



**US Army Corps  
of Engineers**  
Portland District

# **PUBLIC NOTICE**

## **for PERMIT APPLICATION**

Issue Date: October 29, 2008

Expiration Date: November 28, 2008

Corps of Engineers Action ID: NWP-1999-727

Oregon Department of State Lands Number: 38937

**30 Day Notice**

Interested parties are hereby notified that an application has been received for a Department of the Army permit for certain work in waters of the United States, as described below and shown on the attached plan.

**Comments:** Comments on the described work should reference the U.S. Army Corps of Engineers number shown above and should reach this office no later than the above expiration date of this Public Notice to become part of the record and be considered in the decision. Comments should be mailed to the following address:

U.S. Army Corps of Engineers  
ATTN: CENWP-OP-GP (Ms. Mary J. Hoffman)  
P.O. Box 2946  
Portland, Oregon 97208-2946

**Applicant:** Gunderson Inc.

**Location:** Willamette River, river mile 8.9, at 4700 NW Front Avenue, in Portland, Multnomah County, Oregon (Section 20, Township 1 North, Range 1 East).

**Project Description:** Activities proposed under this permit action include removing contaminated soil, paving bare ground between upper concrete ways area above the concrete bulkhead, pile driving in the lower ways area below the concrete bulkhead, and repairing the Outfitting Pier components upstream of the barge launch ways area, as follows:

### PAVING BETWEEN THE WAYS

The total area of the concrete upper ways is about 73,216 square feet (1.68 acres). Approximately 18,668 square feet (0.43 acre) of the area is below the Ordinary High Water Line (OHWL). The OHWL is 14.80 feet Columbia River Datum (CRD) at this site. At the present time there is considerable existing concrete between the ways. Approximately half the area between the ways is covered with step like concrete slabs. These slabs were installed about 1975 as jacking supports for ship assembly modules. Most of these existing slabs are located above the OHWL. This existing concrete is shown on Project Drawing Sheets 10 and 11.

In response to ODEQ requirements, Gunderson plans to fill-in the remaining open ground with a concrete cover between the ways. The completed concrete is shown on Project Drawing Sheets 12, 13 and 14.

### Excavation

The existing soil between the ways is to be removed to a depth of about 16-inches. The soil consists of beach sand and rock cobbles. This soil is contaminated with paint chips and sand blast grit. The removed material is to be transported off site to an upland land fill approved for contaminated material.

The amount of excavation has been estimated as follows:

<u>Location</u>	<u>Surface Area</u>	<u>Volume</u>
Below OHW	7,173 square feet	390 cubic yards
Above OHW	20,303 square feet	1,103 cubic yards
Total	27,476 square feet	1,493 cubic yards

### Fill

Before placing clean fill on the soil, a geotechnical cloth will be laid on top of the exposed soil. The excavation will be back filled with a clean crushed rock (2-inch minus) laid over the geotechnical cloth to a minimum depth of 6-inches after compacting. The amount of crushed rock fill has been estimated is follows:

<u>Location</u>	<u>Surface Area</u>	<u>Volume</u>
Below OHW	7,173 square feet	170 cubic yards
Above OHW	20,303 square feet	482 cubic yards
Total	27,476 square feet	652 cubic yards

### Concrete

Steel concrete reinforcement bar will be installed 3-inches above the top of the gravel back fill prior to laying any concrete. The rebar will be in a 12-inch x 12-inch grid pattern. Wood and/or steel form work will be installed to shape the concrete into horizontal level step like slabs with clear sloping side areas for access to the launching hold back and release mechanisms. The amount of concrete is estimated as follows:

<u>Location</u>	<u>Surface Area</u>	<u>Volume</u>
Below OHW	7,173 square feet	398 cubic yards
Above OHW	20,303 square feet	1,128 cubic yards
Total	27,476 square feet	1,526 cubic yards

The exposed concrete will be given a smooth surface so that clean-up of barge construction materials can be done relatively easily.

