



16591/LAD000100
May 8, 2013

PUBLIC NOTICE (02-13)

All interested parties are notified that the Commander, Thirteenth Coast Guard District has received an application dated March 4, 2013 from the Oregon Department of Transportation (ODOT), requesting approval of location and plans for the construction of a bridge over a navigable waterway of the United States.

WATERWAY AND LOCATION: Lewis and Clark River, mile 0.38, the Lewis and Clark Bridge at Warrenton, Oregon, Latitude: 46.1525° N, Longitude: 123.8602° W.

CHARACTER OF WORK: ODOT proposes to replace the entire highway bridge west of the draw span. Old pile will be removed to within one foot of the existing mud line. Treatments will be applied to rehabilitate and preserve existing wooden piles comprising bents east of the draw span, and preserve the draw span by repainting it and replacing isolated steel members where necessary. During construction, highway traffic will be detoured to Hwy 101; this route through Warrenton and Astoria via the Young's Bay and New Young's Bay bridges is an approximate 10-mile, 15minute round trip from one end of the Lewis and Clark River Bridge to the other via the detour. The proposed bridge will have an out-to-out width of 81.3 ft.

MINIMUM NAVIGATIONAL CLEARANCES – (NOAA CHART: 18521) (see attached drawings for clarification)

Existing and Proposed (navigational opening not affected by project):

Vertical Clearance:

7.0 ft above Mean High Water (closed)

Unlimited vertical clearance
for 75 ft of horizontal clearance (open)

Horizontal Clearance

85 ft between fenders
askew to channel axis (closed)

75 ft between fender and tip of
bascule span, askew to channel (open)

REDUCED CLEARANCES during CONSTRUCTION:

There will be no structural changes to the single leaf bascule span and therefore no change to the navigation clearances through the bascule span. However temporary restrictions to the navigation channel are expected during rehabilitation of the bascule span. A debris containment system will be temporarily installed on the bascule span during maintenance activities. The containment system will be in place for two four-week periods, separated by at least one week.

ODOT is currently in communications with waterway users potentially affected by the maintenance activities to establish an agreeable schedule.

Note: See attached drawing for reduced vertical clearance depiction.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA), the lead federal agency, has made a tentative determination that the project qualifies as a Categorical Exclusion for NEPA purposes under 23 CFR 771.117(a). FHWA's final determination and approval will be made after ODOT submits the requisite CE Closeout Document. The project is located in the base floodplain. The 100-year floodplain elevation is 12.35 ft and the elevation of the low member of the bridge is 15.57 ft (elevations referenced to NAVD88). The project will result in a 24.33yd³ net reduction of fill below the 100-year floodplain elevation. Less than 0.015 acres of wetlands, described as relatively low-functioning degraded salt marsh environment, will be affected by the project. Permit Application for Water Quality Certification (WQC) has been submitted by ODOT to ACOE. WQC is proposed to be obtained through programmatic approval by Oregon DEQ of the US Army Corps of Engineers Nationwide Permit. The Lewis & Clark Bridge is eligible for listing in the National Register of Historic Places. FHWA, SHPO, and ODOT are working on a MOA to establish mitigations for impacts to historic properties as a result of this project. To the best of ODOT's knowledge the project complies with the Oregon Coastal Zone Management Plan. The Oregon Department of Land Conservation and Development's Coastal Management Program has concurred with the US Army Corps of Engineers determination that the 2012 nationwide permits are consistent with the Oregon Coastal Zone Management Plan.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed vertical and horizontal navigational clearances, the need for a bridge protective fendering system, the need for clearance gauges, and other navigational safety issues including the extent of nighttime navigation past the bridge site.

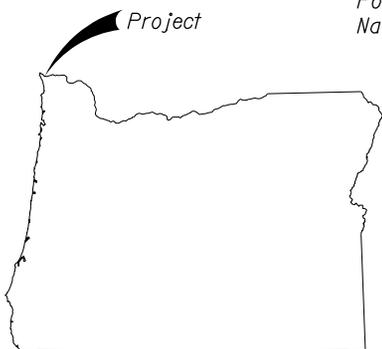
Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impact on minority and/or low income population, if any, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA for a 30 day period from the date of this public notice. The project manager for this application is Lieutenant Commander Steven Fischer and can be contacted by telephone at (206) 220-7282, by mail at the above address, or e-mail at steven.m.fischer2@uscg.mil. Comments received will be made part of the case record.

