



September 29, 2020

## **PUBLIC NOTICE (08-20)**

**Subject: BRIDGE FENDER REPLACEMENT OF THE BNSF BRIDGE 37.0 ACROSS THE SNOHOMISH RIVER, MILE 3.5, AT EVERETT, WA.**

All interested parties are notified that the Commander, Thirteenth Coast Guard District, has received an application from the Burlington Santa Fe Railway Company (BNSF) for a bridge permit for approval of the location and plans for the replacement of the north fender protection over a navigable waterway of the United States.

**WATERWAY AND LOCATION:** Snohomish River mile 3.5, at Everett, Snohomish County, WA, at 48°1' 3.3636"N, 122°11' 19.842"W.

**CHARACTER OF WORK:** Bridge 37.0 is a swing bridge that crosses the upper reach of the Snohomish River immediately west (down river) of SR-529 Highway. BNSF proposes to replace degraded north fender piles and timbers that no longer provide adequate protection to the adjacent Pier 4 from vessel allisions. The proposed project would replace the existing 360-foot-long north fender that is composed of 200 creosote treated piles and timbers. To restore adjacent tidal wetlands, the project would remove an additional 200 derelict piles located immediately to the north of the north fender. The existing north fender would be replaced with a 360-foot-long steel and composite fender system within the same footprint as the existing fender. The replacement fender will consist of 42, 24-inch-diameter steel pipe piles with a composite panel system. The location and plans are attached to this notice.

Construction is scheduled to occur over a 14-16 week period. The U.S. Army Corps of Engineers in-water work window for this project area is July 16, 2021 through February 15, 2022. No work is proposed on the swing span or approaches, and the vertical and horizontal clearances will not be impacted. Navigation lighting and clearance gauges are installed on the subject bridge. No deviation to the operating schedule is planned, but if the operating schedule needs to be temporarily changed during construction, the USCG will publish the request in the Local Notice to Mariners. Two barges and a tug would be on site anchored parallel to the channel. Extraction of existing wooden piles and installation of new steel piles would occur concurrently, but neither would be a continuous activity. Due to the deteriorated condition of some of the existing wood piles, removal by vibratory extraction may not be feasible. Piles that cannot be extracted with a vibratory extractor would be cut off two feet below the mud line.

Prior to extraction of the existing wood piles a debris boom will be placed around the work area. Existing wood piles will be placed on a material barge. A debris barge will be outfitted with hay bales and fabric around its perimeter, into which the treated material will be placed. At the end of construction, the debris will be transported by barge to a loading facility. Due to the quantity of material to be removed, there may be more than one debris barge trip.

The project does not remove the existing bridge. All piles and planks associated with the existing north fender will be removed. The piles are in pairs tied together at the top by a steel cable or bolted together with wood planks. The outside edge (south side) closest to vessel traffic consists of 2-inch x 6-inch wooden planks along the upper 10 feet of fender exposed during tidal swings. A total of approximately 400 creosote-treated wood piles will be removed, approximately 200 of which are associated with the existing north fender. The additional 200 piles are derelict piles north of the fender that are accessible within BNSF right-of-way. The project will result in an overall net reduction of approximately 360 piles in the bridge vicinity.

**MINIMUM NAVIGATIONAL CLEARANCES:**

	<u>Existing</u>	<u>Proposed</u>
Horizontal (normal to axis of channel)	100.0 feet	100.0 feet
Vertical (above High Tide)	9.0 feet (closed)	9.0 feet (closed)
	Unlimited (open)	Unlimited (open)

**ENVIRONMENTAL CONSIDERATION:** The U.S. Army Corps of Engineers (USACE), as National Environmental Policy Act (NEPA) lead Federal agency, determined the bridge project qualifies as a Categorical Exclusion (CE) under the National Environmental Policy Act. The USACE concluded on July 9, 2020, by issuing a Nation Wide Permit (NWP) 3 that the project did not pose any significant environmental impacts. Wetlands will not be impacted since the USACE does not consider piles as maintenance or fill. The State of Washington Ecology waived a Water Quality Certification Section 401, and determined the project will have no impact to the Coastal Zone. The Corps' archeologist performed a search of the Washington Information System for Architectural and Archaeological Records Data online database showed no previously recorded historic properties in the permit area. No Section 106 concerns were identified as a result of our tribal notification process. The permit involves activities limited to a waterway with low probability for intact cultural deposits. The 100-year flood level elevation for the bridge is 2142.43 feet normal lake level (NAVD 88). All other environmental concerns are addressed in the USACE's NWP 3. The USCG reviewed the USACE's environmental documentation and has made the tentative decision that Coast Guard categorical exclusion L45 (modification or replacement of an existing bridge on essentially the same alignment or location) applies for this proposed project.

