



August 24, 2020

PUBLIC NOTICE (11-153a)

All interested parties are notified that an application, dated May 21, 2020, has been received from the California Department of Transportation by the Commander, Eleventh Coast Guard District for approval of location and plans for the construction of a replacement bridge over a navigable waterway of the United States. The General Bridge Act of 1946 requires approval of the location and plans for bridges over navigable waters of the United States, prior to commencing construction. A Coast Guard Bridge Permit will be required for this project.

WATERWAY AND LOCATION: Sacramento River, mile 169.7, near Butte City, Glenn County, California. 39.457304, -121.995092

CHARACTER OF PROPOSED WORK: The California Department of Transportation (Caltrans) is proposing to replace the existing Butte City (CA RT 162) Highway Swing Bridge with a fixed highway bridge. The existing to-be-replaced steel drawbridge has been deemed seismically vulnerable due to section loss in the pilings at several piers and truss members of the bridge superstructure. Significant liquefaction potential exists within the subsurface material that supports the steel bridge and viaduct segments. In addition, the viaduct concrete girders are exhibiting signs of distress due to insufficient shear capacity. The proposed replacement bridge would meet current design standards and provide for the safety of the public. The proposed replacement cast in-place pre-stressed box girder fixed bridge will be constructed just north of the existing bridge on a parallel alignment. The 33 span replacement bridge will be 4686 feet in length, abutment to abutment, with an out-to-out width of 44 feet and consists of two 12 foot traffic lanes and two 8 foot shoulders. There will be three piers within Ordinary High Water (OHW) of the river. To support the construction of the proposed replacement bridge and removal of the existing bridge, two temporary trestles will be built on the north and south sides of the project. The temporary trestles will be 500 feet in length with an out to out width of 30 feet. All parts of the existing to-be-replaced bridge will be removed to three feet below finished grade/river bottom.

MINIMUM PROPOSED NAVIGATIONAL CLEARANCES:

	<u>Existing</u>	<u>Proposed Main Span</u>	<u>Proposed Auxiliary Span</u>
Horizontal, measured normal to centerline of channel	106 feet between fenders.	135 feet Pier 30 face to pier 31 face.	135 feet Pier 31 face to pier 32 face.
Vertical*	Closed Position: 32.58 feet above OHW. Open Position: Unlimited.	43.40 feet above OHW.	41.38 feet above OHW.

PROPOSED TEMPORARY TRESTLES DURING CONSTRUCTION
MINIMUM NAVIGATIONAL CLEARANCES:

Horizontal: 40 ft. between piles.	Vertical*: 10 ft. above OHW.
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** Vertical Clearances measured/calculated in 2019 using Datum NGVD 29 from OHW Elevation of 69.02 feet to low steel of existing and proposed navigation spans.*

ENVIRONMENTAL CONSIDERATIONS:

Under the provisions of 23 U.S.C. 327, the United States Department of Transportation Secretary, acting through the Federal Highway Administration, assigned the responsibilities for the National Environmental Policy Act (NEPA) and other federal environmental laws to Caltrans. Caltrans is the lead Federal agency (LFA) for satisfying the requirements of NEPA and is acting on behalf of the U.S. Coast Guard (USCG) for all environmental control laws. Caltrans has determined that the proposed action will not have a significant impact on the environment. Caltrans issued a Categorical Exclusion (CE) on May 1, 2019 for the proposed project. The USCG, as a cooperating agency for NEPA, intends to issue a CE for the project. Documents are available for review at the above address, Monday through Friday, 7 a.m. to 4 p.m.

A state Water Quality Certification application, dated April 21, 2020, has been submitted to the California Regional Water Quality Control Board, Central Valley Region, pursuant to section 401 of the Clean Water Act.

The proposed bridge project is considered an encroachment but not a significant encroachment on the 100-year floodplain (elevation 84.65 feet (NGVD 29)). The low steel elevation of the proposed bridge is 110.40 feet (NGVD 29). There will be no fill below OHW.

The decision as to whether to grant approval of the location and plans for the proposed action rests primarily upon the effect it has on navigation.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on navigational access and safety issues, including the need for clearance gauges and the extent of nighttime navigation through the bridge. Boat owners in the proposed project vicinity are requested to provide information about their vessels including type of vessel, length overall, draft, beam, and height from the waterline to the highest fixed point and to appurtenant structures (e.g. tuna towers, flying bridges, fixed antennas and radar units) and whether these appurtenant structures can be disassembled, dismantled or lowered. Also provide where the vessel is primarily moored and the frequency of passage under the proposed replacement bridge (i.e. number of times per month).

