

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Thirteenth District

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16591
08 July, 2015

PUBLIC NOTICE (03-15)

This public notice contains corrections to the previously released Public Notice (02-15). Corrections/additions are italicized and bold.

All interested parties are notified that the Commander, Thirteenth Coast Guard District has received an application from Burlington Northern Santa Fe Railroad (BNSF), requesting approval of location and plans for the modification of a bridge over a navigable waterway of the United States. The public is highly encouraged to review this notice with attached plans carefully and provide comment on the proposed project.

WATERWAY AND LOCATION: Coweeman River mile 0.02, at Kelso, Washington, approximate: Latitude 46.10759° N, Longitude 122.8895° W. Coweeman River is a navigable waterway of the United States as defined in the Code of Federal Regulations (CFR).

CHARACTER OF WORK: BNSF proposes to construct a new single-track bridge over the Coweeman River at railroad milepost (MP) 100.1, immediately upstream of the existing railroad bridge over the river (*the existing bridge will remain in place and operational*). The proposed bridge will be approximately 246 feet long and composed of three spans supported on two cast-in-place concrete piers on either river bank. The two outer spans, running from abutment to pier, will consist of pre-stressed concrete double-cell box beams. The middle span, running from pier to pier, will consist of 164-foot-long steel through plate girder.

MINIMUM NAVIGATIONAL CLEARANCES:

Proposed Clearance

Vertical Clearance
18' 5" ft. above *mean* high water

Horizontal Clearance
134' 2" ft. *normal to flow*

ENVIRONMENT CONSIDERATIONS:

The Federal Railroad Administration (FRA) as lead Federal agency, has prepared an Environmental Assessment (EA) to analyze the potential effects of Kelso Martin's Bluff Improvement Projects – Tasks 5 and 6, which includes the new BNSF Bridge over the Coweeman River. *It is anticipated that the Coast Guard environmental document will*

be a Finding of No Significant Impact (FONSI). FRA issued a FONSI for the project. The EA and FONSI are available for review at: (<http://www.fra.dot.gov/Page/P0791>).

Washington State Department of Transportation (representing FRA) initiated consultation with the Washington State Department of Archaeology & Historic Preservation (DAHP), the Cowlitz Indian Tribe, Confederated Tribes of Grand Ronde Community, Confederated Tribes of the Umatilla, Confederated Tribes of Warm Springs, Nez Perce Tribe, and the Yakama Nation pursuant to 36 Code of Federal Regulations (CFR) 800, implementing Section 106 of the National Historic Preservation Act. DAHP concurred with FRA's determination that not historic properties would be affected by the project.

Tribal concerns are related to Endangered Species Act listed fish species and habitats. These concerns will be addressed as part to the fish related mitigation for the project. Species protected by the Endangered Species Act expected to be present in the area include Coho Salmon, Bull Trout, Chinook Salmon, Steelhead, Chum Salmon, Pacific Eulachon, North American Green Sturgeon, White-tailed Deer, Marbled Murrelet, and Streaked Horned Lark. Formal consultation and Biological Opinions with conservation measures have been completed by U.S. Fish and Wildlife Service (USFWS) and National Marine Fisheries Service (NMFS).

The Washington State Department of Ecology (Ecology) received a request for certification for this project. Ecology will review the work pursuant to Section 401 of the Clean Water Act (CWA), with applicable provisions of State water pollution control laws and the Coastal Zone Management Act. Ecology will issue a Water Quality Certification pursuant to Section 401, Public Law 92-500, 33 USC Section 1341, as amended.

The bridge project also will include the placement of fill into the Coweeman River requiring review of the work by U.S. Army Corps of Engineers (Corps) in accordance with Section 404 of the CWA and Section 10 of the Rivers and Harbors Act. The Corps is expected to issue a Section 404/Section 10 permit for the project.

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed vertical and horizontal navigational clearances and other navigational safety issues, including but not limited to impacts due to construction activities.