Map of location and plans attached.

//s//

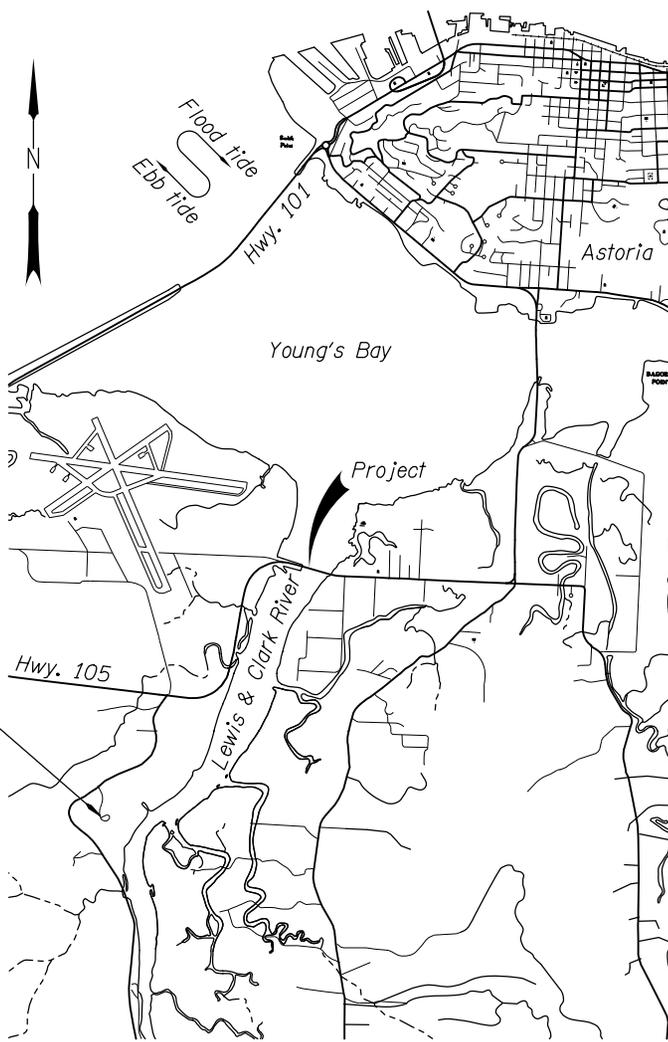
"This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version."

There are no wildlife refuges, waterfowl refuges, archaeological sites, or historical sites in the immediate project area. Fort Clatsop National Memorial is approximately 1.5 miles southwest, and numerous more distant NRHP-listed properties are situated on the Astoria peninsula north of the project.



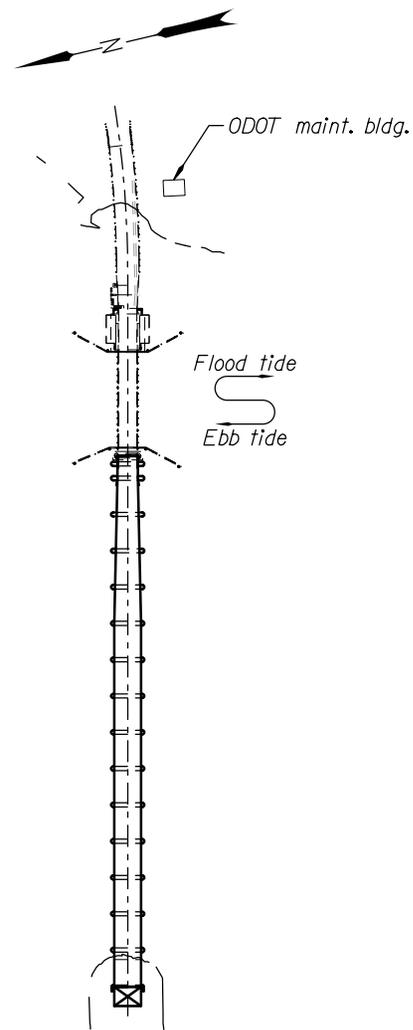
LOCATION MAP

No Scale



SEC. 25, T. 8 N., R. 10 W., W.M.