Interested parties are requested to express their views, in writing, on the proposed bridge replacement project, giving sufficient detail to establish a clear understanding of their reasons for support of or opposition to the proposed work. Comments

concerning navigation will be addressed by the USCG. Comments concerning environmental documentation will be forwarded to the NEPA LFA, Caltrans, for adjudication.

Comments will be received for the record via U.S. Mail at Commander (dpw), Eleventh Coast Guard District, Coast Guard Island, Bldg 50-2, Alameda, CA 94501-5100; via email at Carl.T.Hausner@uscg.mil; or via facsimile at (510) 437-5836, through September 23, 2020.

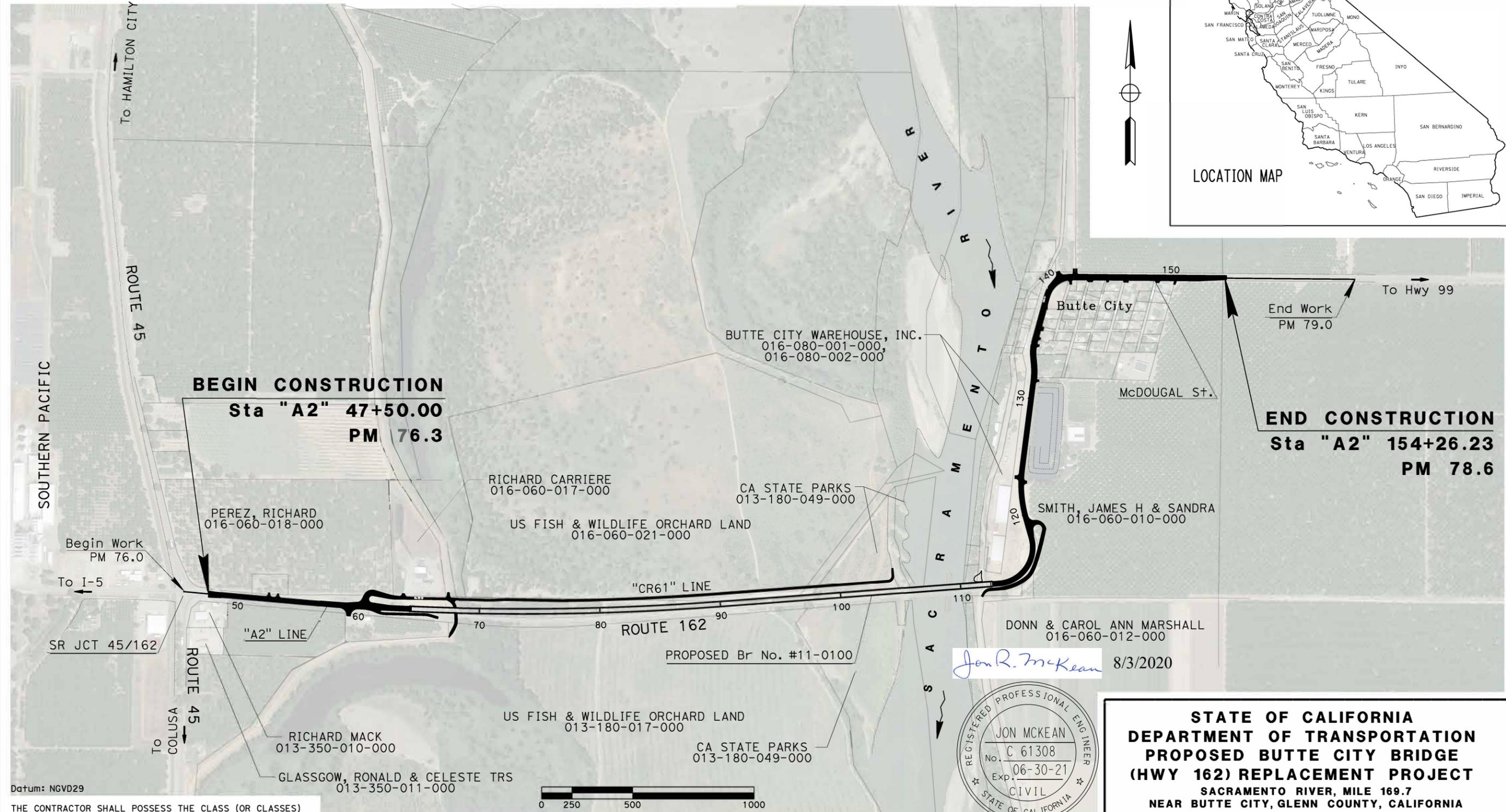
Map of location and plans attached.

