U.S. Department of Homeland Security
United States Coast Guard

Commander
Thirteenth Coast Guard District

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Seattle, WA 98174-1067
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May 20, 2020

PUBLIC NOTICE (03-20)

BRIDGE PERMIT APPLICATION TO CONSTRUCT A REPLACEMENT BRIDGE OVER THE SNAKE RIVER, MILE 386, NEAR NYSSA, MALHEUR COUNTY, OREGON

All interested parties are notified that the Commander, Thirteenth Coast Guard District, has received an application from the Alscott Farms, LLC Company requesting approval of the location and plans for the replacement of a roadway bridge over a navigable waterway of the United State. The public is highly encouraged to review this notice with attached plans carefully, and provide comments on the proposed project. (note: A second public notice (04-20) is being issued concurrently with this notice for a second bridge named the Gamble Island Side Channel Bridge, adjacent to and in conjunction with this proposed project).

WATERWAY AND LOCATION: The project location is at river mile 386 across the west channel of the Snake River, between Oregon and Gamble Island, Idaho at Latitude: N 43°54’26.4”, Longitude: 116° 58’ 40.2” W. The Snake River at this location is a navigable waterway of the United States as defined in the Code of Federal Regulations (CFR).

CHARACTER OF WORK: The applicant proposes to replace the existing fixed Gamble Island Main Channel Bridge with a new fixed bridge. After the new bridge is constructed, the existing bridge will be removed. The existing bridge has reached its structural life expectancy and is in a deteriorated condition and is not safe for the types and numbers of vehicles that use the bridge. The new bridge will improve vehicle movement and safety. The bridge is privately owned and provides access to the privately owned Gamble Island. The public does not use the bridge.

The Gamble Island Main Channel Bridge is a 15-foot wide, nine-span steel structure that carries Gamble Road over the western channel of the Snake River. Each span is approximately 42 feet long for a total length of 378 feet. Each of the eight bents that support the superstructure consist of three steel 10 x 57 H-piles with horizontal and diagonal cross bracing. The superstructure consists of repurposed railroad flat beds with a timber deck and steel running boards.

The proposed new Gamble Island Main Channel Bridge will be a 16-foot wide, eight-span steel structure with two concrete abutments that will carry Gamble Road over the western channel of the Snake River. Each span will be approximately 50 feet long for a total length of 400 feet. Each of the seven piers that support the superstructure will consist of five steel 14 x 117 H-piles with horizontal and diagonal cross bracing. Prefabricated steel superstructure spans consisting of a girder and floor beam system with steel deck will be placed on the pier caps. A two-inch wearing surface will be laid atop the steel deck.

After the new bridge construction is complete, the existing bridge will be removed in its entirety. Either a temporary work barge or temporary work platforms extending from each riverbank will be used to aid construction of the new permanent bridge and removal of the existing bridge. The temporary navigation

envelopes for either option will be submitted to and approved by the Coast Guard prior to construction. The East Channel of the Snake River on the easterly side of Gamble Island is not affected by this project and will remain open to navigation.

MINIMUM NAVIGATIONAL CLEARANCES

Existing:	**Proposed:**
Horizontal: 38.7 feet between piers 3 and 4.	48.8 feet between piers 3 and 4.
Vertical: 10.3 feet above Ordinary High Water (OHW, elevation 2,165.41 feet (NAVD88)	10.3 feet above OHW (NAVD88)

ENVIRONMENTAL CONSIDERATIONS: The U.S. Coast Guard (USCG) is Lead Federal Agency (LFA) for satisfying the requirements of the National Environmental Protection Act (NEPA). A NEPA Environmental Assessment (EA) has been prepared for this project to analyze the potential effects of the Gamble Island Bridge replacement project.