### LAUNCH WAYS PILE DRIVING

Gunderson has surveyed the ways and determined piling requirements. All pilings are below the OHWL. Project Drawing Sheets 6, 7, 8 and 9 generally show the locations of the pilings. There are 4 types of pilings or piling repairs planned:

- untreated wood pilings
- treated wood pilings
- 30-inch diameter steel pipe pilings
- wood piling top repairs with a pipe sleeve

Pilings will be removed and driven with a “vibratory” hammer. Pilings will be “set” with an appropriate diesel impact hammer. The 30-inch steel pilings will be surrounded with an unconfined air bubble curtain during any driving with an impact hammer. The bubble curtain

shall distribute small air bubbles around 100% of the pilings perimeter for the full depth of the water column. Replacement treated pilings will be pressure treated creosote, ammoniacal zinc arsenate or chromotated zinc arsenate. Treated pilings are only used in Bents 1, 2, 3 and 4. The other bents are untreated wood except for the end 30-inch diameter steel pilings.

Where the top of an existing deteriorated piling is repaired with a pipe sleeve; an 18-inch pipe with a flat steel plate cap is installed over the defective piling. The cavity between the steel pipe and the piling is then pressure filled with concrete grout to keep the pipe sleeve in position. The piling cap and the steel way tops are then installed in the correct position over the top of the repaired piling.

The lower ways structure will contain over 520 (26 ways x 20 piling per ways) wood pilings when all the planned repair and upgrade work is completed. In addition the outer row of pilings will contain 52 steel pipe pilings measuring 30-inches in diameter.

During the planned upgrade and repairs the following piling removal, repair and replacement will take place:

* Untreated wood pilings to be removed	27
* New untreated wood pilings to be driven	23
* New treated wood piling to be driven	30
* New 30" diameter steel piling to be driven	<u>22</u>
Total new pilings	75
* Defective wood pilings to be repaired with a steel pipe sleeve	86

#### Pile Testing

In order to validate the design load used in the upgrade analysis Gunderson plans to test approximately 15 of the existing pilings to determine the allowable piling bearing load. The test will consist of driving the existing piling with an impact hammer for a short distance and recording the change in penetration of the piling. With the known energy of the driving hammer and the change in penetration per blow, the bearing capacity of the piling can be estimated. Approximately 3 to 6 blows will be applied to each tested piling. The test will take less than 15 seconds per piling.

#### OUTFITTING PIER

The Outfitting Pier is located just upstream of the launch ways as shown on the Site Plan.

#### Work Items

The major work items for the planned repairs are:

- Fender pile replacement
- Batter pile modification
- Transverse bent cross bracing repair
- Longitudinal tower bracing repair
- Miscellaneous repairs

#### Fender Pile Replacement

Fender pilings are installed on the river side of the pier structure in line with the transverse bents

as shown on Project Drawing Sheet 22. The purpose of the fender piling is to protect the pier structure from surging vessels alongside the pier. There are 87 bents with fender pilings. The fender pilings are untreated round timber pilings about 90 feet long. They penetrate the river bottom about 30 feet depending on the water depth alongside the pier.

There are 13 defective fender pilings. The defective pilings are rotten and/or broken. The defective pilings will be removed (extracted) with a vibratory piling extractor. The new replacement pilings will be driven with a vibratory hammer.

### Batter Pile Modification

Batter piles are installed at every other bent along the full length of the pier. The batter piles are driven at an angle of about 50 degrees from the vertical and attached to the lower piling structure. Typical batter pilings are shown on Project Drawing Sheet 22. The batter piles prevent the pier from swaying sideways. The batter pilings are untreated round wood pilings they are fastened to the lower pier structure with round pins and bolts. The tops of all the batter pilings have rotted making the connections inefficient. Approximately 44 existing batter pilings are to be repaired.

Gunderson plans to repair the connection between the batter pile and the pier. The finished repair is shown on Project Drawing Sheet 24. The following procedure will be used:

- Disconnect the top of the batter piling from the pier. This will be done by sawing the top of the rotted piling off and removing the connecting bolts and rotted pieces.
- “Spring” out the top of the piling away from the structure. Place an 18-inch diameter pipe sleeve over the top. The 18-inch steel pipe sleeve to have a HP12 x 63 extension welded on the top end of the pipe sleeve. The pipe sleeve assembly is shown on Project Drawing Sheet 25.
- Install 1-inch diameter through bolts between 18-inch pipe sleeve and timber piling.
- Bolt the HP12 x 63 shape to piling cap and posts A, B, & C or O, P & Q as shown on the attached drawing “Batter Pile Repair” this Addendum Project Drawing Sheet 24