REGION MAP



VICINITY MAP



DATE	REVISION	BY

ACCOMPANIED BY DWGS. . . LCP02 - LCP04

OBEC

DRAFTER: _____

DESIGNER: _____

CHECKER: _____
Bob Kaspari

REVIEWER: _____
Al Heyn

OREGON DEPARTMENT OF TRANSPORTATION

REGION 2 TECH CENTER

STRUCTURE NO.
... 00711 ...

DATE
... April 2013 ...

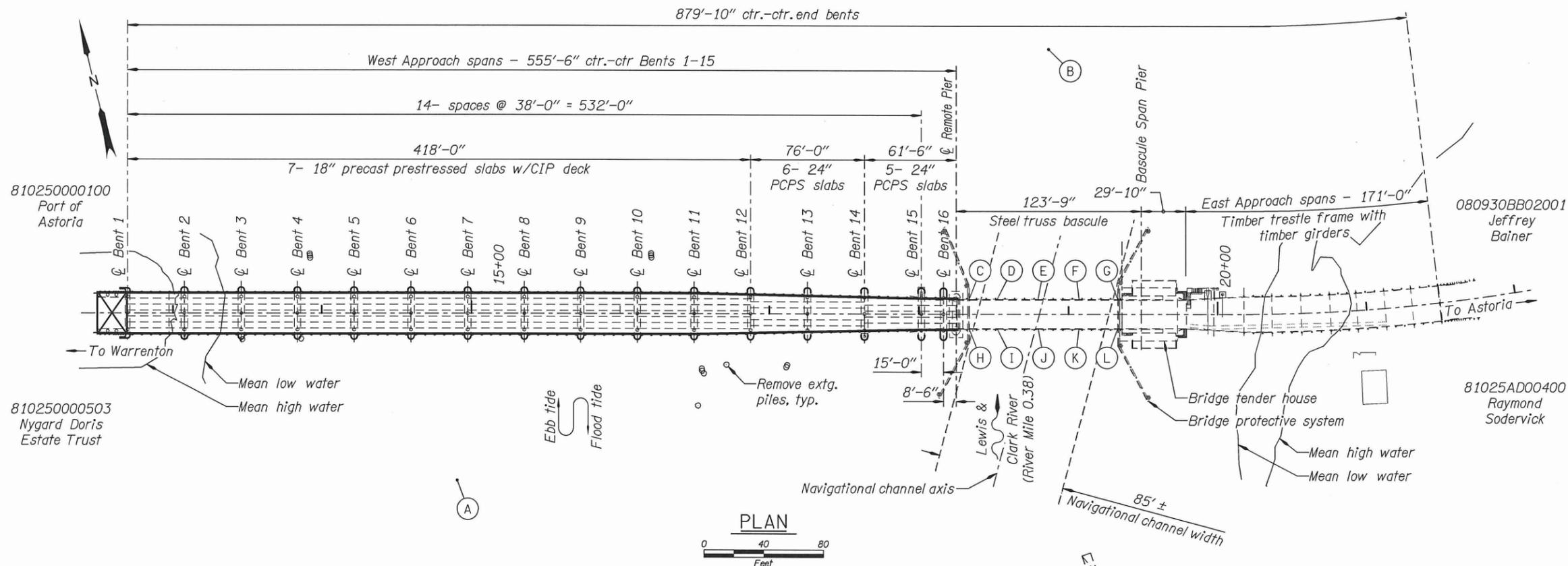
CALC. BOOK

LEWIS & CLARK RIVER, MILE 0.38
US101 BUS., HWY 105, WARRENTON-ASTORIA HWY
LEWIS & CLARK RIVER BRIDGE
CLATSOP COUNTY, OREGON