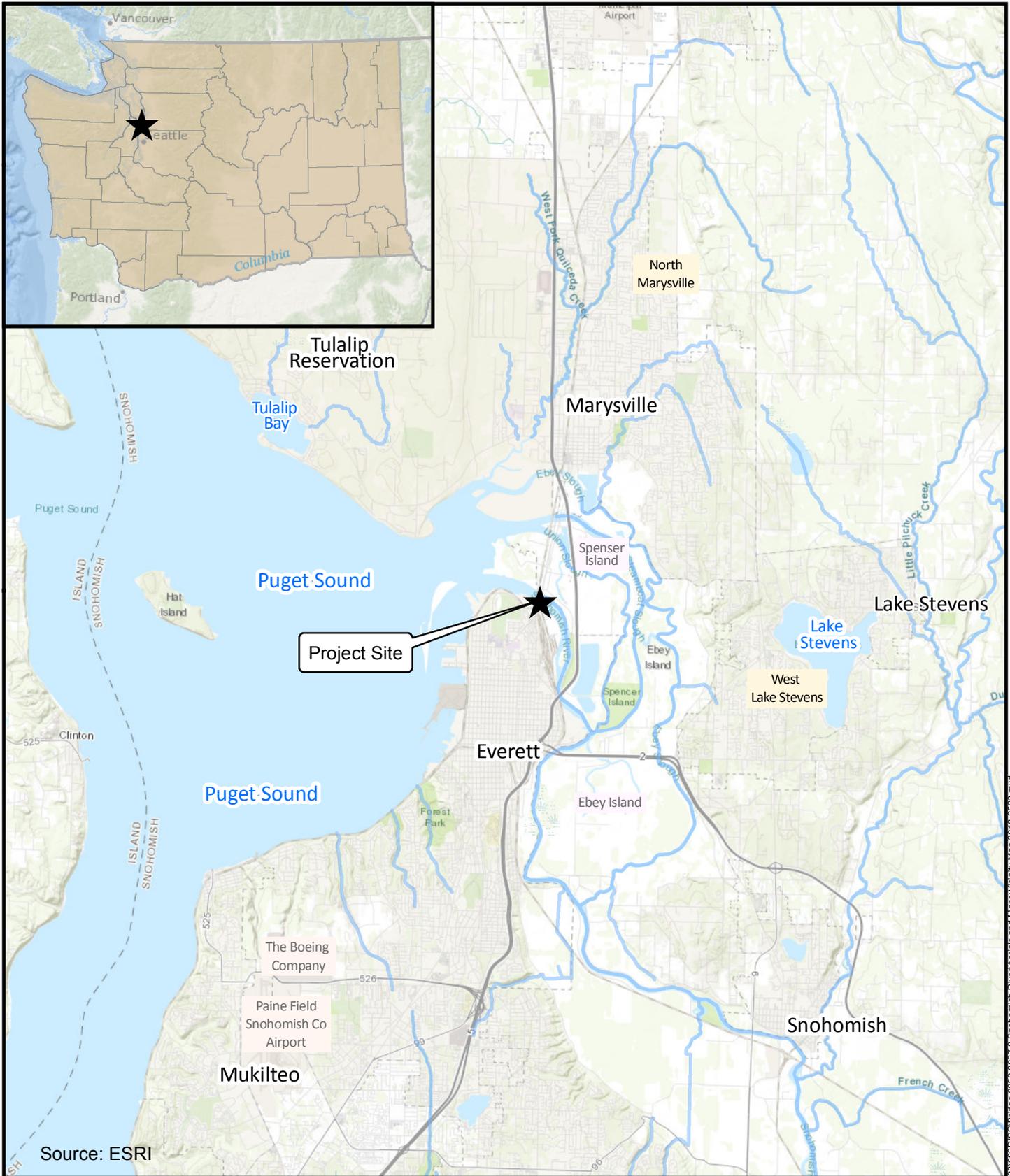
**SOLICITATION OF COMMENTS:** Mariners are asked to comment on navigation safety issues, due to construction activities. The USCG will forward comments of an environmental nature to the Lead Federal Agency. Interested parties are requested to express their views, in writing, on the proposed bridge project 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 2<sup>nd</sup> Ave, Rm 3510, Seattle, WA or via email at d13-smb-d13-bridges@uscg.mil. Comments should be mailed to arrive on or before October 30, 2020. Map of location and plans attached.

