



**Lewiston Historic Preservation Commission
REGULAR MEETING AGENDA
April 3, 2025 - 10:00 AM
Bell Building – Second Floor Conference Room – 215 D Street
Lewiston, Idaho 83501**

Seating will be available on a first-come, first-served basis.

- I. CALL TO ORDER**
- II. CITIZEN COMMENTS**
- III. NEW BUSINESS**
 - A. APPROVAL OF MINUTES, MARCH 6, 2025 REGULAR MEETING**
 - B. CERTIFICATE OF APPROPRIATENESS REVIEW FOR 808 MAIN STREET IN THE WEST END HISTORIC DISTRICT**
 - C. CERTIFICATE OF APPROPRIATENESS REVIEW FOR 128 MAIN STREET IN THE WEST END HISTORIC DISTRICT**
 - D. CERTIFICATE OF APPROPRIATENESS REVIEW FOR 415 6TH STREET IN THE NORMAL HILL HERITAGE OVERLAY ZONE**
 - E. REQUEST FOR PROCLAMATION BY THE MAYOR**
 - F. REVIEWING NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORMS FOR LEWISTON CLARKSTON INTERSTATE BRIDGE AND CLEARWATER RIVER CAMAS PRAIRIE RAILROAD BRIDGE, AS REQUESTED BY THE IDAHO STATE HISTORICAL SOCIETY AND PROVIDING A LETTER OF SUPPORT FOR THE NOMINATIONS.**
- IV. OLD BUSINESS**
- V. COMMISSIONER COMMENTS**
- VI. COUNCIL LIAISON COMMENTS**
- VII. STAFF COMMENTS**
 - A. QUERY OF COMMISSIONERS TO ATTEND THE SPECIAL MEETING ON APRIL 10, 2025, RESCHEDULING OF REGULAR MEETING ON MAY 1, 2025 (STAFF WILL BE OUT OF TOWN AT A TRAINING), AND SHPO VISIT ON MAY 9, 2025.: - Presentation ()**
- VIII. ADJOURNMENT**

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact Nikki Province, ADA Coordinator, at least forty-eight (48) hours in advance of the meeting at 208-746-3671 x 6211.

March 06, 2025

The HISTORIC PRESERVATION COMMISSION met in the Bell Building Upstairs Conference Room at 215 “D” Street. Vice Chair King called the meeting to order at 10:04 a.m.

I. CALL TO ORDER

COMMISSIONERS PRESENT: Ed King, Vice Chair; Dennis Ohrtman; Laurinda Riggs; Bob Reitz; Lisa Hasenoehrl; Kayleigh Phillipi;

COMMISSIONERS EXCUSED: Leah Boots, Chair; Greg Follett; Tamara Berlik;

STAFF MEMBERS PRESENT: Katie Hollingshead, Assistant Planner;

CITY COUNCIL LIAISON PRESENT: Kasee Forsman (via Zoom)

GUESTS: Tyler Schram, CSHQA (via Zoom); Danielle Weaver, CSHQA (via Zoom);

II. CITIZEN COMMENTS

None.

III. NEW BUSINESS

1. Approval of Minutes, February 6, 2025 Regular Meeting

Vice Chair King asked if the Commission had any questions or amendments to the minutes. There were none. Commissioners Riggs and Reitz moved and seconded, respectively, to approve the minutes as written. Motion carried 6-0.

2. Certificate of Appropriateness Review for the Liberty Theater Preservation Alliance:

Staff Hollingshead reviewed the application and architectural renderings for the restoration of the marquee at 611 Main Street for the Liberty Theater. Staff Hollingshead introduced Danielle Weaver and Tyler Schram from CSHQA who had provided the architectural drawings. Ms. Weaver provided additional information regarding the paint sampling work that had been done and Staff Hollingshead passed out paint sample sheets to the Commission.

Vice Chair King walked the Commission through the West End Historic District Design Guidelines review sheet. Commission discussed and found the application to

be in conformance with guidelines B-1, B-2, B-5, D-1, G-1 and L-1. All other guidelines were not applicable to the project. Commissioners Reitz and Riggs moved and seconded, respectively, to approve the Certificate of Appropriateness for the Liberty Theater marquee restoration at 611 Main Street. Motion passed 6-0.

3. **Liberty Theater Preservation Alliance Request for letter of support for Commemoration of Walt and Lillian Disney's wedding in Lewiston on July 13, 1925.**

Staff Hollingshead reviewed that Jan Johnson with the Liberty Theater Preservation Alliance had presented to the Commission in February regarding support for a commemoration event. Staff Hollingshead and Chair Boots had worked together to draft the requested support letter, which was provided to the Commission for review and signature.

Commissioners Ohrtman and Hasenoehrl moved and seconded, respectively, to approve the letter as written and sign and send it to the Liberty Theater Preservation Alliance. Motion passed 6-0.

IV. **OLD BUSINESS**

1. **Historic Churches project**

Staff Hollingshead stated that she had not worked any further on this project since the February meeting but the Commissioner Ohrtman had brought in additional information on Trinity Lutheran and she would add that to the file.

V. **COMMISSIONER COMMENTS:**

None.

VI. **COUNCIL LIASION COMMENTS:**

Councilor Forsman stated that the council had discussed at their work session getting updates from all the City Commissions. Staff Hollingshead asked Councilor Forsman to share the letter of support from the Commission with Council.

VII. **STAFF-COMMISSION COMMUNICATIONS:**

Staff Hollingshead asked if there were any Commissioners who were unable to attend the April 3, 2025 meeting. Commissioner Hasenoehrl stated that she would not be able to attend. Staff Hollingshead said that the Commissions request for a proclamation by the Mayor for May to be Historic Preservation Month would be on the agenda.

VIII. **ADJOURN**

There being no further business, Commissioners Ohrtman and Reitz moved and seconded, respectively to adjourn the meeting of the Historic Preservation Commission at approximately 10:35 a.m. Motion passed 6-0.

RESPECTFULLY SUBMITTED,

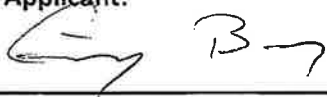
Katie Hollingshead
Recording Secretary

Chairperson or Acting Chairperson
Historic Preservation Commission

Approved this _____ day of _____, 2025.

Lewiston Historic District

Application for Certificate of Appropriateness

Applicant Name: Hidden Beach Properties, LLC	Property Owner Name & Address: Gary & Jaime Bergen	HPC Review Date: April 3, 2025 LHD# HPC25-2
Historic District Address: 808 Main St Lewiston, ID		
Applicant Contact Details: email: garydiditagain@gmail.com Phone: 208 816 1750 Fax: _____ Address (if not the same as above): 3446 Selway Dr. Lewiston, ID 83501		
Description of Work: (Please provide any drawings, photographs or other information that can describe the exterior work being conducted) Photo of Potential Project to be attached to email.		
Project Start Date: Unknown	WCF Review Y / N	Estimated Project Value: ?
Proposed Use: COMMERCIAL OR RESIDENTIAL		
Will you be using a Contractor: <u>Y</u> / N Name & Contact Details of Contractor(s): Unknown @ this time		
Signature of Applicant: 		Date: 3-10-25
Name of Staff Person Receiving Application:		Date:
Staff Comments: (Please clip all documents to this application)		

* No Fees are required for this application, but there maybe fees associated with building permits or other.



HISTORIC DISTRICT CERTIFICATE OF APPROPRIATENESS PROJECT CHECKLIST GUIDELINE

In order for the Historic Preservation Commission to review a proposed project in a timely manner, applications must be complete and thorough. The following checklist will assist applicants in providing the required supplemental materials to be submitted with the application for various project elements. City Staff will assist in determining required information and drawings that must be included.

Failure to submit required items may result in a project review being delayed or denied.

1. All Projects

- ☒ Completed Application Form
- ☒ Photographs of existing conditions (digital preferred)
 - Photographs from any/all public right-of-ways (streets, sidewalks, trails, et cetera)
 - Photographs of elements to be modified
- ☐ Historic photographs/images (if any)
- ☐ If not applicable please check

2. Masonry

- ☐ Proposed brick pattern
- ☐ Color, locations, and joint profile for mortar repairs
- ☐ Brand/type of mortar to be used (cut sheets)
- ☐ Cleaning methods proposed (including any chemicals to be used)
- ☐ If not applicable please check

3. Siding

- ☐ Photographs and description of existing siding materials
- ☐ Brand/type of siding proposed (cut sheets)
- ☐ Color(s) proposed
- ☐ If not applicable please check

4. Painting

- ☐ Colors to be used (chips with brand name, color numbers)
- ☐ Locations of specific colors
- ☐ If not applicable please check

5. Windows/Doors

- ☐ Windows / doors to be installed / replaced, their existing conditions
- ☐ Manufacturer's cut sheets, with measurements
- ☐ Information on pane / panel configuration
- ☐ Material of new windows / doors
- ☐ Exterior hardware (if any)
- ☐ Design, materials, colors of any trim
- ☐ If not applicable please check

6. Roofing

- ☐ Materials, colors of roofing to be replaced, its existing condition

- ☐ Materials, colors of proposed new roofing
- ☐ Manufacturer's cut sheet(s)
- ☐ Sample of material(s)
- ☐ If not applicable please check

7. Ornamentation (porches, awnings, light fixtures, decorative trim, skirting, et cetera)

- ☒ Location(s) of proposed work
- ☒ Information on proposed modifications
- ☐ Manufacturer's information / cut sheets for materials
- ☒ Colors to be used (chips with brand name, color numbers)
- ☐ If not applicable please check

8. Storefronts

- ☐ To-scale drawings of proposed design, with measurements
- ☐ Information on materials, colors to be used
- ☐ Information on proposed windows / doors
- ☐ If not applicable please check

9. Signage / Awnings

- ☐ To-scale, color drawings of the proposed sign(s) / awnings(s)
- ☐ To-scale drawings / photograph showing proposed location of the sign(s) / awning(s) on the structure / site
- ☐ Information on proposed illumination (if any)
- ☐ Information on materials to be used
- ☐ If not applicable please check

10. Additions / New Construction

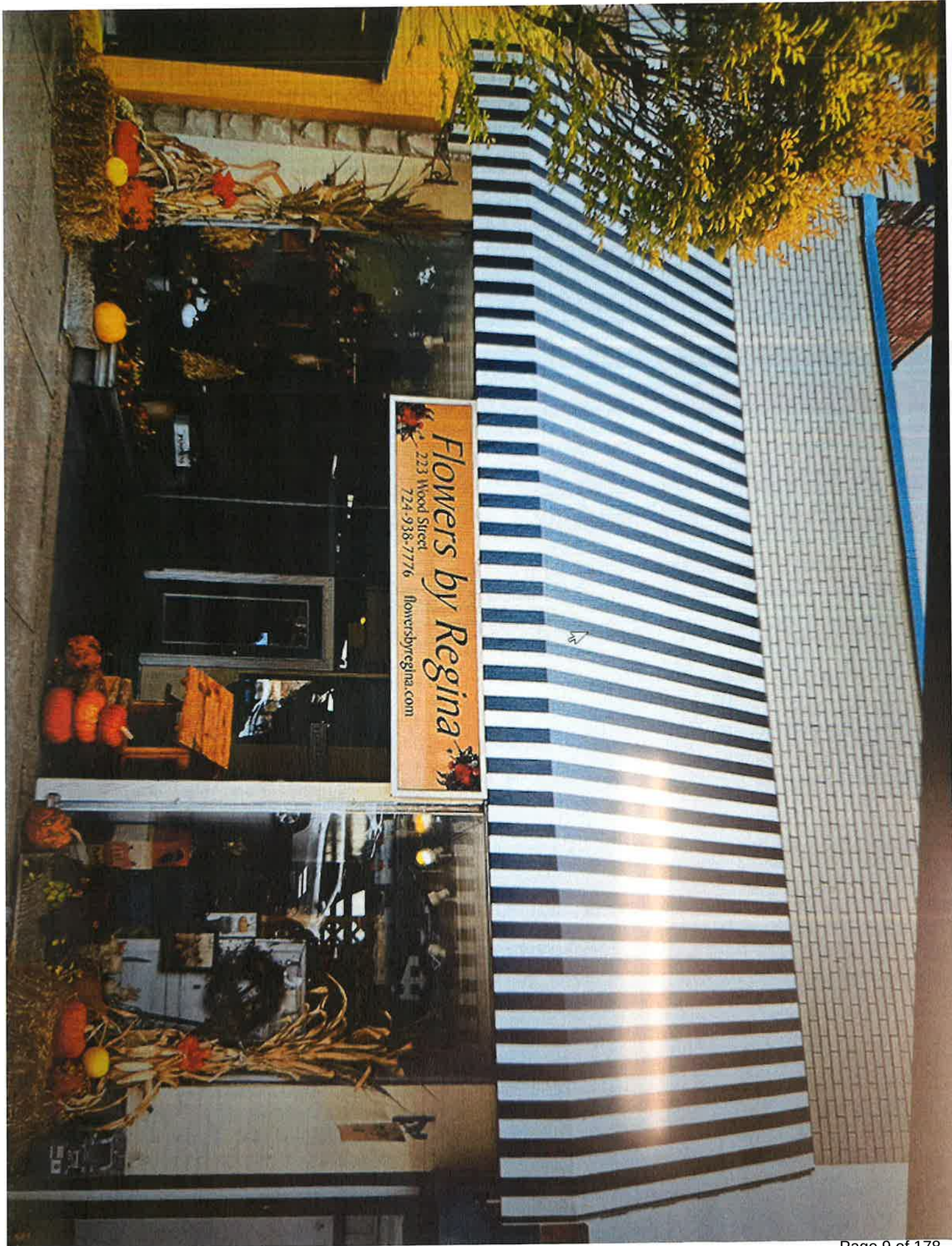
- ☐ To-scale site plans, showing the existing structure, the proposed addition, the parcel lines, and the outline of any structure within 20ft of the parcel lines
- ☐ To-scale drawings showing proposed work in relation to existing conditions, with measurements
- ☐ To-scale elevations showing proposed final design
- ☐ Description of materials and colors to be used
- ☐ If not applicable please check

11. Site Features (parking lots fences, walls, decks, sheds, garages, et cetera)

- ☐ To-scale site plans, showing the existing structure, the proposed feature(s), the parcel lines, and the outline of any structure within 20ft of the parcel lines
- ☐ Manufacturer's information/cut sheets for materials
- ☐ Information on the design, materials, colors of proposed feature(s)
- ☐ If not applicable please check

12. Demolition

- ☐ Documentation of current condition of the structure
- ☐ Plans for future / intended use of the site
- ☐ If not applicable please check



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NOTICE OF CONSIDERATION OF APPLICATION For Certificate of Appropriateness in the West End Historic District by the Historic Preservation Commission on:

THURSDAY APRIL 3, 2025 at 10:00 A.M.
AT THE COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING
2ND FLOOR MEETING ROOM,
215 D STREET LEWISTON, ID 83501

Seating will be available on a first-come, first-served basis.

Comments for the application may be made: in-person, by emailing Katie Hollingshead at khollingshead@cityoflewiston.org, or by calling (208)746-1318 ext 7261 and leaving a message.

This consideration will be to determine approval or denial of the following:

**APPLICATION BY GARY BERGEN FOR WEST END HISTORIC DISTRICT
CERTIFICATE OF APPROPRIATENESS AT 808 MAIN STREET:** The proposal is to install an awning over the front entrance of the building at 808 Main Street. A Historic Preservation Commission Certificate of Appropriateness approval is required, per Lewiston City Code 19.5-11.

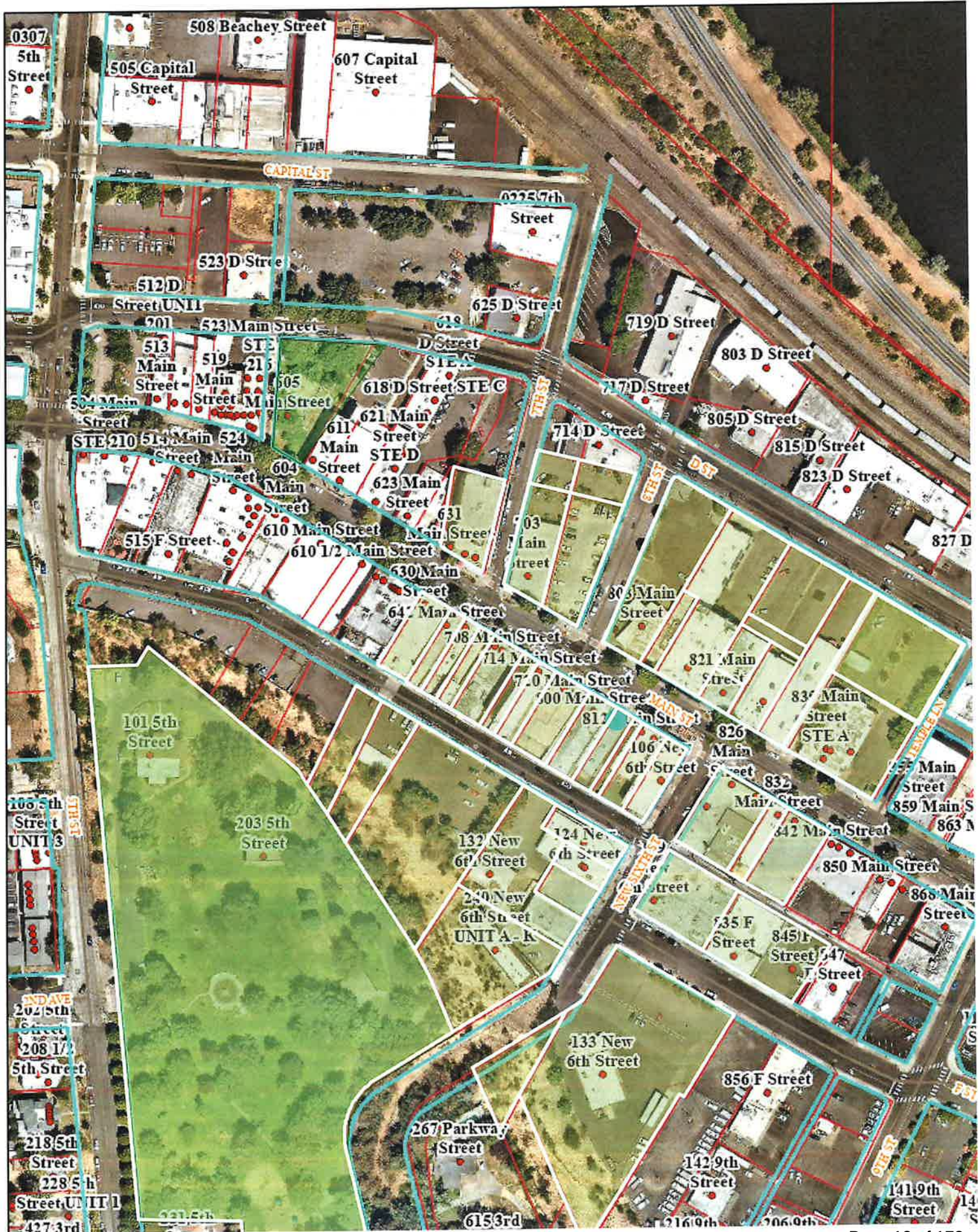
Any person (or persons) may support or oppose, by petition or letter, the Applicant's request.
Persons receiving this notice are encouraged to provide comment.

FOR FURTHER INFORMATION AND TO SUBMIT COMMENTS, contact the Community Development Department at (208) 746-1318, ext. 7261

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OWNER1	OWNER2	IN CARE OF	MAIL_ADD1	MAIL_CITY	MAIL_ST	MAIL_ZIP	SITE_ADD
ZENNER DEBBIE			821 MAIN ST	LEWISTON	ID	83501	821 MAIN ST
NEWBERRY SQUARE LLC			1011 WINDSONG LN	MOSCOW	ID	83843	800 MAIN ST
DRH LLC			700 MAIN ST	LEWISTON	ID	83501	630 MAIN ST
YATES MICHAEL E &	YATES CODA L		2860 KNOLLCREST DR	LEWISTON	ID	83501	818 F ST
HAINES PROPERTIES LLC			7686 AMBERVIEW CT	LEWISTON	ID	83501	704 MAIN ST
MADER FAMILY TRUST	MADER DANIEL K &		13506 HILLSIDE RD	GENESEE	ID	83832	816 MAIN ST
ZENNER DEBBIE			821 MAIN ST	LEWISTON	ID	83501	821 MAIN ST
DIAMOND SHOP INC			700 MAIN ST	LEWISTON	ID	83501	700 MAIN ST
TAYLOR TEVIN &	TAYLOR KIRSTEN		855 MAIN ST	LEWISTON	ID	83501	119 NEW 6TH ST
ALEXANDER INVESTORS LLC			504 MAIN ST STE 111	LEWISTON	ID	83501	628 F ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	832 MAIN ST
FOLLETT MICHAEL G &	FOLLETT THERA		3820 COUNTRY CLUB DR	LEWISTON	ID	83501	825 MAIN ST
HIDDEN BEACH PROPERTIES LLC			3446 SELWAY DR	LEWISTON	ID	83501	808 MAIN ST
ROSS JOHN P &	ROSS VIKKY		1011 WINDSONG LN	MOSCOW	ID	83843	810 MAIN ST
DTL PARKING LLC			784 S CLEARWATER LOOP STE B	POST FALLS	ID	83854	
HAINES PROPERTIES LLC			7686 AMBERVIEW CT	LEWISTON	ID	83501	642 MAIN ST
COX DAVID B &	COX SHARON		45 DAVE WAY	ST MARIES	ID	83861	710 MAIN ST
835 F STREET LLC		TAYLOR TEVIN	401 PROSPECT AVE	LEWISTON	ID	83501	835 F ST
LAVOIE BROTHERS			718 MAIN ST	LEWISTON	ID	83501	720 MAIN ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	132 NEW 6TH ST
WASHINGTON WATER POWER CO			1411 MISSION	SPOKANE	WA	99202	803 MAIN ST
FOLLETT MICHAEL G &	FOLLETT THERA K		3820 COUNTRY CLUB DR	LEWISTON	ID	83501	825 MAIN ST
FINCH COMMERCIAL PROP LLC			703 MAIN ST	LEWISTON	ID	83501	703 MAIN ST
POSEY GREGORY S			2416 13TH AVE	LEWISTON	ID	83501	714 MAIN ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	133 NEW 6TH ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	124 NEW 6TH ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	836 MAIN ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	826 MAIN ST
HAINES PROPERTIES LLC			7686 AMBERVIEW CT	LEWISTON	ID	83501	706 MAIN ST
812 MAIN STREET LLC			814 MAIN ST	LEWISTON	ID	83501	812 MAIN ST
SYLVAN SELF SERVICE FURNITURE			815 MAIN ST	LEWISTON	ID	83501	815 MAIN ST
BRIER BUILDING LLC			222 NW 45TH ST	OAKLAND PARK	FL	33309	633 MAIN ST
EIMERS SANDRA P			605 E MAIN ST UNIT 6	GRANGEVILLE	ID	83530	240 NEW 6TH ST
JMS LIMITED PARTNERSHIP			PO BOX 293	CLARKSTON	WA	99403	124 NEW 6TH ST
835 MAIN LLC			317 W 6TH ST STE 201	MOSCOW	ID	83843	835 MAIN ST

City of Lewiston



LEWISTON DESIGN GUIDELINES FOR THE WEST END HISTORIC DISTRICT

CERTIFICATE OF APPROPRIATENESS REVIEW FORM

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additional while preserving those portions or features which convey its historical, cultural, or architectural values. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meeting continuing or new uses while retaining the building's historic character.

(A) Brick, Stone and Concrete: Buildings with brick exterior walls may be structural (load bearing) brick or simply a brick veneer covering another structural material.			
Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	Notes
1. Preservation of historical brick, stone, or concrete exterior walls.	YES ☐ NO ☐	N/A ☐	
2. Repointing with the same type of mortar used historically, and only if needed. Preserving original mortar if it remains in good condition.	YES ☐ NO ☐	N/A ☐	
3. Leaving brick, stone, or concrete walls unpainted that were not painted historically. Brick masonry naturally has a water-protective layer, or patina, to protect it from the elements; painting can seal in moisture and prevent the brick from breathing.	YES ☐ NO ☐	N/A ☐	
4. Cleaning brick, stone, and concrete only if needed, and then with the gentlest methods possible. Research and test cleaning procedures before applying them. Low pressure water and detergent using bristle brushes is often effective.	YES ☐ NO ☐	N/A ☐	
5. Proper drainage to prevent water damage to brick, stone, or concrete masonry.	YES ☐ NO ☐	N/A ☐	

(B) Metals: Metals were often used in historical buildings, particularly for ornamental elements such as columns and cornices and utilitarian features such as door and window hardware.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical metal features.	YES ☐ NO ☐	N/A ☐	
2. Maintaining historical protective coatings on metal features.	YES ☐ NO ☐	N/A ☐	
3. Repair of historical metal features, if needed, by patching and splicing with compatible metal.	YES ☐ NO ☐	N/A ☐	
4. Cleaning, if needed, with the gentlest methods possible.	YES ☐ NO ☐	N/A ☐	
5. Providing proper drainage to prevent water damage to historical metal elements.	YES ☐ NO ☐	N/A ☐	

(C) Wood: Historical wooden elements include doors, window sash, and sometimes ornament or siding.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical wood features. Repair of historical wood features, if needed, by patching and splicing with compatible wood. Replacement "in-kind" (with the same size, type, and material) only if the historical element is too deteriorated to repair.	YES ☐ NO ☐	N/A ☐	
2. Maintaining historical protective coatings, such as paint of historical colors, on wood features.	YES ☐ NO ☐	N/A ☐	
3. Cleaning, if needed, with the gentlest method possible.	YES ☐ NO ☐	N/A ☐	
4. Providing proper drainage to prevent water damage to historical wood elements.	YES ☐ NO ☐	N/A ☐	

(D) Design Guidelines for Historic Building Elements

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical features of the storefront and main façade, including display windows, bulkheads, entryways, doors, transom lights, upper story windows, cornices, and parapets.	YES ☐ NO ☐	N/A ☐	
2. If a storefront has been altered, restoration to the original design is no longer evident and historical photographs are not available, a simplified interpretation of similar period storefronts is often acceptable. Removal of incompatible modern materials covering historical elements may be appropriate.	YES ☐ NO ☐	N/A ☐	
3. If the altered storefront has acquired historic significance in its own right, preserving the altered storefront may be the most appropriate course of action.	YES ☐ NO ☐	N/A ☐	
4. Preservation of historical storefronts on secondary building facades.	YES ☐ NO ☐	N/A ☐	

(E) Windows: This section addresses windows other than display windows, generally situated on upper levels of a commercial building. Most historical windows of the 1880's to 1960's period are wood sash, although some later windows during this period are metal sash.

Generally recommended:	Project Complies? Yes/No	Not Applicable to the project	
1. Preserving the functional and decorative features of historic windows, including the sash, glazing, sills, moldings, hardware, and trim. Features too deteriorated to repair can be replaced "in-kind" (with the same size, type, and material).	YES ☐ NO ☐	N/A ☐	
2. Preservation of historical window openings, particularly on highly visible primary facades.	YES ☐ NO ☐	N/A ☐	

3. If replacement of historical windows is necessary, use of new windows that retain the appearance of the originals, particularly on highly visible primary facades, is desirable. Matching the sash profile and materials is recommended. At a minimum, replacement windows should match the number and position of glass panes and be composed of materials that appear similar to the originals.	YES ☐ NO ☐	N/A ☐	
4. Use of storm windows, particularly on the building interior, to enhance energy efficiency while preserving original historical windows. If the storm window is installed on the building exterior, matching the sash design and color of the original window is recommended.	YES ☐ NO ☐	N/A ☐	

(F) Doors: This section addresses exterior doors, generally situated on the ground level of a commercial building. Most historical doors of the 1880's to 1960's period are wood or wood and glass, although some later doors during this period are metal or metal and glass.

Generally recommended:	Project Complies Yes/No	Not Applicable to this project.	
1. Preserving the functional and decorative features of historic doors, particularly the main entrance. Important historical door features include the door, sidelights, transom lights, hardware, and decorative detailing. Features too deteriorated to repair can be replaced "in-kind" (with the same size, type, and material).	YES ☐ NO ☐	N/A ☐	
2. Preservation of historical doorway openings, particularly on highly visible primary facades.	YES ☐ NO ☐	N/A ☐	

3. If replacement of historical doors is necessary, use of new doors that retain the appearance of the original materials and design, particularly on highly visible facades, is desirable. Replacement with a very ornate door is discouraged unless supported by historical photographic evidence.	YES ☐ NO ☐	N/A ☐	
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(G) Roofs: This section addresses commercial building roofs of the 1880's to 1960's period, most of which are flat with flat or shaped parapets.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Preserving the character-defining shape, color, and materials of a historical roof, particularly the highly visible parapet or eaves, cornice or other ornamental detailing, and - if visible from the street- roofing materials.	YES ☐ NO ☐	N/A ☐	
2. If historical roof features cannot be repaired, replacement with new materials or elements that retain the appearance of the originals is desirable.	YES ☐ NO ☐	N/A ☐	
3. Replacement of missing elements, such as a cornice, if supported by physical or photographic evidence.	YES ☐ NO ☐	N/A ☐	
4. Placement of modern rooftop features, such as skylights, HVAC units, patios, or decks, where they will be least visible from the street.	YES ☐ NO ☐	N/A ☐	

(H) Awnings and Canopies: Cloth and sometimes metal awnings and canopies were common during the 1880's through 1960's period. Many awnings could be rolled, raised, or lowered, and they often sheltered the entire walkway in front of a building, while canopies were generally of rigid construction.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintaining and repairing existing historical canopies or awnings or replacement with canopies or awnings that retain the appearance of the originals. Replacement of missing historical canopies or awnings with historically compatible designs.	YES ☐ NO ☐	N/A ☐	

(I) Chimneys: Chimneys in 1880's to 1960's historical buildings are generally brick features incorporated into the building or walls and protruding from the roof or parapet. Many are no longer functional.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintenance and repair of existing historical chimneys, whether functional or not.	YES ☐ NO ☐	N/A ☐	

(J) Balconies: Although balconies are rather uncommon features, they may be (or may have been) present on historical buildings in the Lewiston West Historic District.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintaining and repairing existing historical balconies or replacement with balconies that retain the appearance of the originals. Replacement of missing balconies, documented by physical evidence or historical photographs, with historically compatible designs.	YES ☐ NO ☐	N/A ☐	
2. If construction of new balconies is needed for adaptive reuse of a historic building, placement on the rear elevation or other less visible facades is recommended.	YES ☐ NO ☐	N/A ☐	

(K) Design Guidelines for Additions to Historic Buildings: Converting a historic building to a new use may necessitate construction of additions; this is acceptable under the treatment Rehabilitation.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Construction of additions, including elevator shafts and additional exit stairways, on less visible facades of a historical building or set back from the main façade. Such additions should be designed to be subordinate to the original building.	YES ☐ NO ☐	N/A ☐	
2. Construction of additions compatible with the historical building in terms of scale, materials, and character, but easily distinguished from historical portions of the building.	YES ☐ NO ☐	N/A ☐	
3. Roof additions should be set back to reduce visibility from streets adjacent to the main facades. If visible from the adjacent streets, such additions should be of modest size and compatible, although distinguishable, from the original building.	YES ☐ NO ☐	N/A ☐	
4. Building modifications allowing barrier-free disabled access designed to be compatible with and subordinate to the original building. Disabled access at the main entrance is desirable.	YES ☐ NO ☐	N/A ☐	
5. Preservation of additions that have achieved historic significance in their own right - that is, additions that are generally 50 or more years of age and retain an acceptable level of integrity - may be desirable.	YES ☐ NO ☐	N/A ☐	

(L) Design Guidelines for Parking Facilities, Lighting, Signs and Streetscapes: Since the goal of Rehabilitation is to provide new uses for historic buildings, and the setting must be conducive to the selected use, parking facilities, lighting, signage, and generally pleasant streetscapes are of the utmost importance in encouraging people to visit shops and other commercial venues in the historic district.

Generally recommended.	Property Complies? Yes/No	Not Applicable to this project.	
1. Off-street parking located behind party wall buildings or shielded from main streets or walkways by vegetation or compatible walls.	YES ☐ NO ☐	N/A ☐	
2. Locating off-street parking lots in areas with no historical buildings.	YES ☐ NO ☐	N/A ☐	
3. Use of simple low intensity lighting fixtures casting a warm light (similar to daylight), focused on building entrances, signs, and first floor detailing. Historical lighting fixtures should be preserved if possible. Modern fixtures should be compatible with the historic building and its surroundings in terms of size, scale, and color.	YES ☐ NO ☐	N/A ☐	
4. Consistent street lighting fixtures throughout the historic district may be a means of unifying the area. Although the fixtures do not need to imitate historical types, dark colors reminiscent of cast iron may be appropriate for earlier historic districts, while a silver color reminiscent of aluminum may be appropriate for mid-twentieth century districts.	YES ☐ NO ☐	N/A ☐	
5. Use of signs that are compatible with and do not overwhelm the architecture of the building and district. Avoid plastic signs if possible. Consistent size and placement of signage contributes to unification of the downtown area.	YES ☐ NO ☐	N/A ☐	
6. Historic building names or historic signs should be retained, if possible, as part of the historic building.	YES ☐ NO ☐	N/A ☐	

7. Preservation of historic painted advertisements on exterior building walls. Careful repainting of faded images may be acceptable.	YES ☐ NO ☐	N/A ☐	
8. Service structures- such as garbage, utilities, and storage- placed where not visible from main streets or walkways. Screening with vegetation or compatible walls or structures is generally appropriate.	YES ☐ NO ☐	N/A ☐	
9. Power and telephone poles should be compatible, in terms of size and color, with nearby historic buildings. Although the poles do not need to imitate historical types, wood poles or poles painted to resemble wood may be appropriate for earlier historic districts, while a silver color reminiscent of aluminum may be appropriate for mid-twentieth century districts.	YES ☐ NO ☐	N/A ☐	
10. Maintenance of pleasant streetscapes, perhaps with trees or planters, sidewalks, and simple compatible street furniture. Retain a clearly defined pedestrian travel route.	YES ☐ NO ☐	N/A ☐	
11. Historical features, such as original street furniture, statues, walls, sidewalk inscriptions, stone curbs, and power poles, contribute to the historic character of the district as a whole, and should be retained if possible.	YES ☐ NO ☐	N/A ☐	

12. Until about the 1920's, most commercial district buildings were constructed as party wall structures with the main facades aligned along the street. Alteration of this familiar pattern through removal of a historic building or setback of a replacement structure creates mild confusion, making the area less predictable and hence, less comfortable for a visitor. Installation of walls, sculptures, or vegetation may adequately substitute for an altered street wall (building facade line).	YES ☐ NO ☐	N/A ☐	
13. The presence of pleasant public spaces encourages visitors to spend time in downtown areas.	YES ☐ NO ☐	N/A ☐	
14. Where it exists, historic brick street surfacing should be retained if possible.	YES ☐ NO ☐	N/A ☐	

(M) Design Guidelines for New Construction within a Historic District: New construction within a historic district may be desirable to fill gaps left when buildings were destroyed by fire or removed for other reasons. New buildings in the Lewiston West End Historic District should be designed to maintain the district's visual continuity, including relatively uniform heights and facade widths, the pattern of storefronts along Main Street, repetition of recessed entryways and vertical upper story windows, and free-standing buildings north and south of Main Street.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Adaptive re-use of historical buildings rather than construction of new buildings.	YES ☐ NO ☐	N/A ☐	
2. Construction of new buildings compatible with surrounding historical buildings in terms of scale, height, materials, and character, but easily distinguished from the historical buildings.	YES ☐ NO ☐	N/A ☐	
3. In portions of the historic district with continuous party wall buildings, new buildings should also be party wall with main facades aligned with older buildings' main facades to maintain the street wall.	YES ☐ NO ☐	N/A ☐	
4. Use of brick cladding on new buildings would generally be appropriate throughout the Lewiston West End Historic District. Use of metal cladding or poured concrete walls may be deemed compatible in certain portions of the district.	YES ☐ NO ☐	N/A ☐	
5. Design of windows and doors on a new building's main façade to be compatible with those of nearby historical buildings in terms of general size and alignment.	YES ☐ NO ☐	N/A ☐	
6. Design of a new building's main façade to be compatible with those of nearby historical buildings in terms of horizontal and vertical visual divisions.	YES ☐ NO ☐	N/A ☐	

Lewiston Historic District

Application for Certificate of Appropriateness

Applicant Name: TIM LYNCH on behalf of LANDMARK PROPERTY GROUP MARK ALEXANDER		HPC Review Date: April 3, 2025 LHD# HPC25-3
Historic District Address: 126-128 MAIN STREET		
Applicant Contact Details: email: TIM.LYNCH@MYARCHITECTAIA.COM Phone: 208-743-5902 Fax:		
Address (If not the same as above): 504 MAIN STREET, STE 480		
Description of Work: (Please provide any drawings, photographs or other information that can describe the exterior work being conducted) MODIFY NORTH ENTRANCE TO THE SECOND FLOOR BY REMOVING A DOUBLE DOOR AND ADDING A NEW VESTIBULE INCLUDING SINGLE DOOR, WINDOWS AND TRANSOMS SIMILAR TO EXISTING.		
Project Start Date: 04-07-25	Estimated Project Value: \$5,000.00	Proposed Use: COMMERCIAL OR RESIDENTIAL
Will you be using a Contractor: ☒ Y / ☐ N Name & Contact Details of Contractor(s): HARRINGTON PROPERTY MANAGEMENT BEN HARRINGTON 719 VISTA AVE LEWISTON, ID 83501 (208) 746-7736		
Signature of Applicant: 		Date: 03-11-25
Name of Staff Person Receiving Application:		Date:
Staff Valuation: (Please clip all documents to this application)		
Staff Comments:		

* No Fees are required for this application, but there maybe fees associated with building permits or other.