### Transverse Bent Cross Bracing Repair

#### Bent 31:

Outer end of lower diagonal is broken and split. Post “A” is partially moved off piling cap. End of piling cap is rotted. Remove end of piling cap. Replace with new treated wood. Use ½” steel splice plates to connect to existing piling cap. Refasten post, diagonal, cap, and piling with new bolts and plates similar to existing. Align Post “A.” Replace bottom end of diagonal

#### Bent 43:

Post “A” is twisted 45° from normal square position. Twist back to correct position. Re-block and refasten to prevent future movement.

#### Bent 49:

On piling cap between Row “A” and Row “B,” the block between posts is missing. Install new block and fasten as necessary to prevent future movement.

Bent 58:

Lower diagonal is crushed and split. Replace with new piece; may be spliced using wood or steel material. Refasten as necessary.

Bent 62:

Bottom of Post "A" is moved inshore. End of lower diagonal is split. Top of fender piling is not connected. Reposition Post "A." Replace missing block between Post "A" and Post "B." Replace lower end of diagonal. Wood or steel splices may be made in diagonal. Install new straps and bolts and fasten all connections so future movement is prevented. Refasten top of fender piling to new steel replacement cap.

Bent 63:

Bottom of Post "A" is moved inshore. Reposition Post "A." Replace missing block between Post "A" and Post "B." Install new straps and bolts and fasten all connections to prevent future movement.

Bent T-5 (Between Bent 68 and Bent 69)

Lower end of downstream diagonal is split. Remove broken part. Replace with new treated wood. A splice may be made using wood or steel material.

Bent 69:

The "A" post is pushed in at bottom. Lower end of downstream diagonal is broken. Reposition "A" post. "Block" and refasten. Remove damaged diagonal material and replace with new wood. A splice may be made under using wood or steel material.

Bent 75:

Large log butt (2' diameter x 12' long) lodged "high up" on cross bracing between Bent 75 and Bent 76. Remove to prevent future damage.

Bent 86:

Upstream diagonal lower end between Post E and Post G is split. Remove lower end and replace with new wood. Wood or steel splice may be made.

Downstream Bridge Bent 2 (outer end of bridge):

Cap shows rot on downstream end. Remove rotten material and replace with new wood cap. Refasten posts and bridge deck stringers to cap with new steel straps.

Longitudinal Tower Bracing

Bent 35 to Bent 36:

Lower Bridging diagonal between Bent 35 and 36 at Row "C" is broken and missing. Replace broken diagonal. Wood or steel splices may be used. Refasten using new bolts as necessary.

Bent 38 to Bent 39:

Timber ledger between Bent 38 and Bent 39 at Row "F" is broken. Replace with new ledger.

Bent 57 to Bent 59:

Longitudinal bridge diagonal at Row "C" between Bent 57 and Bent 59 is split at post.

Remove existing broken diagonal and replace with new material.

Wood Access Ladders

On the river side of the pier, there are several wood access ladders. All of these ladders are broken and/or rotten. Ladders to be removed and replaced with steel access ladders.

Walkway Support and Handrails

Bent 5 walkway support

Replace rotten walkway support.

Bent 13 walkway rotten planks

Replace walkway rotten planks and support.

Bent 68 to 69 walkway

Walkway support beams are split with "temporary" turnbuckle support. Make permanent repairs as necessary.

**Purpose:** Gunderson has been instructed by the State of Oregon, Department of Environmental Quality Northwest Regional Office to remove contaminated soil and to cover this area to make barge building detritus (sand blast grit, paint chips, weld slag, etc.) easier to clean up and contain. This area will be cleaned, capped, and upgraded. Also, a number of existing structures show signs of deterioration. These structures will be repaired or replaced under the proposed permit action.

**Drawing(s):** 23 Projects Sheets, labeled Corps #NWP-1999-727

**Additional Information:** Additional information may be obtained from Ms. Mary J. Hoffman, Project Manager, U.S. Army Corps of Engineers at (541) 962-0401.

**Authority:** This permit will be issued or denied under the following:

Section 10, Rivers and Harbors Act 1899 (33 U.S.C. 403), for work in or affecting navigable waters of the United States.