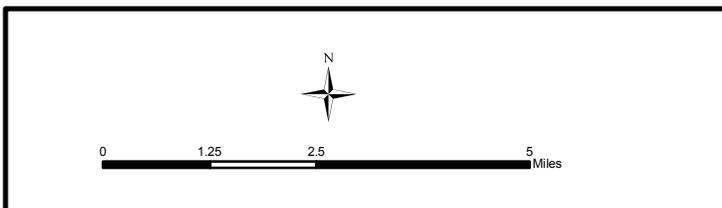
//s//

STEVEN M. FISCHER  
Bridge Administrator  
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.



Source: ESRI



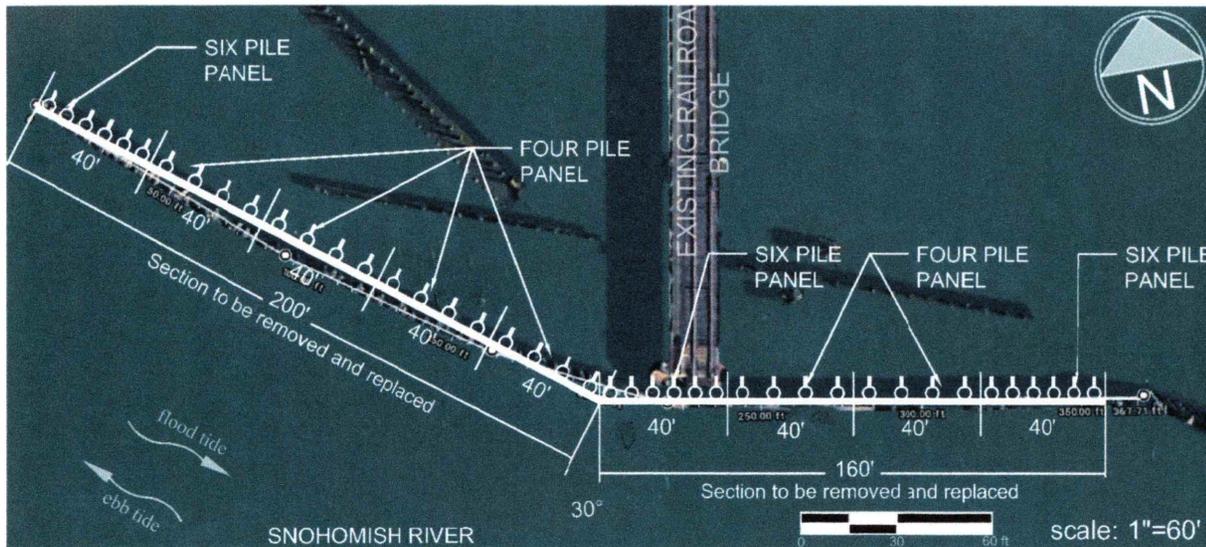
**Attachment 2: Vicinity Map**  
**BNSF Fender Repair 0050-0037.0**