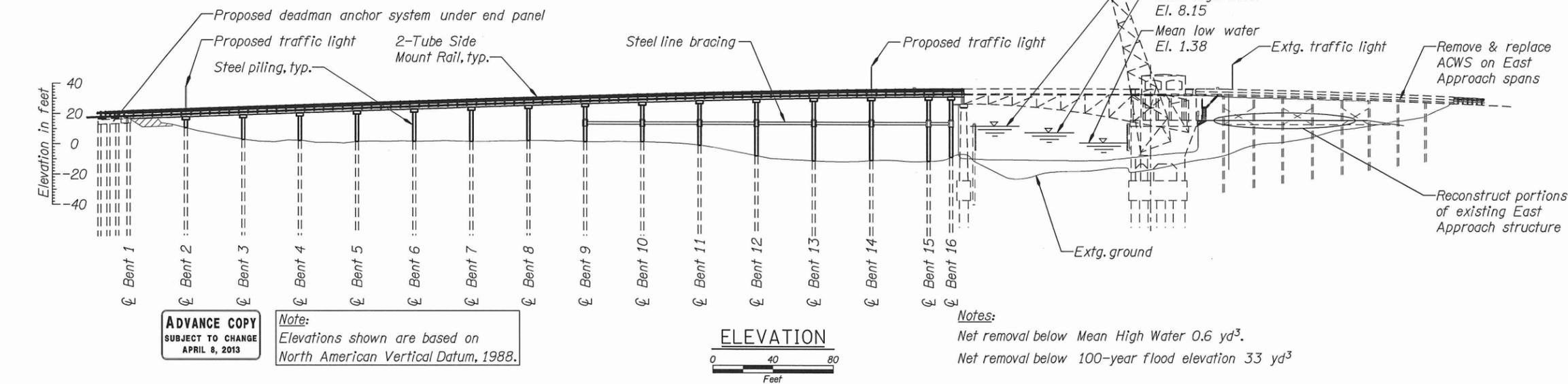
LOCATION VICINITY MAP

SHEET
1
OF
4

DRAWING NO.
LCP01



Location	Water Depth	Data Source
(A)	3.2'	NOAA Chart 18521
(B)	15.2'	NOAA Chart 18521
(C)	16.5'	ODOT
(D)	22.5'	ODOT
(E)	20.5'	ODOT
(F)	19.5'	ODOT
(G)	8.5'	ODOT
(H)	12.5'	ODOT
(I)	23.5'	ODOT
(J)	19.5'	ODOT
(K)	18.5'	ODOT
(L)	16.5'	ODOT



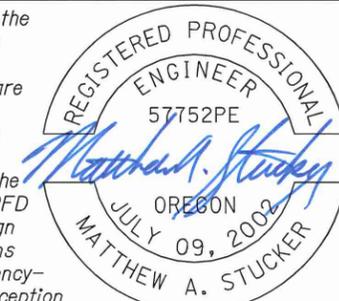
ADVANCE COPY
SUBJECT TO CHANGE
APRIL 8, 2013

Note:
Elevations shown are based on
North American Vertical Datum, 1988.

Notes:
Net removal below Mean High Water 0.6 yd³.
Net removal below 100-year flood elevation 33 yd³

DESIGN CERTIFICATION

Portions of the bridge being replaced or retrofitted are designed according to the Sixth Edition of the AASHTO LRFD Bridge Design Specifications with an Agency-approved exception for seismic design details.