In addition to the EA, the consultant for the bridge permit prepared a biological assessment (BA) to assess potential impacts to the physa snail, the only species protected by the Endangered Species Act (ESA) that is expected to be present in the project area. The main potential impacts come from disturbance of the channel bottom from removal of old piles and installation of new piles. The BA includes Best Management Practices (BMP's) to reduce potential impacts. The U.S. Coast Guard entered informal ESA consultation with the U.S. Fish and Wildlife Service (USFWS). USFWS found the project may affect, but is not likely to adversely affect the snail. Permanent impacts to wetlands (0.08 acre) will be mitigated in Idaho by purchase of wetland credits at a certified wetland mitigation bank, and in Oregon through payment to a State authorized mitigation fund. The EA and BA are available for review at: https://www.pacificarea.uscg.mil/Our-Organization/District-13/District-Staff/-dpw/-bridges/

For the purposes of assessing impacts to historic resources pursuant to the National Historic Preservation Act (NHPA), the applicant's consultant prepared an archaeological and historic survey report that found the existing bridge is eligible for listing on the national register of historic places. Therefore, removal of the existing bridge will result in "adverse effects" to historic resources. In response to this, a Memorandum of Agreement (MOA) has been executed between the consulted parties to mitigate adverse effects.

The State of Idaho Department of Environmental Quality (IDEQ) reviewed the project pursuant to Section 401 of the Clean Water Act (CWA) with applicable provisions of State water pollution control laws. IDEQ has issued a Water Quality Certification pursuant to Section 401, Public Law 92-500, 33 USC Section 1341, as amended.

The Department of the Army issued a Nation Wide Permit (NWP) 14, pursuant to the CWA Section 404, authorizing a small quantity of fill planned to be used under the new bridge approaches.

The 100-year flood elevation is 2171.50 feet. The proposed low steel elevation of the new bridge is 2175.71 feet. The project has been issued floodplain permits from Malheur County, Oregon and Payette County, Idaho.

SOLICITATION OF COMMENTS:

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.

Mariners are requested to comment on the placement of bridge piers, clearances and other navigational safety issues, including the need for clearance gauges and extent of nighttime navigation passing through the bridge to determine the need for bridge lighting.

Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible environmental impacts to include those impacts on minority and/or low income populations, if any, giving sufficient detail to establish a clear understanding of the 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 Avenue, Rm 3510, Seattle, WA 98174-1067, or via email at D13-SMB-D13-BRIDGES@uscg.mil. Comments should be mailed to arrive on or before June 19, 2020. Comments received by the due date will be made part of the case record.

It is requested that this information be brought to the attention of any person having an interest in this who may not have received a copy of this public notice.

Map of location and plans attached.

All federal, state and local agencies and public representatives are requested to submit an e-mail address(es) to the project manager to obtain this public notice and announcements of future public notices from this office.