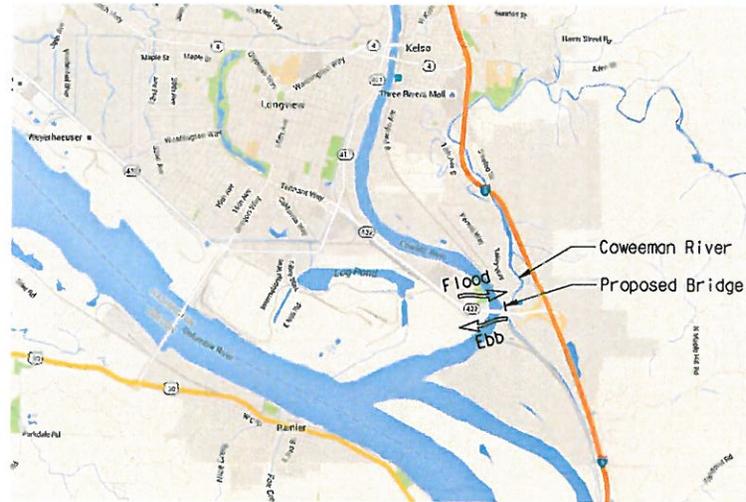
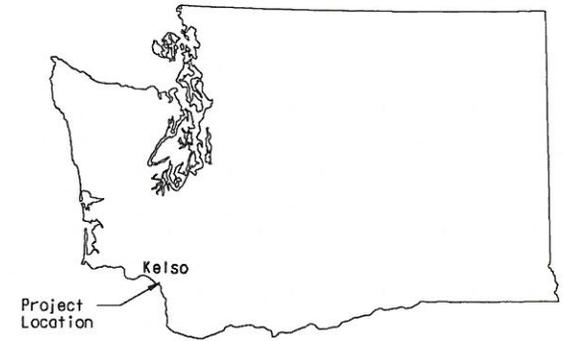
Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impact on navigation and the environment, if any, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work. Comments will be received for the record at the office

of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at D13-PF-D13BRIDGES@uscg.mil. The comment period ends close of business on 21 July 2015. Map of location and plans attached.

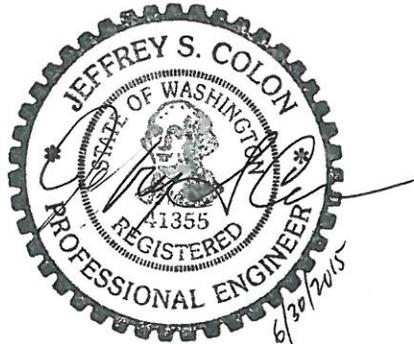
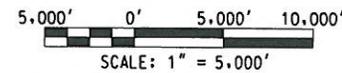
//s//

STEVEN M. FISCHER
Chief, Bridge Program
Thirteenth Coast Guard District
By direction of the District Commander

"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."