//s//
CARL T. HAUSNER
Chief, Bridge Section
Eleventh Coast Guard District
By direction of the District Commander

Attention Postmaster: Please Post.

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.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET NO.	TOTAL SHEETS
03	Glenn	162	76.3/78.6		



BEGIN CONSTRUCTION
 Sta "A2" 47+50.00
 PM 76.3

END CONSTRUCTION
 Sta "A2" 154+26.23
 PM 78.6

Begin Work
 PM 76.0

End Work
 PM 79.0

PROJECT MANAGER
 JOHNNY TAN

DESIGN ENGINEER
 JON MCKEAN

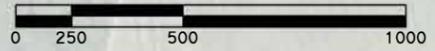
Jon R. McKean 8/3/2020



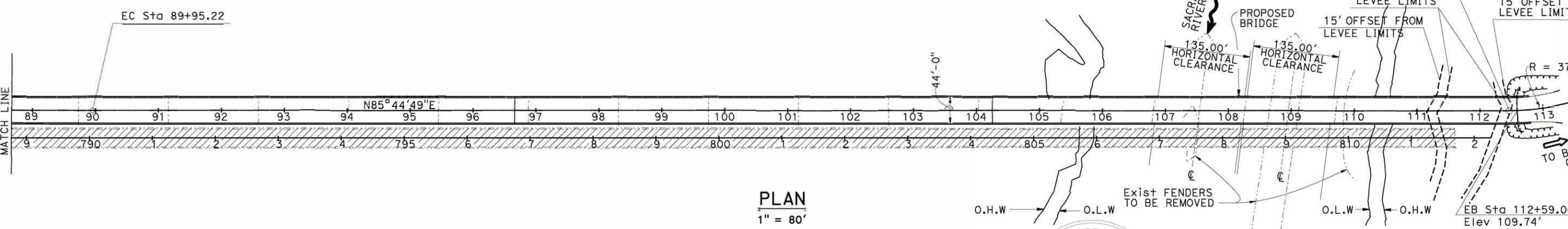
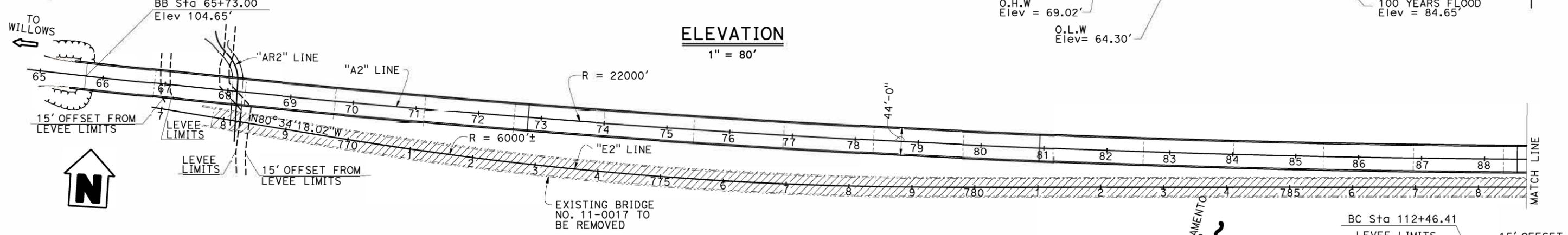
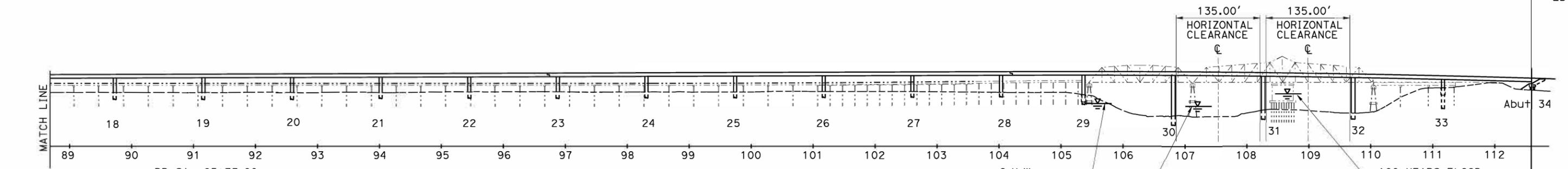
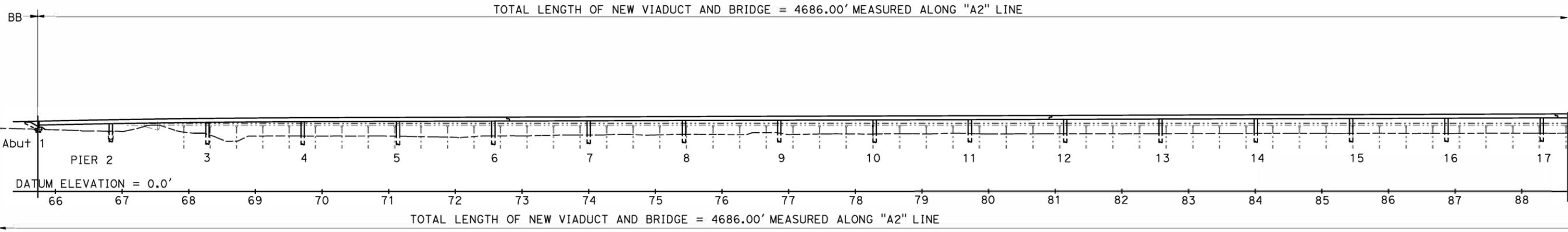
STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
PROPOSED BUTTE CITY BRIDGE
(HWY 162) REPLACEMENT PROJECT
 SACRAMENTO RIVER, MILE 169.7
 NEAR BUTTE CITY, GLENN COUNTY, CALIFORNIA

