

**Lewis River Hydroelectric Projects Settlement Agreement
Lewis River Recreation Coordination Committee (LRC)
Meeting Agenda**

Date & Time: Wednesday, February 24, 2016
 9:30 AM – 11:30 AM

Place: **Merwin Hydro Control Center**
 105 Merwin Village Court
 Ariel, WA 98603

Contacts: **Lore Boles: (360) 225-4412**
 Jessica Kimmick: (503) 813-6945
 Kim McCune: (503) 813-6078

Time	Discussion Item
9:30 AM	Welcome and Introductions ➤ Preview Agenda
9:40 AM	Yale Bridge staircase boater access issue
10:45 AM	Break
11:00 AM	Project Updates ➤ Yale Stair repairs ➤ Saddle Dam Upgrades ➤ Cedar Creek Safety Measures ➤ ADA Fishing Access Site
11:30 AM	Adjourn

Security procedure: Upon arrival at the Merwin Hydro Control Center the gate will be closed and you will be required to use the call-in box on the left side of the gate; please announce who you are and the reason for your visit.

Join by Phone
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Conference ID: 1689150

**FINAL Meeting Notes
Lewis River License Implementation
Lewis River Recreation Committee (LRC) Meeting
February 24, 2016
Merwin Hydro Control Center**

LRC Participants Present (8)

Mariah Stoll-Smith Reese, Lewis River Community
Kim McCune, PacifiCorp
Todd Olson, PacifiCorp
Jessica Kimmick, PacifiCorp
Peggy Miller, WDFW
Nathan Higa, PacifiCorp
Emelie McKain, WDFW
David Howe, WDFW

Assignments from February 24, 2016 meeting	Status
LRC: Yale Bridge staircase boater access - Provide feedback specific to design (usability and safety) and value to boaters.	Complete

Assignments from October 21, 2015 meeting	Status
Kimmick/McCune: Schedule February or March 2016 LRC meeting.	Complete – 2/24/16
Schoenberg: Ask her contacts about retro-fit options for the Yale Bridge stairs and communicate this with Kimmick for PacifiCorp consideration.	Complete

Opening, Review of Agenda and Meeting Notes

Jessica Kimmick (PacifiCorp) called the meeting to order @ 9:45 a.m.

Yale Bridge Staircase Boater Access Update

Consideration of sea kayak rail – Information provided to the Lewis River Recreation Coordination Committee on February 24, 2016.

The recently constructed stairway on the bank of Lake Merwin just upstream of Yale bridge allows access for whitewater kayakers taking out of the Canyon Creek run. While this access is adequate for whitewater kayakers, it has been requested that a design for allowing sea kayakers to be portaged up or down the stairway be examined.

Typical whitewater kayakers are short (less than 8 ft. in length) and made of a flexible but durable plastic material such as roto molded polyethylene. They also tend to be light enough to be carried by a single person, typically by hoisting the cowling over the shoulder. With stairways it is often common to lay the kayak across the stairway on the handrails and push or slide the kayak up or down the stairs. Sea kayakers; however tend to be longer rigid vessels, up to 18 ft. long. While many newer ones are made of plastic, fiberglass and skin over rib construction are still

common. They can also weigh in excess of 100 pounds. Such craft are typically launched from a ramp or shoreline. It is commonly carried by two people, trailer, or by a wheeled dolly.

The stairway is in a narrow and steep cut in the bank alongside the bridge abutment. The stairway has two intermediate landings and a landing with a 90 degree turn at the bottom, ending in a terraced concrete box structure at the bottom. The simple concept to assist sea kayak deployment would be to install a rail slide along the top of one side of the stairway. To prevent people from using it as a slide to ride the craft down, the rail can be made to cant the boat at an angle. For whitewater craft, one holds on to the craft as they walk down the stairs. The length and rigidity of a sea kayak, however, may make the landing transitions awkward. The weight of a sea kayak may also make it precarious to walk down with it. Consideration should be given for an anchor, pulley, or winch at the top of the stairway to allow the sea kayak to be raised or lowered while on the rail. The 90 degree bottom landing also complicates descent. Running it down the right side means the paddler would leave arm distance of the kayak as the 90 degree bend takes them away from the craft, and running it down the left side means a long boat would have to negotiate the inside curve. Some thought would have to be taken to determine a geometry that would work. Rollers or lining may be needed to prevent abrasion damage to the sea kayak, especially those with fiberglass construction.