LOCATION MAP



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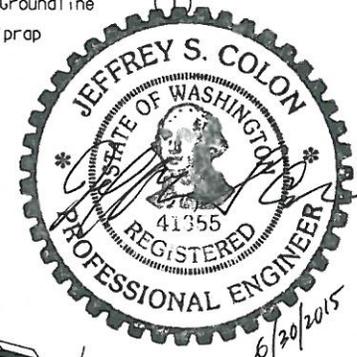
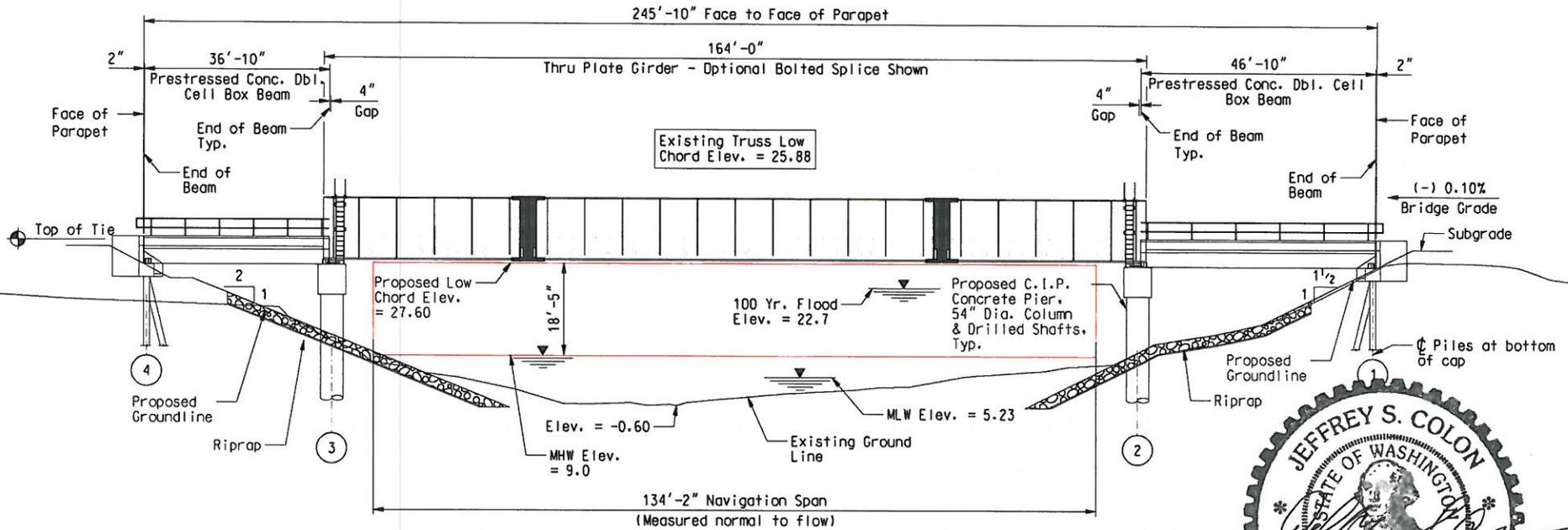


BNSF RAILWAY

BNSF BRIDGE EAST OVER COWEEMAN RIVER
MILE 0.02 KELSO, COWLITZ COUNTY, WA
BRIDGE 100.IB
VICINITY MAP

← To Vancouver, WA
(RY South)

To Seattle, WA
→ (RY North)



6/30/2015
* SEALED
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ONLY (NOT
STRUCTURAL
DESIGN). g.c

Notes:

Vertical Datum is NAVD88

MHW and MLW elevations are based on DNR Aquatic Lands Easement Exhibit for BNSF Railway, DNR Aquatic Lands Easement No. 51-091041, prepared by True North Land Surveying, Inc. on July 7, 2014.

2014 AREMA Design Specifications

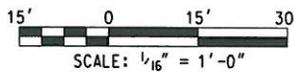
Excavate 2'-9" of soil from bank and replace with 9" of bedding material and 2'-0" of Riprap. Approximate Excavation Volume below mean high water = 280 C.Y. (Southern Bank) & 411 C.Y. (Northern Bank).

Approximate Riprap Bedding Volume below mean high water = 58 C.Y. (Southern Bank) & 46 C.Y. (Northern Bank).

Approximate Riprap Volume below mean high water = 154 C.Y. (Southern Bank) & 123 C.Y. (Northern Bank).

Approximate Fill Volume below mean high water = 28 C.Y.

Looking Downstream



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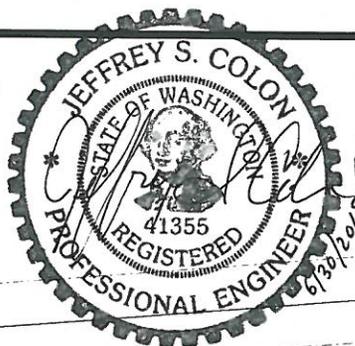
BNSF RAILWAY