Datum: NGVD29

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."



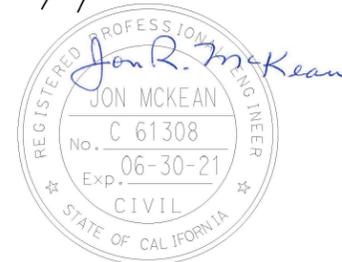
SCALE IN FEET



DATUM: NGVD 29

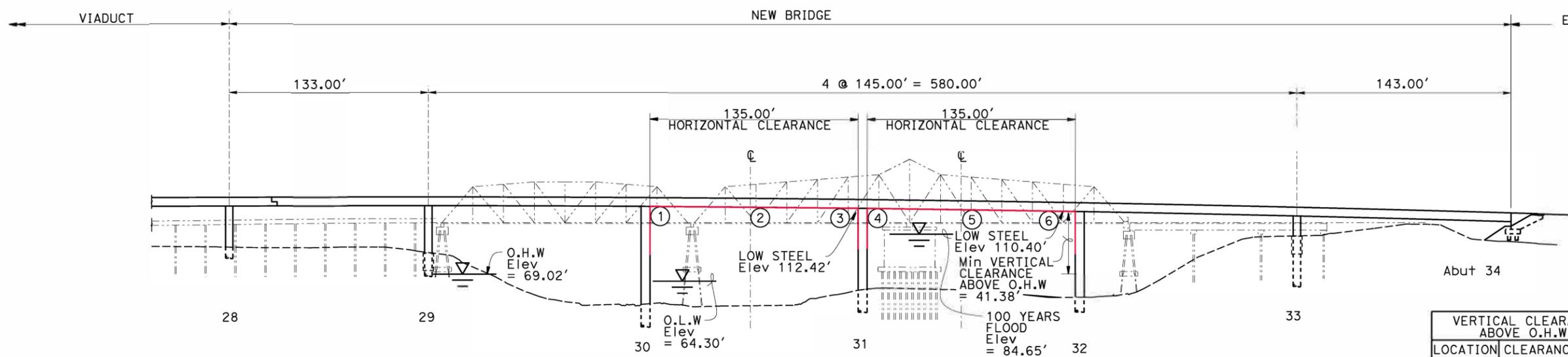


8/3/2020



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BRIDGE REPLACEMENT PROJECT
SACRAMENTO RIVER, MILE 169.7
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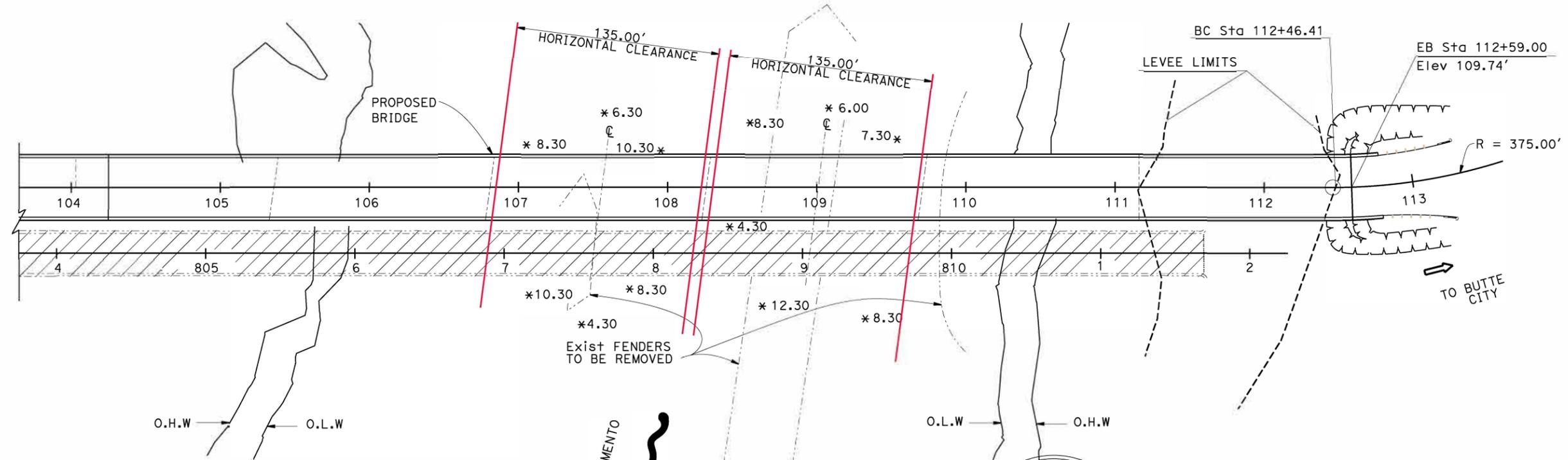
NOTE: Conceptual plans utilized to obtain Coast Guard bridge permit



ELEVATION
1" = 40'

(X) See Table Vertical Clearance
Note: 0.0 cu Yd fill below O.H.W.

VERTICAL CLEARANCE ABOVE O.H.W.	
LOCATION	CLEARANCE (ft)
(1)	44.61
(2)	44.09
(3)	43.40
(4)	43.28
(5)	42.37
(6)	41.38



DATUM: NGVD 29



SCALE IN FEET



PLAN
1" = 40'