RENEWS: 06-30-2014

DATE	REVISION	BY

ACCOMPANIED BY DWGS. See Dwg. LCPO1 for this structure

DRAFTER: OBEC
DESIGNER:
CHECKER: Bob Kaspari
REVIEWER: Al Heyn

FOR REVIEW ONLY



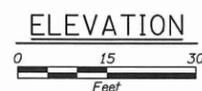
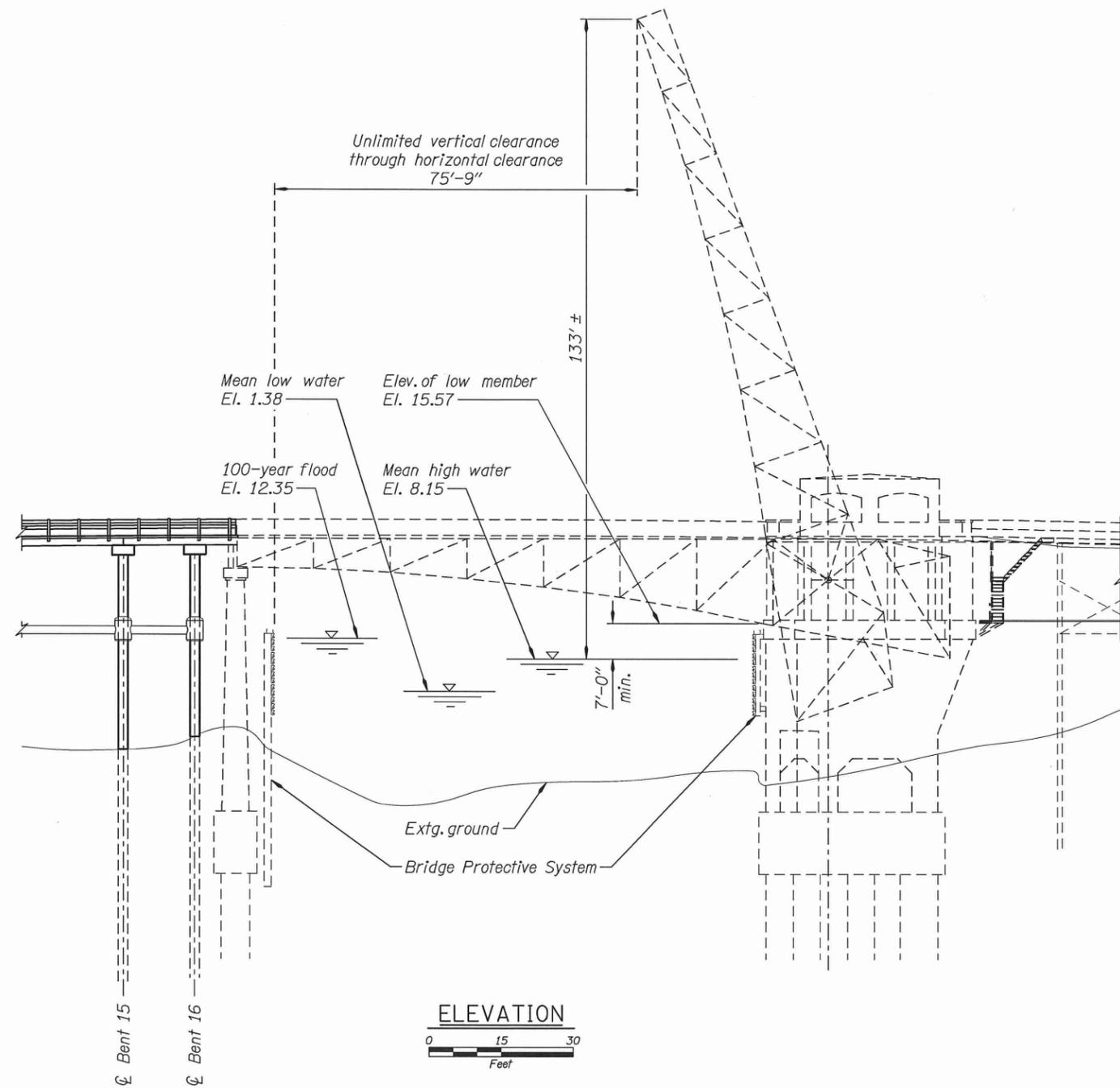
REGION 2 TECH CENTER

STRUCTURE NO. 00711
DATE April 2013
CALC. BOOK

LEWIS & CLARK RIVER, MILE 0.38
US101 BUS., HWY 105, WARRENTON-ASTORIA HWY
LEWIS & CLARK RIVER BRIDGE
CLATSOP COUNTY, OREGON

PLAN AND ELEVATION
FOR COAST GUARD PERMIT

SHEET 2 OF 4
DRAWING NO. LCPO2



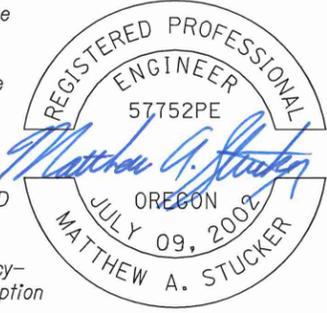
ADVANCE COPY
SUBJECT TO CHANGE
APRIL 8, 2013

Note:
Elevations shown are based on North American Vertical Datum, 1988.