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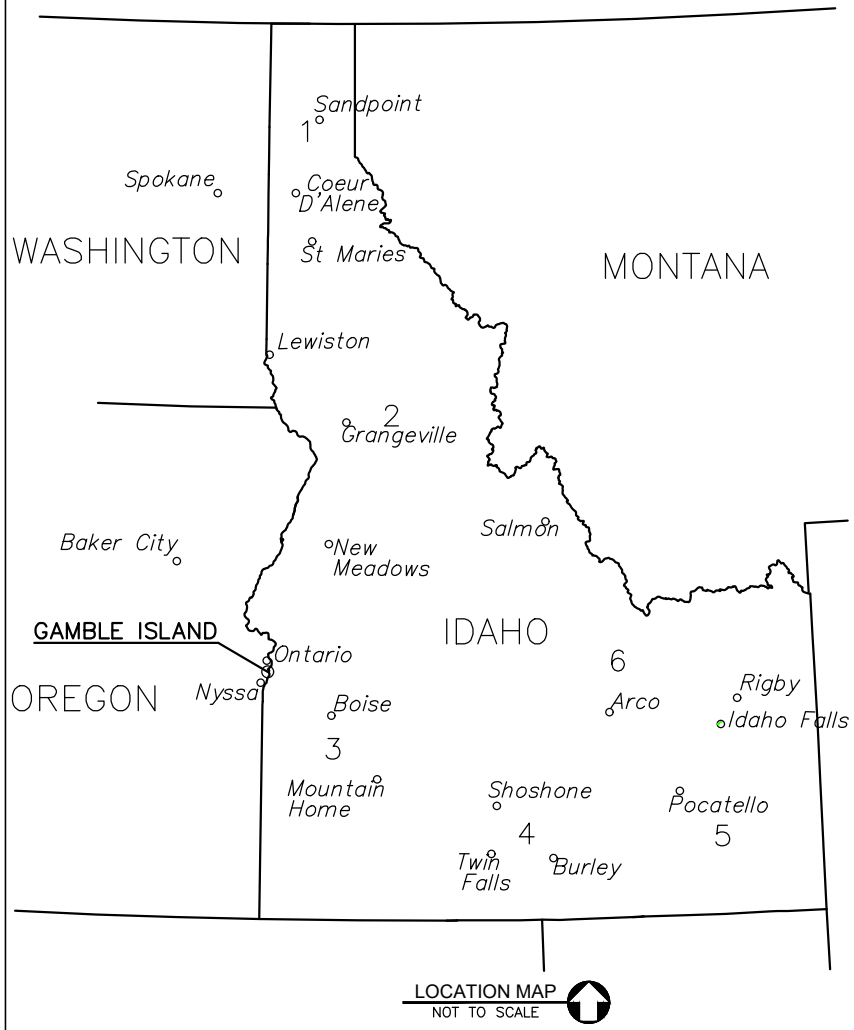
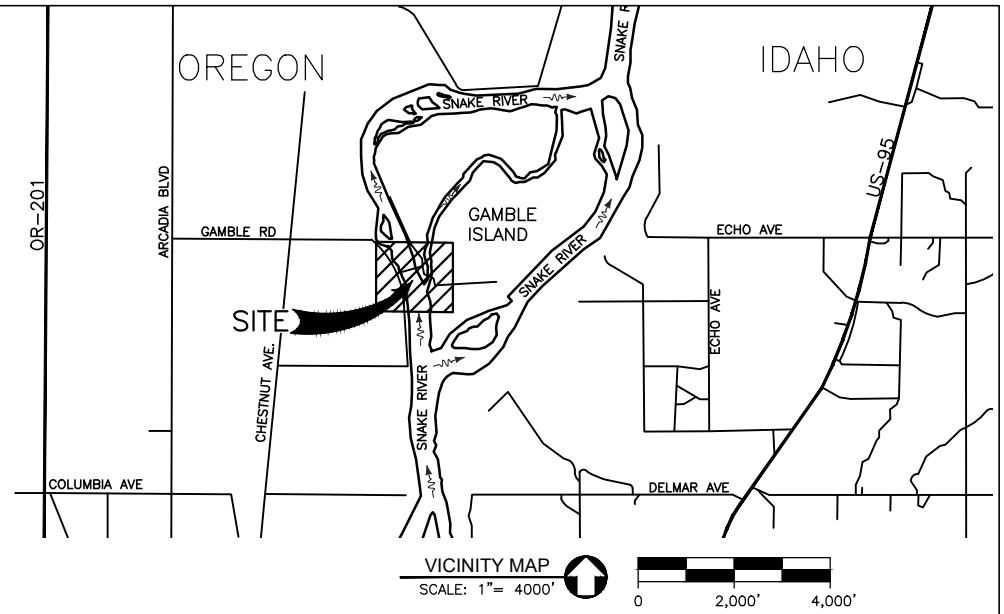
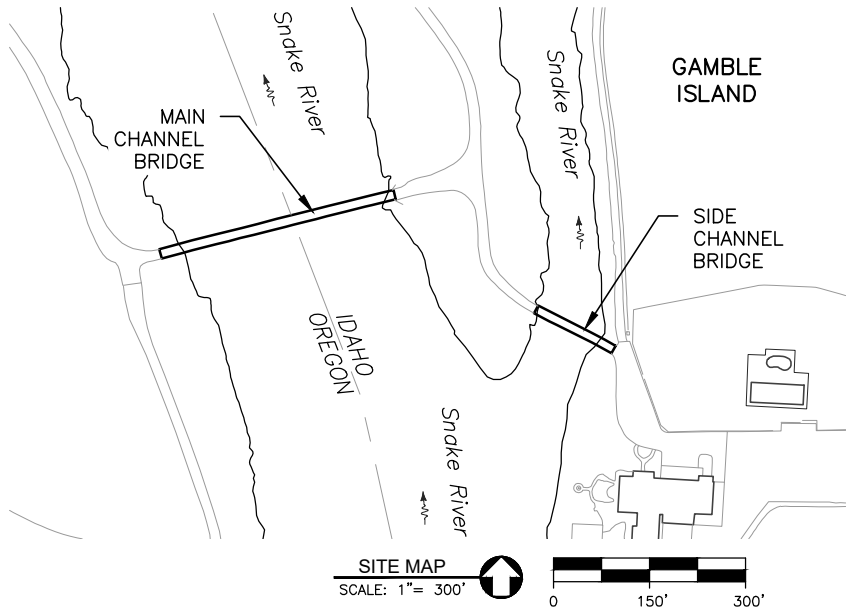
STEVEN M. FISCHER
Chief, Bridge Program
Thirteenth Coast Guard District
By direction of the District Commander