Section 404, Clean Water Act (33 U.S.C. 1344), for discharge of dredged or fill material into waters of the United States.

**Water Quality Certification:** A permit for the described work will not be issued until certification, as required under Section 401 of the Clean Water Act (P.L. 95-217), has been received or is waived from the certifying state. Attached is the state's notice advertising the request for certification.

**Section 404(b)(1) Evaluation:** The impact of the activity on the public interest will be evaluated in accordance with the Environmental Protection Agency guidelines pursuant to Section 404(b)(1) of the Clean Water Act.

**Public Hearing:** Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this application. Requests for public hearings shall state, with particularity, the reasons for holding a public hearing.

**Endangered Species:** Preliminary determinations indicate that the proposed activity may affect endangered or threatened species or designated critical habitat. Consultation under Section 7 of the Endangered Species Act of 1973 (87 Stat. 844) has been initiated. A permit for the proposed activity will not be issued until the consultation process is completed.

**Cultural Resources:** The permit area was created in modern times; therefore, little likelihood exists for the proposed project to affect historic properties or any other type of cultural resource. An early notification of the proposed permit action, as well as this notice, has been provided to the State Historic Preservation Office and interested Native American Tribes requesting information or comments. If you have information pertaining to cultural resources within the permit area, please provide this information to the Corps project manager (identified on page 1 of this notice) to assist in a complete evaluation of potential affects. A permit for the described work will not be issued until the Corps has determined compliance, as required, under Section 106 of the National Historic Preservation Act.

**Evaluation:** The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the described activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit, which reasonably may be expected to accrue from the described activity, must be balanced against its reasonably foreseeable detriments. All factors, which may be relevant to the described activity will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, historic properties, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, consideration of property ownership and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to issue, modify, condition or deny a permit for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

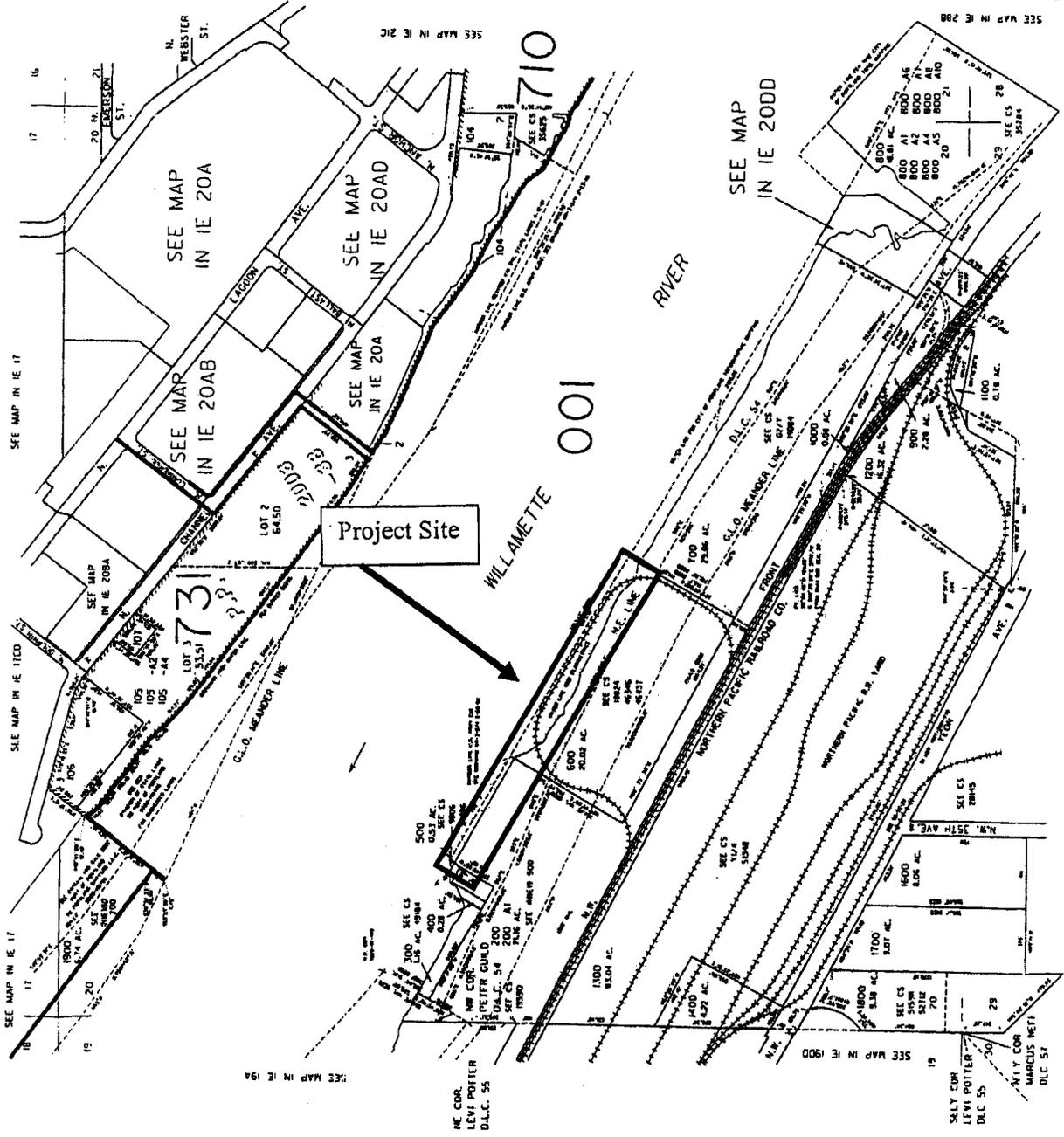
**Additional Requirements:** State law requires that leases, easements, or permits be obtained for certain works or activity in the described waters. These State requirements must be met, where applicable, and a Department of the Army permit must be obtained before any work within the applicable Statutory Authority, previously indicated, may be accomplished. Other local governmental agencies may also have ordinances or requirements, which must be satisfied before the work is accomplished.