HISTORIC DISTRICT CERTIFICATE OF APPROPRIATENESS PROJECT CHECKLIST GUIDELINE

In order for the Historic Preservation Commission to review a proposed project in a timely manner, applications must be complete and thorough. The following checklist will assist applicants in providing the required supplemental materials to be submitted with the application for various project elements. City Staff will assist in determining required information and drawings that must be included.

Failure to submit required items may result in a project review being delayed or denied.

1. All Projects

- ☒ Completed Application Form
- ☒ Photographs of existing conditions (digital preferred)
 - Photographs from any/all public right-of-ways (streets, sidewalks, trails, et cetera)
 - Photographs of elements to be modified
- ☐ Historic photographs/images (if any)
- ☐ If not applicable please check

2. Masonry

- ☐ Proposed brick pattern
- ☐ Color, locations, and joint profile for mortar repairs
- ☐ Brand/type of mortar to be used (cut sheets)
- ☐ Cleaning methods proposed (including any chemicals to be used)
- ☒ If not applicable please check

3. Siding

- ☐ Photographs and description of existing siding materials
- ☐ Brand/type of siding proposed (cut sheets)
- ☐ Color(s) proposed
- ☒ If not applicable please check

4. Painting

- ☒ Colors to be used (chips with brand name, color numbers)
- ☒ Locations of specific colors
- ☐ If not applicable please check

5. Windows/Doors

- ☒ Windows / doors to be installed / replaced, their existing conditions
- ☐ Manufacturer's cut sheets, with measurements
- ☒ Information on pane / panel configuration
- ☒ Material of new windows / doors
- ☒ Exterior hardware (if any)
- ☒ Design, materials, colors of any trim
- ☐ If not applicable please check

6. Roofing

- ☐ Materials, colors of roofing to be replaced, its existing condition

- ☐ Materials, colors of proposed new roofing
- ☐ Manufacturer's cut sheet(s)
- ☐ Sample of material(s)
- ☒ If not applicable please check

7. Ornamentation (porches, awnings, light fixtures, decorative trim, skirting, et cetera)

- ☒ Location(s) of proposed work
- ☒ Information on proposed modifications
- ☐ Manufacturer's information / cut sheets for materials
- ☒ Colors to be used (chips with brand name, color numbers)
- ☐ If not applicable please check

8. Storefronts

- ☐ To-scale drawings of proposed design, with measurements
- ☐ Information on materials, colors to be used
- ☐ Information on proposed windows / doors
- ☒ If not applicable please check

9. Signage / Awnings

- ☐ To-scale, color drawings of the proposed sign(s) / awnings(s)
- ☐ To-scale drawings / photograph showing proposed location of the sign(s) / awning(s) on the structure / site
- ☐ Information on proposed illumination (if any)
- ☐ Information on materials to be used
- ☒ If not applicable please check

10. Additions / New Construction

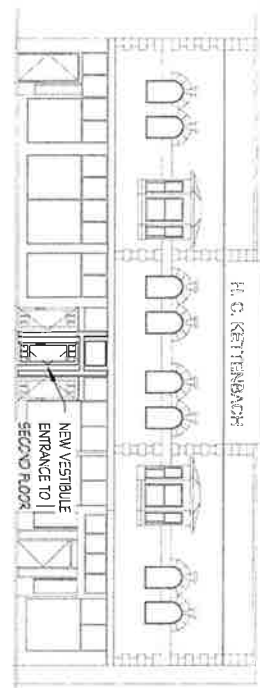
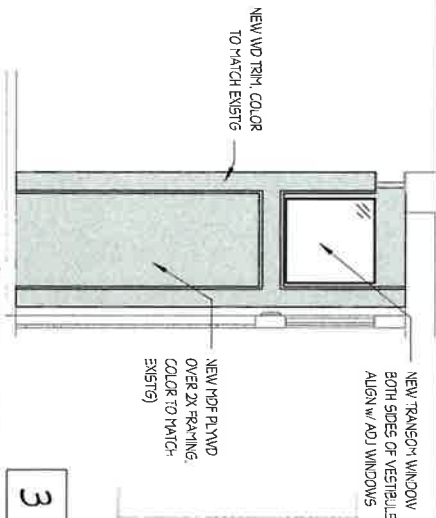
- ☐ To-scale site plans, showing the existing structure, the proposed addition, the parcel lines, and the outline of any structure within 20ft of the parcel lines
- ☐ To-scale drawings showing proposed work in relation to existing conditions, with measurements
- ☐ To-scale elevations showing proposed final design
- ☐ Description of materials and colors to be used
- ☒ If not applicable please check

11. Site Features (parking lots fences, walls, decks, sheds, garages, et cetera)

- ☐ To-scale site plans, showing the existing structure, the proposed feature(s), the parcel lines, and the outline of any structure within 20ft of the parcel lines
- ☐ Manufacturer's information/cut sheets for materials
- ☐ Information on the design, materials, colors of proposed feature(s)
- ☒ If not applicable please check

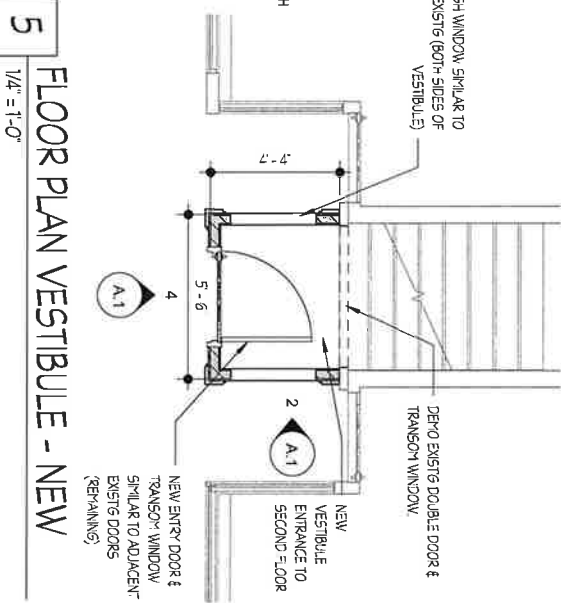
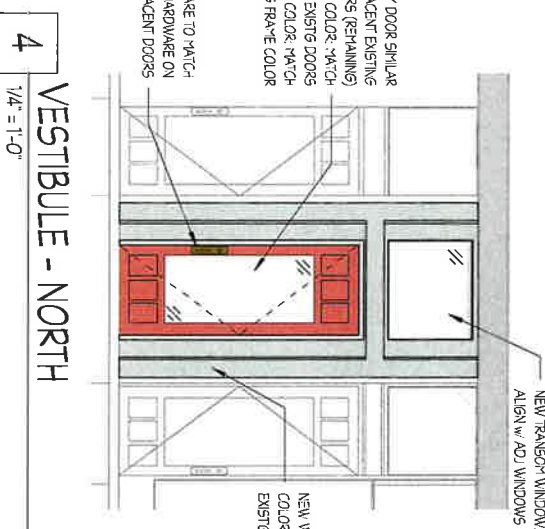
12. Demolition

- ☒ Documentation of current condition of the structure
- ☒ Plans for future / intended use of the site
- ☐ If not applicable please check



2 EAST ELEV (WEST SIM)
1/4" = 1'-0"

3 NORTH ELEVATION - NEW
1/16" = 1'-0"



4 VESTIBULE - NORTH
1/4" = 1'-0"

5 FLOOR PLAN VESTIBULE - NEW
1/4" = 1'-0"

ARCHITECT
504 MAIN STREET, SUITE 480
LEWISTON, ID 83501
(208) 743-5902

Kettenbach Building

126-128 Main Street
Lewiston, ID 83501

NEW VEST TO 2ND FLOOR	
Project number	16-063f
Date	03-11-25
Drawn by	KBL
Checked by	TPL

A.1

NOTICE OF CONSIDERATION OF APPLICATION For Certificate of Appropriateness in the West End Historic District by the Historic Preservation Commission on:

THURSDAY APRIL 3, 2025 at 10:00 A.M.
AT THE COMMUNITY DEVELOPMENT DEPARTMENT
BUILDING
2ND FLOOR MEETING ROOM,
215 D STREET LEWISTON, ID 83501

Seating will be available on a first-come, first-served basis.

Comments for the application may be made: in-person, by emailing Katie Hollingshead at khollingshead@cityoflewiston.org, or by calling (208)746-1318 ext 7261 and leaving a message.

This consideration will be to determine approval or denial of the following:

APPLICATION BY TIM LYNCH ON BEHALF OF LANDMARK PROPERTY GROUP FOR WEST END HISTORIC DISTRICT CERTIFICATE OF APPROPRIATENESS AT 128 MAIN STREET: The proposal is to modify the north entrance to the second floor by removing a double door and adding a new vestibule including a single door, windows and transoms similar to existing. A Historic Preservation Commission Certificate of Appropriateness approval is required, per Lewiston City Code 19.5-11.

Any person (or persons) may support or oppose, by petition or letter, the Applicant's request.
Persons receiving this notice are encouraged to provide comment.

FOR FURTHER INFORMATION AND TO SUBMIT COMMENTS, contact the Community Development Department at (208) 746-1318, ext. 7261

The City of Lewiston is committed to providing access and reasonable accommodation in its services, programs, and activities and encourages qualified persons with disabilities to participate. If you anticipate needing any type of accommodation or have questions about the physical access provided at this meeting, please contact the meeting coordinator at least forty-eight (48) hours in advance of the meeting at (208) 746-1318, ext. 7202.

OWNER1	OWNER2	MAIL_ADD1	MAIL_CITY	MAIL_ST	MAIL_ZIP	SITE_ADD
ALEXANDER INVESTORS LLC		504 MAIN ST STE 111	LEWISTON	ID	83501	128 MAIN ST
KELLER LEANNE M &	LARSON JASON	216 PROSPECT BLVD	LEWISTON	ID	83501	216 PROSPECT BLD
JONES JEFF A		203 D ST	LEWISTON	ID	83501	222 1ST ST
STAGGS DALTON T &	STAGGS AMI O	215 1ST AVE	LEWISTON	ID	83501	215 1ST AVE
DRUFFEL TECLA &	DRUFFEL ALLEN	PO BOX 323	LEWISTON	ID	83501	312 MAIN ST
HEWITT JESSICA ANN &	HEWITT JOHN MATTHEW	318 PROSPECT BLVD	LEWISTON	ID	83501	318 PROSPECT BLD
PARADISE ENTERPRISES LLC		1329 W PARADISE RD	SPOKANE	WA	99224	308 MAIN ST
ALEXANDER INVESTORS LLC		504 MAIN ST STE 111	LEWISTON	ID	83501	111 MAIN ST
BEIER PROPERTIES LLC		903 D ST STE L002	LEWISTON	ID	83501	301 MAIN ST
TROY AMANDA MARIE		1320 THORN CREEK RD	GENESEE	ID	83832	11 3RD ST
BLAMIRES TODD L &	BLAMIRES LINDA P	103 W MAIN	LEWISTON	ID	83501	103 MAIN ST
YOUNG WOMEN'S CHRISTIAN ASSN		300 MAIN ST	LEWISTON	ID	83501	300 MAIN ST
COLEMAN AMANDA L		303 1ST AVE	LEWISTON	ID	83501	303 1ST AVE
ALEXANDER INVESTORS LLC		504 MAIN ST STE 111	LEWISTON	ID	83501	200 MAIN ST
SHOWERS PATRICK &	SHOWERS LEEANN	323 NORTH ST	LEWISTON	ID	83501	323 NORTH ST
EVANS MATHEW R		309 1ST AVE UNIT B	LEWISTON	ID	83501	309 1ST AVE
MANLEY AIDEN CHRISTOPHER		PO BOX 2170	LEWISTON	ID	83501	321 1ST AVE UNIT A
CRANE DAVID E &	CRANE COLLEEN N	3638 19TH ST	LEWISTON	ID	83501	326 PROSPECT BLD
ALEXANDER INVESTORS LLC		504 MAIN ST STE 111	LEWISTON	ID	83501	202 MAIN ST
LEWISTON CITY OF	ATTN: KARI KUCHIMAK	P O BOX 617	LEWISTON	ID	83501	215 D ST
PARADISE ENTERPRISES LLC		1329 W PARADISE RD	SPOKANE	WA	99224	306 MAIN ST
CUDDY BRADLEY C &	SPATARO ESTHER	336 N PROSPECT BLVD	LEWISTON	ID	83501	336 N PROSPECT BLD
PROBST STANLEY M &	PROBST KIM V	308 PROSPECT BLVD	LEWISTON	ID	83501	308 PROSPECT BLD
JONES JEFF A		203 D ST	LEWISTON	ID	83501	203 D ST
BURCH KEITH		PO BOX 1049	OROFINO	ID	83544	
HILL THOMAS MARTIN JR &	HILL REBECCA LYNN	313 1ST AVE	LEWISTON	ID	83501	313 1ST AVE
EMERSON CRAIG &	EMERSON ANNE-MARIE WAY	222 PROSPECT BLVD	LEWISTON	ID	83501	222 PROSPECT BLD
THOMAS MAXWELL LOCKE &	THOMAS SYDNI	225 1ST AVE	LEWISTON	ID	83501	225 1ST AVE
NILSSON JON P &	NILSSON ANN M	302 PROSPECT BLVD	LEWISTON	ID	83501	302 PROSPECT BLD
THOMAS DEAN & HOSKINS INC		1800 RIVER DR NORTH	GREAT FALLS	MT	59401	208 MAIN ST
BEIER PROPERTIES LLC		903 D ST STE L002	LEWISTON	ID	83501	301 MAIN ST
TODD BRIAN &	TODD HIDIE	1030 REAMS RD	MOSCOW	ID	83843	312 PROSPECT BLD
UGLEM RODNEY A &	UGLEM MYKLE A	204 PROSPECT BLVD	LEWISTON	ID	83501	204 PROSPECT BLD
JOHNSON ARNOLD S &	WALTON BARBARA W	203 1ST AVE	LEWISTON	ID	83501	203 1ST AVE

BURRAGE TED V &	BURRAGE CAROLYN M	1016 PRAIRIE LN	MOSCOW	ID	83843	123 1ST ST
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City of Lewiston



LEWISTON DESIGN GUIDELINES FOR THE WEST END HISTORIC DISTRICT

CERTIFICATE OF APPROPRIATENESS REVIEW FORM

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additional while preserving those portions or features which convey its historical, cultural, or architectural values. The Rehabilitation Standards acknowledge the need to alter or add to a historic building to meeting continuing or new uses while retaining the building's historic character.

(A) Brick, Stone and Concrete: Buildings with brick exterior walls may be structural (load bearing) brick or simply a brick veneer covering another structural material.			
Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	Notes
1. Preservation of historical brick, stone, or concrete exterior walls.	YES ☐ NO ☐	N/A ☐	
2. Repointing with the same type of mortar used historically, and only if needed. Preserving original mortar if it remains in good condition.	YES ☐ NO ☐	N/A ☐	
3. Leaving brick, stone, or concrete walls unpainted that were not painted historically. Brick masonry naturally has a water-protective layer, or patina, to protect it from the elements; painting can seal in moisture and prevent the brick from breathing.	YES ☐ NO ☐	N/A ☐	
4. Cleaning brick, stone, and concrete only if needed, and then with the gentlest methods possible. Research and test cleaning procedures before applying them. Low pressure water and detergent using bristle brushes is often effective.	YES ☐ NO ☐	N/A ☐	
5. Proper drainage to prevent water damage to brick, stone, or concrete masonry.	YES ☐ NO ☐	N/A ☐	

(B) Metals: Metals were often used in historical buildings, particularly for ornamental elements such as columns and cornices and utilitarian features such as door and window hardware.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical metal features.	YES ☐ NO ☐	N/A ☐	
2. Maintaining historical protective coatings on metal features.	YES ☐ NO ☐	N/A ☐	
3. Repair of historical metal features, if needed, by patching and splicing with compatible metal.	YES ☐ NO ☐	N/A ☐	
4. Cleaning, if needed, with the gentlest methods possible.	YES ☐ NO ☐	N/A ☐	
5. Providing proper drainage to prevent water damage to historical metal elements.	YES ☐ NO ☐	N/A ☐	

(C) Wood: Historical wooden elements include doors, window sash, and sometimes ornament or siding.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical wood features. Repair of historical wood features, if needed, by patching and splicing with compatible wood. Replacement "in-kind" (with the same size, type, and material) only if the historical element is too deteriorated to repair.	YES ☐ NO ☐	N/A ☐	
2. Maintaining historical protective coatings, such as paint of historical colors, on wood features.	YES ☐ NO ☐	N/A ☐	
3. Cleaning, if needed, with the gentlest method possible.	YES ☐ NO ☐	N/A ☐	
4. Providing proper drainage to prevent water damage to historical wood elements.	YES ☐ NO ☐	N/A ☐	

(D) Design Guidelines for Historic Building Elements

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project	
1. Preservation of character-defining historical features of the storefront and main façade, including display windows, bulkheads, entryways, doors, transom lights, upper story windows, cornices, and parapets.	YES ☐ NO ☐	N/A ☐	
2. If a storefront has been altered, restoration to the original design is no longer evident and historical photographs are not available, a simplified interpretation of similar period storefronts is often acceptable. Removal of incompatible modern materials covering historical elements may be appropriate.	YES ☐ NO ☐	N/A ☐	
3. If the altered storefront has acquired historic significance in its own right, preserving the altered storefront may be the most appropriate course of action.	YES ☐ NO ☐	N/A ☐	
4. Preservation of historical storefronts on secondary building facades.	YES ☐ NO ☐	N/A ☐	

(E) Windows: This section addresses windows other than display windows, generally situated on upper levels of a commercial building. Most historical windows of the 1880's to 1960's period are wood sash, although some later windows during this period are metal sash.

Generally recommended:	Project Complies? Yes/No	Not Applicable to the project	
1. Preserving the functional and decorative features of historic windows, including the sash, glazing, sills, moldings, hardware, and trim. Features too deteriorated to repair can be replaced "in-kind" (with the same size, type, and material).	YES ☐ NO ☐	N/A ☐	
2. Preservation of historical window openings, particularly on highly visible primary facades.	YES ☐ NO ☐	N/A ☐	

3. If replacement of historical windows is necessary, use of new windows that retain the appearance of the originals, particularly on highly visible primary facades, is desirable. Matching the sash profile and materials is recommended. At a minimum, replacement windows should match the number and position of glass panes and be composed of materials that appear similar to the originals.	YES ☐ NO ☐	N/A ☐	
4. Use of storm windows, particularly on the building interior, to enhance energy efficiency while preserving original historical windows. If the storm window is installed on the building exterior, matching the sash design and color of the original window is recommended.	YES ☐ NO ☐	N/A ☐	
(F) Doors: This section addresses exterior doors, generally situated on the ground level of a commercial building. Most historical doors of the 1880's to 1960's period are wood or wood and glass, although some later doors during this period are metal or metal and glass.			
Generally recommended:	Project Complies Yes/No	Not Applicable to this project.	
1. Preserving the functional and decorative features of historic doors, particularly the main entrance. Important historical door features include the door, sidelights, transom lights, hardware, and decorative detailing. Features too deteriorated to repair can be replaced "in-kind" (with the same size, type, and material).	YES ☐ NO ☐	N/A ☐	
2. Preservation of historical doorway openings, particularly on highly visible primary facades.	YES ☐ NO ☐	N/A ☐	

3. If replacement of historical doors is necessary, use of new doors that retain the appearance of the original materials and design, particularly on highly visible facades, is desirable. Replacement with a very ornate door is discouraged unless supported by historical photographic evidence.	YES ☐ NO ☐	N/A ☐	
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(G) Roofs: This section addresses commercial building roofs of the 1880's to 1960's period, most of which are flat with flat or shaped parapets.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Preserving the character-defining shape, color, and materials of a historical roof, particularly the highly visible parapet or eaves, cornice or other ornamental detailing, and - if visible from the street- roofing materials.	YES ☐ NO ☐	N/A ☐	
2. If historical roof features cannot be repaired, replacement with new materials or elements that retain the appearance of the originals is desirable.	YES ☐ NO ☐	N/A ☐	
3. Replacement of missing elements, such as a cornice, if supported by physical or photographic evidence.	YES ☐ NO ☐	N/A ☐	
4. Placement of modern rooftop features, such as skylights, HVAC units, patios, or decks, where they will be least visible from the street.	YES ☐ NO ☐	N/A ☐	

(H) Awnings and Canopies: Cloth and sometimes metal awnings and canopies were common during the 1880's through 1960's period. Many awnings could be rolled, raised, or lowered, and they often sheltered the entire walkway in front of a building, while canopies were generally of rigid construction.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintaining and repairing existing historical canopies or awnings or replacement with canopies or awnings that retain the appearance of the originals. Replacement of missing historical canopies or awnings with historically compatible designs.	YES ☐ NO ☐	N/A ☐	

(I) Chimneys: Chimneys in 1880's to 1960's historical buildings are generally brick features incorporated into the building or walls and protruding from the roof or parapet. Many are no longer functional.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintenance and repair of existing historical chimneys, whether functional or not.	YES ☐ NO ☐	N/A ☐	

(J) Balconies: Although balconies are rather uncommon features, they may be (or may have been) present on historical buildings in the Lewiston West Historic District.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Maintaining and repairing existing historical balconies or replacement with balconies that retain the appearance of the originals. Replacement of missing balconies, documented by physical evidence or historical photographs, with historically compatible designs.	YES ☐ NO ☐	N/A ☐	
2. If construction of new balconies is needed for adaptive reuse of a historic building, placement on the rear elevation or other less visible facades is recommended.	YES ☐ NO ☐	N/A ☐	

(K) Design Guidelines for Additions to Historic Buildings: Converting a historic building to a new use may necessitate construction of additions; this is acceptable under the treatment Rehabilitation.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Construction of additions, including elevator shafts and additional exit stairways, on less visible facades of a historical building or set back from the main façade. Such additions should be designed to be subordinate to the original building.	YES ☐ NO ☐	N/A ☐	
2. Construction of additions compatible with the historical building in terms of scale, materials, and character, but easily distinguished from historical portions of the building.	YES ☐ NO ☐	N/A ☐	
3. Roof additions should be set back to reduce visibility from streets adjacent to the main facades. If visible from the adjacent streets, such additions should be of modest size and compatible, although distinguishable, from the original building.	YES ☐ NO ☐	N/A ☐	
4. Building modifications allowing barrier-free disabled access designed to be compatible with and subordinate to the original building. Disabled access at the main entrance is desirable.	YES ☐ NO ☐	N/A ☐	
5. Preservation of additions that have achieved historic significance in their own right - that is, additions that are generally 50 or more years of age and retain an acceptable level of integrity - may be desirable.	YES ☐ NO ☐	N/A ☐	

(L) Design Guidelines for Parking Facilities, Lighting, Signs and Streetscapes: Since the goal of Rehabilitation is to provide new uses for historic buildings, and the setting must be conducive to the selected use, parking facilities, lighting, signage, and generally pleasant streetscapes are of the utmost importance in encouraging people to visit shops and other commercial venues in the historic district.

Generally recommended.	Property Complies? Yes/No	Not Applicable to this project.	
1. Off-street parking located behind party wall buildings or shielded from main streets or walkways by vegetation or compatible walls.	YES ☐ NO ☐	N/A ☐	
2. Locating off-street parking lots in areas with no historical buildings.	YES ☐ NO ☐	N/A ☐	
3. Use of simple low intensity lighting fixtures casting a warm light (similar to daylight), focused on building entrances, signs, and first floor detailing. Historical lighting fixtures should be preserved if possible. Modern fixtures should be compatible with the historic building and its surroundings in terms of size, scale, and color.	YES ☐ NO ☐	N/A ☐	
4. Consistent street lighting fixtures throughout the historic district may be a means of unifying the area. Although the fixtures do not need to imitate historical types, dark colors reminiscent of cast iron may be appropriate for earlier historic districts, while a silver color reminiscent of aluminum may be appropriate for mid-twentieth century districts.	YES ☐ NO ☐	N/A ☐	
5. Use of signs that are compatible with and do not overwhelm the architecture of the building and district. Avoid plastic signs if possible. Consistent size and placement of signage contributes to unification of the downtown area.	YES ☐ NO ☐	N/A ☐	
6. Historic building names or historic signs should be retained, if possible, as part of the historic building.	YES ☐ NO ☐	N/A ☐	

7. Preservation of historic painted advertisements on exterior building walls. Careful repainting of faded images may be acceptable.	YES ☐ NO ☐	N/A ☐	
8. Service structures- such as garbage, utilities, and storage- placed where not visible from main streets or walkways. Screening with vegetation or compatible walls or structures is generally appropriate.	YES ☐ NO ☐	N/A ☐	
9. Power and telephone poles should be compatible, in terms of size and color, with nearby historic buildings. Although the poles do not need to imitate historical types, wood poles or poles painted to resemble wood may be appropriate for earlier historic districts, while a silver color reminiscent of aluminum may be appropriate for mid-twentieth century districts.	YES ☐ NO ☐	N/A ☐	
10. Maintenance of pleasant streetscapes, perhaps with trees or planters, sidewalks, and simple compatible street furniture. Retain a clearly defined pedestrian travel route.	YES ☐ NO ☐	N/A ☐	
11. Historical features, such as original street furniture, statues, walls, sidewalk inscriptions, stone curbs, and power poles, contribute to the historic character of the district as a whole, and should be retained if possible.	YES ☐ NO ☐	N/A ☐	

12. Until about the 1920's, most commercial district buildings were constructed as party wall structures with the main facades aligned along the street. Alteration of this familiar pattern through removal of a historic building or setback of a replacement structure creates mild confusion, making the area less predictable and hence, less comfortable for a visitor. Installation of walls, sculptures, or vegetation may adequately substitute for an altered street wall (building facade line).	YES ☐ NO ☐	N/A ☐	
13. The presence of pleasant public spaces encourages visitors to spend time in downtown areas.	YES ☐ NO ☐	N/A ☐	
14. Where it exists, historic brick street surfacing should be retained if possible.	YES ☐ NO ☐	N/A ☐	

(M) Design Guidelines for New Construction within a Historic District: New construction within a historic district may be desirable to fill gaps left when buildings were destroyed by fire or removed for other reasons. New buildings in the Lewiston West End Historic District should be designed to maintain the district's visual continuity, including relatively uniform heights and facade widths, the pattern of storefronts along Main Street, repetition of recessed entryways and vertical upper story windows, and free-standing buildings north and south of Main Street.

Generally recommended:	Property Complies? Yes/No	Not Applicable to this project.	
1. Adaptive re-use of historical buildings rather than construction of new buildings.	YES ☐ NO ☐	N/A ☐	
2. Construction of new buildings compatible with surrounding historical buildings in terms of scale, height, materials, and character, but easily distinguished from the historical buildings.	YES ☐ NO ☐	N/A ☐	
3. In portions of the historic district with continuous party wall buildings, new buildings should also be party wall with main facades aligned with older buildings' main facades to maintain the street wall.	YES ☐ NO ☐	N/A ☐	
4. Use of brick cladding on new buildings would generally be appropriate throughout the Lewiston West End Historic District. Use of metal cladding or poured concrete walls may be deemed compatible in certain portions of the district.	YES ☐ NO ☐	N/A ☐	
5. Design of windows and doors on a new building's main façade to be compatible with those of nearby historical buildings in terms of general size and alignment.	YES ☐ NO ☐	N/A ☐	
6. Design of a new building's main façade to be compatible with those of nearby historical buildings in terms of horizontal and vertical visual divisions.	YES ☐ NO ☐	N/A ☐	

**Normal Hill Heritage Overlay
Application for Certificate of Appropriateness**

Applicant Name: FASTSIGNS	Property Owner Name & Address: St. Joseph Regional Medical Center 415 6th Street, Lewiston	HPC Review Due Date: NHHO#
Normal Hill Address: 415 6th Street, Lewiston		Associated Building Permit #
Applicant Contact Details: email: Andrew.Craigie@Fastsigns.com Fax: 208-798-1525 Phone: 208-798-7979 Address (If not the same as above): 826 21st Street, Lewiston, ID 83501		
Description of Work: (Please provide any drawings, photographs or other information that can describe the exterior work being conducted) Replacement Cabinet Sign, This is a like-for-like replacement. Sign is same size, style and dimensions of existing sign. Routed .090 Aluminum Extrusion Red, illuminated with raised white acrylic letters, UL Tested and Certified.		
Project Start Date: April 7, 2025	Estimated Project Value: \$6,000	Proposed Use: COMMERCIAL OR RESIDENTIAL Commercial
Will you be using a Contractor: Y / N Name & Contact Details of Contractor(s): Signcrafters Glenn Anderson 1006 16th Ave Lewiston, ID 83501 Phone: 208-798-7446 email: glenn@signcraftersinc.net		
Signature of Applicant:	Date: March 24, 2025	
Name of Staff Person Receiving Application:	Date:	
Staff Valuation: (Please clip all documents to this application)		
Staff Comments:		

* No Fees are required for this application, but there maybe fees associated with the Building Permit

Normal Hill Heritage Overlay
Application for Certificate of Appropriateness - Comments Continued

Applicant Name: FASTSIGNS	Property Owner Name & Address: St. Joseph's Regional Medical Center	HPC Review Due Date:
Normal Hill Address: 415 6th Street, Lewiston		Associated Building Permit #
Staff Comments:		





Normal Hill Heritage Overlay Review By HPC

Applicant Name:		Review Due Date:			
Normal Hill Address:		NHHO# Type of Review: Building/Sign/WCF/Other			
Applicant Contact Details:					
Administration Section and Review: This form is to help the reviewer to consider the project and identify which of the factors are met for a Certificate of Appropriateness. Comments can be provided as feedback to the applicant in helping them to obtain a Certificate of Appropriateness. Please refer to the information sheet accompanying this form and for more clarification use the Normal Hill Heritage Overlay Zone Code Section 37-41 & Section 37-218 of the City Code for WCF.					
Compliance Description	Factors (See over)	Compliance (check box)			A=Approve D=Decline
1) If a proposal is found to be consistent with Factors 1, 4 and 6, it shall be considered deserving of a COA.	1				
	4				
	6				
2) If a proposal complies with at least TWO Factors 1, 4, or 6, it must be in compliance with at least THREE of the remaining factors, either 2, 3, 5 or 7, to be deserving of a COA. **NOTE: The HPC may make an exception to one or more of the Factors, provided such exception is justified by special findings and recorded in the HPC Minutes.	2				
	3				
	5				
	7				
3) If an application complies with ONE of Factors 1, 4 and 6, or none of them, then the application must also comply with at least THREE of the remaining Factors 2, 3, 5 and 7, to be approved for a COA, unless and until the COA is reworked to meet the standards and requirements of Section 37-41B.					
4) If an application is filed for a brand new structure that is visible from an adjacent City street, then the HPC shall approve a COA when the construction incorporates architectural features found on the surrounding historic buildings, including building massing, window style, roof pitch and siding materials.					
WIRELESS COMMUNICATION FACILITIES: Sec. 37-216 Definition - Stealth Design Stealth design means a design that minimizes the visual impact of wireless communication facilities by camouflaging, disguising, screening or blending into the surrounding environment. Examples of stealth design include, but are not limited to, WCFs disguised as trees (monopines), flagpoles, utility and light poles, bell towers, clock towers, ball field lights, and architecturally screened roof-mounted antennas.					

Normal Hill Heritage Overlay Review By HPC

Sec. 37-218 General Requirements (9) <i>Use of stealth design</i> . Stealth design is required as provided in Table 1 of section 37-222 of this code, and concealment techniques must be appropriate given the proposed location design, visual environment, and nearby uses, structures, and natural features. Stealth design shall be designed and constructed to substantially conform to surrounding building designs or natural settings, so as to be visually unobtrusive. HPC Review No external cables and wires hanging off poles, all to be sheathed or enclosed in a conduit so not visible or visually minimized to the extent possible when above ground. All colors shall be earth tones, or shall match the background of any structure that the facilities are located upon; colors to be inconspicuous.					
Staff Recommendation(s), attach additional pages to this application if required:					
Date:					
Motion Made:				Approved/Decline	
Second By:					

Normal Hill Heritage Overlay Review By HPC

SECTION 37-41B.3 - FACTORS

In considering applications for certificates of appropriateness, the Historic Preservation Commission shall use the Secretary of Interior's Standards for Rehabilitation (36 CFR Part 67, Historic Preservation Certifications) as a guideline:

1. The historic character of a property shall be retained and preserved. The removal of historic materials or alterations of features and spaces that characterize a property should be avoided.
2. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
3. Most properties change over time; those changes that have acquired historical significance in their own right shall be retained and preserved.
4. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
5. Deteriorated historic features should be repaired rather than replaced. Where the severity of the deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by physical or pictorial documentary evidence.
6. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property unless such work is for replacement of inefficient or failing materials, fixtures, or systems with modern designed and constructed replacements that duplicate, replicate, or result in substantial conformance with the visual appearance or integrity of a historically significant aspect of the building. The new work should be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
7. New additions and adjacent or related new construction shall be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

SECTION 37-41B.5 - CONDITIONS & EXCEPTIONS

- (a) The HPC may impose conditions of approval on a COA that are necessary to bring the work into compliance with Section 37-41B.1 (Intent).
- (b) The HPC may make an exception to one or more of the Section 37-41B.3 Factors, provided such exception is justified by special findings, which shall be articulated and documented by the HPC and recorded in the HPC meeting minutes.
- (c) The HPC may grant a COA for improvements, regardless of compliance with Section 37-41B.3 Factors (1) through (5), if the applicant demonstrates the Section 37-41B.3 Factors (1) through (5), if the applicant demonstrates the following special circumstances:
 - (1) The proposed improvements are necessary for the continued maintenance, safety, or enhanced ingress and egress of the structure; or
 - (2) Compliance with this the provisions of Section 37-41B would require expenditures for materials and other items required to obtain a COA that would exceed the costs that would be incurred without complying with the provisions of Section 37-41B by twenty percent (20%) or more.
- (d) Emergency repairs may be performed without a COA provided that it can be proven to the satisfaction of the Building Official that such repairs were necessitated by an emergency, it was not practical to obtain a COA or building permit before commencement of the repairs, and a building permit is applied for on the following business day. "Emergency repairs" refer to those situations described as such in the International Building Code, International Existing Building Code, and the International Residential Code, as adopted by the City of Lewiston.

All proclamations are strictly honorary and are not legally binding. They are symbolic gestures meant to raise awareness and express solidarity, rather than enact specific policies or actions. The Mayor or Council President will only consider a request for a proclamation from a City of Lewiston resident or organization that has involvement in the City of Lewiston. The request should have some type of local appeal, have a positive impact on our community, and promote positive quality of life activities taking place in the community. Whether to issue a proclamation and place such proclamation on a City Council agenda is within the discretion of the Mayor or Council President and does not require action by the City Council.

Proclamations may generally be issued for the following purposes:

- Memorializing special or exemplary events or days, both within and outside of the City of Lewiston, including national days of celebration, recognition, or mourning.
- Recognizing City of Lewiston business anniversaries of fifty years or more.
- Supporting local arts and cultural celebrations.
- Recognizing achievements of high rank or success within a local organization, such as scouting.
- Recognizing unique or especially successful local school-related activities, such as in academics, athletics, music, etc.
- Honoring local groups for their work in the community.
- Recognizing individuals for outstanding achievements in or for contributions to the community.
- Supporting public awareness campaigns that have the potential to enhance public health, safety, or wellness.
- Recognizing special or unique honors.
- Recognizing other exceptional events, activities, and/or people.

Proclamations may generally **not** be issued for the following purposes:

- Matters of a political nature, ideological or religious beliefs, or individual convictions.
- Controversial issues or organizations.
- Events or activities that do not benefit the City of Lewiston.
- National or international groups requesting a proclamation without an in-City sponsor.
- Events, campaigns, or activities that are contrary to or in opposition to adopted City of Lewiston policies, plans, or ordinances.
- Personal activities not of a general public interest, such as deaths, family reunions, birthdays, anniversaries, groundbreakings, business endorsements, etc.