DESIGN CERTIFICATION

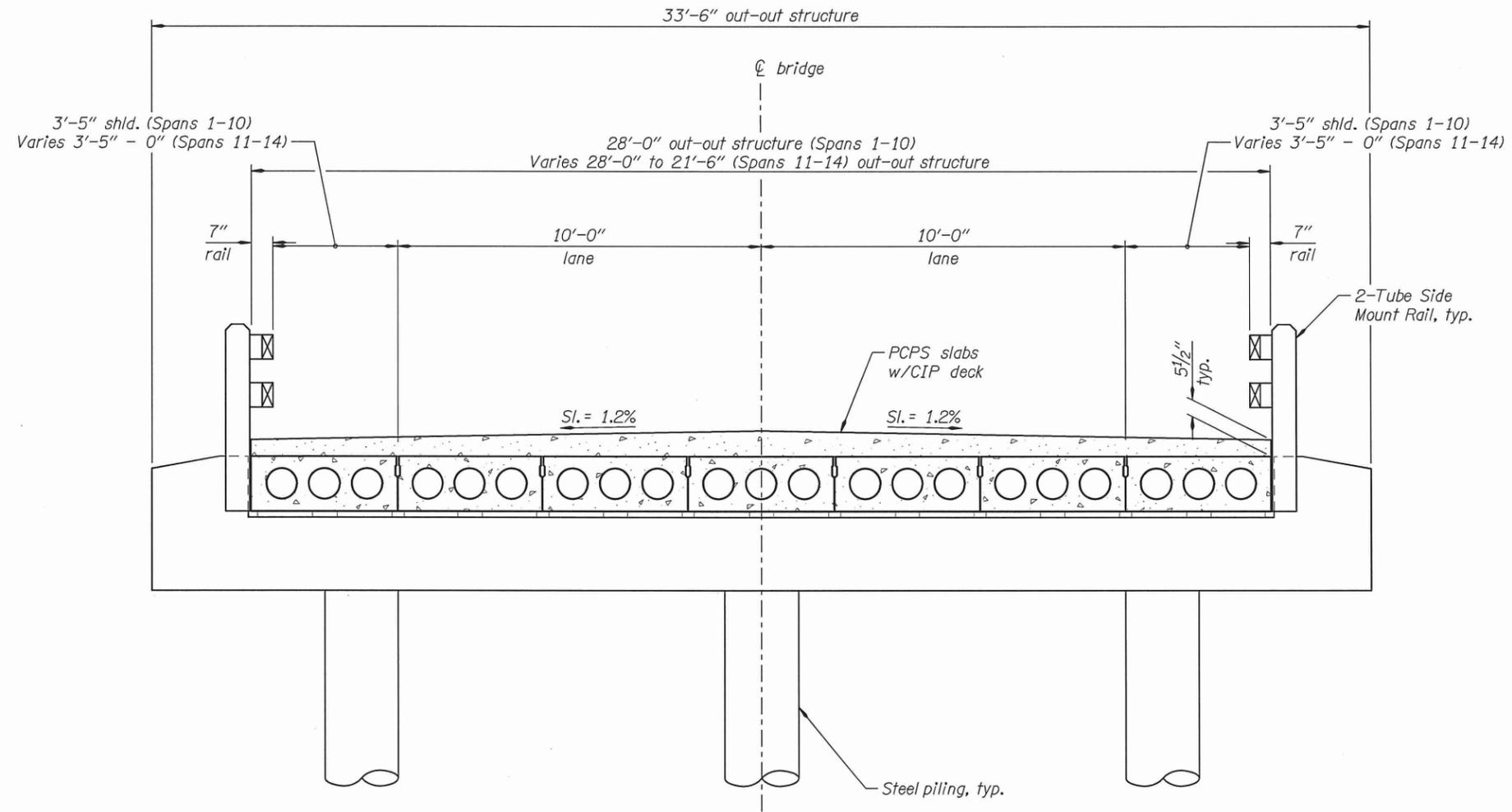
Portions of the bridge being replaced or retrofitted are designed according to the Sixth Edition of the AASHTO LRFD Bridge Design Specifications with an Agency-approved exception for seismic design details.

RENEWS: 06-30-2014



△ DATE REVISION BY	DRAFTER: <i>OPEC</i> DESIGNER: CHECKER: <i>Bob Kaspari</i> REVIEWER: <i>Al Heyn</i>	FOR REVIEW ONLY	OREGON DEPARTMENT OF TRANSPORTATION REGION 2 TECH CENTER	STRUCTURE NO. <i>00711</i>	LEWIS & CLARK RIVER, MILE 0.38 US101 BUS., HWY 105, WARRENTON-ASTORIA HWY LEWIS & CLARK RIVER BRIDGE CLATSOP COUNTY, OREGON	SHEET 3 OF 4
				DATE <i>April 2013</i>		CALC. BOOK

ACCOMPANIED BY DWGS. See Dwg. LCP01 for this structure



TYPICAL SECTION



ADVANCE COPY
SUBJECT TO CHANGE
APRIL 8, 2013

Note:
Elevations shown are based on
North American Vertical Datum, 1988.