"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."







COLLINS ENGINEERS INC

OWNER: ALSCOTT FARMS LLC. CONSULTANT: COLLINS ENGINEERS INC.	Name: GAMBLE ISLAND BRIDGE REPLACEMENT NEAR/AT: GAMBLE ROAD OVER THE SNAKE RIVER MILE 386, WITHIN MALHEUR COUNTY NEAR NYSSA, OREGON AND WITHIN PAYETTE COUNTY IDAHO. DATE: 04/28/2020 PAGE: 1 OF 4

ORDINARY LOW WATER (OLW)
ELEV.=2163.31

ORDINARY HIGH WATER (OHW)
ELEV.=2165.41

IDAHO
OREGON

STATE LINE

2.21'

19S47E02500
ALSCOTT FARMS,
LLC.

℄ CHANNEL

07N05W310001
ALSCOTT FARMS,
LLC.

STEEL WAVE BREAKER
(TYP. ON ALL PIERS)

48.83'
PROPOSED
NAVIGATIONAL
CHANNEL

30' ACCESS
EASEMENT

PROPOSED 16'
WIDE BRIDGE

400.0'

WEST
ABUTMENT

3.31'

4.91'

50.0'
(TYP)

EAST
ABUTMENT

℄ PROPOSED
BRIDGE

PIER1 PIER2 PIER3 PIER4 PIER5 PIER6 PIER7

℄ EXISTING
BRIDGE

377.2' (EXISTING 15' WIDE BRIDGE)

3.91'

1.25' D50
RIPRAP
350 CY

39.7'
EXISTING
NAVIGATIONAL
CHANNEL

4.21'

1.25' D50
RIPRAP
428 CY

CAST IN PLACE
CONCRETE
ABUTMENT AND
WINGWALLS (TYP)

ABUTMENT AND
WING WALLS TO
BE REMOVED

19S47E02500
ALSCOTT FARMS,
LLC.

EXISTING PILES
TO BE CUT 1.0'
BELOW MUDLINE

ABUTMENT AND
WING WALLS TO
BE REMOVED

07N05W310001
ALSCOTT FARMS,
LLC.

10' 30' 50'
0 20' 40'