Proclamations will not be issued for any matter that may suggest an official City position on a matter under consideration or to be voted upon by City Council. Additionally, the Mayor or Council President will not issue a proclamation for any group whose policies or aims advocate violence, hatred, or any other position contrary to the wellbeing of the citizens of the City of Lewiston, or the quality of life in Lewiston. **No proclamation shall be used as part of an advertisement or commercial promotion.**



PROCLAMATION REQUESTS POLICY AND PROCEDURES

4

PROCLAMATION REQUEST FORM	
REQUESTOR INFORMATION	
*Name: Historic Preservation Commission	Title (if applicable)
Organization Name: Historic Preservation Commission	
*Mailing Address (Address, City, State, Zip): 215 D Street Lewiston ID 83501	
*Primary Phone: 208 746 1318 x 7261	*Email: khollingshead@cityoflewiston.org
*TYPE OF PROCLAMATION:	
☒ Special Event/Occasion/Significant Cause ☐ Recognition of an Individual or Organization	
*BRIEF SUMMARY OR BACKGROUND OF THE EVENT OR ORGANIZATION AND WHY THE DAY REQUESTED SHOULD BE PROCLAIMED: A nationwide effort is being made by Historic Preservation Commissions to declare the month of May as Historic Preservation month to celebrate the nation's heritage through historic places.	
*PROCLAMATION TITLE (subject to City Clerk revision): Proclaim May as Historic Preservation Month for Lewiston Idaho	
PROCLAMATION DURATION (recognizing a day/week/month?): Month of May 2025	
*DATE PROCLAMATION IS REQUESTED: May 5, 2025 Work session	
*WHO WILL BE ATTENDING THE CITY COUNCIL MEETING TO RECEIVE THE PROCLAMATION?: Katie Hollingshead, HPC Staff Liaison	
*UPLOAD DRAFT PROCLAMATION LANGUAGE (subject to City Clerk revision):	
REMINDER: Proclamations are limited to one letter size piece of paper.	

* Indicates a required field.

Once submitted, the City Clerk will review the completed application and will forward the proclamation request to the Mayor or Council President for review. If the request is approved by the Mayor or Council President, the City Clerk will prepare the final proclamation for the Mayor or Council President's signature and will notify the requestor of the approval and City Council meeting date. ****Please do not make announcements or plans for the proclamation until you have received confirmation of its approval from the City Clerk**.**



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Brad Little
Governor of Idaho

Janet Gallimore
Executive Director
State Historic
Preservation Officer

Administration:
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2682
Fax: 208.334.2774

Idaho State Museum:
610 Julia Davis Dr.
Boise, Idaho 83702
208.334.2120

**Idaho State Archives
and State Records
Center:**
2205 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2620

**State Historic
Preservation Office:**
210 Main St.
Boise, Idaho 83702
208.334.3861

**Old Idaho Penitentiary
and Historic Sites:**
2445 Old Penitentiary Rd.
Boise, Idaho 83712
208.334.2844

HISTORY.IDAHO.GOV

March 17, 2025

Katie Hollingshead
Assistant Planner, City of Lewiston
PO Box 617
Lewiston, ID 83501

Dear Ms. Hollingshead:

This letter is to notify you that the following properties:

***Lewiston-Clarkston Interstate Bridge
Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County,
Washington***

***Clearwater River Camas Prairie Railroad Bridge
Lewiston, Nez Perce County, Idaho***

will be considered by the Idaho State Historic Sites Review Board for nomination to the National Register of Historic Places on **Saturday, May 17th, 2025, in Lewiston at 1:00 PM (Pacific), location To Be Determined. The meeting will be held in person with an option for remote participation via virtual meeting technology.** The National Register is the nation's official list of historic properties considered important in our past and worthy of preservation. Listing in the National Register provides recognition and assists in preserving our nation's heritage. Attached is information that explains in greater detail the results of listing in the National Register and a DRAFT of the nominations. Also enclosed is a copy of the criteria under which properties are evaluated.

Certified Local Governments are required to actively participate in the National Register process by reviewing and voting on proposed nominations at an open, public meeting. This provides residents of the community an opportunity to comment on any such nomination prior to review by the Historic Sites Review Board. Effort shall be made to have Commissioners present who meet the Secretary of the Interior's Professional Qualifications in the field relevant to the specific nomination (history, architectural history, archaeology, etc.). If the relevant discipline is not represented by the Commission, outside expertise shall be sought.

If you have any questions, feel free to contact me via phone or email at 208-488-7468 or jasontippeconnic.fox@ishs.idaho.gov.

Sincerely,

Jason Tippeconnic Fox
Architectural Historian
State Historic Preservation Office

NATIONAL REGISTER PROCESS/CHECKLIST FOR CERTIFIED LOCAL GOVERNMENTS

After the city or county officials receive a National Register nomination:

- ___ Official(s) sends nomination to the local Historic Preservation Commission.
- ___ A Commission member representing the relevant historic preservation discipline or a qualified professional within the community or region reviews the nomination.
- ___ The Commission provides for public comment on the nomination (through holding public hearings, soliciting comments in news media articles or announcements or in legal notices, or other means as appropriate).
- ___ The Commission compiles its comments, or the comments of the professional, as well as any public comment, and forms a recommendation about the property's eligibility for listing.
- ___ The Commission forwards its recommendation or a report to the city mayor or county commissioners for their review and comment. The report may be as short as a paragraph and may be in the form of a letter.
- ___ The Certified Local Government has 60 from receipt of the nomination to forward their recommendation to the SHPO. If no comments are received from the CLG, the SHPO will continue to process the nomination as an affirmative recommendation.
- ___ The report or recommendation should be mailed to:

Jason Tippeconnic Fox
Idaho State Historic Preservation Office
210 Main Street
Boise, ID 83702



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GENERAL NOTICE

Pursuant to Idaho State Statute 67-4113, notice is hereby given that the **Lewiston-Clarkston Interstate Bridge** will be considered by the Idaho State Historic Sites Review Board for nomination to the National Register of Historic Places at its meeting on **Saturday, May 17th, 2025, in Lewiston at 1:00 PM (Pacific), location To Be Determined. The meeting will be held in person with an option for remote participation via virtual meeting technology.** The subject property is located in Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County, Washington.

Listing in the National Register, the federal government's official list of historic properties worthy of preservation, results in the following for historic properties:

1. Consideration in planning for federal, federally licensed, and federally assisted projects. The Advisory Council on Historic Preservation must be given an opportunity to comment on all federally related projects affecting listed properties. For further information see 36 CFR 800.
2. Eligibility for federal tax provisions. The Federal Internal Revenue Code encourages the preservation of depreciable historic buildings by allowing favorable tax treatments for rehabilitation and also provides for charitable contributions for conservation purposes of partial interest in historically important land areas or structures. For further information see 36 CFR 67.
3. Consideration of historic values in the decision by the state or federal government to issue a surface coal mining permit where coal is located. For further information see 30 CFR 70 et seq.
4. Eligibility for federal grants-in-aid, whenever funds are appropriated by Congress. For further information contact Idaho State Historic Preservation Officer, 210 Main Street, Boise, Idaho 83702.

Owners of private property nominated to the National Register may concur in or object to the nomination of their property in accord with 36 CFR 60. Any owner, or partial owner, who objects to listing should submit a notarized statement (citing the property address and/or parcel number, certifying ownership and stating objection to listing) to the State Historic Preservation Officer, Idaho State Historic Preservation Office, 210 Main Street, Boise, Idaho 83702 by May 16th, 2025. Alternatively, owners may object under penalty of perjury consistent with 28 U.S.C. § 1746. For historic districts, each owner or partial owner has one vote, regardless of how many whole or partial properties in the district are owned by that party. If a majority of private property owners within the district object to the nomination, it will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of eligibility for inclusion in the National Register. If the property is determined eligible but not formally listed, the Advisory Council must still be given an opportunity to comment on federal projects which may affect the district.

The criteria used for evaluation and more information on the results of listing are enclosed. Comments on the nomination should be received by the State Historic Preservation Officer before the Idaho State Historic Sites Review Board meeting.



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GENERAL NOTICE

Pursuant to Idaho State Statute 67-4113, notice is hereby given that the **Clearwater River Camas Prairie Railroad Bridge** will be considered by the Idaho State Historic Sites Review Board for nomination to the National Register of Historic Places at its meeting on **Saturday, May 17th, 2025, in Lewiston at 1:00 PM (Pacific), location To Be Determined. The meeting will be held in person with an option for remote participation via virtual meeting technology.** The subject property is located in Lewiston, Nez Perce County, Idaho.

Listing in the National Register, the federal government's official list of historic properties worthy of preservation, results in the following for historic properties:

1. Consideration in planning for federal, federally licensed, and federally assisted projects. The Advisory Council on Historic Preservation must be given an opportunity to comment on all federally related projects affecting listed properties. For further information see 36 CFR 800.
2. Eligibility for federal tax provisions. The Federal Internal Revenue Code encourages the preservation of depreciable historic buildings by allowing favorable tax treatments for rehabilitation and also provides for charitable contributions for conservation purposes of partial interest in historically important land areas or structures. For further information see 36 CFR 67.
3. Consideration of historic values in the decision by the state or federal government to issue a surface coal mining permit where coal is located. For further information see 30 CFR 70 et seq.
4. Eligibility for federal grants-in-aid, whenever funds are appropriated by Congress. For further information contact Idaho State Historic Preservation Officer, 210 Main Street, Boise, Idaho 83702.

Owners of private property nominated to the National Register may concur in or object to the nomination of their property in accord with 36 CFR 60. Any owner, or partial owner, who objects to listing should submit a notarized statement (citing the property address and/or parcel number, certifying ownership and stating objection to listing) to the State Historic Preservation Officer, Idaho State Historic Preservation Office, 210 Main Street, Boise, Idaho 83702 by May 16th, 2025. Alternatively, owners may object under penalty of perjury consistent with 28 U.S.C. § 1746. For historic districts, each owner or partial owner has one vote, regardless of how many whole or partial properties in the district are owned by that party. If a majority of private property owners within the district object to the nomination, it will not be listed; however, the State Historic Preservation Officer shall submit the nomination to the Keeper of the National Register for a determination of eligibility for inclusion in the National Register. If the property is determined eligible but not formally listed, the Advisory Council must still be given an opportunity to comment on federal projects which may affect the district.

The criteria used for evaluation and more information on the results of listing are enclosed. Comments on the nomination should be received by the State Historic Preservation Officer before the Idaho State Historic Sites Review Board meeting.



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THE NATIONAL REGISTER OF HISTORIC PLACES

The National Register of Historic Places is the official list of the nation's cultural resources deemed worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect our historic and archaeological resources.

Properties listed in the National Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior.

Criteria for Evaluation

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. That are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. That are associated with the lives of significant persons in our past; or
- C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. That have yielded or may be likely to yield, information important in history or prehistory.



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Lewiston-Clarkston Interstate Bridge
LEWISTON, NEZ PERCE COUNTY, IDAHO and CLARKSTON, ASOTIN COUNTY,
WASHINGTON

Property Description:

The Lewiston-Clarkston Interstate Bridge is a multi-span steel lift and reinforced concrete bridge constructed in 1939 by the Puget Construction Company. Located on U.S. Highway 12 spanning the Snake River between Lewiston, Idaho, and Clarkston, Washington. The 1,424-foot-long and 48.1-foot-wide (out to out) bridge features 17 reinforced concrete approach spans, two 150' steel Warren through trusses, and a 200' center arched steel Warren lift span. At the time of its construction, the bridge was a significant connector between Washington and Idaho that ran along a major interstate highway between the states. It was known to be an innovative design that featured the use of a unique mechanical-electrical lift system utilizing cables and counterweights.

The bridge is eligible for the National Register of Historic Places (NRHP) under the *Metal Truss Highway Bridges of Idaho* Multiple Property Documentation Form (MPDF) as a significant example of a vertical lift metal truss bridge in Idaho.

Following the period of significance, the bridge has undergone routine maintenance such as roadway repaving, electrical rehabilitation, and repainting of the metal trusses. Overall, it retains integrity of its original materials, workmanship, design, setting, location, feeling, and association.

Property Significance:

The Lewiston-Clarkston Interstate Bridge is significant at the state level under Criterion A for its association with the theme of Transportation as an important connector between Clarkston, Washington, and Lewiston, Idaho. It is also significant under Criterion C at the state level for its Engineering, as an excellent example of a lift span bridge that utilizes an innovative lift design called "synchro-tie," one of the earliest and last remaining examples of this in Idaho and Washington. The period of significance begins in 1939, when the bridge was constructed, and ends in 1975, a period of fifty years ago, as it remained the main connector crossing between Lewiston and Clarkston through that time.



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Clearwater River Camas Prairie Railroad Bridge

LEWISTON, NEZ PERCE COUNTY, IDAHO

Property Description:

The Clearwater River Camas Prairie Railroad Bridge is a multi-span steel lift and Warren truss bridge constructed in 1906 by the railroad contractor firm, Erickson & Peterson. The bridge was a joint effort project by Northern Pacific and Union Pacific Railroads who were both constructing rail lines to and through Lewiston and central Idaho at the time. The railroad bridge spans a section of U.S. Highway 12 and the Clearwater River in Lewiston, Idaho. The 908' long and 18' wide (out to out) bridge features five spans of various material, length, and style, including a vertical lift span. At the time of its original construction, the bridge was part of an important railroad line that connected Lewiston, a vital inland port city to outside markets. The bridge has components of two types of moveable bridge spans- one being a swing span from 1906 and a vertical lift span from 1975.

The bridge has undergone a significant modification from its original construction. In 1975, part of the bridge was removed and replaced with a vertical lift span to allow for maritime navigation along the Clearwater River. This modification has achieved significance since its construction as it was part of the Lower Snake River Project- a large-scale engineering project that ensured Lewiston become an important inland port city, as it controlled the waterways for important maritime commerce. It also provides hydropower, recreation, and fish and wildlife conservation.

The period of significance is 1975 when the vertical lift span was added to the bridge as a result of the Lower Snake River Project, a significant event associated with Transportation and Commerce in Lewiston. Overall, the bridge retains integrity of its original materials, workmanship, design, setting, location, feeling, and association.

Property Significance:

The Clearwater River Camas Prairie Railroad Bridge is significant at the local level under Criterion A in the areas of significance of Transportation and Commerce for its association with the development of the Port of Lewiston and the Lower Granite Lock and Dam project. The period of significance is 1975, when the bridge was modified with a vertical lift span as part of a larger floodwater project along the Snake and Clearwater Rivers. Constructed by the U.S. Army Corps of Engineers, the Lower Granite Lock and Dam project was a significant engineering achievement that aided in controlling the water levels of these rivers and preventing the perpetual flooding of the Lewiston area. In the same year (1975), the Port of Lewiston was open for maritime operations.



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United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Clearwater River Camas Prairie Railroad Bridge

Other names/site number: _____

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: U.S. Highway 12/Clearwater RiverCity or town: Lewiston State: Idaho County: Nez PerceNot For Publication: ☐ N/A Vicinity: ☐ N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

_____ national _____ statewide X local

Applicable National Register Criteria:

X A _____ B _____ C _____ DSignature of certifying official/Title: Tricia Canaday, Deputy SHPO Date _____Idaho State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

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In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☐

Public – State

☒

Public – Federal

☐

Category of Property

(Check only one box.)

Building(s)

☐

District

☐

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Site

☐

Structure

☒

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

buildings

sites

1

structures

objects

1

0

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation, Railroad-related

Current Functions

(Enter categories from instructions.)

Transportation, Railroad-related

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: vertical lift, Warren truss

Materials: (enter categories from instructions.)

Principal exterior materials of the property: concrete and steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Clearwater River Camas Prairie Railroad Bridge is a multi-span steel lift and Warren truss bridge constructed in 1906 by the railroad contractor firm, Erickson & Peterson. The bridge was a joint effort project by Northern Pacific and Union Pacific Railroads who were both constructing rail lines to and through Lewiston and central Idaho at the time. The railroad bridge spans a section of U.S. Highway 12 and the Clearwater River in Lewiston, Idaho. The 908' long and 18' wide (out to out) bridge features five spans of various material, length, and style, including a vertical lift span. At the time of its original construction, the bridge was part of an important railroad line that connected Lewiston, a vital inland port city to outside markets. The bridge has components of two types of moveable bridge spans- one being a swing span from 1906 and a vertical lift span from 1975.

The bridge has undergone a significant modification from its original construction. In 1975, part of the bridge was removed and replaced with a vertical lift span to allow for maritime navigation along the Clearwater River. This modification has achieved significance since its construction as it was part of the Lower Snake River Project- a large-scale engineering project that ensured Lewiston become an important inland port city, as it controlled the waterways for important maritime commerce. It also provides hydropower, recreation, and fish and wildlife conservation.

The period of significance is 1975 when the vertical lift span was added to the bridge as a result of the Lower Snake River Project, a significant event associated with Transportation and Commerce in Lewiston. Overall, the bridge retains integrity of its original materials, workmanship, design, setting, location, feeling, and association.

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Narrative Description

Location and Setting

The Clearwater River Camas Prairie Railroad Bridge is located over the Clearwater River in the western part of Lewiston, Nez Perce County, Idaho. The bridge is located in north Idaho adjacent to southeastern Washington State. The bridge is located in an urban center whose economy is largely based upon the surrounding agricultural land called the Palouse. The Palouse encompasses southeastern Washington, north central Idaho and part of northeast Oregon. It is characterized by its fertile hills and prairies. The Palouse is a major agricultural producer of wheat, legumes and other crops.

The Clearwater River is nearly 75 miles in length and runs through north-central Idaho. The river begins in the Bitterroot Mountains near the Idaho-Montana border and flows westward to the confluence of the Snake River at Clarkston and Lewiston. The area has historically been an important area of trade and commerce, from as early as the Native Americans who first lived in the region, through Euro-American settlement, to today.

The city of Lewiston is the third largest city in northern Idaho. It is the county seat of Nez Perce County and is an important trade center for its inland seaport, called the Port of Lewiston.

The Camas Prairie Railroad Bridge is immediately surrounded by the Clearwater River over which it crosses, and it is within the city of Lewiston, Idaho. The bridge is no longer in use. On the south bank of the bridge is US-12, a major thoroughfare in Lewiston. The north side of the bridge is a quiet recreation area for local fishermen.

Bridge Description

The Clearwater River Camas Prairie Railroad Bridge is located over U.S. Highway 12 and the Clearwater River in the northwestern end of Lewiston, Idaho. The multi-span reinforced concrete steel lift bridge was constructed in 1906 as a joint effort of the Northern Pacific and Union Pacific Railroads. They contracted with Erickson & Peterson, a railroad contractor out of San Francisco, California, to build the bridge. The bridge is 908' long and 18' wide (out to out). The superstructure of the bridge is comprised of five spans, which vary in length and style. The bridge accommodates a standard gauge railroad line with wood ties and wood and steel tracks. The bridge is oriented north-south.

South Approach, Two Southern Spans

The south approach of the bridge consists of a concrete abutment and a 68' concrete and steel span with metal railings. This span sits over U.S. Highway 12. It features a concrete cast-in-place deck span with steel girders. Metal tube railings sit along either side of the superstructure. North of this span is a 150' long, riveted Warren through truss span with wood decking and steel girders. After this span is the 300' long vertical lift span.

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1975 Vertical Lift Span

This vertical lift span is composed of two towers with concrete counterweights that have steel casings. At the top of these towers is the machinery for lifting the span, which is protected by metal encasements with metal windows. The towers lift the span to an 80' vertical clearance above pool level and a 230' horizontal clearance, according to original plans. Original plans do not indicate the height of the towers or the type of machinery inside the towers. Typical vertical lift towers have large sheaves or trunnion wheels that rotate, pulling the cables to lift the span and counterweights. The lift span is composed of a riveted Warren through truss with steel decking. There are metal staircases and walkways on either side of the bridge and along the lift span.

1906 Swing Span

The original 1906 swing span is located to the north of the vertical lift span. This 240' long span consists of a central concrete draw pier that supports two riveted Warren through trusses that originally swung open to allow for maritime traffic. The two Warren trusses are connected at the center with steel bracing that forms a triangle. This swing span also consists of wood decking and steel girders. The swing mechanism has been disabled so that the span is now stationary.

Northernmost Span

The final and northernmost span is identical to the second span and consists of a 150' long riveted Warren through truss span with wood decking and steel girders.

Substructure

The substructure of the bridge is supported by seven concrete piers and two concrete abutments.

Change Over Time and Integrity

The current appearance of the bridge dates to 1975 when the vertical lift span was installed. The bridge also has components of the original 1906 bridge extant.

1906 Bridge Description

The original bridge was 990' long and had six spans and included, from south to north: four identical 150' long riveted Warren through truss spans (Spans 1-4), the 240' long swing span (Span 5), and a final sixth 150' long riveted Warren through truss span (Span 6).

1975 Vertical Lift Span Addition

In 1975, as a result of the Lower Snake River Project that modified the riverfront and stabilized water levels, the bridge underwent a major modification. The bridge was modified in that Span 1 (the southernmost span) was altered from its original 150' long Warren truss to a 68' long concrete

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deck span that sits over U.S. Highway 12. Spans 3 and 4 were also removed and replaced with the vertical lift span, and the swing span, Span 5, became a fixed span, no longer moved for maritime traffic. These modifications have reduced the overall length of the bridge from 990' to 908'.

While these are substantial modifications to the original 1906 bridge, the modifications occurred in 1975 as a result of the Lower Snake River Project, which was a significant event in the region, as it accommodated maritime traffic to Lewiston, making it an inland port city; created recreation spaces along the river for fishing and boating; ensured fish and wildlife conservation by constructing fish ladders, weirs, and screening to allow fish through the new dam structures; and generated hydropower as another source of energy for the region.¹ Therefore, the period of significance for this bridge begins in 1975, when the Lower Snake River Project, and this bridge's vertical lift installation, was completed.

Changes After the Period of Significance

In 1978, the U.S. Army Corps agreed to beautify the "Lewiston Levee" system, and the Lewiston Levee Parkway Trail, a 13-mile walking trail with restrooms, scenic spots, drinking fountains, and park benches, was completed by 1980.² This changed the setting of the bridge from vacant unused space to a recreational use on its southern end.

The railroad bridge was abandoned in 2000 and the vertical lift has been left permanently open for maritime traffic.

The Clearwater River Camas Prairie Railroad Bridge retains integrity of all of its materials, design, and workmanship. The bridge retains its location and has minor changes in its setting. The bridge has also retained its feeling and association as a railroad bridge constructed over a river in the twentieth century. Therefore, the bridge retains all aspects of integrity.

¹ Charles Kocher, "Lower Granite Dam Project to Revive Marine Commerce to Inland Gem Area," *Idaho Statesman*, Boise, Idaho (June 4, 1974):15.

² "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3; Aerial photographs and topographic maps of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Idaho. *National Environmental Title Research*. Accessed August 4, 2024: <https://historicaerials.com/>.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☐ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

A: Transportation
A: Commerce

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Period of Significance

1975

Significant Dates

1975 (construction of the vertical lift)

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Erickson & Peterson, Builder (1906-1908 bridge builders)

Willamette-Western Corporation, Builder (1975 bridge builder)

Northern Pacific Railroad/Union Pacific Railroad, Engineer/Designer (1906-1908 bridge designer)

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Clearwater River Camas Prairie Railroad Bridge is significant at the local level under Criterion A in the areas of significance of Transportation and Commerce for its association with the development of the Port of Lewiston and the Lower Granite Lock and Dam project. The period of significance is 1975, when the bridge was modified with a vertical lift span as part of a larger floodwater project along the Snake and Clearwater Rivers. Constructed by the U.S. Army Corps of Engineers, the Lower Granite Lock and Dam project was a significant engineering achievement that aided in controlling the water levels of these rivers and preventing the perpetual flooding of the Lewiston area. In the same year (1975), the Port of Lewiston was open for maritime operations.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

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Criterion A: Transportation and Commerce

The Clearwater River Camas Prairie Railroad Bridge is eligible for listing in the NRHP under Criterion A, under the areas of significance of Transportation and Commerce, for its association with the Port of Lewiston and the Lower Granite Lock and Dam Project. Lewiston is and has been historically located within an advantageous commerce center as it is close to heavily forested areas in eastern Idaho- lumber being a major industry; and the Palouse- a large agricultural area.

When the railroad bridge was modified in 1975, the bridge provided a better means of transportation with the modification of the vertical lift span, which allowed for larger boats and ships to easily pass under the bridge along the Clearwater River. This, and the overall modifications to the waterway system as a result of the Lower Snake River Project in the 1960s and 1970s, made Lewiston even more accessible via waterway. It was after these changes that the city was heralded as an "inland port city." With the addition of the vertical lift span in 1975, the Clearwater River Camas Prairie Railroad Bridge has a significant association to this waterway project and to the transformation of Lewiston into a port city.

Brief Chronological History of the Lewiston-Clarkston Interstate Bridge

The Clearwater River Camas Prairie Railroad Bridge was originally constructed between 1906-1908 as a railroad bridge over the Clearwater River. It accommodated the first railroads that laid tracks through Lewiston, which was growing as an important trade center at the time. The bridge was constructed as a joint effort between the Northern Pacific and Union Pacific Railroads, who were vying for railway traffic to this region at that time. Their compromise was to create the Camas Prairie Railroad, which this bridge became part of the year after it was finally completed.

Lower Snake River Project and the Port of Lewiston

Since its inception, the city of Lewiston has been involved in maritime commerce. Situated at a unique and advantageous location at the confluence of two major rivers, transporting goods by ship to and from the Columbia River was always part of Lewiston's commerce history. However, unregulated water levels made it difficult for ships to navigate the rivers to Lewiston year-round.

As early as 1931, the Idaho state legislature passed Idaho Senate Bill 116, which authorized Idaho to open ports.³ A *Spokesman-Review* article from that time noted that Senator Shafer of Nez Perce County promoted the bill, which would establish a port commission and "adopt a comprehensive scheme of harbor improvements."⁴ Although the bill was passed, it would take more than 20 years for Lewiston to establish a port. A combination of events including the Great Depression in the 1930s tied up funding for a port; the improvements of the state highway system as more people used automobiles and trucking goods increased; waiting on the approval of other federally-funded waterway projects that would help regulate water levels along the Snake, Columbia, and

³ "History," Port of Lewiston, Idaho. Accessed February 6, 2025: <https://portoflewiston.com/our-port/who-we-are/history/>.

⁴ "Asks Port at Lewiston," *Spokesman-Review*, Spokane, Washington. February 25, 1931:9.

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Clearwater Rivers to improve maritime navigation all contributed to the delay in a port establishment in Lewiston. When the Rivers and Harbors Act of 1945 was passed, it authorized the construction, repair, and preservation of certain public works on rivers and harbors, including the construction of the Lower Snake River Project, which constructed four dams along the Snake River to regulate water levels.⁵

At the time the original 1906 bridge was constructed, the water level varied depending on the season, which made navigation along the river limited and sometimes dangerous. Both Lewiston and Clarkston- the two cities that sit at the confluence of the Snake and Clearwater Rivers- are within flood plains. Both cities built levees since their settlement, but it was not until the late 1950s that the U.S. Army Corps began construction of the Lower Snake River Project- large multi-dam construction project to regulate water levels, generate hydropower, and aide in maritime commerce.

In June 1955, the U.S. Army Corps of Engineers began construction on the first of four dams along the Snake River. In the midst of this project, the voters of Nez Perce County also voted to create the Port of Lewiston in 1958. This vote established a port district and board of commissioners who could begin the planning process of developing an official port operation at Lewiston.⁶ Meanwhile, the Ice Harbor Dam, located in Burbank, Washington, was completed in 1961. That same year the Lower Monumental Dam located in Kahlotus, Washington, began construction and was completed in 1969. In 1963, construction began on the Little Goose Dam, located in a remote area of southeastern Washington, but was not completed until 1970. In 1975, the last of the four dams- the Lower Granite Lock and Dam- was completed along the Snake River, approximately 40 miles upstream from Lewiston (near Pomeroy, Washington).⁷ Simultaneously, the Army Corps built the north, west, and east levees along the Clearwater River in Lewiston to prevent flooding.

The completion of the Lower Granite Lock and Dam opened Lewiston for year-round port operations. The water levels were now regulated, and the port opened opportunities for agricultural markets not just in the Palouse, but other states such as Montana and the Dakotas. In 1975, many Montana newspapers noted that the new port at Lewiston would save inland farmers millions of dollars in transportation costs.⁸ Prior to the opening of the port, Montana farmers had to transport by rail, as that was their only access to markets overseas. The railroads could charge higher fees as the farmers had no alternative.⁹ With the Port of Lewiston, wheat farmers could transport their grain to Lewiston, and from there it would be carried by barge to the west coast Columbia River ports, the expense of which would save them \$6-8 million a year (in 1975 dollars).¹⁰

⁵ Steve Ahrens, "Port of Lewiston: Gateway to the World." *Idaho Statesman*, Boise, Idaho. June 15, 1975:24.

⁶ "History," Port of Lewiston, Idaho. Accessed February 6, 2025: <https://portoflewiston.com/our-port/who-we-are/history/>.

⁷ Hannah Mitchell, "The End of a Long Journey: A History of Lower Granite Lock and Dam," *Walla Walla District Corps of Engineers*. Accessed July 17, 2024: <https://www.nww.usace.army.mil/Media/News-Stories/Article/3505917/the-end-of-a-long-journey-a-history-of-lower-granite-lock-and-dam/>.

⁸ Robert Brastrup, "Wheat Committee News..." *River Press*, Fort Benton, Montana. September 17, 1975:A10.

⁹ Ibid.

¹⁰ Ibid., "New Port Loads Wheat," *Sunday Oregonian*, Portland, Oregon. August 10, 197:94.

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This multi-dam undertaking on the Snake River by the U.S. Army Corps was selected as the nation's "Outstanding Water Resources Achievement of 1976" by the American Society of Civil Engineers.¹¹ In 1978, the U.S. Army Corps agreed to beautify the "Lewiston Levee" system, and the Lewiston Levee Parkway Trail, a 13-mile walking trail with restrooms, scenic spots, drinking fountains, and park benches, was completed by 1980.¹²

As for the Port of Lewiston, it remains the farthest inland seaport on the west coast. It is 465 miles upriver from the Pacific Ocean and shipping barges take approximately 50 hours to travel by river from Lewiston to Portland, Oregon. The biggest export is wheat, which is brought from farmland as far as North and South Dakota, Montana, Wyoming, Washington, and Idaho.¹³ An average of more than 22 million bushels of grain are shipped from the Port of Lewiston to the Ports of Vancouver, Washington and Portland, Oregon.¹⁴

Camas Prairie Railroad Bridge 1975 Vertical Lift Modification

With the completion of the Lower Snake River Project and the establishment of the Port of Lewiston, that meant bridges along the Clearwater and Snake Rivers would have to be modified to allow access for barges. The Camas Prairie Railroad Bridge on the Clearwater River was no exception.

To accommodate the rising waters and aid in maritime traffic along the river, two of the original 1906 Warren truss spans were removed (original Spans 3 and 4) and a vertical lift span was put in their place. This span offered more clearance horizontally and vertically for boats. The original swing span of the 1906 bridge was left in place and fixed as an immovable span.¹⁵ A concrete navigation wall, approximately 250' long, was also constructed along the northern side of the vertical lift span.

The southernmost span- originally a 150' Warren truss - was also removed to accommodate the change in landscape along the southern bank of the Clearwater River, which became a long levee known as the Lower Granite Lock and Dam Western Levee. Along with the levee, U.S. Highway 12 was rerouted to go under the southernmost span of the bridge, which was partially reconstructed to a 68,' concrete, cast-in-place deck bridge that ended at a large concrete abutment on the south side of the roadway.

As a result of the Lower Granite Lock and Dam and levee projects, the bridge lost its southernmost Warren truss span; replaced with a smaller concrete deck span, and lost two other Warren truss spans, replaced with the vertical lift span.

¹¹ "Snake Project Best of 1976," *Idaho Statesman*, Boise, Idaho (April 13, 1976):12.

¹² "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3; Aerial photographs and topographic maps of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Idaho. *National Environmental Title Research*. Accessed August 4, 2024: <https://historicaerials.com/>.

¹³ "International Trade." Port of Lewiston, Idaho. Accessed February 6, 2025: <https://portoflewiston.com/international-transport/>

¹⁴ Ibid.

¹⁵ "Another Generator or Dam is Studied," *South Idaho Press*, Burley, Idaho (September 4, 1978):3

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This railroad branch line was abandoned in 2000 and is no longer used for railroad purposes.¹⁶ The vertical lift remains open permanently for maritime traffic. However, it retains all of its original features as a vertical lift span.

Willamette-Western Corporation

The Willamette-Western Corporation modified the bridge including constructing the vertical lift span in the bridge in 1975. The marine construction company was founded in the 1930s by Arthur A. Riedel, Sr. in Portland, Oregon. Riedel, Sr., along with partners, formed the Portland Dredging Company in 1930. Eight years later, he bought out his partners and changed the company name to the Willamette Tug and Barge, with tugboat operations. Riedel, Sr. died in 1957, and his son, Art Riedel entered a new partnership with the company. In 1965, the company reorganized as "Willamette Industries" and the following year, the Willamette Western Corporation—a marine construction subsidiary—was formed.¹⁷ Near its peak, Willamette Western Corporation employed 1000 workers dredging waterways and building docks, bridges, and other works mostly in the western U.S. coastal states. In the early 1990s, Riedel's company, renamed Riedel International, declared bankruptcy.¹⁸ It was sold in 1994 to Texas firm, Canonic Environmental Services.¹⁹

Willamette-Western Corporation became a prolific marine construction company from the late 1960s into the 1980s. The firm built two pile dikes in Coos Bay, Oregon (1968);²⁰ the Warm Springs Bridge, in northern California (1972);²¹ a marine terminal of the Valdez Alaska oil terminal (1977);²² a pier for servicing Trident nuclear submarines on Hood Canal at Bangor, Washington (1976);²³ the Columbia River bridge linking Portland to Vancouver, Washington (1980);²⁴ and the Glenn-Colusa Fish Screen near Hamilton City, California (1972)²⁵ among other marine structures.

Additional Historic Context

Nimiipuu

The Lewiston-Clarkston Bridge is located within traditional Nimiipuu (Nez Perce) territory, which encompasses approximately 27,000 square miles across north-central Idaho, northeastern Oregon,

¹⁶ "The Dismantling of the Camas Prairie Railroad," Cottonwood Chronicle. Accessed February 5, 2025:

<http://www.cottonwoodchronicle.com/2008/100908/five.html>.

¹⁷ "Willamette-Western Creditors Settle on Liquidation Strategy," *The Oregonian*, Portland, Oregon (August 27, 1993):79; "Willamette-Western Name Shift Announced," *The Oregonian*, Portland, Oregon (October 31, 1979):77.

¹⁸ "Willamette-Western," 79.

¹⁹ Richard N. Colby, "Riedel Venture to be Sold," *The Oregonian*, Portland, Oregon (August 4, 1994):69.

²⁰ "Bids Called," *The Oregonian*, Portland, Oregon (April 29, 1968):43.

²¹ "Oregon Firm To Build Dam Bridge," *The Oregon Daily Journal*, Portland, Oregon (February 13, 1971):8.

²² "For Alaska Oil: Terminal Berths to Open Early," *The Oregonian*, Portland, Oregon (March 5, 1977):69.

²³ "Sub Pier Pact Let," *Spokane Chronicle*, Spokane, Washington (December 22, 1975):38.

²⁴ Bob Olmos, "Old, New Transit Chairman View Bridge," *The Oregonian*, Portland, Oregon (May 16, 1979):83.

²⁵ "DFG To Dedicate Glenn-Colusa Fish Screen," *The Biggs News*, Biggs, California (May 19, 1972):3.

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and southeastern Washington.²⁶ This territory centers on the middle Snake and Clearwater rivers and the northern portion of the Salmon River basin in central Idaho (general area of present-day Lewiston).²⁷ Historically, the Nimiipuu congregated in villages along major river valleys during the late fall and winter. They sustained themselves through winter with cache pits of stored food such as late root and berry crops. Hunting bison in Montana territory also sustained them through the winter. In early spring, the Nimiipuu would fish along the salmon runs of the Columbia and Snake rivers. Camas, bitterroot, coue, wild carrot, and wild onion were the basic root staples that were gathered. In midsummer and fall, the Nimiipuu would set up temporary upland camps where they would hunt, fish highland streams, and harvest seasonal crops.²⁸

The Euro-American history of the Lewiston area begins in October 1805 when the west-bound members of Lewis and Clark's Corps of Discovery traveled from what is now Weippe, Idaho down to the Clearwater River where they made canoes and proceeded on past Lewiston and down the Snake and Columbia rivers to the Pacific Ocean. The Corps of Discovery returned in May 1806 and were soon followed by fur traders, missionaries, and others who began to settle in the area in the 1830s.²⁹ The earliest non-native settler to the Clearwater River region was Reverend Henry Harmon Spalding, a Presbyterian missionary who established a mission at Lapwai Creek in 1836.³⁰ Sixteen years later, Elias Davidson Pierce, a former Army captain and one of the first prospectors in the Clearwater River region to seek gold, came to the area and set up camp near the Spalding Mission. Early settlers and prospectors traded with the Nimiipuu, although tensions began to mount after battles between Major Edward Steptoe, Colonel George Wright, and the Yakima tribe in southeastern Washington made the Nimiipuu wary of new settlers and the U.S. government. In 1855, the U.S. government set up a reservation for the Nimiipuu in the Clearwater River region. It remains the largest tribal reservation in Idaho.³¹

History of the Camas Prairie Railroad

When Idaho became a territory in 1863, Lewiston was its first capital. However, by 1866 the capital was moved to Boise, who had and retains a larger population than Lewiston, and where the capital remains today. Nonetheless, Lewiston continued to be the trade center of activity for the Clearwater region and became the county seat of Nez Perce County in 1864. In the 1880s, as the Union Pacific and Northern Pacific (NPRR) Railroads laid tracks in Idaho and reached closer to Lewiston, tensions between the companies increased as they fought over railroad right-of-way for a route through Lewiston.³² In 1909, the two railroad companies formed a subsidiary called the Camas Prairie Railroad Company.