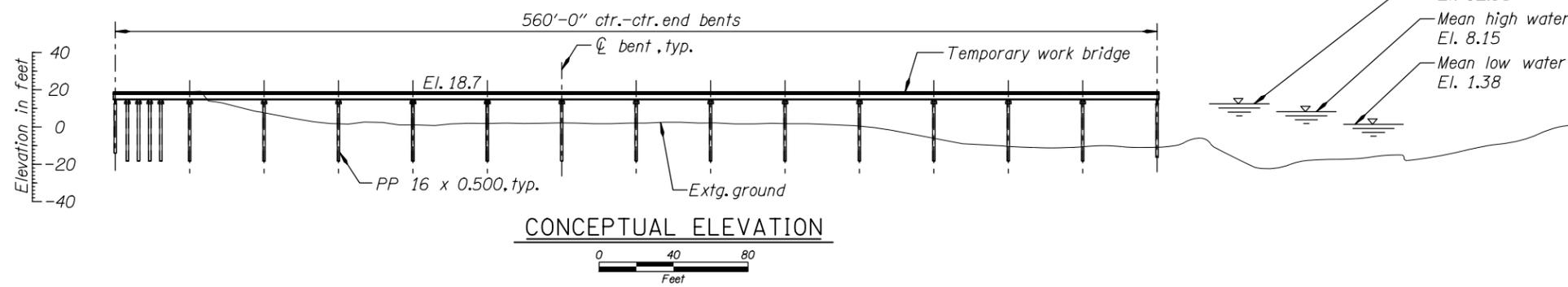
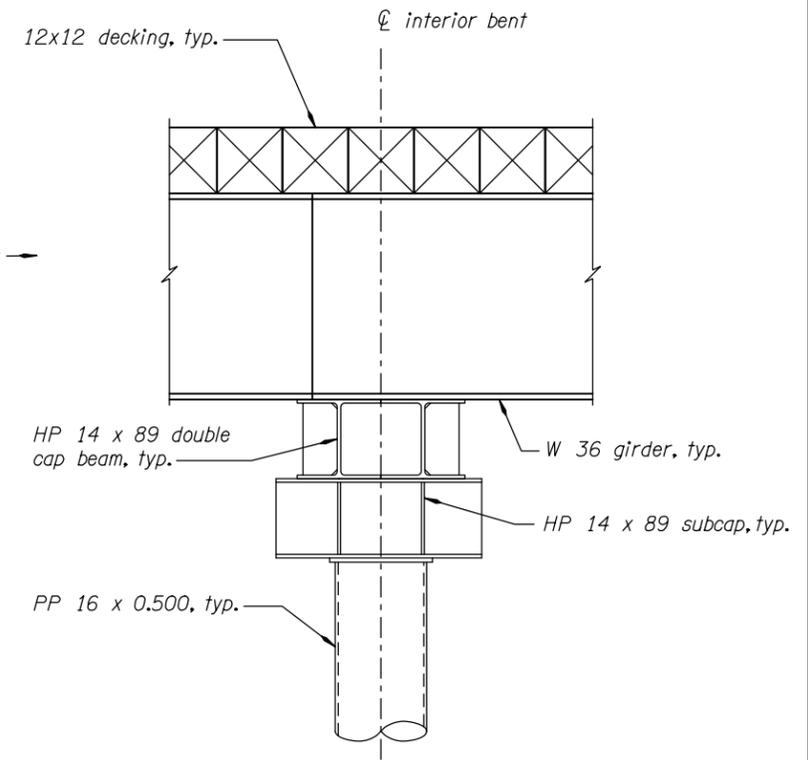
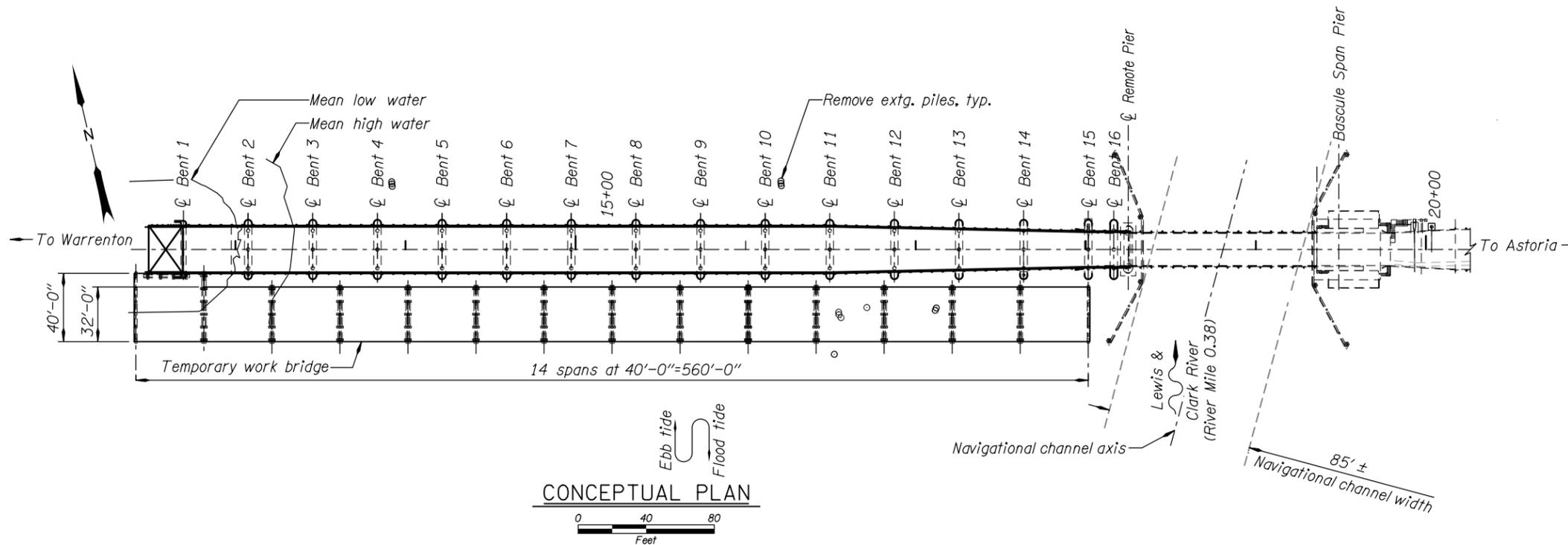
DESIGN CERTIFICATION