8/3/2020

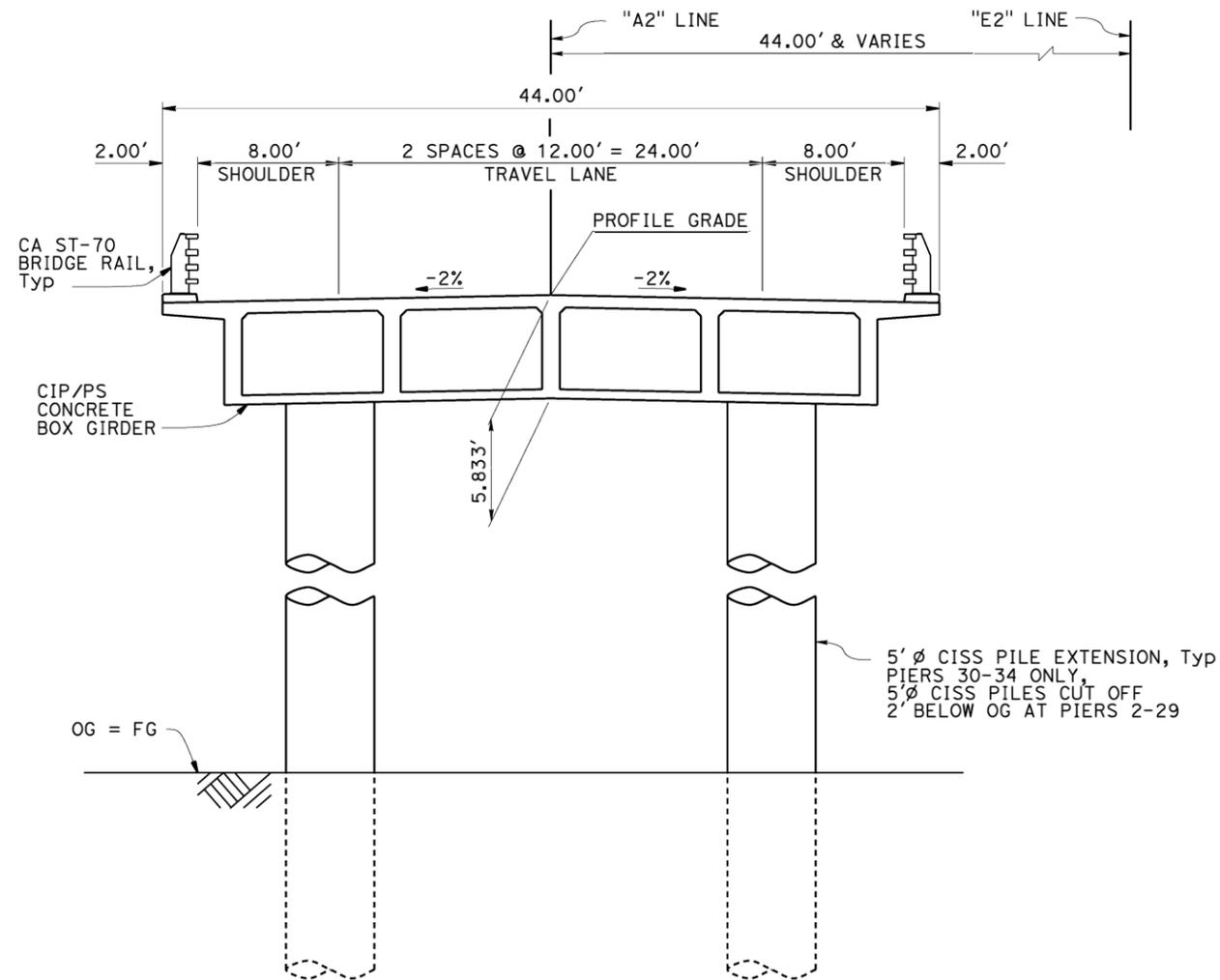
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* Water depth measured at O.L.W

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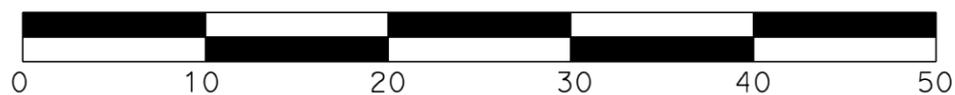


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BRIDGE TYPICAL SECTION
1" = 5'