²⁶ Robert Lee Sappington, Ph.D, "New Sights into Lithic Tool Use from Protein Residue Analysis at Nine Prehistoric Sites in the Clearwater River Region, North Central Idaho," *Journal of Northwest Anthropology*, 44, no. 2 (2010):219-238; Deward E. Walker, Jr., *Plateau: Handbook of North American Indians*, 12 (1998):420-425.

²⁷ Walker, Jr., "Plateau," 420-425.

²⁸ Sappington, "New Sights," 219-238.

²⁹ John P. Vollmer, *An Illustrated History of North Idaho: Embracing Nez Percés, Idaho, Latah, Kootenai and Shoshone Counties, State of Idaho* (Spokane, WA: Western Historical Publishing Company, 1903), 83-97.

³⁰ Margaret Allen, *Lewiston Country: An Armchair History* (Lewiston, ID: Steeley Print & Binding, 2009), 2-3.

³¹ *Ibid.*, 3-9.

³² "E.L. Popham. "The Camas Prairie Railroad Company." *The Journal*, Nez Perce County Historical Society, Spring (2004): 3.

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The Camas Prairie Railroad, also referred to as the “railroad on stilts” encompassed 254 miles of track and 201 bridges on four subdivision lines.³³ The railroad hauled freight from lumber mills, grain docks, and other commodities such as cattle, peas, and beans.³⁴ There was also passenger service available along the lines, but it began to dwindle in the 1930s due to the rise in automobiles and then again in the 1940s from airline travel.³⁵ By the mid-twentieth century, the railroad was mostly transporting grain and lumber; and passenger trains completely stopped service by 1966.³⁶

The railroad line’s four subdivisions ran in several directions through north-central Idaho and into the eastern part of Washington state. The first division was called the Stites line and ran from Stites, Idaho to Lewiston, Idaho. The second division line was known as the Spalding, Idaho to Grangeville, Idaho line, previously constructed by NPRR and turned over to the Camas Prairie Railroad when the subsidiary was formed. The line from Riparia, Washington, to Lewiston, Idaho was previously built by NPRR and turned over to the Camas Prairie Railroad in December 1909 to make the third division. The fourth division was constructed in 1929 and was called the Orofino Branch, extending from Orofino, Idaho to the lumber town of Headquarters, Idaho.³⁷

The line and its subdivisions traversed varied terrain, including mountains and steep hillsides. After the construction of these branch lines, it took continuous maintenance of the line to clear heavy snow in winter, and threats of mudslides in the spring and summer.³⁸ The railroad provided easier access to smaller rural towns along its route, resulting in population increases and development in these communities. A 1938 article reminiscing the advent of the Camas Prairie Railroad in Idaho describes the boost the railroad made to these small towns,

The novelty of seeing a train had waned in Lewiston years before, but not so for those residing along the right-of-way between Arrow Junction and Grangeville. Grangeville was the natural trading point for the rich area and Cottonwood was achieving prominence. Reubens, the highest point on the Camas Prairie line, also bobbed into the limelight, farming and timber were among its chief activities. Fenn had already been established as a grain-raising district second to none, and the introduction of railroad service brought erection of great warehouses. Culdesac, during the period of construction, was the liveliest and perhaps wildest town in the northwest, old-timers recall. The spur line has been built from Spalding to Culdesac in 1898 and hundreds of laborers made the town their headquarters. Extension of

³³ Popham, “Camas Prairie Railroad,” 4; Lyle Wirtanen, “Special Edition: Camas Prairie Railroad,” *Echoes of the Past*, Historical Museum at St. Gertrude (November 2008):6.

³⁴ Richard L. Neuberger, “The Camas Prairie Line,” *Spokesman-Review*, Spokane, Washington (February 10, 1952):3; John B. Hughes, [No Title]. *Lewiston Morning Tribune* [date unknown, 1959]. Vertical file found at Nez Perce Historical Museum, Lewiston, Idaho.

³⁵ Thomas W. Campbell, “Wedding of Rails Provided Spunky Offspring,” *Lewiston Morning Tribune*, Lewiston, Idaho (July 16, 1961):5.

³⁶ Hughes, [No Title]; Popham, “Camas Prairie Railroad,” 6.

³⁷ Ibid.

³⁸ Hughes, [No Title].

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the line from Culdesac to Grangeville started in February 1906; grading was finished to Grangeville 1907.³⁹

In 1954, the railroad employed its highest number of employees at 475. The railroad reached its peak freight business in 1956.⁴⁰ From the fourth division alone, approximately 14,000 carloads of lumber were moved annually.⁴¹ In 1958, about 4 million miles of loaded cars were moved along the entire line.⁴² However, financial woes in the 1950s also resulted in the railroad decreasing employment due to inflation, labor problems, and competition from other forms of transportation. In 1955, two trains of the Camas Prairie Railroad were operating passenger service between Lewiston and Stites and showed an operating revenue of \$26,724.24 while accumulating a \$43,056.89 expense.⁴³ Simultaneously, the State of Idaho was constructing modern highways, oftentimes rerouting older highways to areas where the highway could be reconstructed in flatter, straighter segments optimal for higher speeds and more efficient routes.

From the 1960s to the 1980s, the railroad continued to lose money while operation costs rose. In 1998, the North American Railnet purchased the Camas Prairie Railroad from Union Pacific and Burlington Northern Santa Fe railroads (who previously acquired the NPRR) and renamed it Camas Prairie RailNet.⁴⁴ In 2004, the company was acquired by Watco Company, a Kansas-based corporation. Today it is owned by Midwest Pacific Rail Net & Logistics.

Building the Clearwater River Camas Prairie Railroad Bridge

As aforementioned, prior to the formation of the Camas Prairie RR, the NPRR and UPRR were simultaneously trying to expand their interests to central Idaho and the Lewiston region. In anticipation of a railroad, the City of Lewiston opened the Lewiston Railroad Depot in 1895, and was subsequently ridiculed because for years, it was "the only depot without a train."⁴⁵ City officials signed a contract with NPRR to expand its line from Pullman, Washington, through Moscow, to Kendrick, and down the Potlatch River through Juliaetta to the Clearwater River, and from the Clearwater River to Lewiston. Three years after the depot was constructed, local townsfolk celebrated the first railroad to Lewiston.⁴⁶

³⁹ Thomas J. Campbell, "Camas Prairie Railroad Marks 30th Anniversary As Veteran Conductor Recalls Pioneer Train Trip," *Lewiston Morning Tribune*, Lewiston, Idaho (December 17, 1938):page unknown. Vertical file found at the Nez Perce County Historical Museum, Lewiston, Idaho.

⁴⁰ Hughes, [No Title].

⁴¹ Ibid.

⁴² Ibid.

⁴³ "Railroads, Claiming Big Losses, Ask to Drop Passenger Service," *Lewiston Morning Tribune*, Lewiston, Idaho (May 26, 1955):page unknown. Vertical file found at the Nez Perce County Historical Museum, Lewiston, Idaho.

⁴⁴ Melba Ashburn, "The Last Train," [publication unknown, date unknown]. Vertical file found at the Nez Perce Historical Museum, Lewiston, Idaho; Kathy Hedberg, "End of the Line?" *Lewiston Tribune*, Lewiston, Idaho (April 9, 2000):1A; Elaine Williams, "Breaking up the Railroad," *Lewiston Morning Tribune*, Lewiston, Idaho (October 1, 2000):1.

⁴⁵ Popham, "Camas Prairie Railroad," 6.

⁴⁶ Ibid.

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In 1907, the NPRR expanded its line under the stock name of "Clearwater Short Line Railway Company" from Lewiston to Stites, which ran the entire way parallel to the Clearwater River.⁴⁷ Meanwhile, a line from Riperia, Washington, to Lewiston was constructed by the Oregon-Washington Railroad and Navigation Company, a subsidiary of UPRR. Tensions between UPRR and NPRR increased as both railroads competed for traffic to and from Lewiston. In 1909, both companies came to an agreement and formed the Camas Prairie Railroad, using one line for traffic and extending the line into four subdivisions in the next two decades.

At the time the Clearwater River Camas Prairie Railroad Bridge was constructed, it was part of the "Clearwater Short Line Railway Company" owned by NPRR, but because this line was to connect with the UPRR's Riperia, Washington, line, a joint effort was made to complete this bridge. Newspaper articles from that time indicate that representatives from both NPRR and UPRR were present and involved in the construction of this bridge.⁴⁸ A year after its construction, it was transferred to the Camas Prairie Railroad, when UPRR and NPRR formed this subsidiary.

On October 12, 1905, the *Lewiston Morning Tribune's* front page announced,

"Erickson & Peterson [*sic*] have received the contract for the construction of the big railroad bridge that will span the Clearwater river [*sic*] at Lewiston and today the contractors will establish the camp for the accommodation of the force that will be engaged in the work. The mixers, hoisters, and other equipment to be used in building the concrete piers are now en route from San Francisco and will arrive here in a few days."⁴⁹

As early as the summer of 1905, work on sinking for the location of the piers began under the direction of Engineer F.M. Kettenring.⁵⁰ The following February, bridge workers went on strike, demanding "more money, shorter hours, and better food."⁵¹ The railroad chose not to negotiate, but let the men decide to stay or go. In October, UPRR halted work on the bridge as directed by UPRR President Edward Henry Harriman's office, "to suspend all new construction on all sections of the Harriman system."⁵² The following month, a bad storm damaged the falsework that was constructed above the piers.⁵³ The bridge was finally finished in April 1908.⁵⁴

Erickson & Petterson

The firm, Erickson & Petterson constructed the original 1906-1908 railroad bridge. The firm was a railroad builder and contractor on the West Coast of the U.S. According to historical newspaper

⁴⁷ Ibid, 7.

⁴⁸ "Bridge Steel is Now On its Way." *Lewiston Evening Teller*, Lewiston, Idaho (July 10, 1906):1; "The Suspension But Temporary." *Lewiston Evening Teller*, Lewiston, Idaho (October 30, 1907):1.

⁴⁹ "Now Build The Clearwater Bridge." *Lewiston Morning Tribune*, Lewiston, Idaho (October 12, 1905):1.

⁵⁰ "Soundings Being Made for Railroad Bridge." *Lewiston Inter-State News*, Lewiston, Idaho (August 15, 1905):1.

⁵¹ "Bridge Crew on a Strike." *Lewiston Evening Teller*, Lewiston, Idaho (February 17, 1906):6.

⁵² "Suspension," 1.

⁵³ "Damage to Bridge." *Lewiston Evening Teller*, Lewiston, Idaho (November 14, 1906):1.

⁵⁴ Rebecca Herbst, "Idaho Bridge Inventory," Idaho Transportation Department, 1982.

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articles, the company was most active during the 1900s through the 1930s and specialized in bridge construction, railroad maintenance and upgrades, and construction of branch lines in California and the Pacific Northwest.

The company was founded by brothers Fredrick and Charles Erickson, and their brother in-law Gustave Petterson (sometimes spelled "Peterson"), who was married to their sister Sophia, until her death in 1905.⁵⁵ The Erickson brothers' father, also named Fredrick, was also a railroad builder and passed down the family trade to his sons.⁵⁶ Fredrick Sr. passed away in 1893 at the age of 67. His sons then formed the railroad company two years later with their brother in-law. Charles passed away in 1910 of acute appendicitis at the age of 50.⁵⁷ Fredrick, Jr. passed away suddenly in 1911 at the age of 48.⁵⁸

The railroad contracting company was founded in 1895 based out of San Francisco, California.⁵⁹ The company's reputation as railroad contractors grew over the decades. In 1910, the *San Francisco Chronicle* noted that, "the firm has done a great deal of the new railroad work that has been undertaken in Oregon and Washington during the past few years, and no large contract is proposed by the railroad companies unless this firm is invited to bid."⁶⁰ The Vallejo, Benicia and Napa Valley Railroad Company retained the firm to grade, build, and complete a roadbed for this line in 1903. They also constructed the line, including boring tunnels for the Southern Pacific Railroad over the Sierra Nevada Mountains.⁶¹ Other work includes building the Chatsworth Tunnel near Los Angeles California. Charles had interest in, and owned the rail line for the Ione and Eastern Railroad from Ione to Martell, California, which later became the Amador Central.⁶² After Charles' death, his widow, Meta, inherited the property and became "the first woman railroad president in the world."⁶³

After Charles and Fredrick's death, the firm did not appear in many newspapers, indicating the the company may not have been active in any railroad projects after 1913. In 1919, the San Francisco firm "Erickson & Petterson, Inc." appears as a publicly traded company with stock options, but no mention of any ties to the railroad industry.⁶⁴ *The Recorder*, a San Francisco newspaper, published a notice of dissolution for the company in 1926.⁶⁵

⁵⁵ "Peterson." *San Francisco Call and Post*, San Francisco, California (November 9, 1905):12.

⁵⁶ "The Contractors." *San Francisco Call and Post*, San Francisco, California (December 18, 1904):39.

⁵⁷ "Appendicitis Proves Fatal to Charles Erickson," *San Francisco Chronicle*, San Francisco, California (December 9, 1910):7.

⁵⁸ "Wedding May Be Cause of Tangle." *Oakland Tribune*, Oakland, California (October 24, 1911):13.

⁵⁹ "Constructing Rocklin-Colfax Cut Off," *San Francisco Chronicle*, San Francisco, California (January 30, 1910):18.

⁶⁰ Ibid.

⁶¹ Wes Hammond, "The Lincoln Highway by Motor Coach," *The Traveler: The Newsletter of the Lincoln Highway Association- California Chapter*, Fall 2000. Accessed July 16, 2024:

https://www.lincolnhighwayassoc.org/ca/traveler/2000-09/motor_coach.html; "Constructing Rocklin-Colfax," 18.

⁶² "The Contractors," 39.

⁶³ "Woman Railroad Magnate is Sued." *San Francisco Chronicle*, San Francisco, California (October 23, 1913):9.

⁶⁴ "Overseas Trading Co. Issues Stock." *San Francisco Journal and Daily Journal of Commerce*, San Francisco, California (June 6, 1919):1; "List of the Leading Industries of South San Francisco." *San Francisco Chronicle*, San Francisco, California (November 9, 1910):13.

⁶⁵ "Notice of Application for Dissolution." *The Recorder*, San Francisco, California (June 15, 1926):9.

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Brief History of Movable Bridges

As early as ancient times, bridges that crossed waterways used for wagons, pedestrians, horse, animal herds, and carriages sometimes needed to have a moveable mechanism to accommodate maritime commerce and navigation as well.⁶⁶ By the eighteenth century, the technology advanced and moveable bridges were lifted in a manner similar to a drawbridge- also called a “bascule” type bridge designed by the Dutch.⁶⁷ Another type of moveable bridge was a swinging bridge, used commonly by the British wherein one end of the bridge was stabilized on shore with a turntable and a cantilevered span could be moved in a swinging manner via hand crank. On wide canals, this mechanism would be placed at the center of the bridge and the cantilevered spans would reach shore and be moved for ships on either side. Less common moveable bridge types included “pull back” bridges that sat had a cantilevered span and a counterweight span. The cantilevered span could be retracted to create an opening for a boat to pass through.⁶⁸

Swing Bridges

Bernard Forest de Belidor, a French engineer, included an early description of a swing bridge in his 1729 publication *La Science des Ingenieurs*. In this work, he described the mechanism of a swing bridge that included turntables on either the bank of a canal and two spans that separated in the middle to open and allow boats through. In Europe, these bridges were constructed as early as the eighteenth century, particularly popular in Britain.⁶⁹ The first swing span bridge in the U.S. is likely to have been in New York across the Harlem River in the late eighteenth century.⁷⁰ Before then there was little need to build swing bridges until the construction of the Erie (New York), Chesapeake and Ohio (C&O; Maryland/D.C.), and Louisville and Portland (Kentucky) Canals in the early nineteenth century. To allow maritime traffic along these canals, “hump” bridges were constructed over the canals that were tall enough for a boat to pass under. As these canals were expanded, this type of bridge became a problem as it made the street steeper and merchants on either side of the bridge were below street level. To alleviate the issues involved, swing bridges became a solution to accommodating bridge and water traffic.⁷¹

Bridge engineers of the time recommended constructing swing bridges over the locks along canals. That way, the water level could be controlled under the bridge, allowing the proper clearance for boats. A typical swing bridge would be made of wood and steel, and a turntable would be located near the shoreline of the canal, while the cantilevered span would be counterweighted by a heavy loaded shorter span on the other side of the turntable. The cantilevered span would turn by hand

⁶⁶ “Movable Bridge Types. Design and History.” *History of Bridges*. Last modified 2024, <http://www.historyofbridges.com/facts-about-bridges/movable-bridge/#:~:text=This%20type%20of%20bridge%20has,BC%20in%20the%20ancient%20Egypt>.

⁶⁷ “Milwaukee’s Historic Bascule Bridges,” *Milwaukee Riverkeeper*. Accessed July 16, 2024: <https://milwaukeekeeper.org/milwauees-historic-bascule-bridges/>.

⁶⁸ Francis E. Griggs, “Development of the Vertical Lift Bridge: Squire Whipple to J.A.L. Waddell, 1872-1917,” *Journal of Bridge Engineering*, (September/October 2006):642-654.

⁶⁹ Francis E. Griggs. “American Swing Bridges 1797 to 1907.” *American Society of Civil Engineers* (2011):170.

⁷⁰ Ibid, 170.

⁷¹ Ibid, 170-171.

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crank as it sat on rotators to open the waterway.⁷² Swing bridges like these were frequently constructed along these canals in the 1830s and 1840s.

Other advantages to a swing bridge included the fact that the mechanism moving the span is inherently low friction and did not need high levels of maintenance or lubrication. There was minimal stress on the mechanical components of the bridge when it is in the closed position, because either side of the moveable span is supported by the flanking bridge spans or abutments. Another advantage is that there was no need for counterweights on most swing bridges, particularly those with a center pier and cantilevered spans.⁷³

In 1833, bridge designer Lewis Wernwag obtained a commission to construct a bridge over the C&O Canal. Instead of a pedestrian bridge, this bridge was to accommodate a 20' roadway for horses and wagons. The Canal was 60' across and a swing span with a turntable on one end of the canal was not the solution. Instead, he built a swing/pivot span, which had a pier in the center of the canal, and two cantilevered spans on either side that would pivot at the center to allow boats to pass along either side of the pier. This was one of, if not the earliest, swing/pivot span bridges constructed in the U.S.⁷⁴

In the 1870s, swing spans became longer and made of steel. The longest swing span constructed up to that point was in 1878 by the Keystone Bridge Company and Jacob Hays Linville. This bridge was located over Raritan Bay between New York and New Jersey. It was 472' in length and was a low-level bridge, meaning it sat closer to the water level. Over the next few decades, bridge engineers built higher level and longer swing bridges. The longest swing bridge constructed in the U.S. was over the Willamette River in Portland, Oregon in 1908. Engineer Ralph Modjeski constructed a 521' swing bridge with a center pier. The spans on either side were 269' long and the bridge was known as "the longest and probably, the heaviest, draw span in the world."⁷⁵

By the 1920s, swing bridges were replaced with lift bridges. For nearly eight decades, swing bridges were one of only a few choices in bridge building over waterways.

Vertical Lift Bridges

In his well-known 1847 book, *A work on bridge building*, Squire Whipple described the method of determining the loads in truss members under various loadings, becoming the first in the world to explain this concept. With his background in designing and building mathematical instruments, Whipple first worked in the railroad industry, then became a bridge designer. He built the first iron bridge over the Erie Canal in upstate New York, the first of many to follow, many over canals and for railroads.⁷⁶ Later in his career, the Erie Canal Commissioners retained him to create a drawbridge over the canal on Hotel Street in Utica, New York, as a swing bridge was not financially feasible for the city or taxpayers. He designed a "lift draw-bridge" that resembled

⁷² Ibid, 172.

⁷³ Ian Berger, D. Healy, and M. Tilley, "Movable Span Bridge Study," Transport for NSW (March 2015):143.

⁷⁴ Ibid, 173.

⁷⁵ Ibid, 184.

⁷⁶ Griggs, "Vertical Lift Bridge," 643.

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previous plans by other bridge engineers in Europe, but were never constructed. This design utilized lifting towers at either end of the lift span, assisted by counterweights that slid along the towers when the bridge was being opened. Two men pulling ropes over two large sheaves (a type of pulley) created the mechanical advantage to lift the span. In his patent, he did not claim to invent the lift bridge, but only particular mechanisms such as "the longitudinal and transverse shafts connected by gearing to effect the simultaneous rotation of the shafts and a uniform vertical movement of all parts of the platform...and the combination of the power weight and winding drum upon the transverse shaft for the purpose of working the draw..."⁷⁷ The benefits of such a design would not obstruct the navigable channel like a swing bridge, nor would it be seriously affected by the wind. Additionally, it would be less expensive in construction than a swing bridge, and it would be easier to manage and operate.⁷⁸ The Utica draw bridge was constructed in 1873.⁷⁹

Whipple exhibited his model at the World's Fair in Chicago that year. However, his design of the iron bridge over the Erie Canal achieved recognition as the real engineering feat of its time, and for which he was more famous. The *Brooklyn Daily Eagle* wrote of him, "The connection of Mr. Whipple with iron bridges is fitly compared with that of Watt to the steam engine, Fulton to the steamboat, and Morse to the telegraph."⁸⁰ Whipple died in 1888 at the age of 84.⁸¹

John Alexander Low Waddell is generally known as the "father of the modern vertical lift bridge."⁸² Born in Ontario, Canada in 1854, Waddell studied in the U.S. and earned his degree in engineering from the Rensselaer Polytechnic Institute in 1875.⁸³ After graduation he worked at a bridge engineering firm in Iowa and taught at his alma mater where he wrote several papers, making a name for himself in the world of engineering. He served as Chair of the Civil Engineering Department at the Imperial University of Tokyo where he wrote his first book, *The Designing of Ordinary Iron Highway Bridges*.⁸⁴ After his return a few years stateside, he opened his own consulting engineering firm in Kansas City, Missouri in 1887. He designed many bridges, but his focus shifted to moveable bridges, and in particular vertical lifts, which was the bridge type for which he would become famous. Between 1887 and 1938 he was either owner or senior partner for several engineering firms. In 1920, he moved to New York City for opportunities to expand his business internationally and on the East Coast.⁸⁵ His firm, Waddell & Hardesty was the last firm he worked for and was renowned for its vertical lift bridge designs.⁸⁶ Today, it remains the engineering firm, Hardesty & Hanover ("H&H").⁸⁷

⁷⁷ Griggs, "Vertical Lift Bridges," 644.

⁷⁸ Ibid.

⁷⁹ In 1883, the Utica lift bridge was demolished after a ship collided with it while it was not opened.

⁸⁰ "Tammany Was The First To Celebrate the Columbian Anniversary Day," *Brooklyn Daily Eagle*, Brooklyn, New York (July 28, 1892):2.

⁸¹ Ibid.; "Tammany," *Brooklyn Daily Eagle*.

⁸² William E. Nyman, P.E., "Dr. J.A.L. Waddell's Contributions to Vertical Lift Bridge Design," *Heavy Movable Structures, Inc. Ninth Biennial Symposium* (October 22-25, 2002):2.

⁸³ Ibid, 4.

⁸⁴ Ibid, 6.

⁸⁵ Ibid, 4.

⁸⁶ Ibid, 5.

⁸⁷ "Our Founder Was a Passionate Innovator," H&H. Accessed July 23, 2024,

<https://www.hardestyhanover.com/our-firm/history/>.

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The first modern vertical lift bridge constructed in the U.S. was the South Halsted Street Bridge in Chicago and was designed by J.A.L. Waddell. The bridge design included a vertical lift span with a 130' Pratt Truss that could be lifted to a height of 155' above the Chicago River.⁸⁸ A steam engine below the roadway powered operating ropes to pull up the span, and also drew up the counterweights to close the span. Hydraulic buffers ensured a smooth landing of the span. The bridge was completed in 1894.⁸⁹ In his tenure with his various engineering firms, J.A.L. Waddell designed 74 bridges all over the U.S. and some even internationally such as the Columbia River Bridge in Trail, British Columbia (1913), the Don River Bridge in Rustov, Russia (1917), and the Dneiper River Bridge in Dnieprpetrovsk, Ukraine (1934).⁹⁰ In Washington State, Waddell designed the Snohomish River Bridge in Everett (1928, reconstructed in 1954); the Cowlitz River Bridge on Allen Street in Kelso (1921, replaced in 2000); the City Waterway Bridge (1912, operational; listed in the NRHP 7/16/1982) and the Puyallup River Bridge in Tacoma (1912, removed). In Idaho, he designed the Sandpoint Bridge in 1909 (removed).

Vertical lift spans were an important bridge type because they offered solutions and benefits that previous moveable bridge types could not. In his work, *De Pontibus: A Pocket Book for Bridge Engineers*, Waddell wrote of these advantages which included:

- 1st A lift bridge gives one wide channel for vessels instead of the two narrow ones afforded by a center-pivoted swing bridge
- 2nd There are no land damages in the case of a lift-bridge, as the whole structure is confined to the width of the street. These land damages in the case of some swing-bridges amount to a large percentage of the total cost of structure.
- 3rd Vessels can lie at the docks close to a lift-bridge, which they cannot do in the case of a swing-bridge; consequently with the former dock-front can be made available for a much greater length between streets than it can with the latter.
- 4th The time of operation for a lift-bridge is about 30% less than that for a corresponding swing bridge.⁹¹

Vertical lift spans are defined as having a counterweighted span that lifts while remaining in a horizontal plane; towers that provide the required height of lift; and counterweight ropes that pass over sheaves at the top of the towers that connect the vertical lift span with counterweights.⁹² There are many variations of this design that include different operating machinery, and span and tower structural systems.⁹³ Vertical lift bridge types were used for highways, railroads, and some even a combination of both.

Summary

⁸⁸ Nyman, "Waddell's Contributions," 6.

⁸⁹ Ibid.; Griggs, "Vertical Lift Bridges," 650.

⁹⁰ Ibid.

⁹¹ J.A.L. Waddell, *De Pontibus: A Pocket Book for Bridge Engineers* (New York: John Wiley & Sons, 1898):113

⁹² Nyman, "Waddell's Contributions," 6.; Griggs, "Vertical Lift Bridges," 650

⁹³ Ibid.

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The Camas Prairie Railroad Bridge has significance under Criterion A, in the areas of Transportation and Commerce, for its association with the development of the Port of Lewiston. The period of significance is 1975, when the bridge was modified with a vertical lift span to accommodate maritime traffic to and from the Port of Lewiston. Constructed by the U.S. Army Corps of Engineers, the Lower Granite Lock and Dam project was a significant engineering achievement that aided in controlling the water levels of these rivers and preventing the perpetual flooding of the Lewiston area. The bridge retains integrity of materials, design, workmanship, feeling, association, location, and setting.

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Clearwater River Camas Prairie Railroad Bridge

Name of Property

Nez Perce, Idaho

County and State

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Clearwater River Camas Prairie Railroad Bridge

Nez Perce, Idaho

Name of Property

County and State

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Clearwater River Camas Prairie Railroad Bridge

Name of Property

Nez Perce, Idaho

County and State

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property .41

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 46.425720 | Longitude: -117.025984 |
| 2. Latitude: | Longitude: |
| 3. Latitude: | Longitude: |
| 4. Latitude: | Longitude: |

Clearwater River Camas Prairie Railroad Bridge
Name of Property

Nez Perce, Idaho
County and State

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone:	Easting:	Northing:
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the property includes the footprint of the bridge ending at the abutments, including the railway length upon which the bridge sits, and the width (out-to-out) of the bridge structure. The bridge is located over the Clearwater River in Lewiston, Nez Perce County.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is the footprint of the bridge, which is the property in its entirety.

11. Form Prepared By

name/title: Jennifer Gorman, M.H.P.
organization: Gorman Preservation Associates
street & number: 12020 N. Country Club Drive
city or town: Spokane state: WA zip code: 99218
e-mail jennifer@gormanpreservation.com
telephone: 509-279-5845
date: February 2025

Additional Documentation

Clearwater River Camas Prairie Railroad Bridge

Name of Property

Nez Perce, Idaho

County and State

Figure Log

1. Sketch map of photographs taken of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho.
2. Location map of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho.
3. Project plan and elevation of the Clearwater River Camas Prairie Railroad Bridge, 1975. Courtesy of the Idaho Transportation Department.
4. Aerial view looking southwest at the Clearwater River Camas Prairie Railroad Bridge, 1932. Photo courtesy of the Nez Perce County Historical Society and Museum.
5. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge, circa 1909. Photo courtesy of the Nez Perce County Historical Society and Museum.
6. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge's and navigation wall prior to construction of the vertical lift span, circa 1973. Photo courtesy of the Nez Perce County Historical Society and Museum.
7. View looking southwest at the construction of the 1975 vertical lift bridge and concrete navigation wall. Photo courtesy of the Nez Perce County Historical Society and Museum.
8. View looking northeast at the Clearwater River Camas Prairie Railroad Bridge's vertical lift span as a barge passes underneath, 1994. Photo courtesy of the Nez Perce County Historical Society and Museum.
9. Ralph Modjeski's plan of the Willamette Bridge in Portland, Oregon, 1910. This is a similar swing span bridge plan and time period to the Clearwater River Camas Prairie Railroad Bridge. Taken from *The Vancouver-Portland Bridges*, by Ralph Modjeski, 1910.
10. Annotated diagram of a Waddell-Harrington vertical lift bridge type with main components labeled. Taken from *Movable Bridges* by Otis Ellis Hovey, 1926.

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Clearwater River Camas Prairie Railroad Bridge
Name of Property

Nez Perce, Idaho
County and State

Photo Log

Name of Property: Clearwater River Camas Prairie Railroad Bridge

City or Vicinity: Lewiston

County: Nez Perce

State: Idaho

Photographer: Jennifer Gorman

Date Photographed: May 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 15. View looking northwest at the bridge.
- 2 of 15. View looking northwest at the vertical lift span of the bridge.
- 3 of 15. View looking west at the spans over U.S. 12 and the walking path on the south side of the Clearwater River.
- 4 of 15. View looking north at the piers, Warren truss span and vertical lift span.
- 5 of 15. View looking north at the counterweights and towers of the vertical lift span.
- 6 of 15. View looking underneath the bridge at the pier from the south shore of the Clearwater River.
- 7 of 15. View looking east at the bridge from the south side of the Clearwater River.
- 8 of 15. View looking northeast at the north side of the bridge from the south side of the Clearwater River.
- 9 of 15. View looking upward toward the southern tower of the vertical lift span.
- 10 of 15. View looking at the northern counterweight of the vertical lift span.
- 11 of 15. View looking south at the northernmost Warren truss span of the bridge.
- 12 of 15. View looking south from the north end of the bridge.
- 13 of 15. View looking north at the railroad tracks along the north side of the Clearwater River.
- 14 of 15. View looking southwest at the swing span.
- 15 of 15. View looking west at the bridge from the north side of the Clearwater River.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours

Sections 9-end page 31

Clearwater River Camas Prairie Railroad Bridge

Name of Property

Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

Nez Perce, Idaho
County and State

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

DRAFT

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 12 Page 1

Clearwater River Camas Prairie River Bridge
Name of Property
Nez Perce, Idaho
County and State
N/A
Name of multiple listing (if applicable)



Figure 1. Sketch map of photographs taken of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 12 Page 2

Clearwater River Camas Prairie River Bridge
Name of Property
Nez Perce, Idaho
County and State
N/A
Name of multiple listing (if applicable)

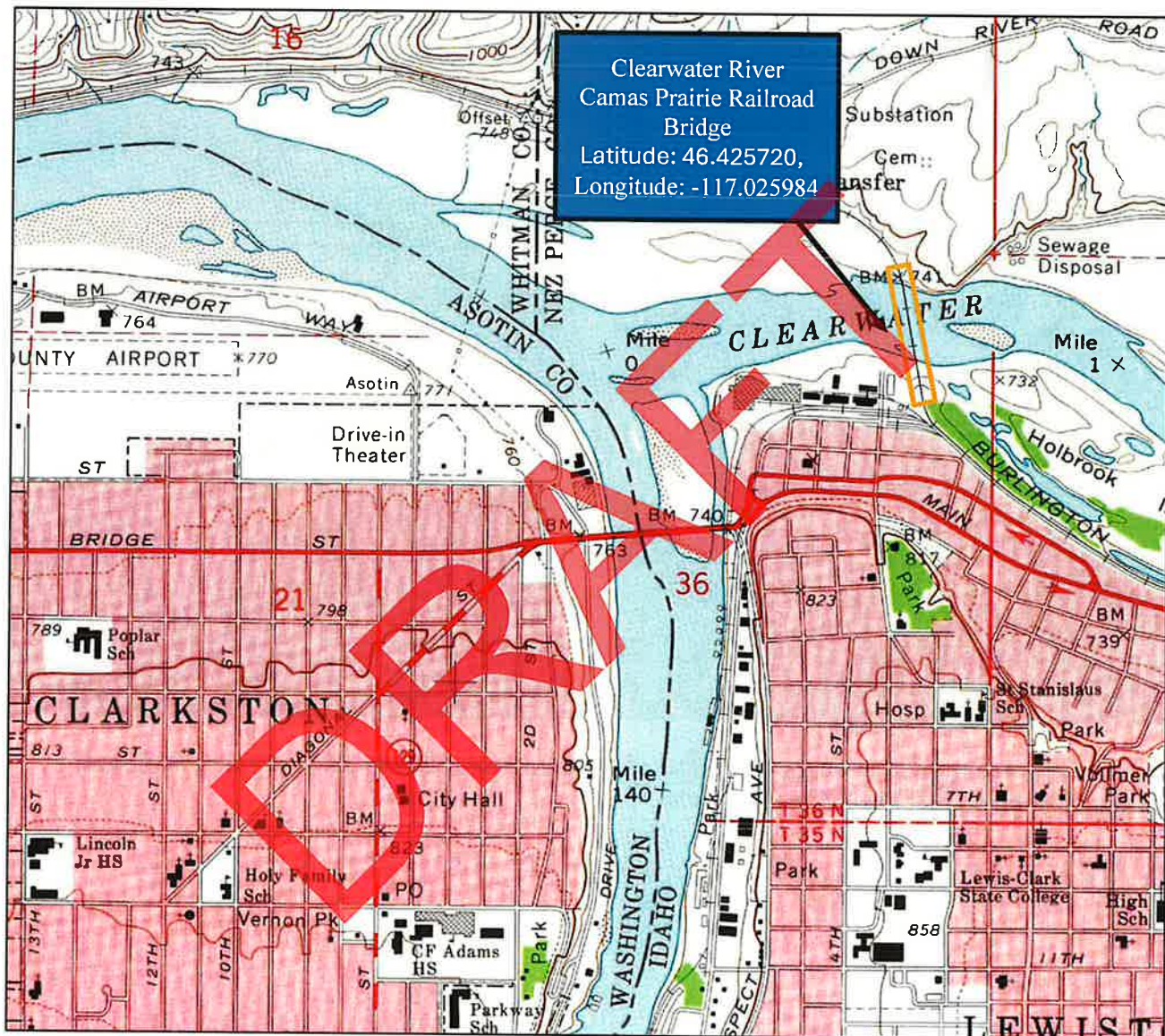


Figure 2. Location map of the Clearwater River Camas Prairie Railroad Bridge, Lewiston, Nez Perce County, Idaho

USGS Topographic Map, 7.5-minute series
Clarkston, Washington 1971 Quadrangle
Township 36N, Range 6W, Section 36

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National Park Service

National Register of Historic Places
Continuation Sheet

Section number 12 Page 3

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

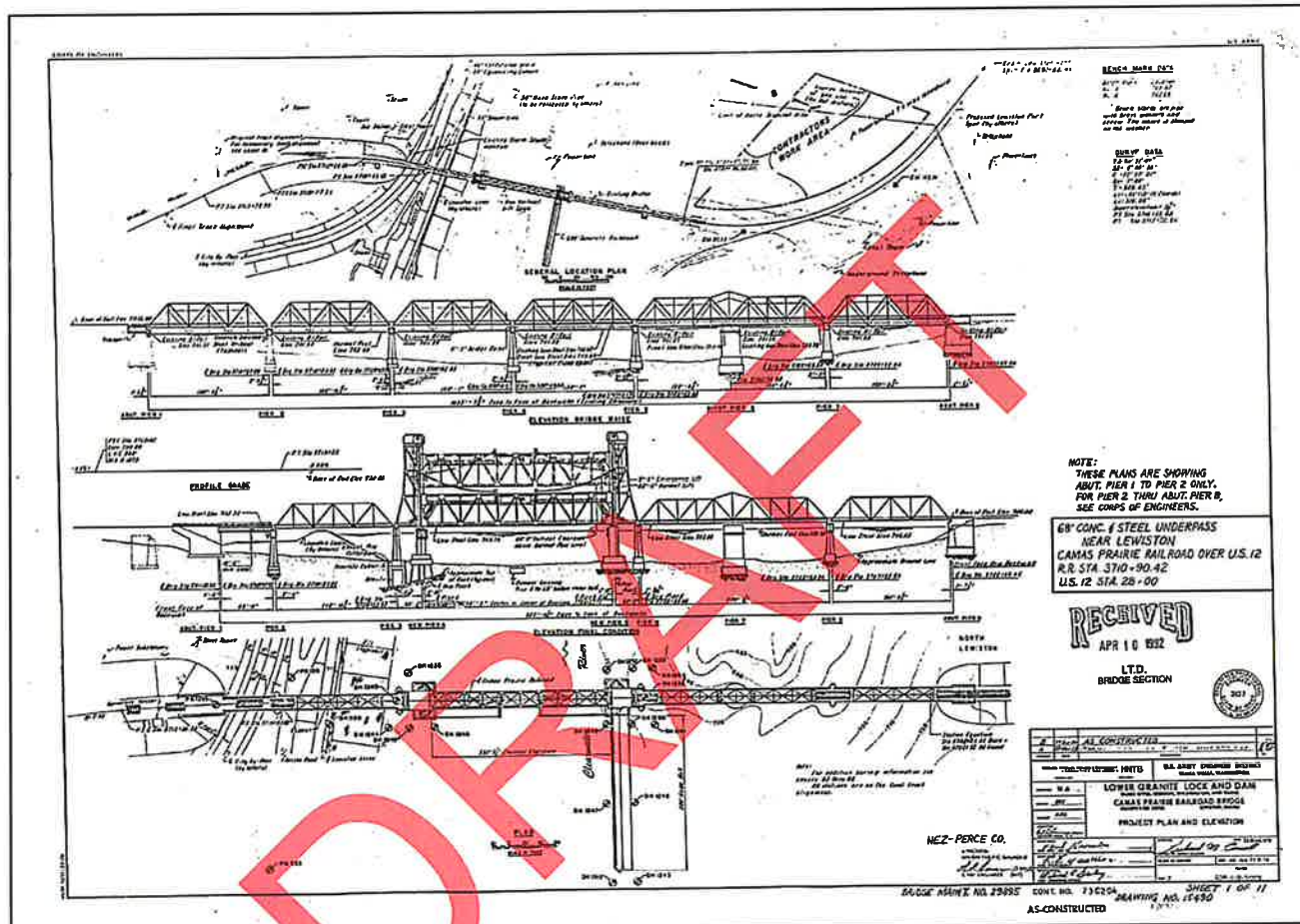


Figure 3. Project plan and elevation of the Clearwater River Camas Prairie Railroad Bridge before and after modifications, 1975. Courtesy of the Idaho Transportation Department.