Portions of the bridge being replaced or retrofitted are designed according to the Sixth Edition of the AASHTO LRFD Bridge Design Specifications with an Agency-approved exception for seismic design details.



RENEWS: 06-30-2014

ACCOMPANIED BY DWGS. See Dwg. LCPO1 for this structure	DATE	REVISION	BY	DRAFTER: OBEC DESIGNER: CHECKER: Bob Kaspari REVIEWER: Al Heyn	FOR REVIEW ONLY	OREGON DEPARTMENT OF TRANSPORTATION REGION 2 TECH CENTER	STRUCTURE NO. 00711	LEWIS & CLARK RIVER, MILE 0.38 US101 BUS., HWY 105, WARRENTON-ASTORIA HWY LEWIS & CLARK RIVER BRIDGE CLATSOP COUNTY, OREGON	SHEET 4 OF 4
									DATE April 2013



ADVANCE COPY
SUBJECT TO CHANGE
APRIL 8, 2013

Note:
 Elevations shown are based on
 North American Vertical Datum, 1988.

c:\obec\pwboc01\010435\0019-0397\...zz_permit+PE.dgn.dgn

DATE	REVISION	BY

DRAFTER: *OBEC*
 DESIGNER:
 CHECKER:
 REVIEWER:

ACCOMPANIED BY DWGS.

FOR REVIEW ONLY

OREGON DEPARTMENT OF TRANSPORTATION

REGION 2 TECH CENTER

STRUCTURE NO. 00711	LEWIS & CLARK RIVER, MILE 0.38 US101 BUS., HWY 105, WARRENTON-ASTORIA HWY LEWIS & CLARK RIVER BRIDGE CLATSOP COUNTY, OREGON	SHEET 1 OF 1
DATE April 2013		DRAWING NO.
CALC. BOOK	CONCEPTUAL WORK BRIDGE PLAN AND ELEVATION FOR COAST GUARD PERMIT	