ORDINARY LOW WATER (OLW)
ELEV.=2163.31

ORDINARY HIGH WATER (OHW)
ELEV.=2165.41

SNAKE RIVER
FLOW

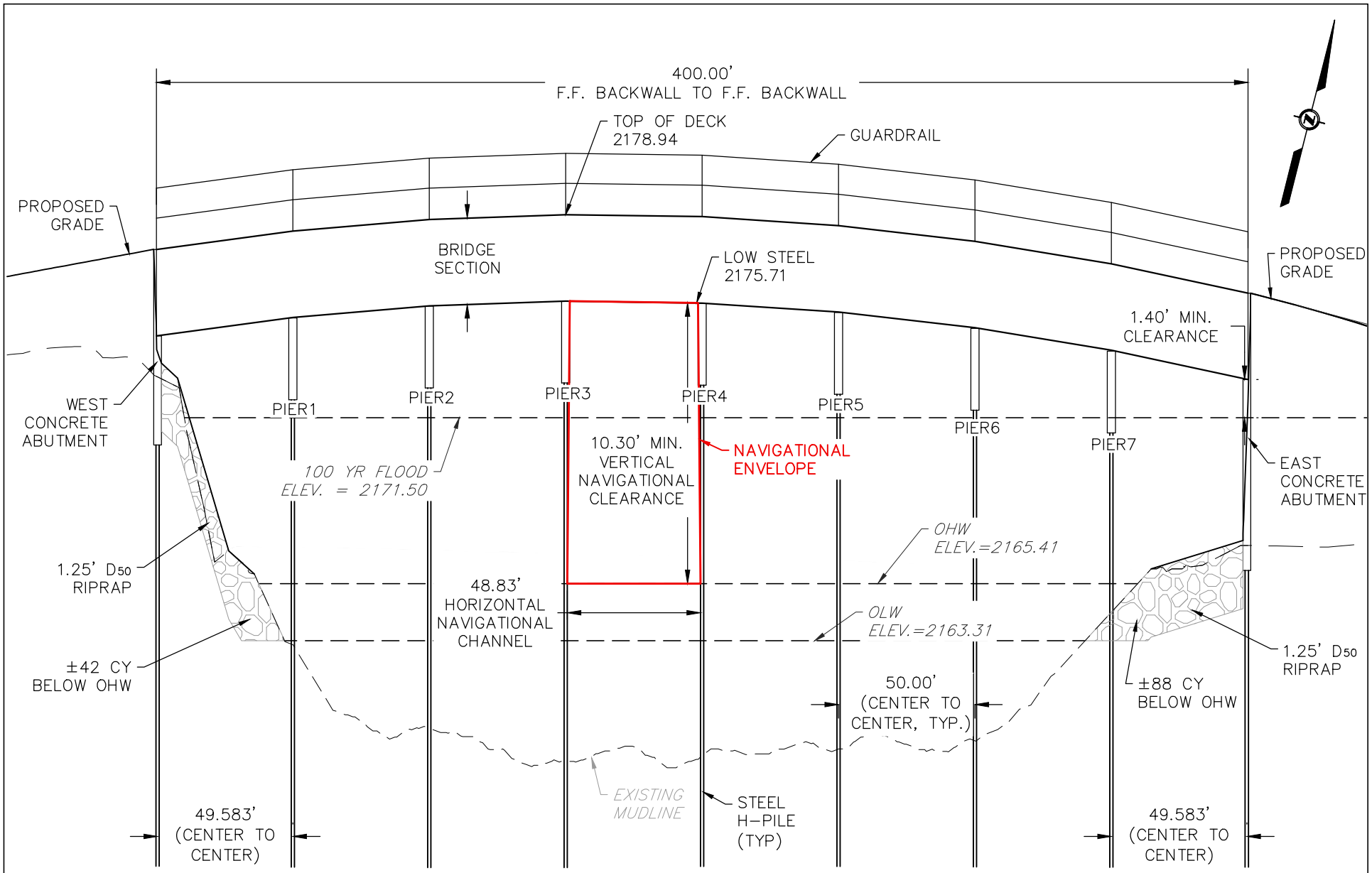
PLAN

DENOTES WATER DEPTH BELOW
ORDINARY LOW WATER

COLLINS
ENGINEERS INC

NOTES:
1. PROPOSED BRIDGE TO REPLACE EXISTING BRIDGE.
2. ALL ABOVE GROUND PORTIONS OF EXISTING BRIDGE TO BE REMOVED.
3. SURVEY DATUM: NAVD 88.

OWNER: ALSCOTT FARMS LLC. CONSULTANT: COLLINS ENGINEERS INC.	Name: MAIN CHANNEL BRIDGE NEAR/AT: GAMBLE ROAD OVER THE SNAKE RIVER MILE 386, WITHIN MALHEUR COUNTY NEAR NYSSA, OREGON AND WITHIN PAYETTE COUNTY IDAHO. DATE: 04/28/2020 PAGE: 2 OF 4



ELEVATION

SCALES:
HORZ: 1"=50'
VERT: 1"=5'

10' 30' 50'
0 20' 40'