United States Department of the Interior
National Park Service

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Continuation Sheet

Section number 12 Page 4

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

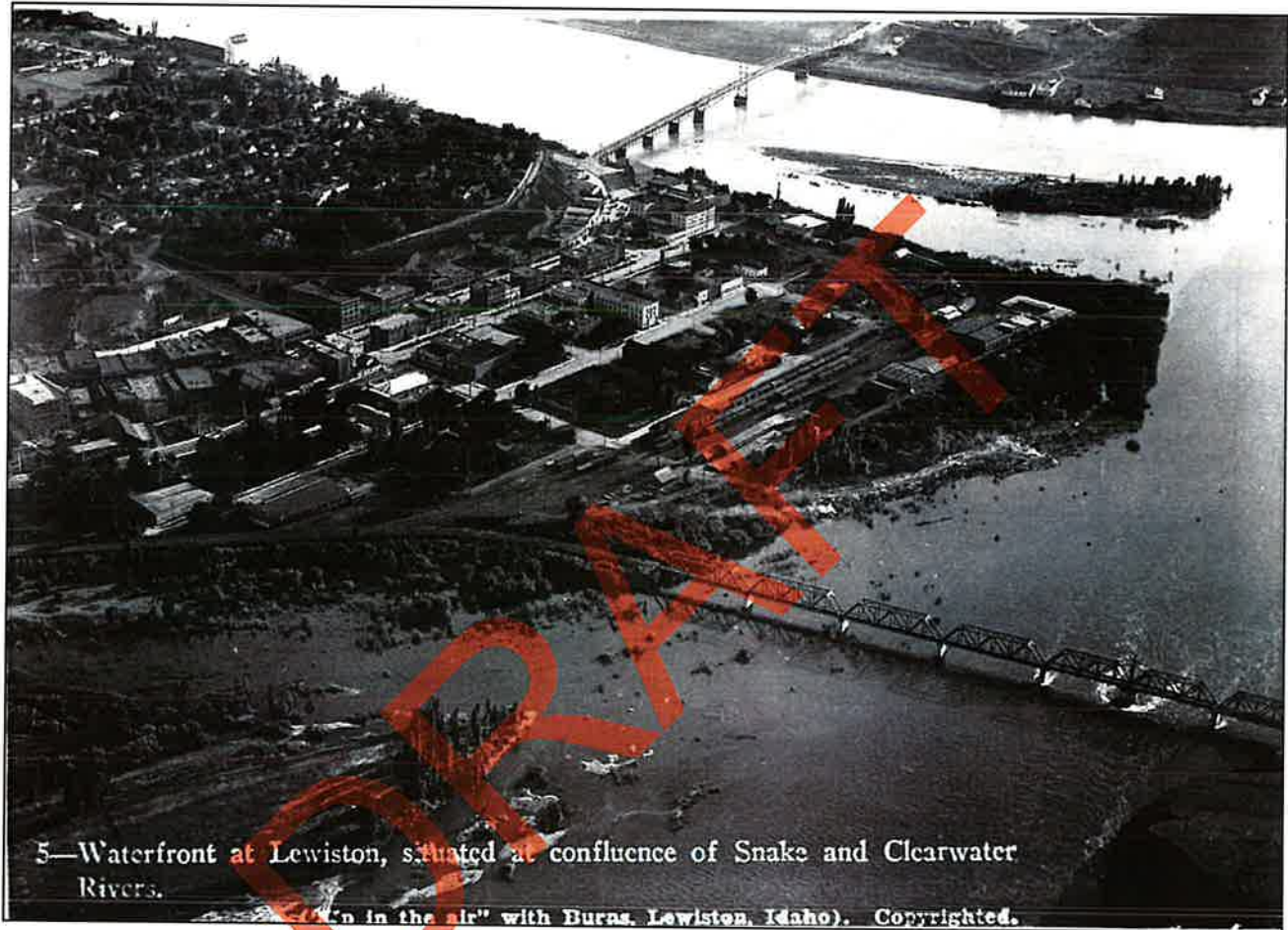


Figure 4. Aerial view looking southwest at the Clearwater River Camas Prairie Railroad Bridge, 1932. Photo courtesy of the Nez Perce County Historical Society and Museum.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

Section number 12 Page 5

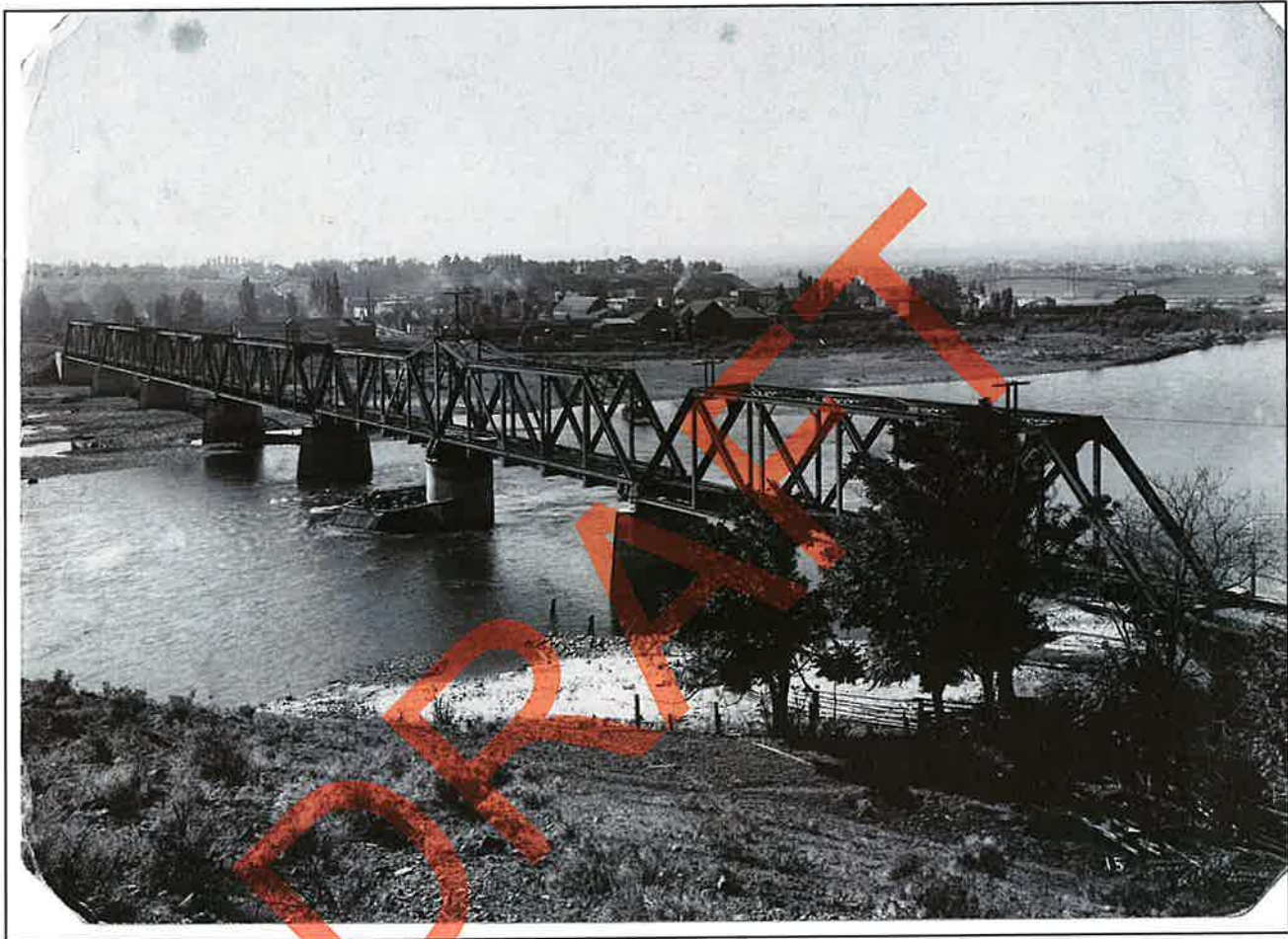


Figure 5. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge, circa 1909. Photo courtesy of the Nez Perce County Historical Society and Museum.

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Continuation Sheet**

Section number 12 Page 6

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

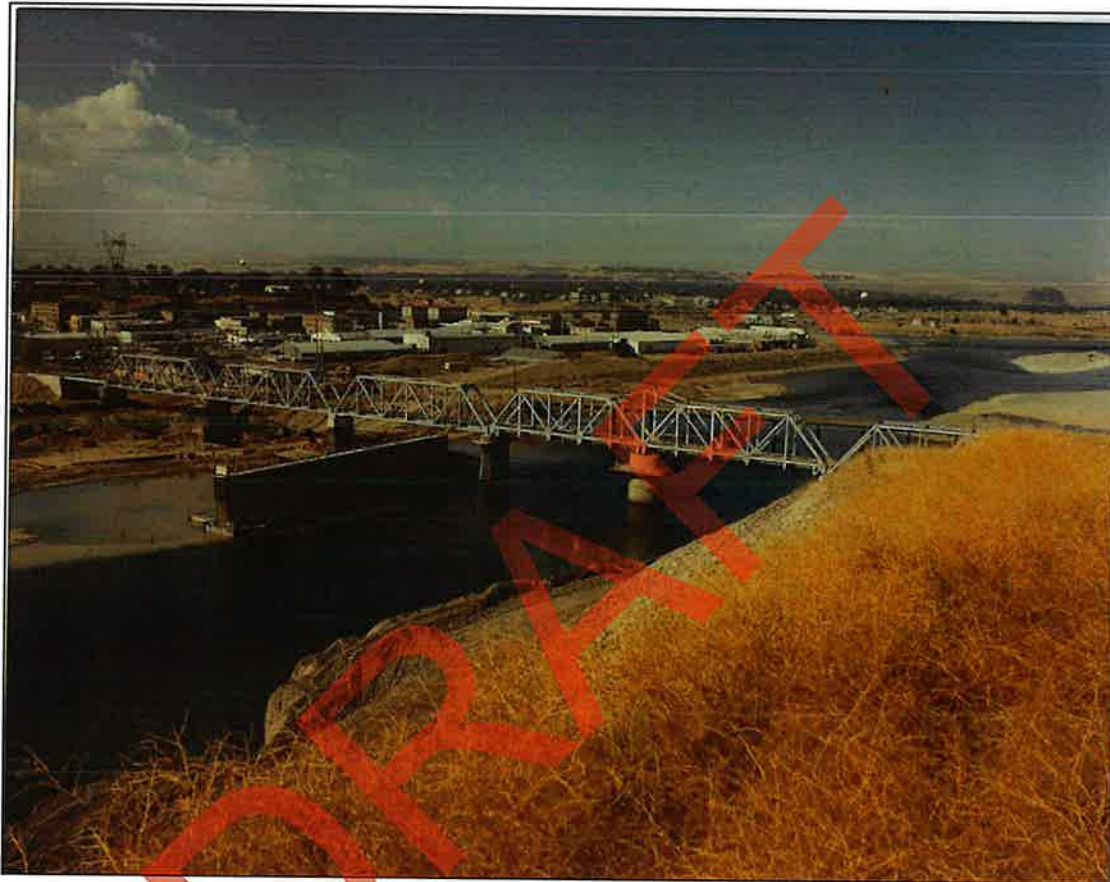


Figure 6. View looking southwest at the Clearwater River Camas Prairie Railroad Bridge's and navigation wall prior to construction of the vertical lift span, circa 1973. Photo courtesy of the Nez Perce County Historical Society and Museum.

**United States Department of the Interior
National Park Service**

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Continuation Sheet**

Section number 12 Page 7

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)



Figure 7. View looking southwest at the construction of the 1975 vertical lift bridge and concrete navigation wall. Photo courtesy of the Nez Perce County Historical Society and Museum.

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Continuation Sheet

Section number 12 Page 8

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)



Figure 8. View looking northeast at the Clearwater River Camas Prairie Railroad Bridge's vertical lift span as a barge passes underneath, 1994. Photo courtesy of the Nez Perce County Historical Society and Museum.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Clearwater River
Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

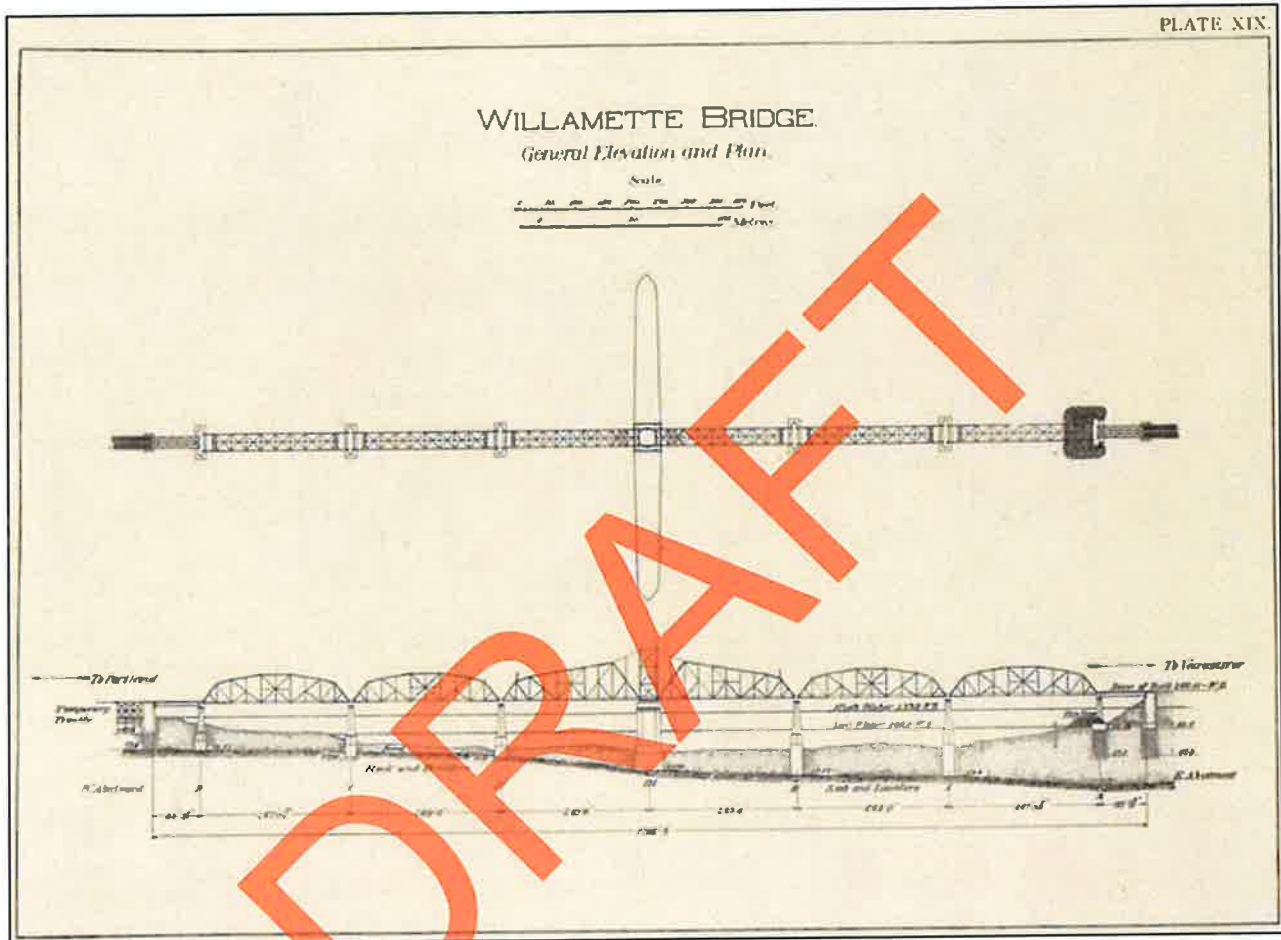
Section number 12 Page 9

Figure 9. Ralph Modjeski's plan of the Willamette Bridge in Portland, Oregon, 1910. This is a similar swing span bridge plan and time period to the Clearwater River Camas Prairie Railroad Bridge. Taken from *The Vancouver-Portland Bridges*, by Ralph Modjeski, 1910.

United States Department of the Interior
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Continuation Sheet

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Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

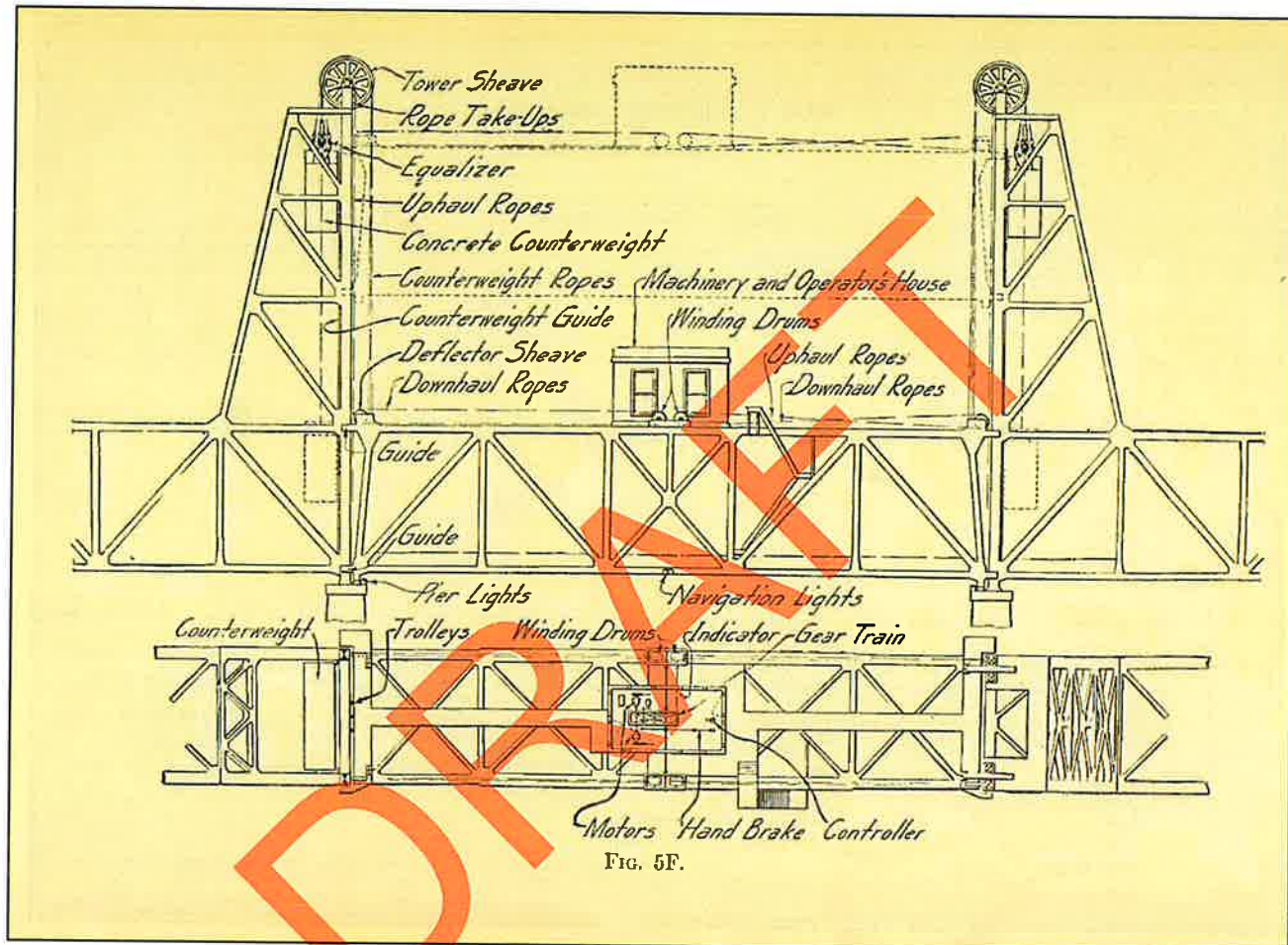


Figure 10. Annotated diagram of a Waddell-Harrington vertical lift bridge type with main components labeled. Taken from *Movable Bridges* by Otis Ellis Hovey, 1926.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

Section number 12 Page 11

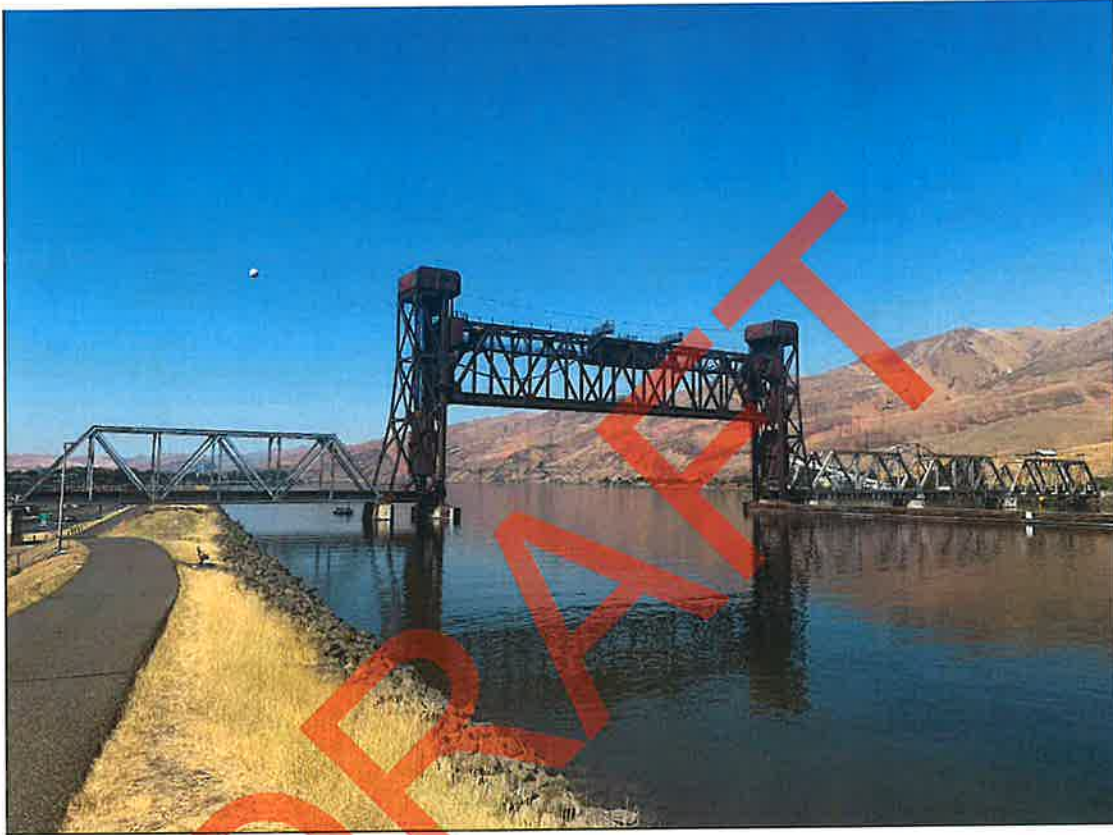


Photo 1. View looking northwest at the bridge.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 12

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)



Photo 2. View looking northwest at the vertical lift span of the bridge.

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Continuation Sheet**

Section number 12 Page 13

Clearwater River
Camas Prairie River Bridge
Name of Property
Nez Perce, Idaho
County and State
N/A
Name of multiple listing (if applicable)

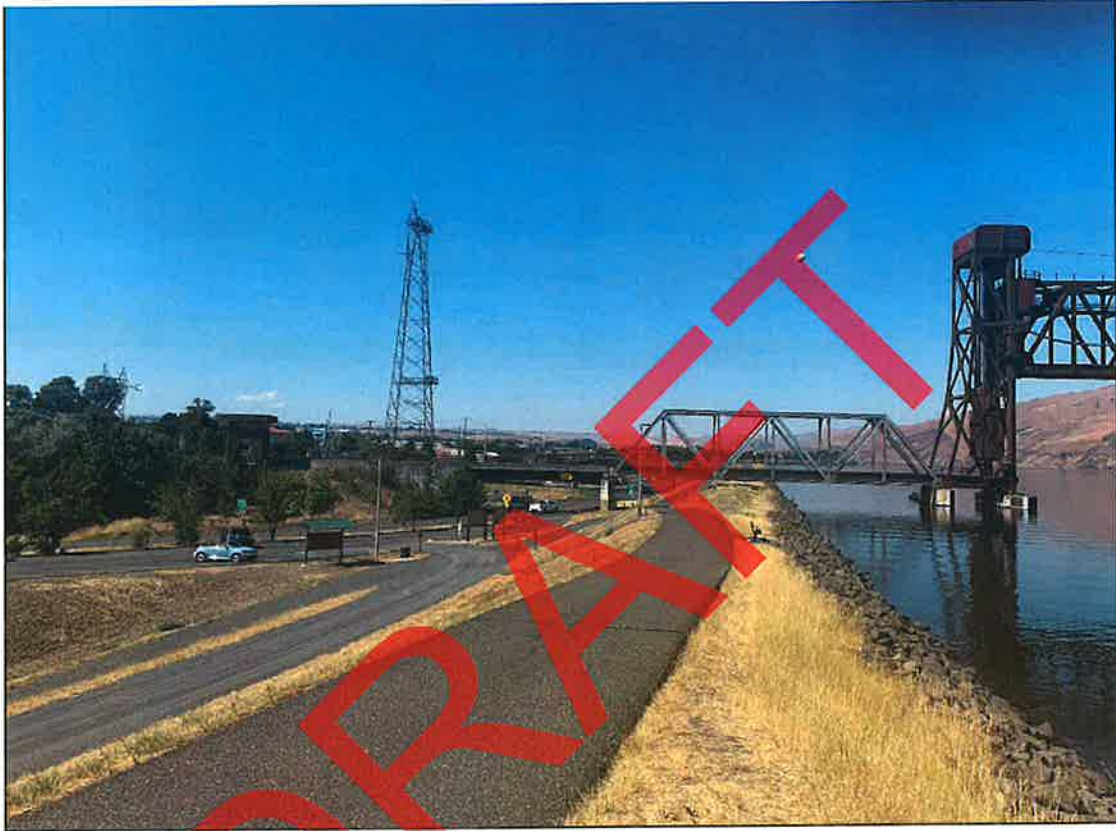


Photo 3. View looking west at the spans over U.S. 12 and the walking path on the south side of the Clearwater River.

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Continuation Sheet**

Section number 12 Page 14

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)



Photo 4. View looking north at the piers, Warren truss span and vertical lift span.

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Continuation Sheet**

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

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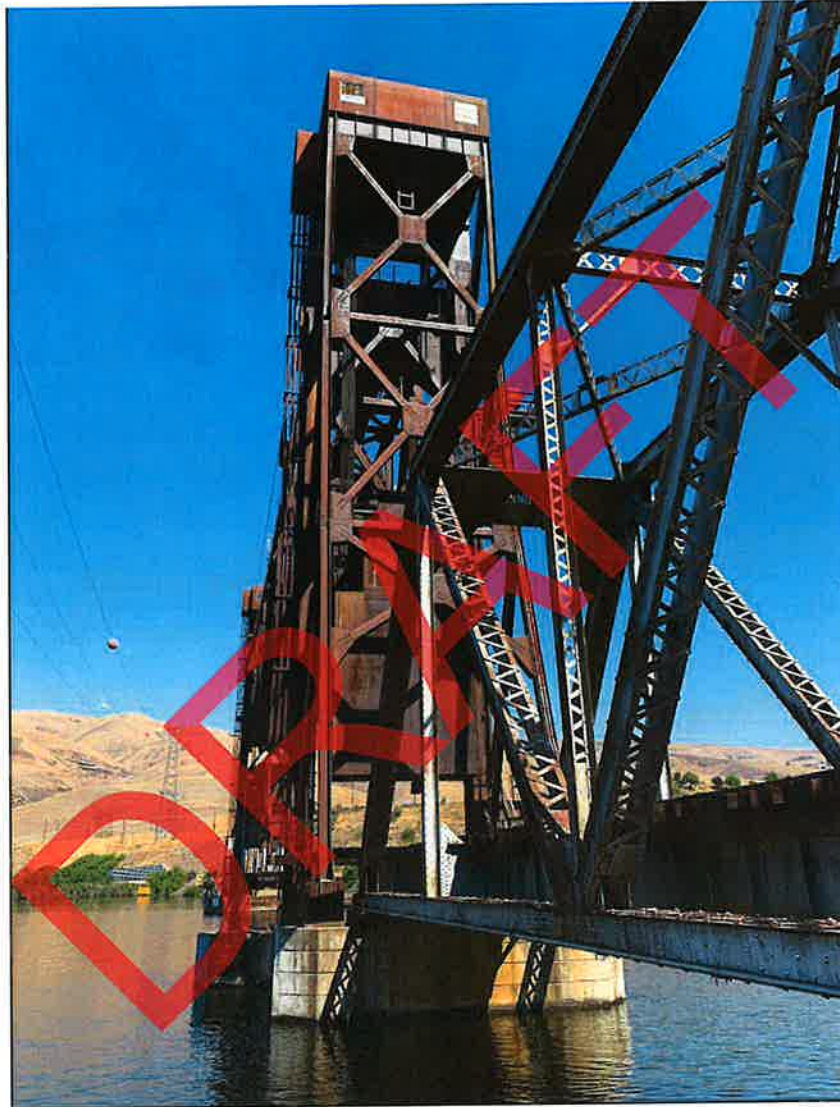


Photo 5. View looking north at the counterweights and towers of the vertical lift span.

**United States Department of the Interior
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**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 16

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

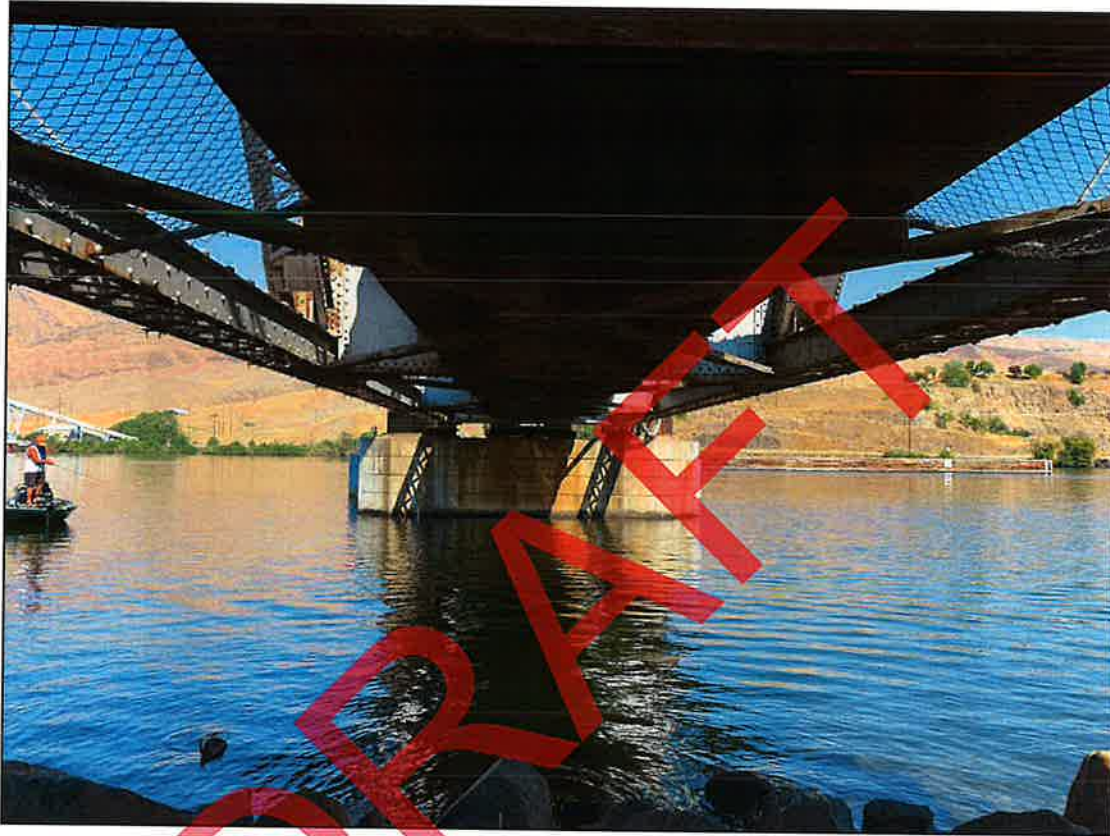


Photo 6. View looking underneath the bridge at the pier from the south shore of the Clearwater River.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

Section number 12 Page 17

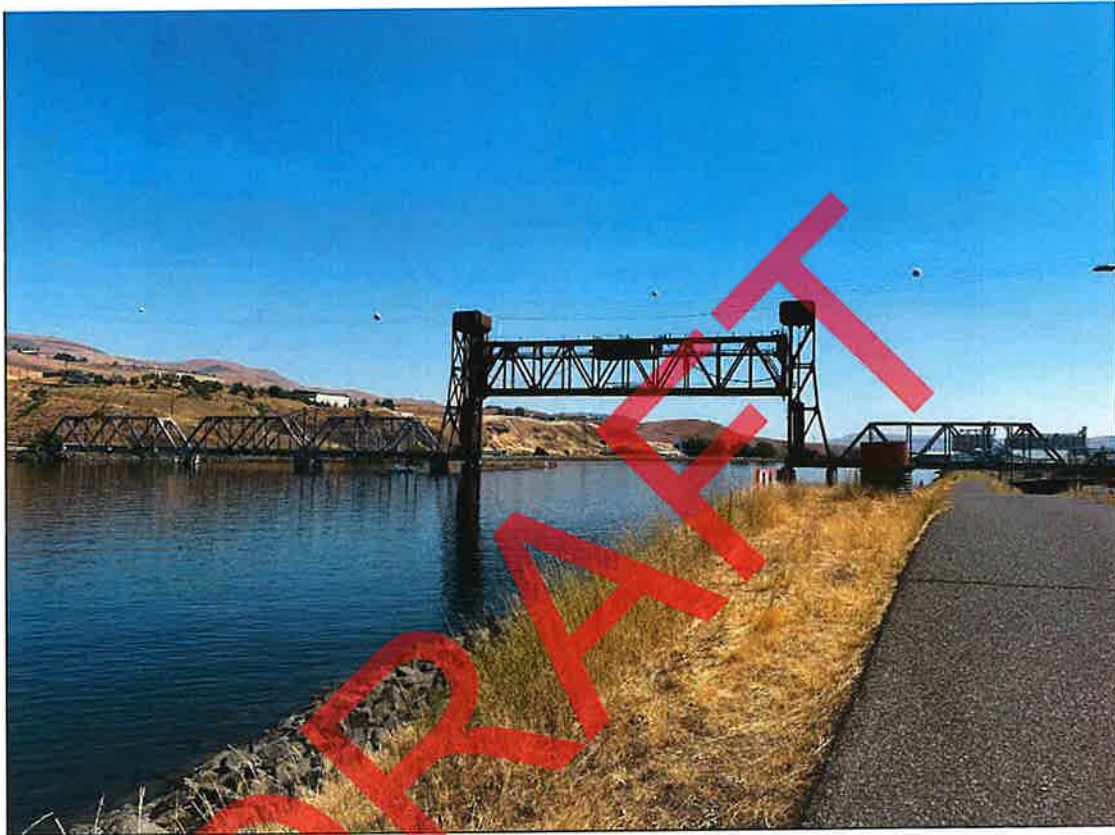


Photo 7. View looking east at the bridge from the south side of the Clearwater River.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 18

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

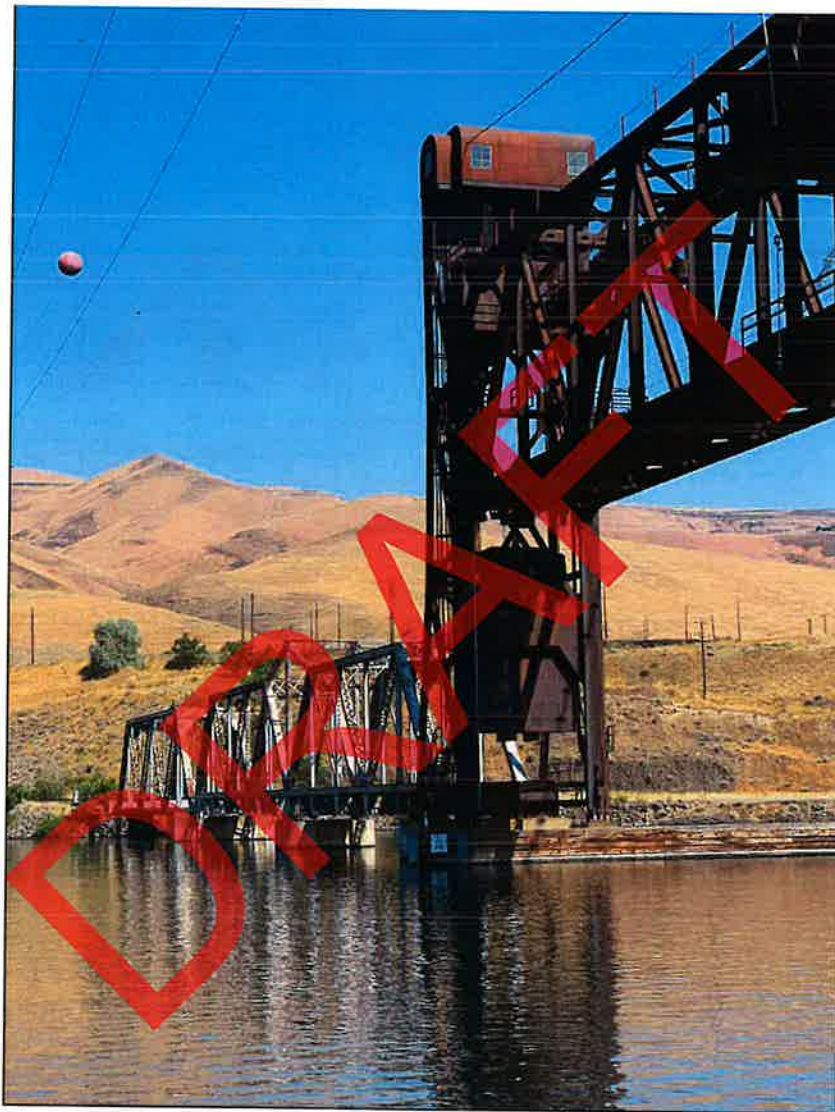


Photo 8. View looking northeast at the north side of the bridge from the south side of the Clearwater River.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Clearwater River
Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

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Photo 9. View looking upward toward the southern tower of the vertical lift span.

