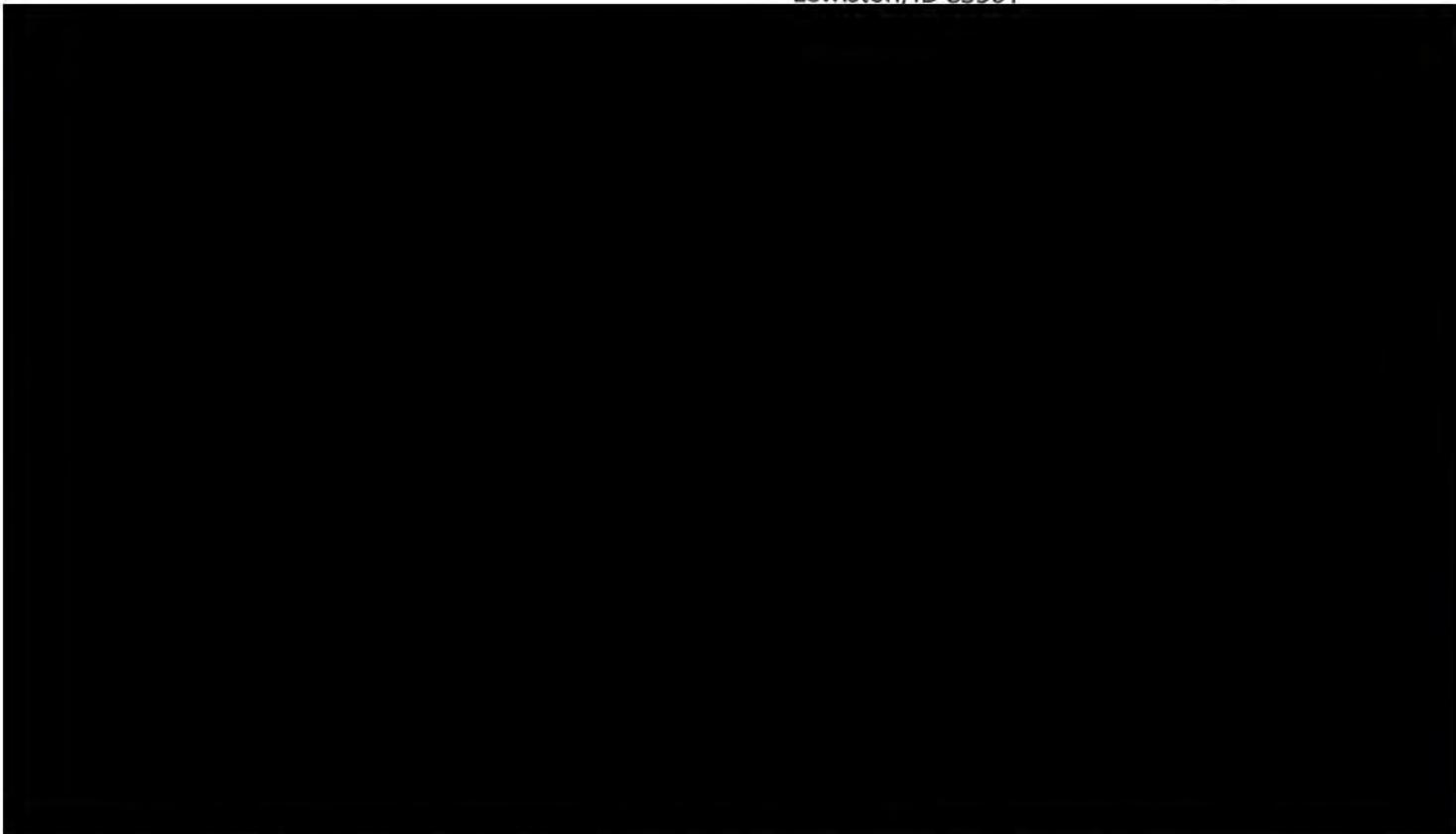
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STUDY AND PRELIMINARY DESIGN QUESTIONS

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US-95 SPALDING BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing narrow bridge with dual bridges, creating two lanes of traffic in each direction with improved shoulder widths
- Reconfigure the US-95 and US-12 interchange

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.

I think the additional width will be an improvement. The four lanes will continue for a further length of time helping with traffic flow. The walking lane will be helpful for pedestrians.

I have seen people miss the turn to Chipping then make a left hand turn, stopping traffic and crossing the nb lane. Hopefully with the new configuration this will not happen.





US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.

Not sure about the eb traffic turning onto Sh-3. Will there be a designated left turn lane?

The width will be an improvement, hopefully the corner on the South end of the bridge won't be as sharp.





PUBLIC MEETING FEEDBACK

Please mark how effective the public meeting was in improving your understanding of the Clearwater Crossings studies for the US-95 Spalding and US-12 Arrow bridges. Consider the following aspects of your experience:

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Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.