**BNSF**

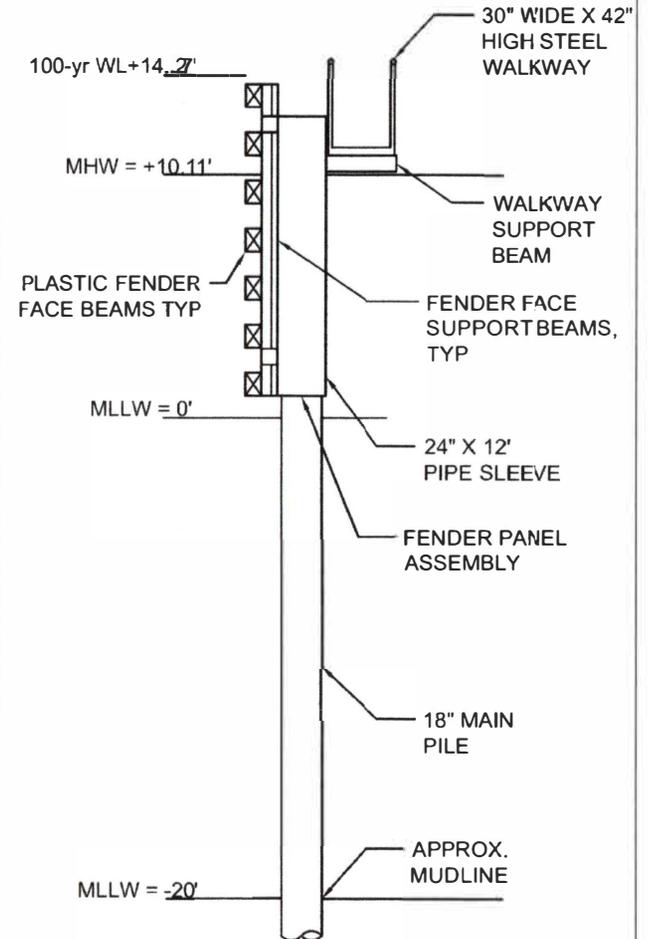
**July 2019**

**NOTES:**

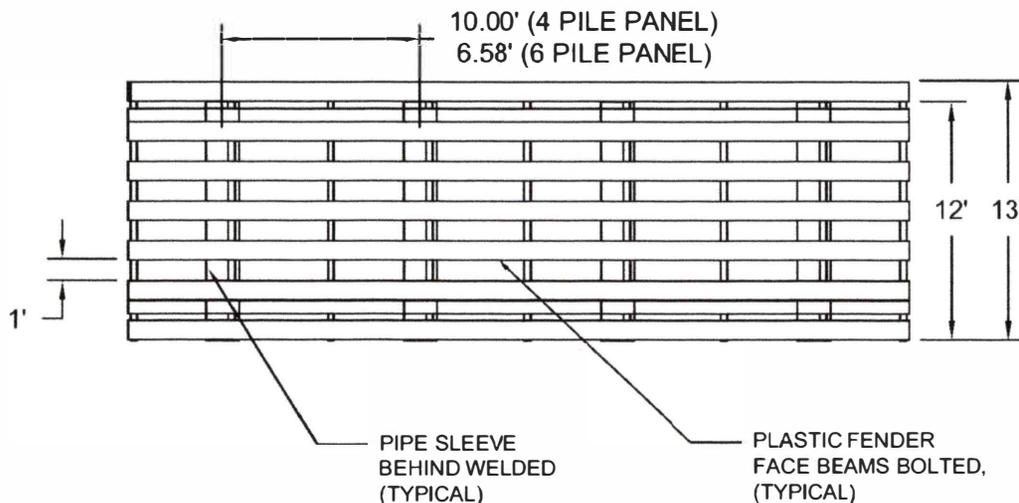
1. ALL MEASUREMENTS AND MATERIAL CALL OUTS ARE NOMINAL DIMENSIONS.
2. ALL ATTACHMENTS OF FENDER ELEMENTS ARE BOLTED CONNECTIONS.
3. ALL STRUCTURAL ELEMENTS OF FENDER PANEL ARE WELDED.
4. FENDER SYSTEM DETAILS PROVIDED ARE A REPRESENTATION OF THE ANTICIPATED FENDER SYSTEM AND ARE SUBJECT TO CHANGE DURING FINAL DESIGN.



**PLAN**



**TYPICAL SECTION**



**TYPICAL PILE PANEL ELEVATION**



APPLICANT: BNSF		
CONSULTANT: ADVANCED AMERICAN CONSTRUCTION		
BNSF BRIDGE 37.0 NORTH SHEAR WALL REPLACEMENT SNOHOMISH RIVER MILE 1.1 SNOHOMISH, EVERETT, WA		
VERTICAL DATUM NOS (MLLW)	PLANS DATED 7/13/20	BRIDGE PROTECTIVE SYSTEM/FENDER DETAILS
SHEET NO. 3 OF 3		