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**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 20

Clearwater River
Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)



Photo 10. View looking at the northern counterweight of the vertical lift span.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

Section number 12 Page 21

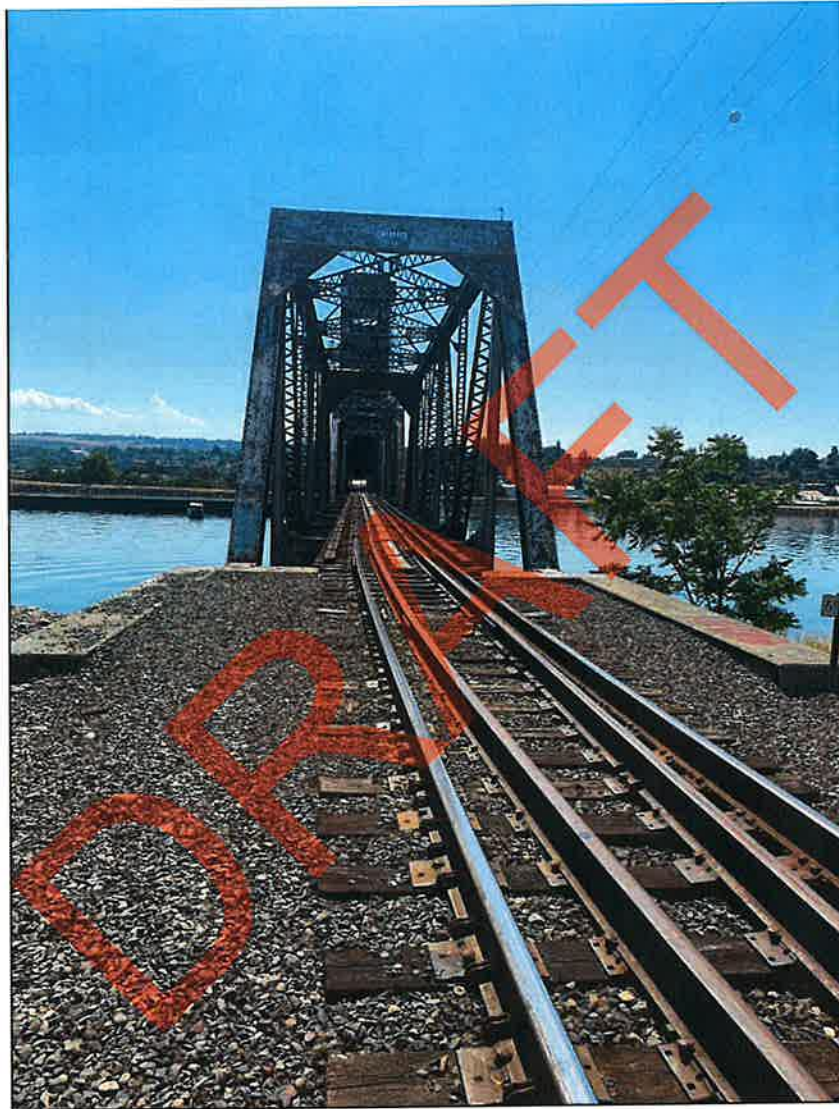


Photo 11. View looking south at the northernmost Warren truss span of the bridge.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 12 Page 22

Clearwater River

Camas Prairie River Bridge

Name of Property

Nez Perce, Idaho

County and State

N/A

Name of multiple listing (if applicable)

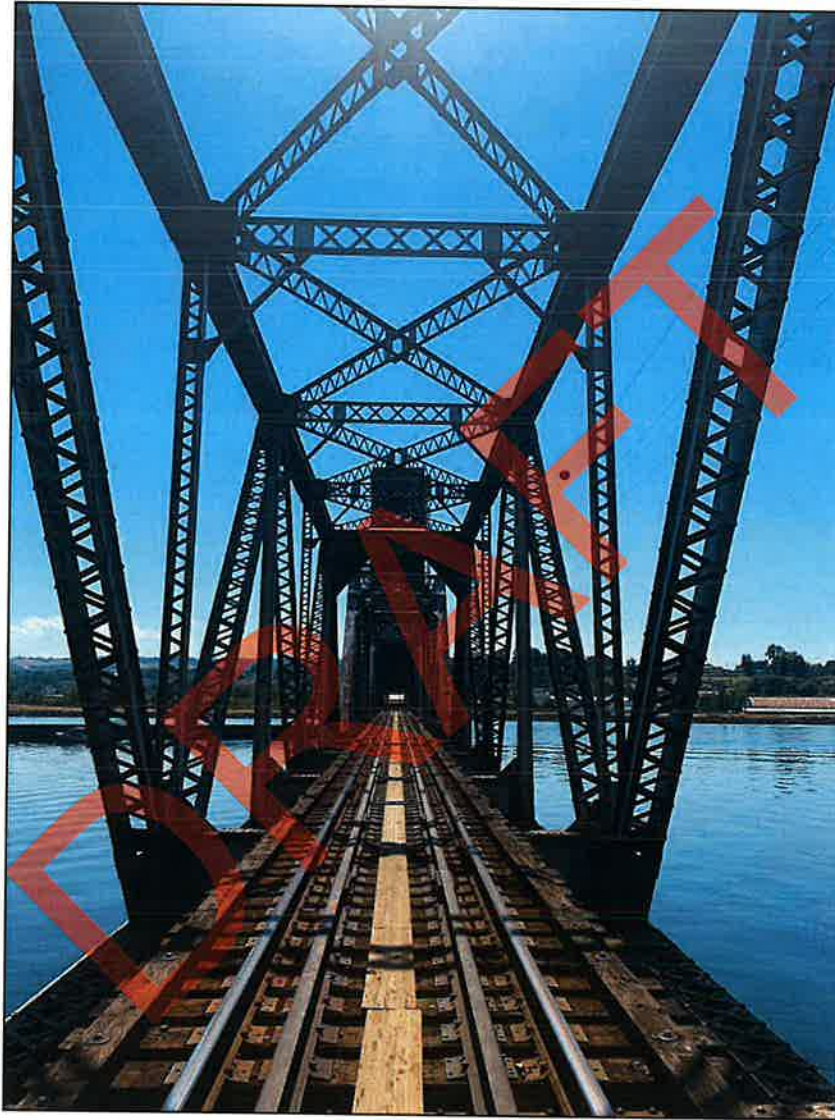


Photo 12. View looking south from the north end of the bridge.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Clearwater River
Camas Prairie River Bridge

Name of Property
Nez Perce, Idaho

County and State
N/A

Name of multiple listing (if applicable)

Section number 12 Page 23

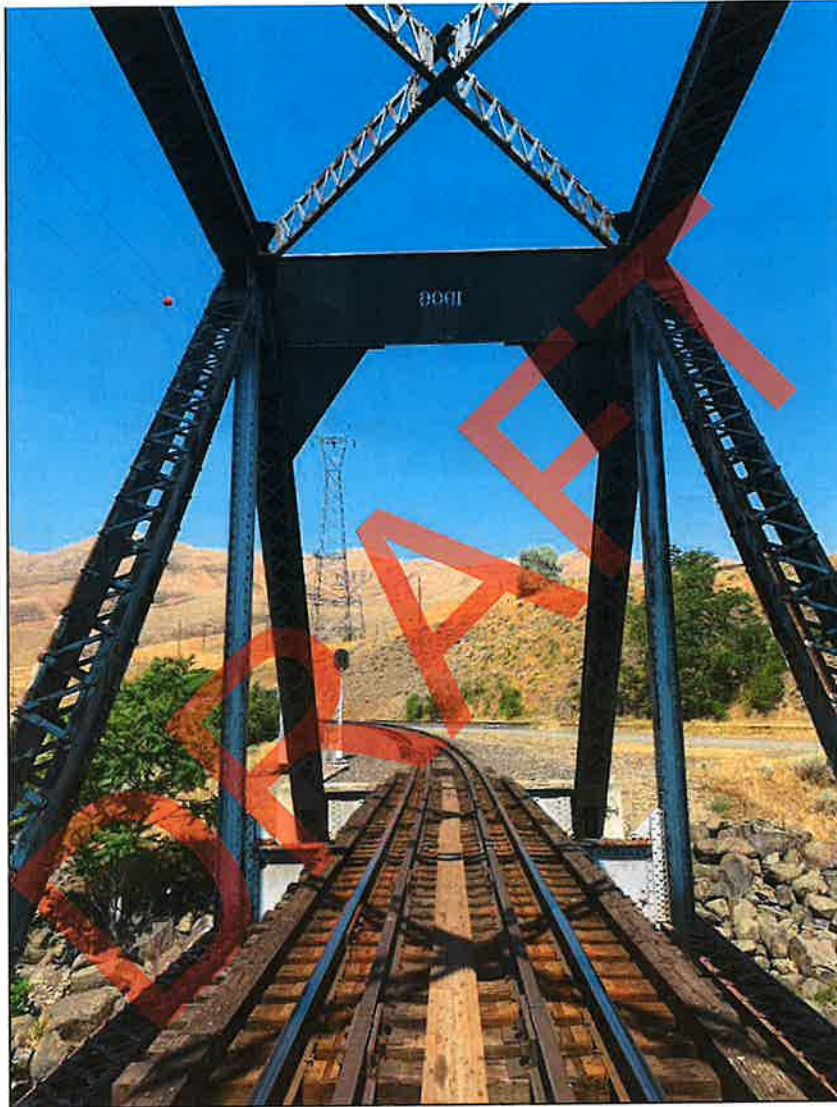


Photo 13. View looking north at the railroad tracks along the north side of the Clearwater River.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 24

Clearwater River
Camas Prairie River Bridge
Name of Property
Nez Perce, Idaho
County and State
N/A
Name of multiple listing (if applicable)



Photo 14. View looking southwest at the swing span.

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**National Register of Historic Places
Continuation Sheet**

Section number 12 Page 25

Clearwater River
Camas Prairie River Bridge
Name of Property
Nez Perce, Idaho
County and State
N/A
Name of multiple listing (if applicable)



Photo 15. View looking west at the bridge from the north side of the Clearwater River.

United States Department of the Interior
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of PropertyHistoric name: Lewiston-Clarkston Interstate BridgeOther names/site number: Blue Bridge, Snake River Bridge

Name of related multiple property listing:

Metal Truss Highway Bridges of Idaho

(Enter "N/A" if property is not part of a multiple property listing)

2. LocationStreet & number: U.S. Highway 12City or town: Lewiston, Clarkston State: Idaho, Washington County: NezPerce, AsotinNot For Publication: ☐ N/AVicinity: ☐ N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national X statewide local

Applicable National Register Criteria:

X A B X C D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

Lewiston-Clarkston Interstate Bridge

Nez Perce, Idaho/Asotin,
Washington
County and State

Name of Property

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:

☐

Public – Local

☐

Public – State

☒

Public – Federal

☐

Category of Property

(Check only **one** box.)

Building(s)

☐

District

☐☐

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Washington
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Site

Structure

☒

Object

☐

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing

Noncontributing

buildings

sites

1

structures

objects

1

0

Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

Transportation, Road-related (vehicular)

Current Functions

(Enter categories from instructions.)

Transportation, Road-related (vehicular)

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7. Description

Architectural Classification

(Enter categories from instructions.)

OTHER: vertical lift, Warren through truss

MODERN MOVEMENT: Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: concrete and steel

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Lewiston-Clarkston Interstate Bridge is a multi-span steel lift and reinforced concrete bridge constructed in 1939 by the Puget Construction Company. Located on U.S. Highway 12 spanning the Snake River between Lewiston, Idaho, and Clarkston, Washington. The 1,424-foot-long and 48.1-foot-wide (out to out) bridge features 17 reinforced concrete approach spans, two 150' steel Warren through trusses, and a 200' center arched steel Warren lift span. At the time of its construction, the bridge was a significant connector between Washington and Idaho that ran along a major interstate highway between the states. It was known to be an innovative design that featured the use of a unique mechanical-electrical lift system utilizing cables and counterweights. The bridge is eligible for the National Register of Historic Places (NRHP) under the *Metal Truss Highway Bridges of Idaho* Multiple Property Documentation Form (MPDF) as a significant example of a vertical lift metal truss bridge in Idaho.¹

Following the period of significance, the bridge has undergone routine maintenance such as roadway repaving, electrical rehabilitation, and repainting of the metal trusses. Overall, it retains integrity of its original materials, workmanship, design, setting, location, feeling, and association.

¹ Donald W. Watts, "Metal Truss Highway Bridges of Idaho," National Register of Historic Places Multiple Property Documentation Form, August 10, 2000.

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Narrative Description

Location and Setting

The Lewiston-Clarkston Interstate Bridge is the major crossing that accommodates U.S. Highway 12 (US-12) over the Snake River in the western part of Lewiston, Nez Perce County, Idaho, and the eastern part of Clarkston, Asotin County, Washington. The bridge is located in north Idaho and southeastern Washington State. It connects two urban centers whose economy is largely based upon the surrounding agricultural land called the Palouse. The Palouse encompasses southeastern Washington, north central Idaho, and part of northeast Oregon. It is characterized by its fertile hills and prairies. The Palouse is a major agricultural producer of wheat, legumes, and other crops.

Nez Perce and Asotin Counties are located along either side of the Snake River, which is the natural geographical divider in this area between the states of Idaho and Washington. The setting of the area is important as it is the confluence of two major rivers: the Clearwater and the Snake.

The Snake River is a major tributary of the Columbia River. The river is approximately 1,078 miles in length. It begins on the Two Ocean Plateau near Jackson Lake inside Yellowstone National Park in Wyoming.² From here it winds south through Jackson, Wyoming and then veers west into Idaho. Through southern Idaho, the Snake River has been irrigated to create thousands of acres of farmland. To the west of this, it generally runs along the state borders of Idaho and Oregon and then north through and along the borders of Idaho and Washington. At Clarkston (Washington) and Lewiston (Idaho), the Snake River confluences with the Clearwater River, and then heads west to where it flows out into the Columbia River at Pasco, Washington. The Clearwater River is nearly 75 miles in length and runs through north-central Idaho. The river begins in the Bitterroot Mountains near the Idaho-Montana border and flows westward to the confluence of the Snake River at Clarkston and Lewiston. The area has historically been an important area of trade and commerce, from as early as the Native Americans who first lived in the region, through Euro-American settlement, to today.

US-12 is a major arterial in the region and travels from the Washington state line, over the Lewiston-Clarkston Bridge on the Snake River, heading eastward through downtown Lewiston and continues along the Clearwater River to Orofino, Greer, and Kooskia. From here, the highway travels along the Bitterroot Mountains in the Nez Perce-Clearwater National Forest to the Montana state line.

The city of Lewiston is the third largest city in northern Idaho. It is the county seat of Nez Perce County and is an important trade center for its inland seaport, called the Port of Lewiston. Clarkston is in Asotin County on the Washington side of the Snake River and is a smaller city that benefits from and contributes to the greater Lewiston metropolitan area. Lewiston and Clarkston are surrounded by farmland, forests, and recreation areas that make it a regional center for many visitors and residents.

² "Snake River," National Park Service, <https://www.nps.gov/yell/learn/nature/snake-river.htm>.

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The Lewiston-Clarkston Bridge is immediately surrounded by the Snake River over which it crosses, and the two urban areas of Clarkston, Washington and Lewiston, Idaho. The bridge is highly-trafficked and is located in a dense urban area surrounded by commercial and residential development on either side of the bridge.

Bridge Description

The Lewiston-Clarkston Interstate Bridge is located on U.S. Highway 12 over the Snake River on the western end of Lewiston, Idaho, and eastern end of Clarkston, Washington. The multi-span reinforced concrete steel lift bridge was constructed in 1939 by the Puget Construction Company. The bridge is 1,424' long and 48.1' wide (out to out). The superstructure of the bridge is comprised of 17 spans, which vary in length, material, and style. There is also a concrete sidewalk that is 5' wide that spans the north side of the bridge. The bridge accommodates a four-lane roadway with concrete pavement. It is locally known as "the Blue Bridge" for its blue painted truss spans.³

East Approach

The Idaho (east) approach of the bridge consists of 10 reinforced concrete, continuous rigid frame spans and a concrete abutment. The eastern abutment consists of a 16' approach slab and a 22'-6 1/4" concrete abutment. The superstructure at the eastern abutment consists of two Art Moderne concrete pylons projecting from either side of the bridge. On these pylons are curved light fixtures and metal lettering. On the southern pylon looking east, the metal lettering reads, "Entering the City of Lewiston." Looking west on this pylon, it reads "Snake River Bridge." Looking west, the northern pylon reads "Entrance to the State of Washington." When looking east at this same pylon, it reads "Interstate Highway Bridge." The bridge also has concrete railings on either side of the bridge that are ornamented with scoring on curved concrete balusters. The concrete railing stands 3'-11" tall. On the north side of the bridge where the 5' wide concrete sidewalk is located, metal safety bars have been placed along either side of the sidewalk to prevent pedestrians from falling either off the bridge or into the roadway.

Ten Eastern Concrete Spans

West of the eastern abutment is a 65' reinforced concrete span. The following nine spans are all reinforced concrete and 68'-6" in length. These approach spans each consist of five transverse beams and three longitudinal girders. Between each span is concrete bent that is supported by three square piers. The outer piers are decorated with stepped and scored corbel features. These corbels have a rounded upper section that connects with the concrete railing on the superstructure. The concrete girders have arched frames. Between spans five and 6, there is an alternate route of US-12 that runs underneath the bridge. To the west of this roadway is a concrete asphalt walking path that runs along the river.

³ "Paint By Number," *Lewiston Morning Tribune*, Lewiston, Idaho (February 28, 1999): Section D, page 1.

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Three Steel Truss Spans

West of these 10 reinforced concrete spans, there are three steel truss spans: two 150' steel Warren through truss spans with verticals that flank a 200' center polygonal steel Warren through truss with verticals lift span. The steel trusses consist of steel channels with riveted batten plates and steel I-beams. The substructure consists of thick concrete piers. The railing on these spans is also metal and designed in a lattice pattern.

Central Vertical Lift Span

The central vertical lift span is 200' long and has a maximum lift of 32' supported by two 150' towers. These towers are powered by four 40-horsepower motors that are mounted in the machinery houses on top of the towers. The lift span has a total weight of 1,440,000 pounds and is balanced by counterweights on each end of the span. The counterweights are constructed of concrete poured in and around a structural steel frame and are suspended by their cables. As the motors power the lift movement operation, a hydraulic jack—which was constructed uniquely for this bridge—and a calibrated pressure gauge ensure an equalized load between the cables as the span is lifted. This results in complete synchronization of rotation when lifting the span, keeping it level while being lifted. This method of connection is known as a “synchro-tie” and was a major improvement in the technology of lift bridges at the time this bridge was constructed.⁴ Within each tower are trunnion wheels, or sheaves that rotate, pulling the cables to lift the span and counterweight.

At the base of the western tower is the operator's house, which consists of a 25' by 6'-6" room at roadway level that was constructed to have a desk, switch board, oil heater, control desk, drum controller, and a spiral staircase that leads to a steel catwalk and landing next to the counterweight and tower. To access the eastern tower, there is a metal staircase that leads to a catwalk and landing next to that counterweight and tower. The operator's office and two towers are clad in steel sheeting. There is a yielding barrier that is located below the roadway surface and cannot be immediately seen unless the lift span has been lifted. According to historic bridge plans and records, this yielding barrier is made of a net material.

Four Western Concrete Spans and West Approach

To the west of these truss spans are four reinforced concrete, continuous rigid frame spans and a concrete abutment. This is the Washington (west) approach of the bridge. From the truss spans, the subsequent three spans are 46'-2" in length; and the fourth span is 46'-6" in length. The Washington side concrete abutment is the same configuration as the Idaho side abutment at 22'-61/4" in length. The bridge details are the same as the eastern approach spans and feature the same concrete bents with square piers, arched girder details, scored concrete railing, and Art Moderne entrance pylons on the abutment. Looking west at the northern pylon, the metal lettering reads,

⁴ Rebecca Herbst, “Idaho Bridge Inventory,” Idaho Transportation Department, 1983.

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"Entering City of Clarkston" while the back side of this pylon reads "Entrance to the State of Idaho." The southern pylon reads "Snake River Bridge" and "Interstate Highway Bridge."

Change Over Time and Integrity

Changes within the Period of Significance

Modifications to the bridge since its original construction have been minor and include primarily mechanical and electrical upgrades and replacements that have not changed the appearance of the bridge overall. In 1945, a screening barrier that cannot be seen from the public right of way was added to the counterweight shafts to keep pigeons out. In 1971 and 1972, the bridge underwent general electrical upgrades including roadway lighting circuit revisions, and electrical rehabilitations to the traffic gates, barriers, motorized towers, traffic warning signals, and control house. In 1974, modifications were made to the pier navigation lights, including replacing beacon lights and installing a new breaker and switch.

Changes outside the Period of Significance

- 1986: the steel beam guard rails were added to the existing concrete balustrade. Tube railing was anchored on top of the original steel latticed pedestrian rail on the main truss spans, which raised the railing approximately one foot.
- Early 1990s: the navigation lights were replaced, and the electrical and lighting systems were replaced and rewired.
- 1997: the polymer overlay on the truss spans was installed.
- 1999: mechanical and electrical upgrades occurred on the bridge including replacing span drive motor brakes in the machinery room towers, rehabilitating yielding barrier nets, as well as other electrical and mechanical upgrades to systems.
- 2001: the hot-mix asphalt (HMA) overlay on the bridge deck was removed, and the trusses and approach spans underwent scarifications, as well as repairs to spalling in various places.
- 2006: planing bituminous pavement, scarifying concrete surfaces, modifications to the concrete overlay, and retrofitting sign light fixtures occurred.

Of these modifications, the addition of the steel tube railing is the only visible change to the bridge's appearance.

According to locals, the bridge was originally a pale green color, which was a standard color for Washington bridges at the time. In 1987, Clarkston businessman Don Tuschoff led a successful campaign to change the color from a "chipping pale green color" to a blue he had seen painted on the Pioneer Memorial Bridge that sits over the Columbia River in the Tri-Cities, located 130 miles

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west of Clarkston.⁵ The bridge was painted blue and remains so, even when locals were asked for an unofficial vote for a new color in 1999.⁶ The bridge was repainted in 2002 in its signature blue.

In order to be eligible for the NRHP within the registration requirements set forth by the MPDF, bridges must retain “enough of its original or historic characteristics to reflect the period or reasons for which it is considered significant.”⁷ While **location** is an important aspect, truss bridges can be considered moveable structures as they were frequently disassembled and reassembled in other locations. For its **design**, a bridge must still function as a truss and carry a portion of the load with minimal modifications. Each truss bridge must be evaluated on its own when considering the **setting, feeling, and association** aspects of integrity. As the MPDF is concerned primarily with Criterion C (engineering), these integrity aspects are less critical.⁸

Materials and workmanship should be present in the bridge structure enough to give a clear indication of its historic appearance. For truss bridges, the most important material aspect is the truss itself. The actual roadbed need not be original (as these frequently change over time). Modified elements such as guardrails, reinforced piers, and abutments should not detract from the original bridge.

The Lewiston-Clarkston Interstate Bridge retains integrity of its materials, design, and workmanship. The only alteration to its appearance is the addition of the steel tube railings that have been placed atop the existing concrete and steel railings along the north side of the bridge, adjacent to the sidewalk. The bridge was originally a pale green color and repainted blue in the late 1980s. Since then, the color has defined even the local name for this bridge. These minor alterations do not impact its materials, design, and workmanship in such a way that detracts from the bridge’s ability to convey its significance. The bridge retains its location and setting. The bridge has also retained its feeling and association as a concrete and truss bridge constructed in the early twentieth century. Therefore, the bridge retains all aspects of integrity.

⁵ A.L. Alford, Jr. “Dynamo marks 80th B-day by taking a ‘floating’ leap,” *Lewiston Morning Tribune*, Lewiston, Idaho (September 22, 2009): 5A; “Paint By Number.”

⁶ Alford, “Dynamo.”; “Paint By Number.”

⁷ Watts, “Bridges of Idaho,” Section F, page 5.

⁸ Ibid.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

(Enter categories from instructions.)

A: Transportation

C: Engineering

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Period of Significance

1939-1975 (beginning at original construction and ending a period of 50 years ago)

Significant Dates

1939 (original construction)

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Clark H. Eldridge, Bridge Designer

Puget Construction Company, Builder

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Lewiston-Clarkston Interstate Bridge is significant at the state level under Criterion A for its association with the theme of Transportation as an important connector between Clarkston, Washington, and Lewiston, Idaho. It is also significant under Criterion C at the state level for its Engineering, as an excellent example of a lift span bridge that utilizes an innovative lift design called "synchro-tie," one of the earliest and last remaining examples of this in Idaho and Washington.⁹ The period of significance begins in 1939, when the bridge was constructed, and ends in 1975, a period of fifty years ago, as it remained the main connector crossing between Lewiston and Clarkston through that time.

⁹ Herbst, "Idaho Bridge Inventory."

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Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Brief Chronological History of the Lewiston-Clarkston Interstate Bridge

The Lewiston-Clarkston Bridge became the second bridge constructed across the Snake River at this location upon its completion in 1939. It succeeded an earlier bridge constructed in 1899 that served as the first vehicular and pedestrian crossing between Clarkston, Washington and Lewiston, Idaho. The construction of this early bridge was integral to the community development of both communities located at the junction of the Snake and Clearwater Rivers. Clarkston grew from a small agricultural community while Lewiston quickly emerged as an important inland trading center. By the early twentieth century, it was clear a new bridge needed to be constructed, particularly one that could clear commercial ships that traversed the Snake and Clearwater Rivers. In 1939, the Puget Construction Company was contracted by the State of Washington to construct the new bridge, downstream of the older bridge. When the new bridge opened for traffic, the older bridge was dismantled.

Criterion A: Transportation

The Lewiston-Clarkston Interstate Bridge is eligible for listing in the NRHP under Criterion A, in the area of Transportation, as it was and remains an important connector between Idaho and Washington in a major trade center in the Inland Northwest. While the bridge was not the first bridge to be constructed over the Snake River in this area, it was nonetheless an important bridge that accommodated the transportation needs at the time it was constructed. It replaced the 1899 cantilever bridge that was the first bridge to span between Idaho and Washington. As the modes of transportation shifted from wagons and horses to automobiles, it was obvious that a new bridge was needed to accommodate the time period, technology, and growing populations of both Clarkston and Lewiston. The Lewiston-Clarkston Interstate Bridge remained the only connector between the two cities until 1982 when the Southway Bridge was constructed south of this bridge. The Lewiston-Clarkston Interstate Bridge is significant as a key transportation connector between the port city of Lewiston, Idaho, to markets in Washington and other areas of the Pacific Northwest. The period of significance for this bridge under this area of significance begins in 1939 when the bridge was constructed and ends in 1975, a period of 50 years ago, as the bridge remained the main connector between Lewiston and Clarkston through that time.

Connecting Lewiston and Clarkston

On the east bank of the Snake River at the confluence of the Snake and Clearwater Rivers, the townsite of Lewiston was established in 1861. Soon thereafter, Lewiston became a major trade center for the region. Across the Snake River to the west, development was slower. The small community of Asotin and what would become Clarkston remained rural farm and orchard land as Lewiston grew more populated. A ferry was established across the Snake River and the landing on the western (Washington) side was called "Jawbone Flat." As Lewiston grew in prominence in the

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region, more transportation routes were needed to and from the city, including the need for a bridge to connect Lewiston to the western bank of the Snake River.¹⁰

As early as 1897, a group of investors interested in the development of what would become Clarkston formed the Lewiston-Concord Bridge Company, incorporated in Asotin, Washington. Led by Mr. Edgar H. Libby, the Company was an enthusiastic investor and proponent of the new bridge, which they saw as the key to developing the west side of the Snake River.¹¹ Constructed by Pittsburgh Bridge Company, the new steel cantilever arch bridge opened on July 4, 1899. In 1913, the *Lewiston Tribune* wrote of the bridge,

The bridge is 1,489 feet long from abutment to abutment and consists of four through Pratt spans, three of which spans are 136 feet in length... The transverse floor beams are designed to carry a four-wheel electric car weighing 32,000 pounds on a wheel base of seven feet and loaded wagon weighing 24,000 pounds on a wheel base of nine feet, both car and wagon being applied at the same time. The use of this system of loading in calculating the strains to be withstood by the various members of the bridge structure has required the use of considerable steel and it is estimated that over 700 tons were used in the building of the structure... At the time when the bridge was built there was no general act of Congress authorizing the bridging of navigable interstate streams and the bridge was accordingly built under a special act of Congress which made the bridge a post and military route.¹²

At a cost of \$110,000, the new bridge was the first bridge to connect Idaho and Washington.¹³ It was known to be the largest "wagon" bridge on the West Coast outside of Portland and was later adopted to accommodate automotive traffic, although it was "scarcely wide enough to accommodate two vehicles."¹⁴ Although there were efforts from some to make the bridge free, a toll was installed to fund the maintenance and operation of the bridge. It cost 5 cents to cross the bridge on foot, 10 cents if you were on a horse or wagon. J.L. Kerns worked as the bridge's toll collector for nearly 14 years. There was also a speed limit implemented on the bridge. A *Lewiston Morning Tribune* article from 1961 noted nostalgically,

"Driving a team across the bridge faster than a walk was taboo in bridge company rules. Once Kerns stopped Bill Jones, who was running his horses over. "It's a \$10 fine for running your horses," Kerns shouted. Jones threw him a \$20 bill, declaring he planned to go back as fast as he came."¹⁵

¹⁰ Allen, *Lewiston Country*, 153-157; Ibid.

¹¹ "History of the First Interstate Bridge Between Lewiston and Clarkston Opened July 4, 1899," *Lewiston Morning Tribune*, Lewiston, Idaho (December 5, 1913), page unknown.

¹² Ibid.

¹³ Dougherty, "Asotin County."

¹⁴ Craig Holstine and Richard Hobbs, *Spanning Washington: Historic Bridges of the Evergreen State* (Pullman, WA: Washington State University Press, 2005):141.; "Building the Old Bridge," *Clarkston Herald*, Clarkston, Washington (March 11, 1938), page unknown.

¹⁵ "Snake River Is Spanned By An Argentine Bridge," *Lewiston Morning Tribune*, Lewiston, Idaho (June 11, 1961): page unknown.

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The bridge remained a toll bridge until 1913 when the States of Washington and Idaho each purchased one-half of the bridge. The bridge remained a "free" bridge from 1913 through the 1930s.

The opening of the 1899 bridge changed the landscape of Concord, which boomed from a nearly non-existent population to nearly 2,000 by 1900. The residents of the area voted to name the community Clarkston.¹⁶ Two years later, the city of Clarkston incorporated.

Throughout the early twentieth century, Clarkston's economic base was largely founded on the surrounding irrigated orchards and farmland. While wheat, alfalfa, and clover fields are prominent in the surrounding area of Lewiston, irrigation that began in the 1890s in Asotin County made way for thousands of acres of fruit orchards and vegetable crops in the Clarkston-Lewiston area.¹⁷ Traffic to and from Lewiston, which became a major trade center of the region, provided Clarkston farmers with a close, convenient market.

Development of the Lewiston-Clarkston Interstate Bridge

As the populations of both Clarkston, Lewiston and the general region grew, traffic along the bridge also increased. This necessitated a larger bridge.¹⁸ In June 1934, the Clarkston Chamber of Commerce appointed five men to a special bridge committee: John N. Naven, chairman; A.C. Vorous, William Huyette, S. Dean Arnold, and Arthur L. Fuller, the latter of which died before the bridge was completed. "They devoted hours of time, sacrificed their energy for civic betterment, made trips to the state capitals of both states at their own expense, held rallies, banquets and meetings, contacted other committees, coordinated influences, forgot personalities, stirred up enthusiasm- all for the building of the new bridge."¹⁹

The following February, U.S. Senator James Pope (Idaho) requested more than the regular 58% of federal aid in bridge construction for a new interstate bridge from the federal Bureau of Public Roads.²⁰ The following month, surveys began along the shorelines of Clarkston and Lewiston to find the most suitable location for a larger bridge. Three locations were surveyed. One site was located approximately 300' south of the existing bridge and "would extend from the terminal of Poplar Street in Clarkston to a point opposite on Prospect Avenue in Lewiston."²¹ The second site proposed the bridge span from Fair Street in Clarkston to C Street in Lewiston; and the third site was proposed from Elm Street in Clarkston to Sixth Avenue in Lewiston.²² Of these, none became the final site of the bridge, and a delay in funding in subsequent years left engineers and city officials to plan a more economical site for construction.

¹⁶ Arksey, "Clarkston."

¹⁷ Dougherty, "Asotin County."

¹⁸ Ibid.

¹⁹ *Clarkston Herald*, page unknown.

²⁰ "Lewiston Seeks More Aid," *Spokesman-Review*, Spokane, Washington (February 9, 1935):6.

²¹ "Bridge Survey Completed," *Spokesman-Review*, Spokane, Washington (March 2, 1935):11.

²² Ibid.

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In June 1935, Senator Pope compiled a list of public works based on needs for the state as recommended by local chambers of commerce, civic organizations, and city, county, and state officials. One of these projects was an interstate bridge in Lewiston-Clarkston.²³ Although considerable federal aid was given to Idaho during the Great Depression in the 1930s, none of it went toward the bridge fund.²⁴

By August 1936, Representative John T. Ledgerwood (Idaho) raised the alarm to the State that "unless some understanding is soon reached between Idaho and Washington in regard to the interstate bridge between Lewiston and Clarkston, Washington will start work on the new Silcott Steptoe bridge at Silcott [*located approximately 7 miles west of Clarkston along the Clearwater River*]. This proposed route would take the main highway entirely away from Lewiston."²⁵ The following year, progress was made on planning for a new bridge across the Snake River. The bridge was proposed at the Pacific Northwest branch of Associated General Contractors' annual convention in January. In April, Norman Hill, district engineer of the Washington state highway department, directed the digging of test holes. By August, the city engineer of Lewiston W.P. Hughes declared that the new bridge would be constructed under the jurisdiction of the state of Washington and would take up to two years to complete.²⁶ A new site on Main Street between First and Second Streets in Lewiston was chosen for the bridge site, keeping costs low because there was no need to demolish buildings in this location.²⁷

In November 1937, Idaho state officials signed an interstate bridge agreement with Washington State and the federal government for the construction of a \$650,000 interstate bridge that would link Lewiston, Idaho, and Clarkston, Washington. The proposal indicated the new bridge will be 1,423' long, have four lanes, and consist of a concrete and steel span structure.²⁸

The bridge contract was let by early 1938. In March of that year, Puget Construction Company was chosen by the Washington highway department for the job after they presented a low bid of \$748,337.20 for the construction of the bridge. The contract called for the construction of a 200' vertical lift steel span supported on either end by a 150' steel tower span. Construction on the new bridge began the following month with excavation for the west abutment. Work did not begin on the Idaho side until late July, when the water receded below high level.²⁹

²³ "Coeur d'Alene Road, Wallace Bridge Also Sought," *Spokane Chronicle*, Spokane, Washington (June 27, 1935): 19.