BNSF BRIDGE EAST OVER COWEEMAN RIVER
MILE 0.02 KELSO, COWLITZ COUNTY, WA
BRIDGE 100.1B
GENERAL ELEVATION

6/30/2015

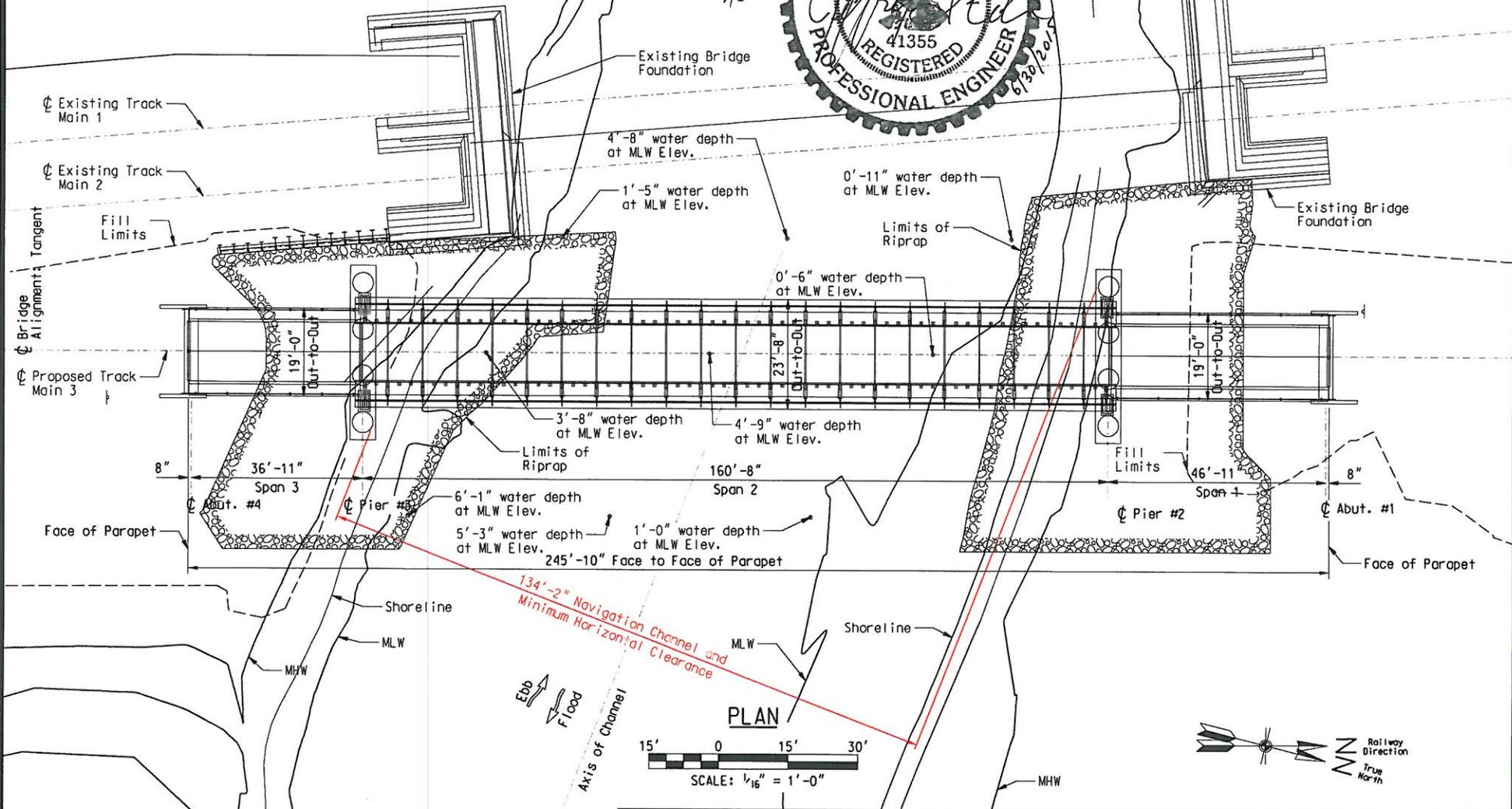
2 OF 4

* SEALED FOR CIVIL ONLY (NOT STRUCTURAL DESIGN) 1/C



To Vancouver, WA
(RY South)