COLLINS ENGINEERS INC

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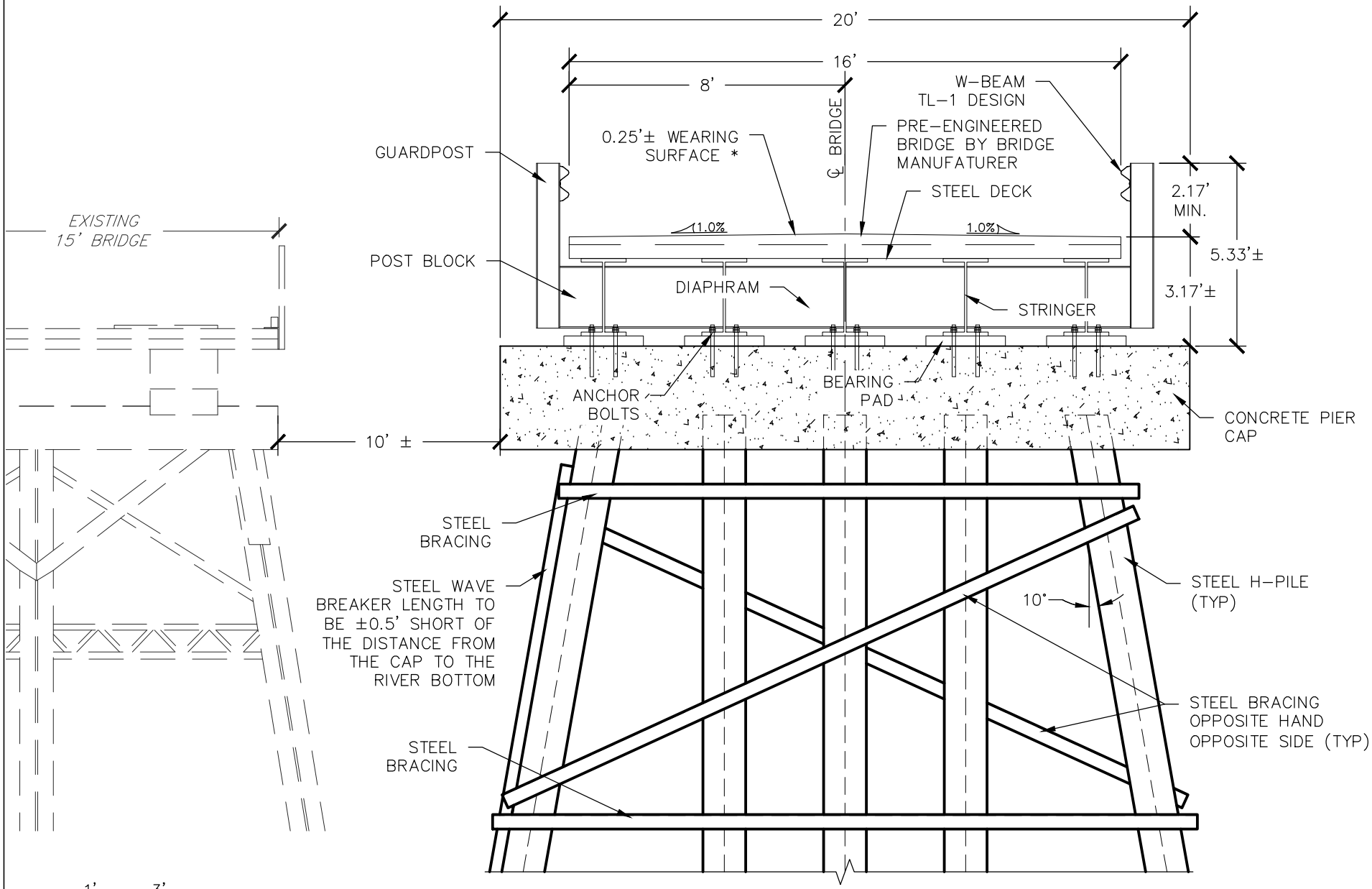
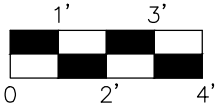
	DATE: 04/28/2020
	PAGE: 3 OF 4



TYPICAL PIER SECTION



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