²⁴ "Idaho May Lose Important Road," *Spokesman-Review*, Spokane, Washington (August 24, 1936): 5.

²⁵ Ibid.

²⁶ "Will Consider Interstate Plan," *Spokane Chronicle*, Spokane, Washington (January 29, 1937): 6.; "Lewiston News," *Spokesman-Review*, Spokane, Washington (April 27, 1937): 20.; "Start New Bridge on November First," *Spokane Chronicle*, Spokane, Washington (August 19, 1937): 16.

²⁷ "The city council approved..." *Spokesman-Review*, Spokane, Washington (October 19, 1937): 20.

²⁸ "Mighty Bridge Is Step Nearer," *Spokesman-Review*, Spokane, Washington (November 16, 1937): 20.; "Sign Bridge Agreement," *Post-Register*, Idaho Falls, Idaho (November 17, 1937): 15.

²⁹ "Cantankerous Bridge," *Lewiston Morning Tribune*, Lewiston, Idaho (July 16, 1961): page unknown.

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Designed by Clark H. Eldridge, bridge engineer of the Washington State Highway Department, the bridge was completed under his successor R.W. Finke. The construction project was led by Washington State Highway Resident Engineers Harvey F. Donnelly and N.F. McKay, and the Washington State Highway District Engineer Norman Hill.³⁰ Ninety men were employed for the construction of the bridge.

On May 26, 1939, the bridge was dedicated in a celebrated ceremony hosted by the mayors of both cities, Mayor E.J. Bauman of Lewiston, and Mayor A. Ray Johnson of Clarkston. Also in attendance was Idaho Governor C.A. Bottolfsen who delivered the principal address at the opening of the bridge, and Lacey Murrow, Washington state highway director who was also the representative of Washington Governor Clarence D. Martin.³¹ On the day of the dedication ceremony, the *Idaho Statesman* wrote,

"Opening of the new interstate bridge across the Snake River here Friday, goal of civic leaders of the twin cities for many years, will be the occasion for a celebration of major proportions. A float-decorated parade will be one of the highlights of the dedication in the presence of Governor C.A. Bottolfsen. A squadron of airplanes may come from Spokane to add an aerial touch to the celebration. The impressive span, costing excess of a half million dollars, was the joint project of Idaho, Washington and the United States bureau of roads."³²

The *Lewiston Morning Tribune* quoted several noted officials who commented on the opening of the bridge, including Compton I. White, Idaho Congressman, who said,

"Dedication of the Lewiston-Clarkston bridge marks another milestone in connection with the Lewis & Clark highway between Chicago and the Pacific coast [sic] and provides an improvement essential to navigation of the Snake river [sic]. I congratulate all who have cooperated in securing the bridge and send greetings to all who will participate in the opening ceremonies."³³

The *Tribune* also mentioned a wire from Knute Hill, Washington Congressman:

"Heartiest congratulations on the completion and dedication of the Clarkston-Lewiston interstate bridge. It is a red letter day for the twin cities and indeed for Washington and Idaho. It will facilitate interchange of business and other activities. It will also be a great asset to travel and transportation when the Lolo pass route is

³⁰ "Final Record Notes: Lewiston-Clarkston Bridge," *State of Washington, State Highway Department*, S.F.No.1094A (1939).

³¹ "Governor of Idaho Speaks on Bridge," *Spokane Chronicle*, Spokane, Washington (May 27, 1939):15.

³² "Interstate Bridge Dedication Today," *Idaho Statesman*, Boise, Idaho (May 26, 1939):5.

³³ "Interstate Span Lauded As Vital To Large Region," *Lewiston Morning Tribune*, Lewiston, Idaho (May 26, 1939):14.

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completed in the near future. It is another step in the building up of our great northwest.”³⁴

The opening of the bridge to traffic did not occur until June 15, 1939. Shortly after this, the old bridge located south of the new bridge was dismantled.³⁵

Through the mid-twentieth century, the bridge was the main connector between Lewiston and Clarkston. Although it was constructed equipped with a lift span, the only ship that navigated along the river was operated by the Union Pacific Railway. Eight days before the bridge opened, the Union Pacific took the ship off its run.³⁶ Since then, the lift has only been operational for test runs. In 1950, the lift got stuck during a test run and traffic along both sides of the bridge were at a standstill for an hour and 20 minutes. “‘We were lucky to get the bridge down in an hour and 20 minutes,’ the supervisor said. ‘At first we thought we were going to have to climb up an crank it down by hand. That would have taken 7 ½ hours.’”³⁷

By the 1970s, local newspaper articles were writing about local residents’ complaints that a new bridge was needed for the two cities as the population on both sides of the Snake River grew from approximately 13,700 in 1940 to approximately 32,400 by 1970.³⁸ It took some years for local and state officials to figure out a location for a new bridge to alleviate the traffic on the Lewiston-Clarkston Interstate Bridge.³⁹ However, in 1982, the Southway Bridge was constructed across the Snake River, located less than two miles south of the Interstate Bridge.

US-12 History

The Lewiston-Clarkston Bridge is an important connector between Idaho and Washington and is part of the larger U.S. Highway 12 (US-12). US-12 was historically and commonly known as “Lewis and Clark Highway” and was named as such for its 100-mile eastern segment, which traveled through the Bitterroot Mountains, generally following the same route that the famed seventeenth century explorers, Meriwether Lewis and William Clark followed- a Native American trail called Lolo Trail. During Idaho’s territorial period and early settlement, local residents began to petition Congress to upgrade the old Lolo Trail into a wagon road. Travel from three major trade centers: Walla Walla, Lewiston and Missoula, would be exponentially easier with a viable route

³⁴ Ibid.

³⁵ “Fancy New Bridge Prompts Big Celebration,” *Lewiston Tribune*, Lewiston, Idaho (July 18, 2011):page unknown.

³⁶ “Cantankerous Bridge,” *Lewiston Morning Tribune*.

³⁷ Ibid.

³⁸ U.S. Census Bureau, “Number of Inhabitants in Idaho 1870-1950,” Decennial Records, Accessed June 14, 2024, <https://www2.census.gov/library/publications/decennial/1950/population-volume-2/37779058v2p12ch2.pdf>; U.S. Census Bureau, “Number of Inhabitants in Washington 1850-1950,” Decennial Records, Accessed June 14, 2024, <https://www2.census.gov/prod2/decennial/documents/10107945v1pACh10.pdf>; U.S. Census Bureau, “Number of Inhabitants in Washington 1850-1950,” Decennial Records, Accessed June 14, 2024, <https://www2.census.gov/prod2/decennial/documents/00496492v1p49ch02.pdf>; U.S. Census Bureau, “Number of Inhabitants in Idaho to 1980,” Decennial Records, Accessed June 14, 2024, https://www2.census.gov/library/publications/decennial/1980/volume-1/idaho/1980a_idabcd-01.pdf.

³⁹ “Bridge over Troubled Waters,” *Lewiston Morning Tribune*, Lewiston, Idaho (July 4, 1977): page unknown.

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through the Bitterroots. Limited funding kept the highway from being constructed through the nineteenth century.⁴⁰

When the Idaho State Highway Commission was formed in 1913, the Lewis and Clark Highway was one of the earliest highways planned and proposed for construction. It was to follow the Lolo Pass from the Montana state line, across the Bitterroot Mountains and westward to Lewiston and the Snake River at the Washington state line.⁴¹ However, the eastern segment through the Bitterroots proved a major highway construction challenge. Surveyors noted the mountainous terrain, heavy snowfall, and thick forested pass as primary obstacles to its construction. Funding was also an ongoing issue for this highway's construction. Segments of the highway were constructed as early as 1910, but the highway was not formally designated as part of the State Highway System until 1916.⁴² In the 1930s, the first use of aerial photography to map a new route of highway was used for US-12 through the Bitterroots. Although it took decades, the eastern segment of the highway was finally completed by 1961. The route was redesignated as U.S. Highway 12 in 1962.⁴³

The western segment of the highway was partially constructed in segments by the 1910s. By 1920, approximately 60% of the highway in Nez Perce County was completed.⁴⁴ In 1939, the current Lewiston-Clarkston Bridge was constructed along the Lewis and Clark Highway. It replaced an 1899 bridge- the first bridge to span Washington and Idaho. The Lewiston-Clarkston Bridge was a vital part of the interstate highway system that connected major markets in the region. With the completion of this bridge, the Lewis and Clark Highway had an upgraded connector from Lewiston to important Washington markets such as Walla Walla. US-12 has been determined eligible for listing in the NRHP under Criterion A for its significant association with the historic theme of Transportation, as it is a critical highway in Idaho, providing the only route across the Bitterroot Mountains in the northcentral part of the state. It is also eligible under Criterion A in the areas of Commerce and Industry as it is a highway that facilitates both interstate and intrastate transport of goods across the state, specifically for the timber industry.

Criterion C: Engineering, vertical lift span

The Lewiston-Clarkston Interstate Bridge is also eligible for listing in the NRHP under Criterion C, in the area of Engineering as a vertical lift bridge that utilized a synchronized rotation mechanism equipped within the two counterweight towers on either side of the span. As is stated in a Washington State Historic Property Inventory form,

An unusual mechanical feature of this bridge is the method used to adjust and attach the counterweight cables to the moveable span and counterweights. This entailed

⁴⁰ Mead & Hunt, "Determination of Eligibility: U.S. Highway 12- Lewis and Clark Highway," Idaho Transportation Department, Boise, Idaho (2021):6-17.

⁴¹ Ibid, 2-6.

⁴² Ibid, 7.

⁴³ Ibid, 13-17.

⁴⁴ Ibid, 13-17.

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use of a patented device, believed to have never been used before on a lift bridge. The entire weight of the moving span and counterweights is carried during an opening on four 12'-diameter cast steel sheaves. Each of the sheaves is supported on a 15"-diameter forged steel trunnion turning on two self-aligning roller bearings. The driving mechanism is geared directly to the counterweight sheaves, thus using Mothe counterweight ropes as traction ropes for transmitting movement to the span."⁴⁵

This counterweight cable adjustment, unique to this bridge, ensures that the trunnions and sheaves are rotating in synchronization, which makes the lift span level as it is lifted. This synchronization helps keep one end of the span from getting stuck and thus causing delays in the lift and close operation.

The Lewiston-Clarkston Interstate Bridge is the only vertical lift bridge left on the Idaho Highway system. It is also significant for its pylons that feature the Art Moderne style, a rare style in bridge design in Idaho. The only other bridge with Art Moderne design is the Capitol Boulevard Memorial Bridge in Boise. In Washington State, there are less than 10 vertical lift bridges left in the entire state.⁴⁶

Vertical lift spans were an important bridge type because they offered solutions and benefits that previous moveable bridge types could not. In his work, *De Pontibus: A Pocket Book for Bridge Engineers*, Waddell wrote of these advantages which included:

1st A lift bridge gives one wide channel for vessels instead of the two narrow ones afforded by a center-pivoted swing bridge.

2nd There are no land damages in the case of a lift-bridge, as the whole structure is confined to the width of the street. These land damages in the case of some swing-bridges amount to a large percentage of the total cost of structure.

3rd Vessels can lie at the docks close to a lift-bridge, which they cannot do in the case of a swing-bridge; consequently with the former, dock-front can be made available for a much greater length between streets than it can with the latter.

4th The time of operation for a lift-bridge is about 30% less than that for a corresponding swing bridge.⁴⁷

Vertical lift spans are defined as having a counterweighted span that lifts while remaining in a horizontal plane; towers that provide the required height of lift; and counterweight ropes that pass over sheaves at the top of the towers that connect the vertical lift span with counterweights.⁴⁸ There are many variations of this design that include different operating machinery, and span and tower

⁴⁵ Stephen Austin, "Snake River Bridge at Clarkston," Historic Property Report, Washington Department of Archaeology and Historic Preservation, Olympia, Washington (2017).

⁴⁶ Ibid.; Herbst, "Idaho Bridge Inventory."

⁴⁷ J.A.L. Waddell, *De Pontibus: A Pocket Book for Bridge Engineers* (New York: John Wiley & Sons, 1898):113

⁴⁸ Nyman, "Waddell's Contributions," 6.; Griggs, "Vertical Lift Bridges," 650

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structural systems.⁴⁹ Vertical lift bridge types were used for highways, railroads, and some even a combination of both.

Brief History of Vertical Lift Bridges

The advent of the vertical lift bridge dates as far back as the nineteenth century when bridge designer Squire Whipple first patented a mechanism used in the lift system in a design for a bridge over the Erie Canal in New York. At this time, the bridges that crossed waterways were used for wagons, foot traffic, horses, animal herds, and carriages. Sometimes these bridges needed to have a moveable mechanism to accommodate maritime commerce and navigation as well. To do this, early moveable bridges were lifted in a manner similar to a drawbridge- also called a "bascule" type bridge designed by the Dutch.⁵⁰ Another type of moveable bridge was a swinging bridge, used commonly by the British, wherein one end of the bridge was stabilized on shore with a turntable and a cantilevered span could be moved in a swinging manner via hand crank. On wide canals, this mechanism would be placed at the center of the bridge and the cantilevered spans would reach shore and be moved for ships on either side. Less common moveable bridge types included "pull back" bridges that had a cantilevered span and a counterweight span. The cantilevered span could be retracted to create an opening for a boat to pass through.⁵¹

By this time, Whipple was renowned for his 1847 book entitled, *A work on bridge building...* wherein he described the method of determining the loads in truss members under various loadings, the first in the world to explain this concept. With his background in designing and building mathematical instruments, Whipple first worked in the railroad industry, then became a bridge designer. He built the first iron bridge over the Erie Canal in upstate New York, the first of many to follow- often over canals and for railroads.⁵² Later in his career, he was asked by the Erie Canal Commissioners to create a drawbridge over the canal on Hotel Street in Utica, New York, as a swing bridge was not financially feasible for the city or taxpayers. He designed a "lift draw-bridge" that resembled previous plans by other bridge engineers in Europe, but were never constructed. This design utilized lifting towers at either end of the lift span, assisted by counterweights that slid along the towers when the bridge was being opened. Two men pulling ropes over two large sheaves (a type of pulley) created the mechanical advantage to lift the span. In his patent, he did not claim to invent the lift bridge, but only particular mechanisms such as "the longitudinal and transverse shafts connected by gearing to effect the simultaneous rotation of the shafts and a uniform vertical movement of all parts of the platform...and the combination of the power weight and winding drum upon the transverse shaft for the purpose of working the draw..."⁵³ The benefits of such a design would not obstruct the navigable channel like a swing

⁴⁹ Ibid.

⁵⁰ "Milwaukee's Historic Bascule Bridges," *Milwaukee Riverkeeper*. Accessed July 16, 2024: <https://milwaukeekeeper.org/milwaukee-historic-bascule-bridges/>.

⁵¹ Francis E. Griggs, "Development of the Vertical Lift Bridge: Squire Whipple to J.A.L. Waddell, 1872-1917," *Journal of Bridge Engineering*, (September/October 2006):642-654.

⁵² Griggs, "Vertical Lift Bridge," 643.

⁵³ Griggs, "Vertical Lift Bridges," 644.

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bridge, nor would it be seriously affected by the wind. Additionally, it would be less expensive in construction than a swing bridge, and it would be easier to manage and operate.⁵⁴

The Utica drawbridge was constructed in 1873. Whipple's model was exhibited at the World's Fair in Chicago that year. However, his design of the iron bridge over the Earie Canal was seen as the real engineering feat of its time, and for which he was more famous. The *Brooklyn Daily Eagle* wrote of him, "The connection of Mr. Whipple with iron bridges is fitly compared with that of Watt to the steam engine, Fulton to the steamboat, and Morse to the telegraph."⁵⁵ In 1883, the Utica lift bridge was demolished after a ship collided with it while it was not opened.⁵⁶ Whipple died in 1888 at the age of 84.⁵⁷

John Alexander Low (J.A.L.) Waddell is generally known as the "father of the modern vertical lift bridge."⁵⁸ Born in Ontario, Canada, in 1854, Waddell studied in the U.S. and earned his degree in engineering from the Rensselaer Polytechnic Institute in 1875.⁵⁹ After graduation he worked at a bridge engineering firm in Iowa and taught at his alma mater where he wrote several papers, making a name for himself in the world of engineering. He served as Chair of the Civil Engineering Department at the Imperial University of Tokyo where he wrote his first book, *The Designing of Ordinary Iron Highway Bridges*.⁶⁰ After his return a few years stateside, he opened his own consulting engineering firm in Kansas City, Missouri, in 1887. He designed many bridges, but his focus shifted to moveable bridges, and in particular vertical lifts, which was the bridge type for which he would become famous. Between 1887 and 1938 he was either owner or senior partner for several engineering firms. In 1920, he moved to New York City for opportunities to expand his business internationally and on the East Coast.⁶¹ His firm, Waddell & Hardesty was the last firm he worked for, and was renowned for its vertical lift bridge designs.⁶² Today, it remains the engineering firm, Hardesty & Hanover ("H&H").⁶³

The first modern vertical lift bridge constructed in the U.S. was the South Halsted Street Bridge in Chicago and was designed by J.A.L. Waddell. The bridge design included a vertical lift span with a 130' Pratt Truss that could be lifted to a height of 155' above the Chicago River.⁶⁴ A steam engine below the roadway powered operating ropes to pull up the span, and also drew up the counterweights to close the span. Hydraulic buffers ensured a smooth landing of the span. The

⁵⁴ Ibid.

⁵⁵ "Tammany Was The First To Celebrate the Columbian Anniversary Day," *Brooklyn Daily Eagle*, Brooklyn, New York (July 28, 1892):2.

⁵⁶ Griggs, "Vertical Lift Bridges," 646.

⁵⁷ Ibid.; "Tammany," *Brooklyn Daily Eagle*.

⁵⁸ William E. Nyman, P.E., "Dr. J.A.L. Waddell's Contributions to Vertical Lift Bridge Design," *Heavy Movable Structures, Inc. Ninth Biennial Symposium* (October 22-25, 2002):2.

⁵⁹ Ibid, 4.

⁶⁰ Ibid, 6.

⁶¹ Ibid, 4.

⁶² Ibid, 5.

⁶³ "Our Founder Was a Passionate Innovator," H&H. Accessed July 23, 2024, <https://www.hardestyhanover.com/our-firm/history/>.

⁶⁴ Nyman, "Waddell's Contributions," 6.

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bridge was completed in 1894.⁶⁵ In his tenure with his various engineering firms, J.A.L. Waddell designed 74 bridges all over the U.S. and some even internationally such as the Columbia River Bridge in Trail, British Columbia (1913), the Don River Bridge in Rustov, Russia (1917), and the Dneiper River Bridge in Dnieprpetrovsk, Ukraine (1934).⁶⁶ In Washington State, Waddell designed the Snohomish River Bridge in Everett (1928, reconstructed in 1954); the Cowlitz River Bridge on Allen Street in Kelso (1921, replaced in 2000); the City Waterway Bridge (1912, operational; listed in the NRHP #82004278) and the Puyallup River Bridge in Tacoma (1912, removed). In Idaho, he designed the Sandpoint Bridge in 1909 (removed).

Brief History of Bridge Design in Idaho

The discovery of gold at Orofino, Florence, Leesburg, Boise Basin, and Owyhee County in the 1860s resulted in the Washington Territorial Legislature granting toll franchises to private companies to build a network of toll roads connecting the mining camps (Herbst 1983). When Idaho became a territory in 1863, permanent settlement was the impetus for local road building under the jurisdiction of the territorial counties, although each road still maintained a toll (Herbst 1983). As agriculture became the mainstay of the territory's economy and mining a secondary industry, the territorial government enacted the County Roads Act of 1881, which made all roads and bridges free for use by anyone.⁶⁷ The arrival of the railroads had an enormous impact on the population growth and development of Idaho, resulting in more roads and bridges, as well as statehood in 1890. When the railroad reached Idaho, most bridges were constructed of timber. Due to the abundance of timber in the area, it is assumed local materials were used in the construction of these bridges well into the twentieth century. Between 1900 and 1920, the state underwent another population boom, particularly in northern Idaho with the discovery of gold and other precious metals in the Coeur d'Alene mines.⁶⁸ This population boom resulted in the construction of 76 bridges within a 20-year period all over the state.

These early bridges were primarily constructed of steel. Several were constructed by private contractors. However, in 1913, the State Highway Commission was formed during the boom period of county road development. Active until 1918, the commission was responsible for the first state highway system and built several short span steel bridges in conjunction with major highway projects.⁶⁹ By the 1920s, the Department of Public Works took over construction of nearly all vehicular bridges in Idaho. Prior to 1930, most bridges constructed by the department consisted of steel truss and short-span concrete and steel beam bridges.

Localized groups that petitioned for better roads and bridges nationwide resulted in national movements such as the Good Roads Movement in the late-nineteenth and early-twentieth century. This movement spawned legislation such as the Federal-Aid Road Act of 1916 which committed

⁶⁵ Ibid.; Griggs, "Vertical Lift Bridges," 650.

⁶⁶ Ibid.

⁶⁷ Herbst, "Idaho Bridge Inventory," 7.

⁶⁸ Ibid, 9.

⁶⁹ Ibid, 13.

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federal aid to road and bridge construction.⁷⁰ Engineering programs at colleges and universities increased from the end of the Civil War into the twentieth century.⁷¹ These programs were important to the construction of safe, standardized road and bridge design.

When World War I began, steel manufacturing and other engineering that was focused on infrastructure, was diverted to war efforts. It was not until the Great Depression in the 1930s when bridge building and infrastructure had another boom, as people moved from the cities to rural areas.⁷² New Deal programs such as the Works Progress Administration (WPA) and the Civilian Conservation Corps (CCC) were directly responsible for the creation of several public works projects, including new and replacement roads and bridges all over the state until the 1940s.⁷³ The WPA and CCC were primarily responsible for replacing old timber bridges that were constructed prior to 1910 with concrete or steel bridges. It was common for truss bridges in particular to be disassembled and relocated to locations where the load restrictions were not as stringent.⁷⁴

Unlike bridges constructed prior to 1930, ambitious engineering led to the construction of long-span concrete beam bridges and continuous, concrete tee-beam bridges.⁷⁵ Reinforced concrete bridges were a popular choice for smaller bridges as well. In addition to New Deal programs, state highway departments used this material and design in bridges on local roadways. These small concrete bridges were a common bridge design nationwide in the 1930s and 1940s. They were typically constructed in a Rustic style or with features of Art Deco.⁷⁶ The smaller bridges were typically constructed from a standard design put forth by the state highway department and had reinforced concrete girders, concrete abutments, and concrete piers or columns. The railings on these bridges were simple cast concrete barrier walls on either side of the superstructure. The railings would have decorative chamfering that made it look like a balustrade. For bridges that did not have a railing, ornamentation would be on the face of the bridge, covering the substructure. Techniques such as simple concrete scoring to look like wainscoting panels topped with a protruding concrete sill were used to boost ornamentation on these otherwise modest and unpretentious bridges. Sometimes the construction date would be imprinted on the end of the bridge. On the substructure, the concrete abutments and/or pier would be constructed with arched corners or some kind of simple entablature. These concrete bridges reflected a specific period in American bridge construction that focused on simple, inexpensive materials that were designed in a modest but still ornate way.

Built in 1939, the Lewiston-Clarkston Bridge has visual hallmarks of its time of construction. Its pylons' Art Moderne design was in fashion at this time, as a reflection of the modern, streamlined,

⁷⁰ Parsons Brinckerhoff and Engineering and Industrial Heritage, "A Context for Common Historic Bridge Types," *Transportation Research Council, National Research Council* (2005):2-12.

⁷¹ Ibid.

⁷² Herbst, "Idaho Bridge Inventory," 7.; Parsons, "Common Historic Bridge," 2-3.

⁷³ Herbst, "Idaho Bridge Inventory," 33.

⁷⁴ Watts, "Bridges of Idaho," Section F, page 5.

⁷⁵ Parsons, "Common Historic Bridge," 2-21.; Kirk Ranzetta, Shoshana Jones, and Patience Stuart, "Reinforced Concrete Box Girder Bridges in Washington State," *National Register of Historic Places Multiple Property Documentation* (2017):4.

⁷⁶ Parsons, "Common Historic Bridge," 2-20.

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and sleek response to the ornate and detailed Art Deco architectural stylings of the same time period. The bridge has both steel and concrete components. The concrete was used to keep costs low and has minimal ornamentation. The steel used for the important vertical lift and support spans that were constructed to accommodate maritime traffic along the Snake River.

During World War II, focus on infrastructure was replaced with the war effort. Materials such as timber and steel were no longer used for road and bridge construction, but for military equipment.⁷⁷ After the war, truss bridges were rarely constructed. In the 1950s and 1960s, the transportation system in the U.S. was transformed from local county and state roads to interstate "super highways," as automobiles became heavier and faster, and goods were transported more by truck than by train.⁷⁸ In 1956 the National Defense and Interstate Highway Act distributed federal funds to state highway projects that met the national standard for new highways.⁷⁹ These highways were faster, wider, and accommodated fewer stops along their routes. Local roads of dirt, gravel, oil, or Portland cement were replaced by asphalt concrete, multi-lane highways. As a result, many bridges either became less used as new highways bypassed small towns or were only used locally. Bridges along the interstate highway system were upgraded with standardized bridge and culvert forms to accommodate fast and frequent traffic.⁸⁰

Bridge design in the 1950s and 1960s still used reinforced concrete, but the ornamentation of the railing and/or girders and abutments were eliminated. Mid-twentieth century bridge design was constructed to be "less visually intrusive" to the natural setting, and larger bridges were given a modern and sleek look.⁸¹ For smaller bridges, most, if not all ornamentation was designed out of the bridges and the ornate railings were replaced with galvanized steel S- or W-beams or wood railings.

Puget Construction Company

The Puget Construction Company was the builder contracted by the Washington state highway department who built the Lewiston-Clarkston Bridge. This company was a builder in the Pacific Northwest. According to historic newspaper articles, the company was most active during the 1930s and 1940s and won a variety of bridge, dam, and powerplant projects in Washington, Oregon, Idaho, and Montana.

Paul Jarvis and John S. Ward founded the company in the early 1930s. Jarvis was a native of the Bellevue, Washington, area and was born in 1887. He was married to Marie Williams and together they had two children, a daughter Harriet, and a son, Paul, Jr.⁸² John S. Ward was born in 1885

⁷⁷ Herbst, "Idaho Bridge Inventory," 34.

⁷⁸ Bruce E. Seely, *Building the American Highway System* (Philadelphia: Temple University, 1987):201.; Richard Weingroff, "From 1916 to 1939: The Federal-State Partnership at Work," *U.S. Department of Transportation* (1996) 60, 1.

⁷⁹ Seely, *American Highway System*, 203.

⁸⁰ Ibid.

⁸¹ Parsons, "Common Historic Bridge," 2-23.

⁸² U.S. Census Bureau records, "Paul Jarvis" (1940).

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and began his career as an engineer in Lewis County, Washington. In 1912, he married Alice Hummel.⁸³ Together they had two daughters. Sometime in the early 1930s, the Puget Construction Company was formed and, according to historic newspapers, Jarvis and Ward were primary associates of the company. John S. Ward was the president of the company at the time the Lewiston-Clarkston Bridge was constructed.

The Puget Construction Company specialized in hydroelectric powerplant repairs, dam and bridge construction. The company's work includes the Bonneville dam power houses, Oregon (1941); the Bonners Ferry bridge that spanned Kootenai River, Idaho (1934, replaced in the 1980s); and the Culbertson, Montana, steel truss bridge (1934; replaced in 1988). The company's most notable work is the bridge at Deception Pass, in Island County, Washington. This bridge is significant for its engineering feat as a steel cantilever bridge constructed in 1935.⁸⁴

Ward died in 1955 at the age of 70.⁸⁵ That same year, Jarvis began his own company, "Jarvis Construction Company."⁸⁶ Jarvis died in 1969 at the age of 82. In Jarvis' obituary, it is noted that his son took over the firm.⁸⁷

Clark H. Eldridge

Clark H. Eldridge was the designer of the Lewiston-Clarkston Bridge. Eldridge was born in Lake Stevens, Washington, in 1896. In 1915, he went to Washington State College until 1917, when he entered the U.S. Army. He served in France and Germany until the end of World War I.⁸⁸ Later, he was employed at the City of Seattle Engineering Department where he worked as an engineer, specializing in the design of moveable bridges in the 1920s and 1930s.⁸⁹ He helped work on the designs for the following moveable bridges: University (built 1919, listed in the NRHP #82004254; design credited to Seattle Engineering Department under the direction of A.H. Dimmock); Montlake (built 1925, listed in the NRHP #82004242; design credited to Seattle Engineering Department with consultation from Seattle architects Edgar Blair, Harlan Thomas, and A.H. Albertson); and Ballard (built 1917, listed in the NRHP #82004231; design credited to Seattle Engineering Department under the direction of A.H. Dimmock).⁹⁰

⁸³ "Mrs. Aaron Joseph Smith announces..." *Tacoma Daily Ledge*, Tacoma, Washington (May 12, 1912):26.

⁸⁴ "Puget Construction Company," Pacific Coast Architecture Database, Accessed July 7, 2024, <https://pcad.lib.washington.edu/firm/4852/>; "Work Is Started On Power Plant," *Spokane Chronicle*, Spokane, Washington (December 24, 1935):25.; Key Hartsook, "Engineers Call Generator Bids," *Oregon Daily Journal*, Portland, Oregon (February 15, 1941):13.; "Steel Across Canoe Pass," *Island County Times*, Coupeville, Washington (June 6, 1935):3.; "Bonners Ferry Bridge Is Built In Record Time," *Coeur d'Alene Press*, Coeur d'Alene, Idaho (June 9, 1933):5.

⁸⁵ "John S. Ward Dies in Seattle," *The Bulletin*, Bend, Oregon (July 18, 1955):5.

⁸⁶ "Contractor Reports Prosser Dam Work Progressing On Schedule," *Tri-City Herald*, Pasco, Washington (July 25, 1955):11.

⁸⁷ "Ward Dies," *The Bulletin*, 5.; "Paul Jarvis, 82, All-American Builder, Dies," *News Tribune*, Tacoma, Washington (February 25, 1969):33.

⁸⁸ "Clark H. Eldridge," *The Olympian*, Olympia, Washington (October 30, 1990):14.

⁸⁹ Ibid.

⁹⁰ John Caldbrick, "Montlake Bridge (Seattle)," *Historylink*, Accessed July 19, 2024: <https://www.historylink.org/file/10216>.

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After his tenure at the City of Seattle, Eldridge was employed by the Washington State Highway Department as Chief Engineer. Under this tenure he designed the Lewiston-Clarkston Interstate Bridge. In 1940, Eldridge was in charge of the construction of the Tacoma Narrows Bridge when the center span collapsed. Eldridge and the engineering department blamed the lack of funding and design flaws caused by the agencies funding the project. "The men who held the purse-strings were the whip-crackers on the entire project," Eldridge said in a Tacoma Times newspaper article. "We had a tried-and-true conventional bridge design. We were told we couldn't have the necessary money without using plans furnished by an eastern firm of engineers, chosen by the money-lenders."⁹¹ After this project, Eldridge left the State Highway Department and went to Guam with a group of civilian workers to construct defense installations for the war effort during World War II.⁹² In 1942, Eldridge along with a group of U.S. civilians were captured and held as prisoners by the Japanese. He was rescued from a Japanese prison camp in 1945.⁹³ Following the war, he worked as a general contractor and consulting engineer in Tacoma, Washington, and Portland, Oregon. His last position was as Skamania County Engineer until his retirement in 1970. He died in 1990 at the age of 94.⁹⁴

Additional Historic Context

Early History and Settlement

Nimiipuu

The Lewiston-Clarkston Bridge is located within traditional Nimiipuu (Nez Perce) territory, which encompasses approximately 27,000 square miles across north-central Idaho, northeastern Oregon, and southeastern Washington.⁹⁵ This territory centers on the middle Snake and Clearwater rivers and the northern portion of the Salmon River basin in central Idaho (general area of present-day Lewiston).⁹⁶ Historically, the Nimiipuu congregated in villages along major river valleys during the late fall and winter. They sustained themselves through winter with cache pits of stored food such as late root and berry crops. Hunting bison in Montana territory also sustained them through the winter. In early spring, the Nimiipuu would fish along the salmon runs of the Columbia and Snake rivers. Camas, bitterroot, couse, wild carrot, and wild onion were the basic root staples that were gathered. In midsummer and fall, the Nimiipuu would set up temporary upland camps where they would hunt, fish highland streams, and harvest seasonal crops.⁹⁷

⁹¹ "U.S. Money-Lenders Blamed By Engineers For Span Crash," *Tacoma Times*, Tacoma, Washington (November 9, 1940):1.

⁹² "Chief at Narrows," *Spokane Chronicle*, Spokane, Washington (July 30, 1942):22.

⁹³ "Eldridge to be Forum Speaker," *News Tribune*, Tacoma, Washington (October 13, 1946):7.

⁹⁴ "Clark H. Eldridge," *Olympian*, 14.

⁹⁵ Robert Lee Sappington, Ph.D., "New Sights into Lithic Tool Use from Protein Residue Analysis at Nine Prehistoric Sites in the Clearwater River Region, North Central Idaho," *Journal of Northwest Anthropology*, 44, no. 2 (2010):219-238; Deward E. Walker, Jr., *Plateau: Handbook of North American Indians*, 12 (1998):420-425.

⁹⁶ Walker, Jr., "Plateau," 420-425.

⁹⁷ Sappington, "New Sights," 219-238.

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The Euro-American history of the Lewiston area begins in October 1805 when the west-bound members of Lewis and Clark's Corps of Discovery traveled from what is now Weippe, Idaho down to the Clearwater River where they made canoes and proceeded on past Lewiston and down the Snake and Columbia rivers to the Pacific Ocean. The Corps of Discovery returned in May 1806 and were soon followed by fur traders, missionaries, and others who began to settle in the area in the 1830s.⁹⁸ The earliest non-native settler to the Clearwater River region was Reverend Henry Harmon Spalding, a Presbyterian missionary who established a mission at Lapwai Creek in 1836.⁹⁹ Sixteen years later, Elias Davidson Pierce, a former Army captain and one of the first prospectors in the Clearwater River region to seek gold, came to the area and set up camp near the Spalding Mission. Early settlers and prospectors traded with the Nimiipuu, although tensions began to mount after battles between Major Edward Steptoe, Colonel George Wright, and the Yakima tribe in southeastern Washington made the Nimiipuu wary of new settlers and the U.S. government. In 1855, the U.S. government set up a reservation for the Nimiipuu in the Clearwater River region. It remains the largest tribal reservation in Idaho.¹⁰⁰

Lewiston

During the gold rush in Idaho, the sudden rush of people to the Clearwater area resulted in the emergence of a townsite at the confluence of the Snake and Clearwater rivers in 1861. Known as the area Lewis and Clark traveled through on their famous expedition in 1805, the townsite was named Lewiston, after Meriwether Lewis.¹⁰¹ The heart of the town was located at the intersection of 3rd and C streets. Early Lewiston boasted hotels, a capitol building, governor's quarters, a school, a general store, a city hall, a brewery, and even a Chinatown, established by the large number of Chinese miners that lived in the town.¹⁰²

When Nez Perce County was established in 1864, and Lewiston became its seat. Lewiston was the first capital of Idaho Territory until the capital was transferred to Boise in 1866.¹⁰³ The Dawes Act opened most of the Nez Perce Indian Reservation to settlement and Lewiston benefitted from another influx of outsiders. The Northern Pacific Railway reached Lewiston in 1898 and Camas Prairie Railroad in 1908. Potlatch Forests began operations here in 1925 and it continues to be a major employer, although it has undergone changes in its name and products. Highway transportation improvements include the completion of the North-South Highway (US-95) in 1938 and the completion of the Lewis and Clark Highway (US-12) to Montana in 1962. Lewiston Orchards was laid out in 1905 for agriculture. but the focus shifted to housing in the 1940s with

⁹⁸ John P. Vollmer, *An Illustrated History of North Idaho: Embracing Nez Percés, Idaho, Latah, Kootenai and Shoshone Counties, State of Idaho* (Spokane, WA: Western Historical Publishing Company, 1903), 83-97.

⁹⁹ Margaret Allen, *Lewiston Country: An Armchair History* (Lewiston, ID: Steeley Print & Binding, 2009), 2-3.

¹⁰⁰ *Ibid.*, 3-9.