1. Where will the dedicated turn lanes be located?
2. Speed limit - should be reduced from the Spalding Bridge to Webb Road turn off! Trucks speed all the time on US 95. The turn off for Watsons Store Road is very dangerous, especially with the existing 65 mile per hour speed limit.
3. Improved driver caution signs for turns at all roads from Spalding to Webb Turn off. Turns off at US 95 need to be better marked with slower speeds.
4. I would like to suggest a meeting format with a question & answer period.

I have more comments about the general safety of residents in these areas.





US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.

See recommendations for US 95 Spalding Bridge. Speed is number one concern for this area





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Please provide any context for your answer that you may wish to share with the study team.

It would be my recommendation to have more staff from ITD - not enough circulating. Needed to be question & answer session. FELT LEFT OUT & IGNORED!!!!

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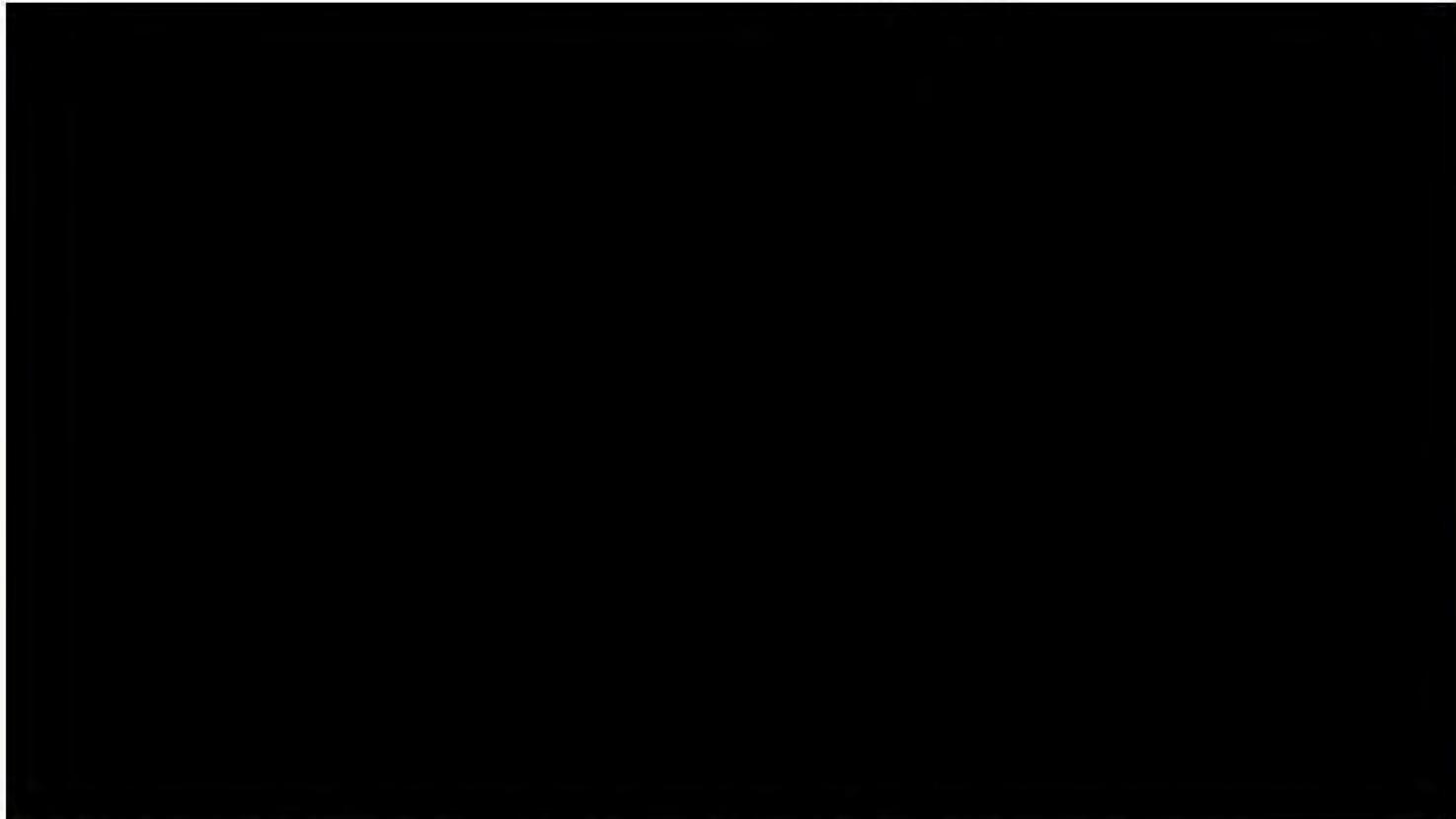
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- Reconfigure the US-95 and US-12 interchange

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.

While it's certainly a great idea to FINALLY include a bike lane for the hundreds or even thousands of bikers seen there at the year. However, I certainly hope speed especially for the trucks will be reduced to accommodate those we will ~~saw~~ share the road with.





US-12 ARROW BRIDGE

ITD proposes to make changes to enhance traffic flow and improve safety:

- Replace the existing bridge with a new two-lane bridge with wider shoulders
- Reconfigure the nearby US-12 and SH-3 intersections

Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.