To aid in visualizing the proposed boat rail, photographs of existing rails are presented below. One is an aluminum chute mounted to a stairway with brackets. The other is built like a park bench, out of structural square tubing with wooden slat rails. The proposed rail for Yale is a set of galvanized tubes lined with wood or uhmw mounted to the existing hand rails or foundation blocks. Design work would be required to determine the best way to attach the rail to the existing stairway.



Bottom Landing of Yale Stairs



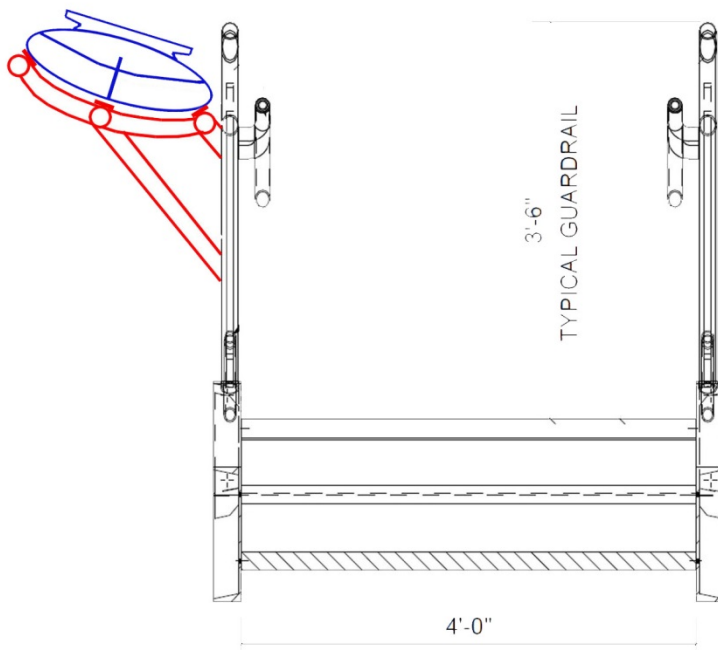
Looking down from the top of the Yale Stairs