¹⁰¹ Idaho Historical Society Archives, "Early Day Letters Relate How Lewiston Got Its Name," unpublished and on file at the Idaho Historical Society Archives, Boise, 1924.

¹⁰² Sanborn Fire Insurance Maps, Lewiston, Idaho (Chicago: Sanborn Map Company, 1918-1948); Allen, *Lewiston Country*, 123-129.

¹⁰³ *Ibid.*, 83-97.

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most of the development beginning in the 1970s. It is now part of Lewiston. Lewiston is still the regional center for transportation, lumber, and agriculture.¹⁰⁴

Clarkston

West of Lewiston, across the Snake River, development was slower. While the gold rush to the Clearwater region in the 1860s resulted in a boom town that would become Lewiston, only a few settlers migrated to the western shores of the Snake River and began fruit orchards and participated in livestock farming in the 1870s and 1880s.¹⁰⁵ The community of Asotin grew around the mouth of Asotin Creek, located approximately six miles south of present-day Clarkston. In 1883, Asotin County was formed out of Garfield County, Washington. The word Asotin originates from the Nez Perce word, "Has-shu-tin," which means eel, as there was an abundance of them in Asotin Creek.¹⁰⁶ Irrigation along Asotin Creek allowed settlers to grow and maintain their orchards. Investors, led by Charles Francis Adams, organized the Lewiston Water & Power Company in hopes to develop a settlement along the west bank of the Snake River, across from Lewiston. The company named the area Vineland. Within Vineland, the investment company planned a townsite, that they initially wanted to name Lewiston. When this was rejected for the obvious confusion it would cause, the town was named Concord.¹⁰⁷ In 1900, locals voted to rename the town Clarkston.¹⁰⁸

Summary

The Lewiston-Clarkston Interstate Bridge has significance under Criterion A, in the area of Transportation, as it was and remains an important connector between Idaho and Washington in a major trade center in the Inland Northwest. It also has significance under Criterion C, in the area of Engineering as a vertical lift bridge that utilized a synchronized rotation mechanism equipped within the two counterweight towers on either side of the span. Despite minor alterations, the bridge retains integrity of materials, design, workmanship, feeling, association, location, and setting.

The period of significance for this bridge under this area of significance begins in 1939 when the bridge was constructed and ends in 1975, a period of 50 years ago, as the bridge remained the main connector between Lewiston and Clarkston through that time.

¹⁰⁴ Cort Conley, *Idaho for the Curious: A Guide* (Cambridge, ID: Backeddy Books, 1982), 75-88.; Betty Derig, *Roadside History of Idaho* (Missoula: Mountain Press, 1996), 269-278.

¹⁰⁵ Laura Arskey, "Clarkston – Thumbnail History," *Historylink*, Accessed January 13, 2024, <https://historylink.org/File/9947>.

¹⁰⁶ Vollmer, *History of North Idaho*, 85-86.; Phil Dougherty, "Asotin County – Thumbnail History," *Historylink*. Accessed January 15, 2024, <https://historylink.org/File/7643>.

¹⁰⁷ Arksey, "Clarkston."

¹⁰⁸ *Ibid.*

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Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____
- ☐ recorded by Historic American Landscape Survey # _____

Lewiston-Clarkston Interstate Bridge

Nez Perce, Idaho/Asotin,
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Primary location of additional data:

- ☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property 1.6

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 46.420474 Longitude: -117.036206
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- | | | |
|----------|-----------|-----------|
| 1. Zone: | Easting: | Northing: |
| 2. Zone: | Easting: | Northing: |
| 3. Zone: | Easting: | Northing: |
| 4. Zone: | Easting : | Northing: |

Lewiston-Clarkston Interstate Bridge

Nez Perce, Idaho/Asotin,
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Verbal Boundary Description (Describe the boundaries of the property.)

The boundary of the property includes the footprint of the bridge ending at the abutments, including the roadway length upon which the bridge sits, and the width (out-to-out) of the bridge structure. The bridge is located on U.S. Highway 12 and sits over the Snake River in between Lewiston, Nez Perce County, and Clarkston, Asotin County, Washington.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is the footprint of the bridge, which is the property in its entirety.

11. Form Prepared By

name/title: Jennifer Gorman, M.H.P.

organization: Gorman Preservation Associates

street & number: 12020 N. Country Club Drive

city or town: Spokane state: WA zip code: 99218

e-mail jennifer@gormanpreservation.com

telephone: 509-279-5845

date: February 2025

Additional Documentation

Figure Log

1. Sketch map of photographs taken of the Lewiston-Clarkston Interstate Bridge, Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County, Washington.
2. Location map of the Lewiston-Clarkston Interstate Bridge, Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County, Washington.
3. General layout plan of the Lewiston-Clarkston Interstate Bridge, 1939. Courtesy of the Washington Department of Transportation.
4. View looking east toward Idaho at the Lewiston-Clarkston Interstate Bridge, circa 1939. To the south is the 1899 bridge. Photo courtesy of the Washington Department of Transportation.
5. View looking northwest at the Lewiston-Clarkston Interstate Bridge, circa 1939. Photo courtesy of the Washington Department of Transportation.

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6. View of the western tower during construction of the Lewiston-Clarkston Interstate Bridge, circa 1939. Photo courtesy of the Washington Department of Transportation.
7. View looking east toward Idaho at the Lewiston-Clarkston Interstate Bridge, circa 1939. To the south is the 1899 bridge. Photo courtesy of the Washington Department of Transportation.
8. View looking west at the 1899 bridge and the 1939 Lewiston-Clarkston Interstate Bridge in 1939. Photo courtesy of the Washington Department of Transportation.
9. Annotated diagram of a Waddell-Harrington vertical lift bridge type with main components labeled. Taken from *Movable Bridges* by Otis Ellis Hovey, 1926.

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Lewiston-Clarkston Interstate Bridge

City or Vicinity: Lewiston/Clarkston

County: Nez Perce/Asotin

State: Idaho/Washington

Photographer: Jennifer Gorman

Date Photographed: May 2021

Lewiston-Clarkston Interstate Bridge

Nez Perce, Idaho/Asotin,
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Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 15. View looking north at the bridge.
- 2 of 15. View looking north at the vertical lift and flanking trusses.
- 3 of 15. View looking west at the bridge.
- 4 of 15. View looking south at the east end of the bridge.
- 5 of 15. View looking east under the east end of the bridge.
- 6 of 15. View looking west from the east end of the bridge.
- 7 of 15. View looking west from the east end of the bridge.
- 8 of 15. View looking west from the northeast end of the bridge.
- 9 of 15. View looking upward toward the eastern tower and counterweight of the vertical lift span.
- 10 of 15. View looking at the operator's house on the south side of the western tower and the counterweight of the vertical lift span.
- 11 of 15. View looking east at the metal truss spans of the bridge.
- 12 of 15. View looking east from the Washington shoreline at the substructure of the bridge.
- 13 of 15. View looking at the latticework railing on the metal spans of the bridge.
- 14 of 15. View looking at the east approach and Art Moderne pylon of the bridge from the Idaho entrance.
- 15 of 15. Detail of the concrete railing of the bridge.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Lewiston-Clarkston Interstate Bridge

Name of Property

Nez Perce, Idaho; Asotin, Washington

County and State

Metal Truss Bridges in Idaho

Name of multiple listing (if applicable)

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Figure 1. Sketch map of photographs taken of the Lewiston-Clarkston Interstate Bridge, Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County, Washington.

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National Park Service

National Register of Historic Places
Continuation Sheet

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Metal Truss Bridges in Idaho

Name of multiple listing (if applicable)

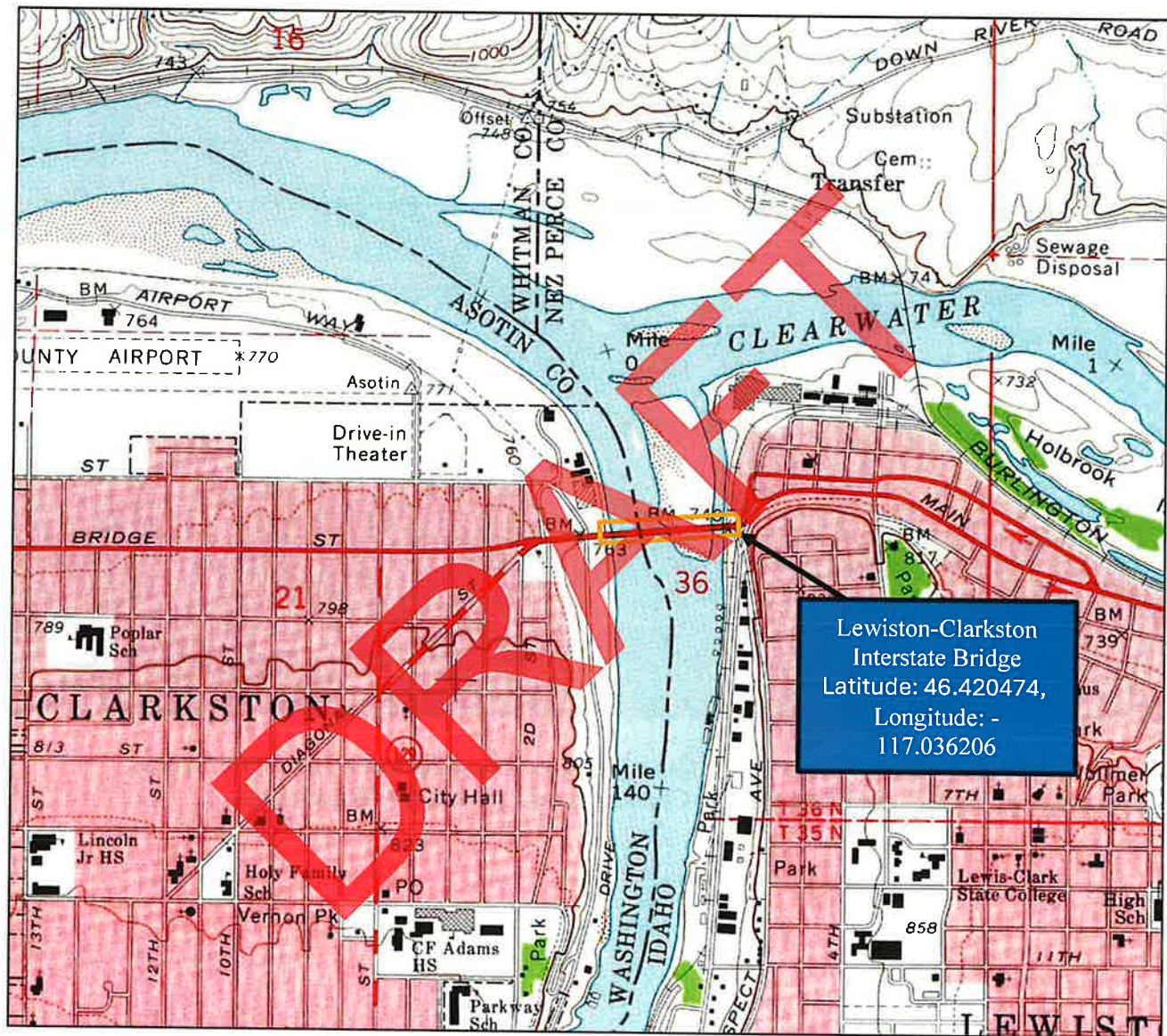


Figure 2. Location map of the Lewiston-Clarkston Interstate Bridge, Lewiston, Nez Perce County, Idaho and Clarkston, Asotin County, Washington

USGS Topographic Map, 7.5-minute series
Clarkston, Washington 1971 Quadrangle
Township 36N, Range 6W, Section 36

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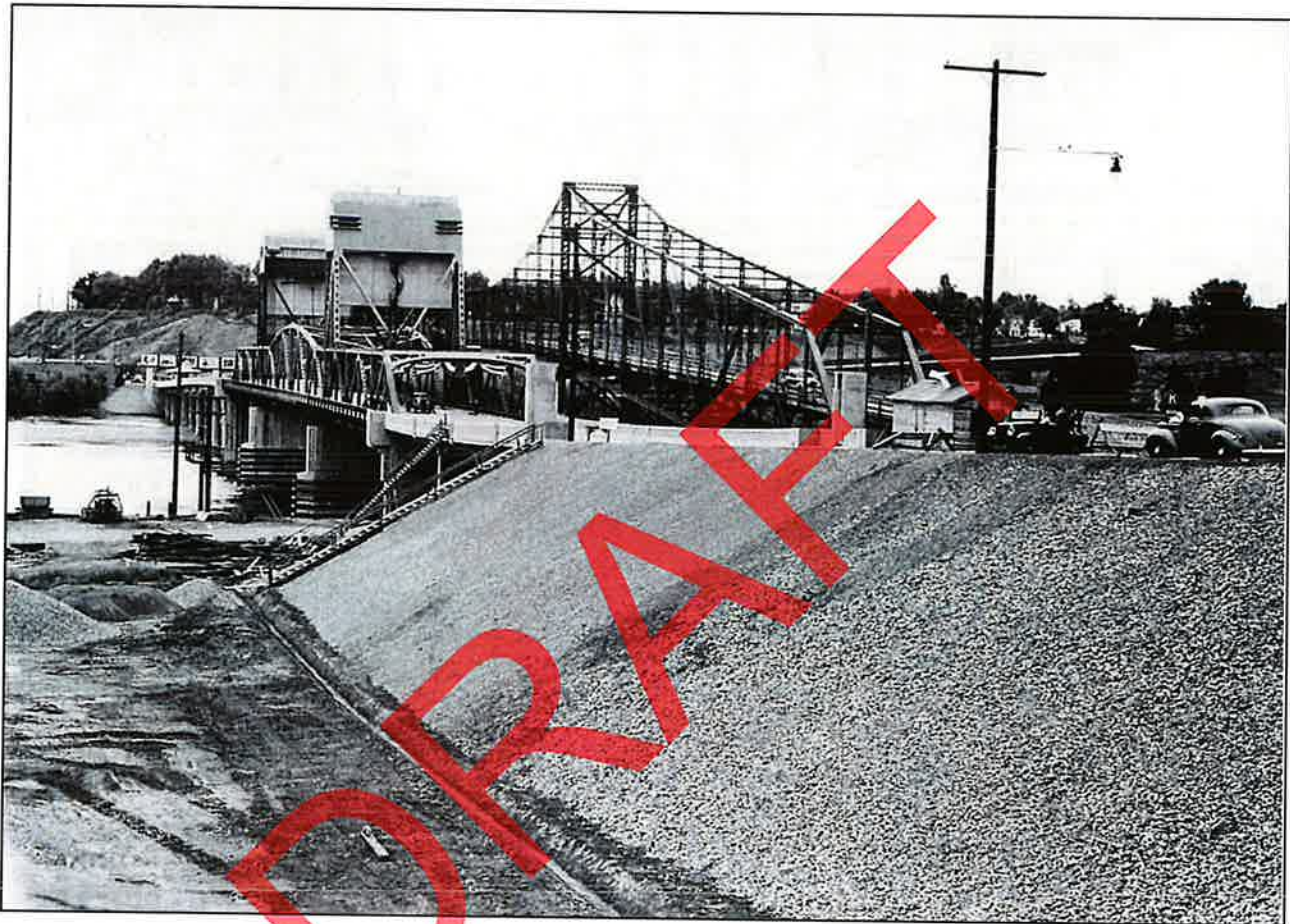


Figure 4. View looking east toward Idaho at the Lewiston-Clarkston Interstate Bridge, circa 1939. To the south is the 1899 bridge. Photo courtesy of the Washington Department of Transportation.

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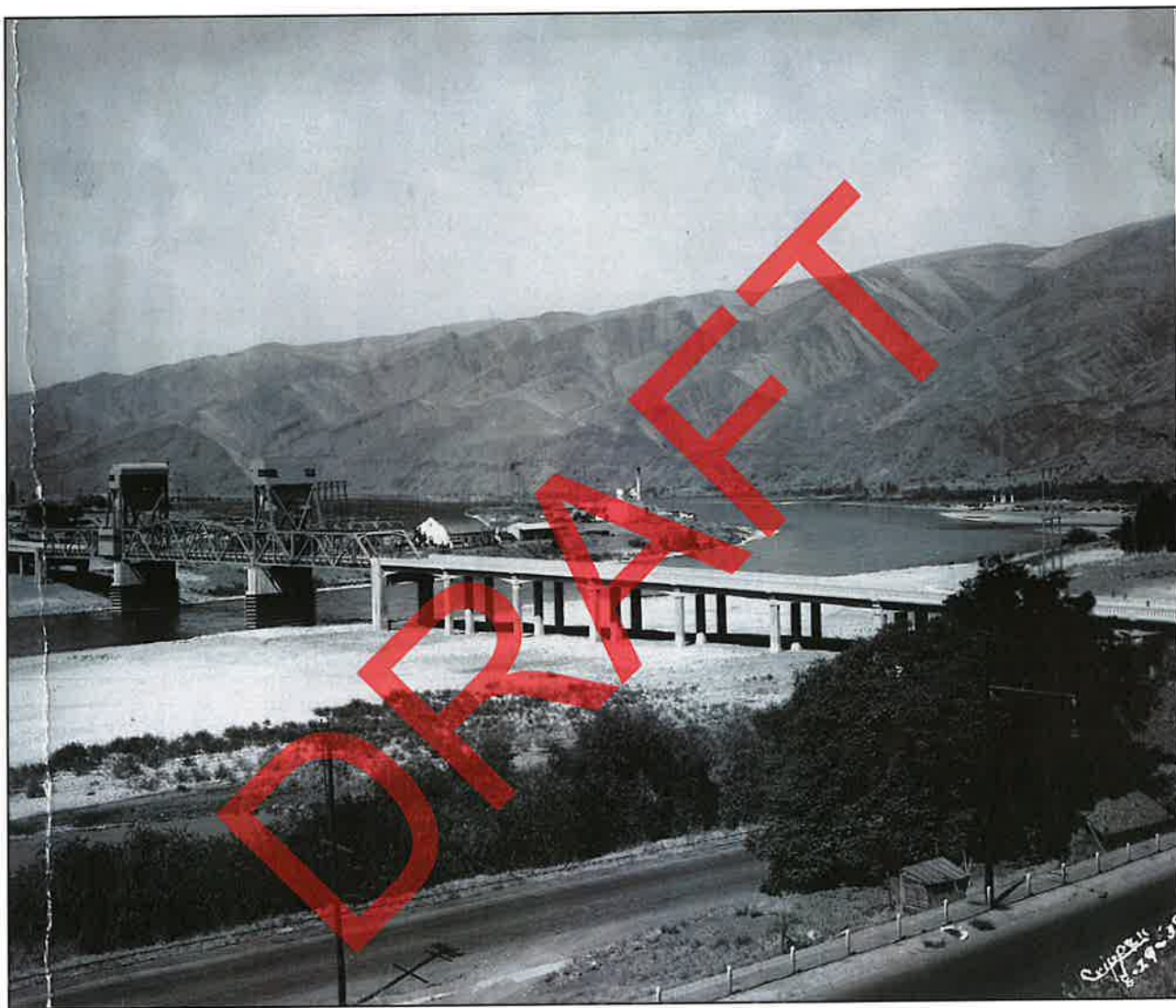


Figure 5. View looking northwest at the Lewiston-Clarkston Interstate Bridge, circa 1939. Photo courtesy of the Washington Department of Transportation.

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Figure 6. View of the western tower during construction of the Lewiston-Clarkston Interstate Bridge, circa 1939. Photo courtesy of the Washington Department of Transportation.

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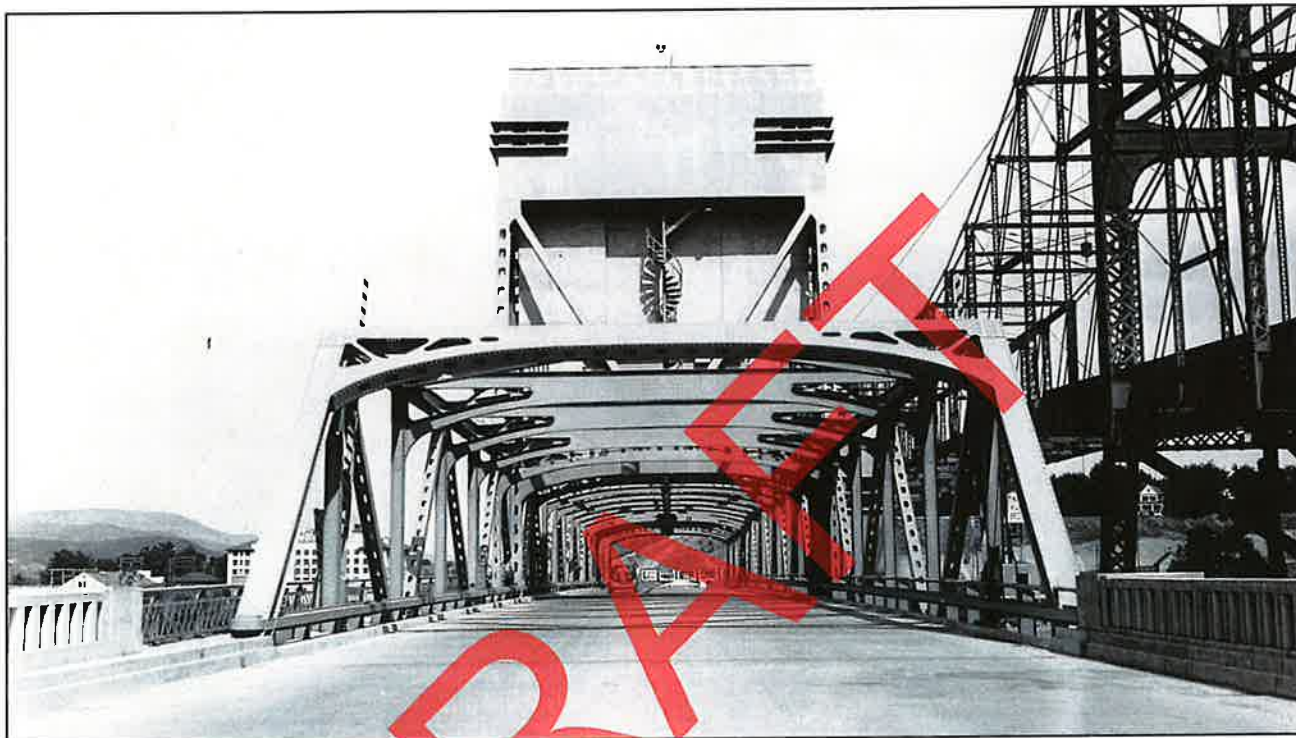


Figure 7. View looking east toward Idaho at the Lewiston-Clarkston Interstate Bridge, circa 1939. To the south is the 1899 bridge. Photo courtesy of the Washington Department of Transportation.

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Figure 8. View looking west at the 1899 bridge and the 1939 Lewiston-Clarkston Interstate Bridge in 1939. Photo courtesy of the Washington Department of Transportation.

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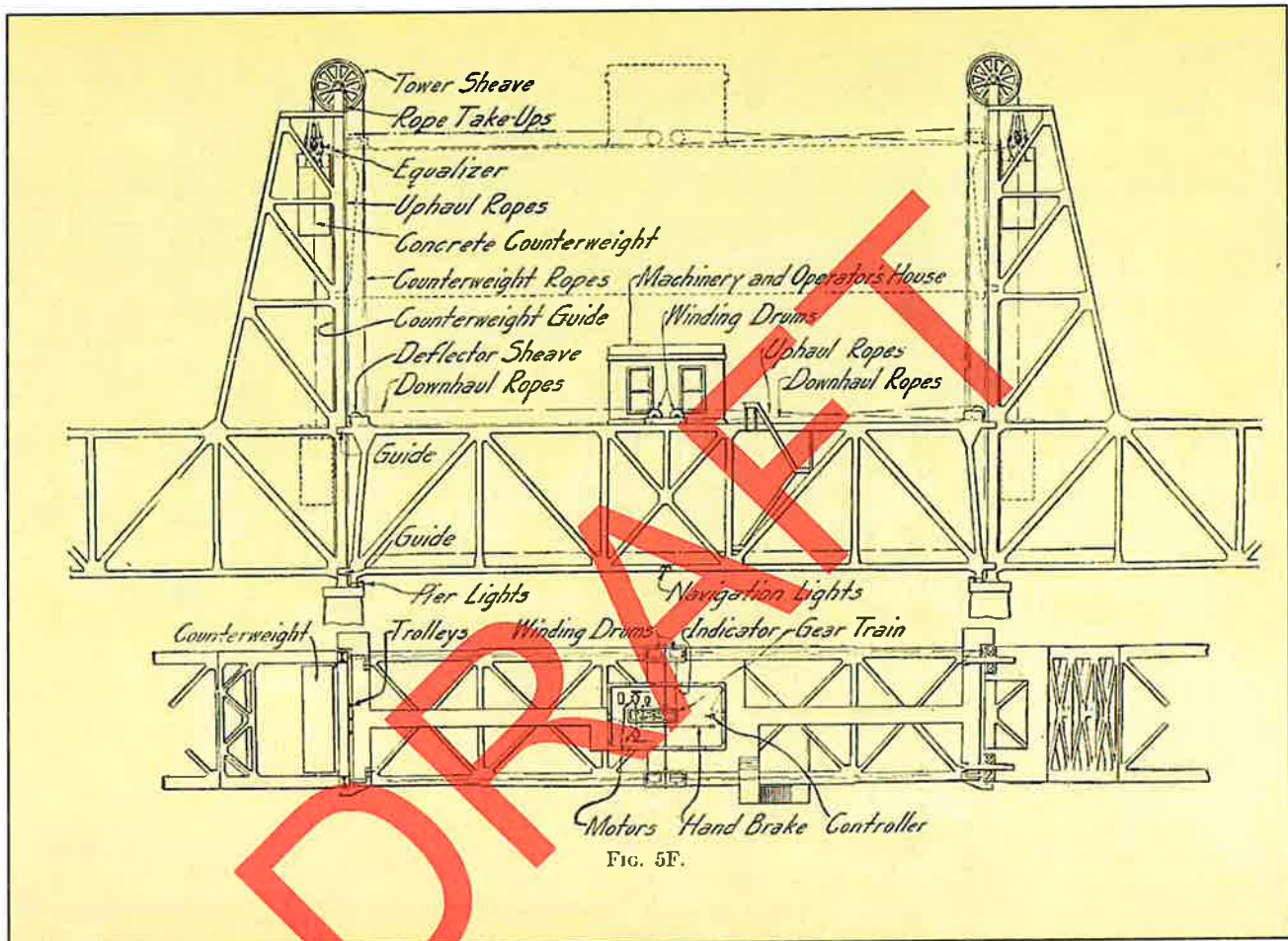


Figure 9. Annotated diagram of a Waddell-Harrington vertical lift bridge type with main components labeled. Taken from *Movable Bridges* by Otis Ellis Hovey, 1926.

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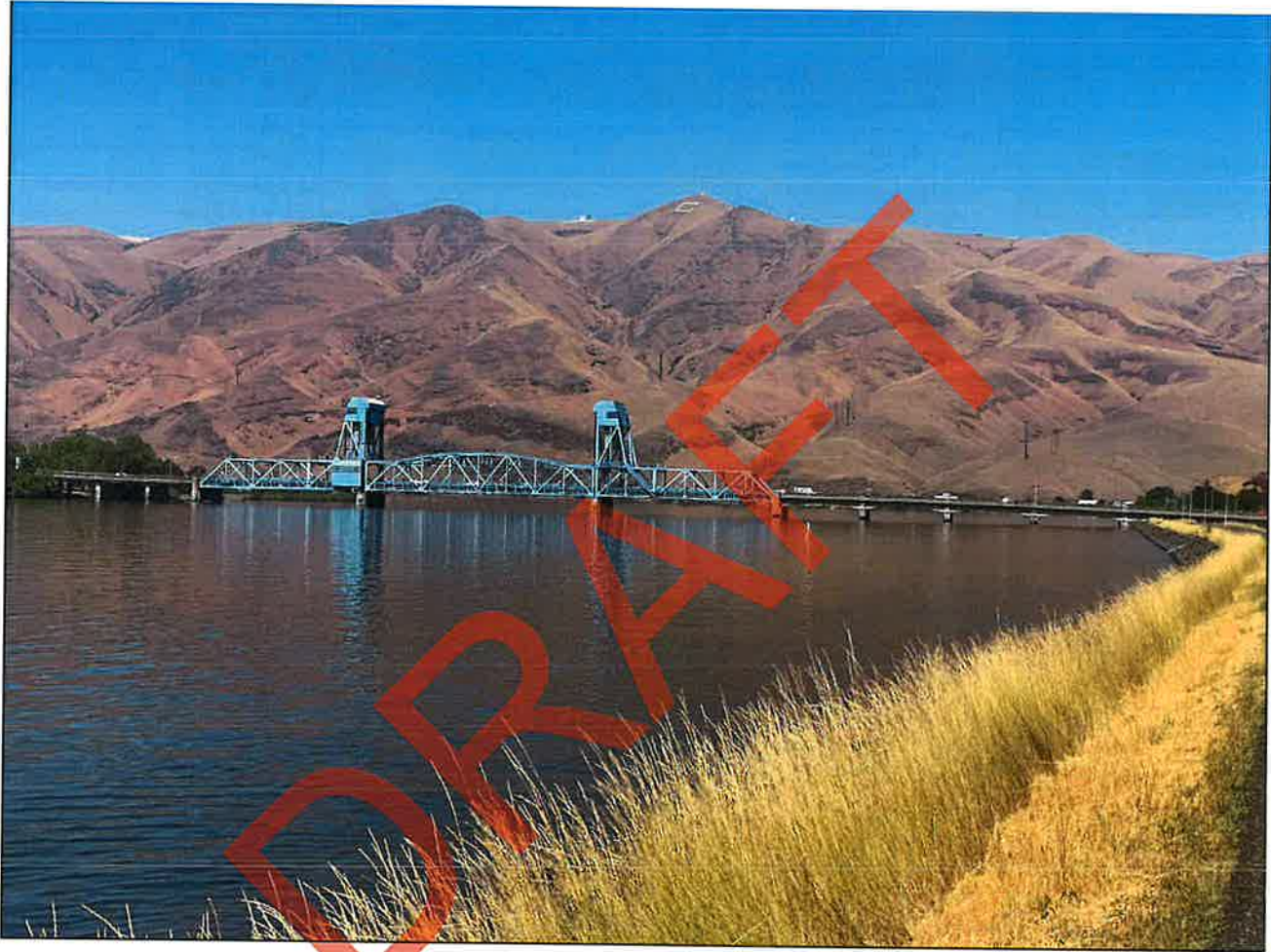


Photo 1. View looking north at the bridge.

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Photo 2. View looking north at the vertical lift and flanking trusses.

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Photo 3. View looking west at the bridge.

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Photo 4. View looking south at the east end of the bridge.

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Photo 5. View looking east under the east end of the bridge.

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Photo 6. View looking west from the east end of the bridge.

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Photo 7. View looking west from the east end of the bridge.

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Photo 8. View looking west from the northeast end of the bridge.

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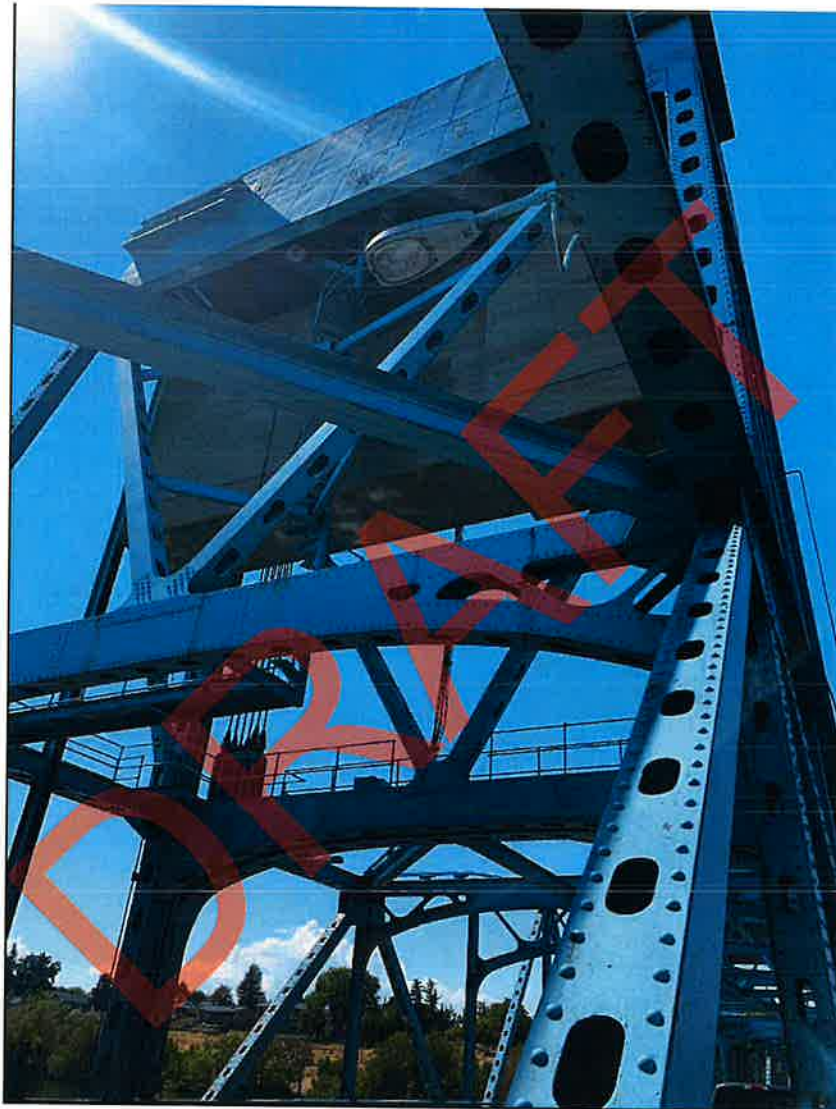


Photo 9. View looking upward toward the eastern tower and counterweight of the vertical lift span.

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Photo 10. View looking at the operator's house on the south side of the western tower and the counterweight of the vertical lift span.

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Photo 11. View looking east at the metal truss spans of the bridge.

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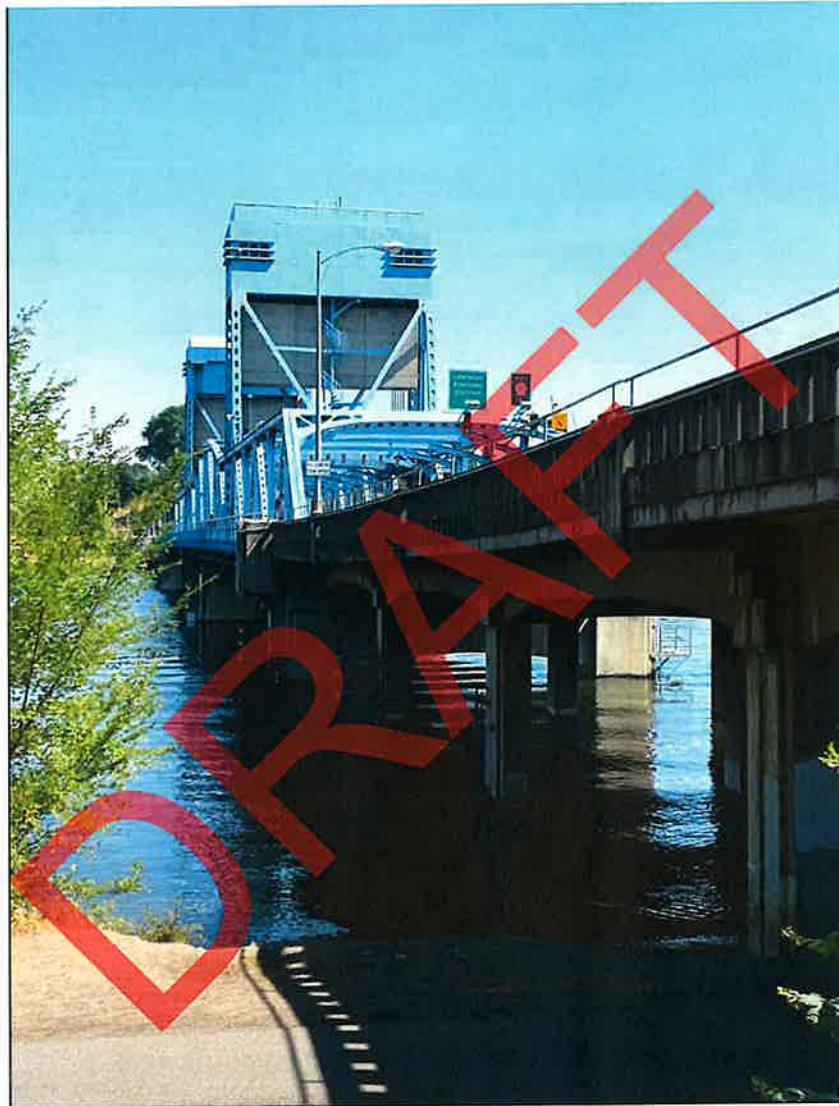


Photo 12. View looking east from the Washington shoreline at the substructure of the bridge.

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Photo 13. View looking at the latticework railing on the metal spans of the bridge.

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Photo 14. View looking at the east approach and Art Deco pylon of the bridge from the Idaho entrance.

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Photo 15. Detail of the concrete railing of the bridge.