No thoughts at this time.





PUBLIC MEETING FEEDBACK

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Please provide any context for your answer that you may wish to share with the study team.

It would have been nice to have a question and answer portion.

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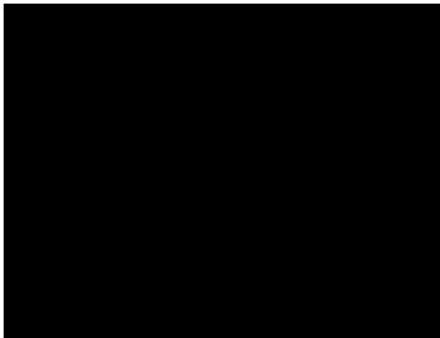
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28 OCT 23

The reason for short lifespan of the bridges is a familiar problem. The crumbling concrete and excessive oxidation indicate saline erosion. Does the road crew use salt when they sand the highway? Salt will not hurt the asphalt but it is poison on concrete and steel. It may be a major player in the fish situation also. Let me explain this. Record returns are corresponding with drought conditions. At the confluence of the Clearwater and Snake the fish always seem to gather. This may be to determine which stream is least saline. In a drought year there is less rain to wash the salt from the edge of the road into the river. The fish have left the salt water to spawn in fresh water so they know the difference. The road is closer to the Clearwater in more places than the Snake or Salmon rivers. How much of a hardship would it be to use something besides salt?



US-95 Spalding and US-12 Arrow Clearwater Crossings - Nov. 2023 Online Public Meeting Comments

End Date		Please tell us what you think about the environmental study and preliminary proposed improvements for the US-95 Spalding bridge.	Please tell us what you think about the environmental study and preliminary proposed improvements for the US-12 Arrow bridge.	Please let us know how effective this public meeting was in improving your understanding of the Clearwater Crossings studies at US-95 Spalding and US-12 Arrow bridges.	
	#	Open-Ended Response	Open-Ended Response	Response	Please provide any context for your answer that you may wish to share with the study team.
2023-11-19 21:12:54	1		I live on Hewett Rd and sometimes I feel like a turn lane onto Hewett Rd would be beneficial to ease the flow of traffic. As a driver I feel bad having the traffic slow down behind me in order for me to turn safely onto Hewett Rd. I also do not want any increased traffic flow/detours onto Hewett Rd during the construction process.	I have a limited understanding of the studies	links to the special studies didn't open to the studies to get further information.
2023-11-16 20:05:19	2			I have a good understanding of the studies	
2023-11-16 05:37:24	3	I don't feel there is enough traffic to justify the cost.	I don't feel there is enough traffic or safety concerns to justify the cost.	I have a moderate understanding of the studies	
2023-11-15 20:17:15	4	This project needs to build pedestrian facilities.	Slip ramp! Build a slip ramp and remove the dangerous left turn movement across US12. It is extremely short sighted to build another left turn bay for SH3. There is ever increasing traffic on US12 and it is going to be more difficult to find safe gaps. It seems unreasonable to build back with no plan to separate these movements. Also, a right turn bay should be built onto SH3 for northbound US12. It project is stepping over dollars to pick up dimes. Please don't bother replacing the bridge unless you are going to do a good job and build a project that actually meets the community needs.	I have a limited understanding of the studies	
2023-11-15 16:00:31	5	I'm not sure changing the bridge from 2 lanes to 4 lanes gains much for traffic flow, since the highway on the south side of the river is only 2 lanes.	The current bridge is fairly modern and has better, wider lanes than the entire length of Highway 12 from Arrow junction to Montana. Replacing Arrow bridge at this time is not the best use of our limited highway money. This same section of Highway 12 from Arrow to Montana has very narrow lanes. It does not have shoulders wide enough for bicycles to travel safely out of harms way from motor vehicles...or in some sections shoulders at all. Bicycles should be banned on Highway 12, as they cannot keep up with 55 mph traffic, have no where to get out of the way of the much faster motor vehicles/heavy trucks and create a deadly, unsafe situation for all.		I am a 66 year old farmer and have lived in this area all my life, driving these same roads and bridges for 50 years. Replacing the Arrow bridge at this time seems wasteful.
2023-11-10 17:47:06	6	Great plan	Great plan	I have an excellent understanding of the studies	
2023-11-09 19:01:52	7	Seems this bridge was constructed too narrow to begin with and its southern alignment was not ready for today's speed. It is about time this part of the state is being considered for these new bridges.	The bridge is needing an update and if just widening the deck portion, it seems an environmental study is a waste of money. Put it into safer design.	I have a good understanding of the studies	Was a NPCOUNTY Commissioner for 8 years. Was in on the initial planning of the Cherry lane Bridge. And also County Road projects.
2023-11-09 10:08:44	8	(no response to survey questions)			

US-95 Spalding and US-12 Arrow Clearwater Crossings - Nov. 2023 Online Public Meeting Comments

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