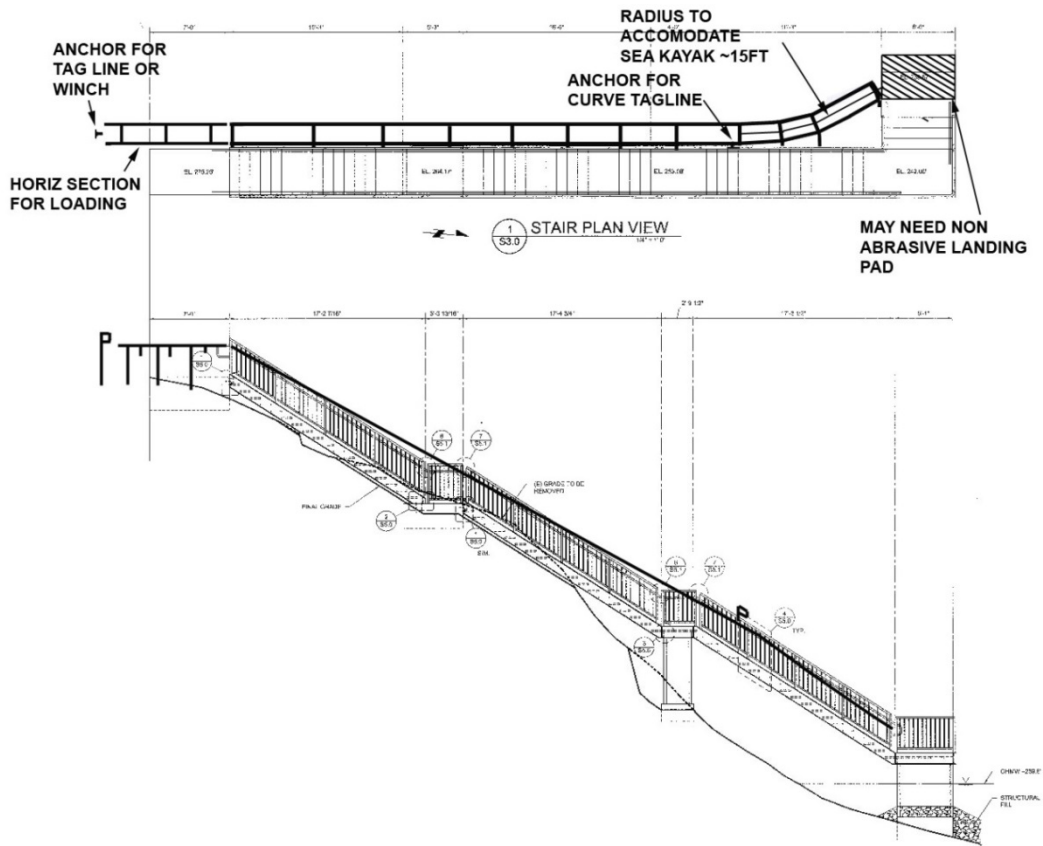
A light duty aluminum kayak rail attached to a dock stairway



A heavy duty structural steel tube boat rail



Cross section of potential kayak rail



Layout of potential kayak rail

Completed Implementation Projects

- *Yale Bridge non-motorized boat access + planned repairs*

PacifiCorp replaced stair treads with heavier weight new tread; grading and bull nose; one man boulders removed and repaired erosion damage. Kimmick provided “after” photos of repairs (see below). No further issues with vandalism have occurred since repairs were completed.



➤ *Saddle Dam Upgrades*

Completed the feasibility study and provided conceptual design to the LRC last October 2015. The engineering phase has begun to further develop designs. Geotechnical testing will take place on February 25, 2016 for the moorage anchors.

➤ *Cedar Creek Boat Ramp Safety Measures*

In November, 2015, safety measures were installed at the Cedar Creek boat ramp. Guide posts and jersey barriers were placed to define where the ramp can be used safely. The boat launch is now more useable and safe until something more permanent can be installed. PacifiCorp is looking to replace the current facility with a new single lane ramp. Given WDFW land ownership of the site, PacifiCorp will be consulting with WDFW prior to developing final design. Current schedule is to complete design and permitting in 2016, with construction in 2017.



Cedar Creek guide posts and jersey barriers



➤ *ADA Fishing Access Feasibility Study*

PacifiCorp has put out a request for proposal to consultants for assistance in conducting a feasibility study to determine the best location to place a new ADA Fishing access on the Lewis River or project reservoirs. Considerations will include, but not limited to, safety of access, topography, geological hazards, traffic, environmental issues, and availability of fish and areas which are not hydrologically dynamic. The LRC commented that the

Yale, Speelyai, Cresap central area is more in keeping of the intent of the Settlement Agreement Parties.

➤ *IP Road Trail Feasibility Study*

PacifiCorp has identified a trailhead location and is working with the Washington Department of Natural Resources (DNR) on a lease agreement to develop the trailhead and associated facilities. Development of permit applications is underway.

Next Scheduled Meeting:

Fall 2016 (Date & Time TBD)
Merwin Hydro Control Center
Ariel, WA

Meeting Handouts & Attachments:

- Agenda from 2/24/16

Meeting adjourned at 11:50am.