To Seattle, WA
(RY North)



Note:
Horizontal Datum NAD83/91 and Vertical Datum NAVD88
BNSF Railway is the property owner on all four corners of the proposed bridge

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BNSF RAILWAY

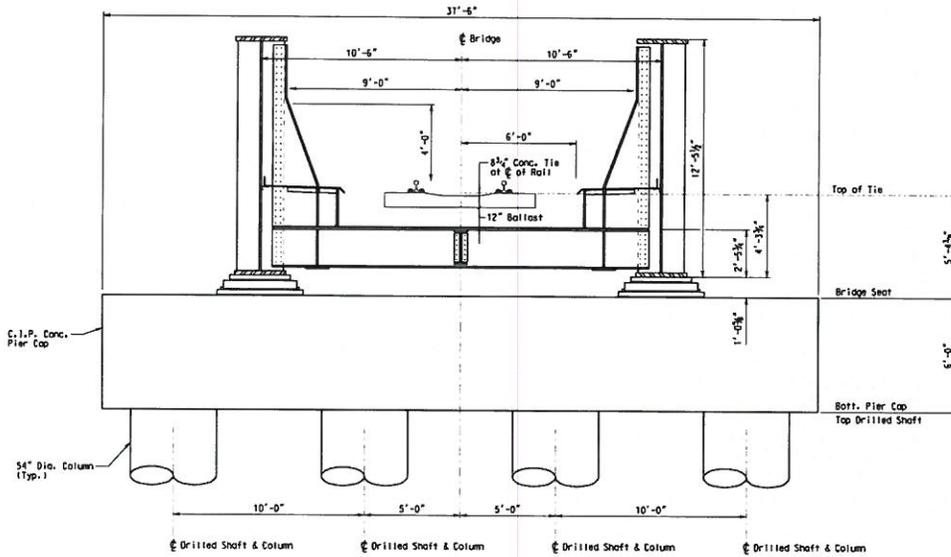
BNSF BRIDGE EAST OVER COWEEMAN RIVER
MILE 0.02 KELSO, COWLITZ COUNTY, WA
BRIDGE 100.IB
GENERAL PLAN

6/30/2015

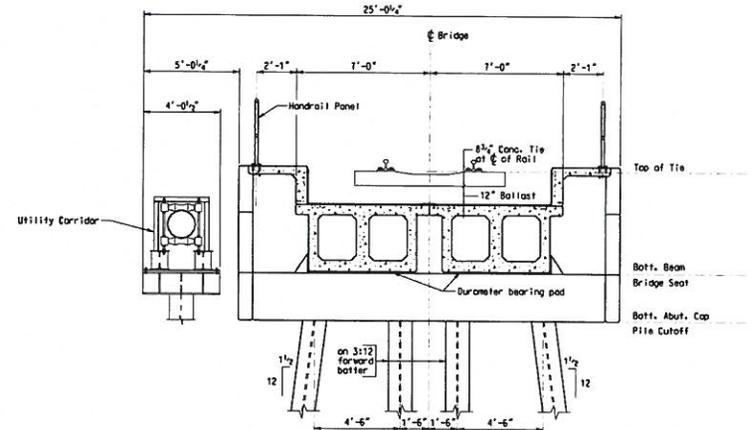
3 OF 4

← East

West →



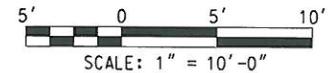
TYPICAL CROSS SECTION - SPAN 2



TYPICAL SECTION - SPANS 1 & 3



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JC



BRIDGE TYPICAL SECTIONS

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BNSF RAILWAY

BNSF BRIDGE EAST OVER COWEEMAN RIVER
MILE 0.02 KELSO, COWLITZ COUNTY, WA
BRIDGE 100.IB
BRIDGE TYPICAL SECTION

6/30/2015