DATUM: NGVD 29

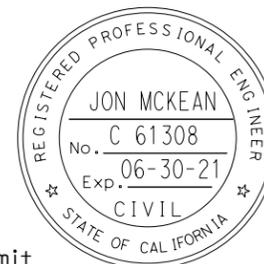


SCALE IN FEET

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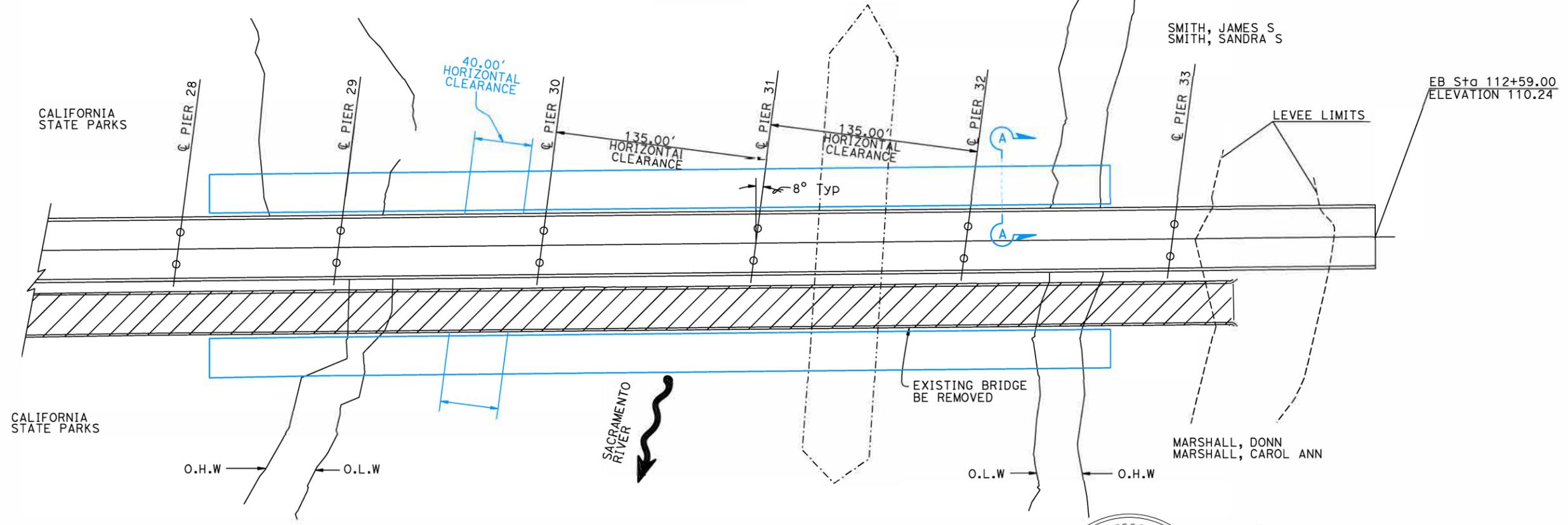
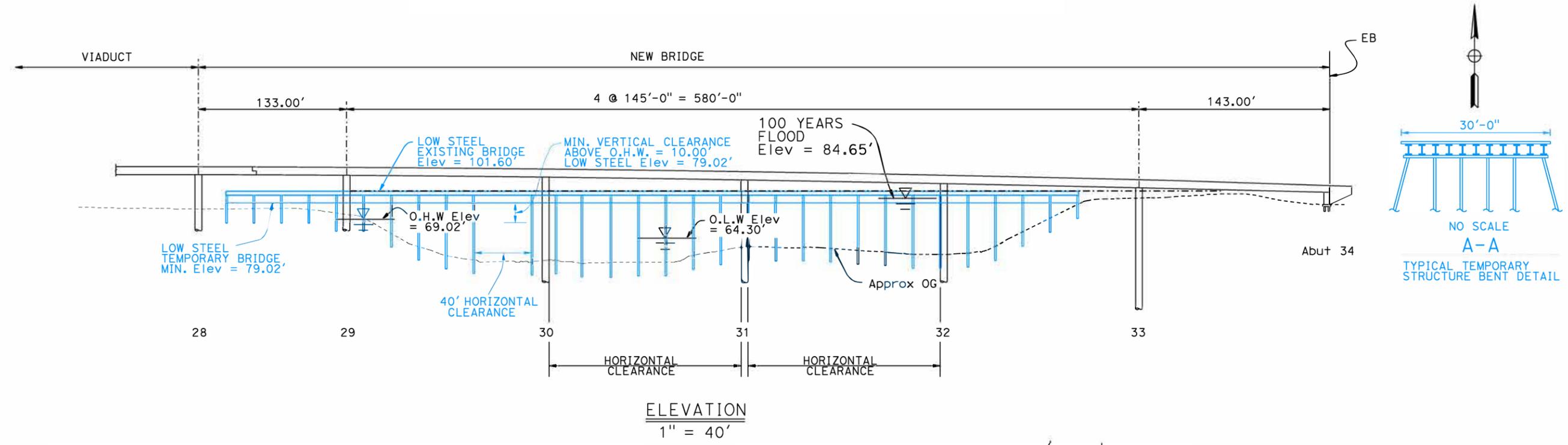
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Temporary Trestle for use during Construction



PLAN
1" = 40'

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