IN IE 20  
& INDEX  
PORTLAND

IN IE 20  
& INDEX  
PORTLAND

SECTION 20 T.1N. R.1E. W.M.  
MULTNOMAH COUNTY  
1" = 400'

THIS MAP WAS PREPARED FOR  
ASSESSMENT PURPOSE ONLY



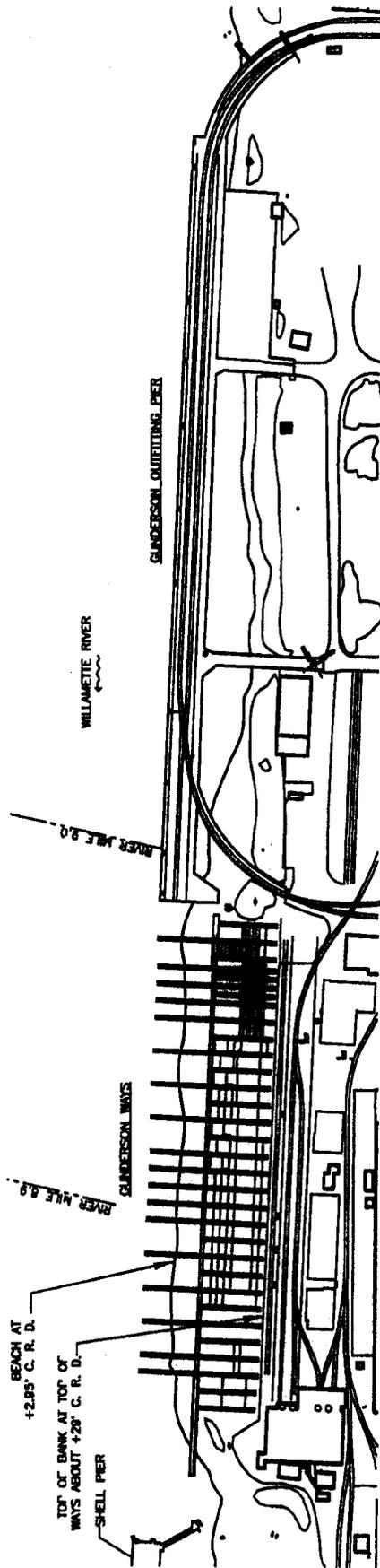
**MULTNOMAH COUNTY TAX MAP**  
**IN IE 20**

LAUNCH WAY CAPACITY INCREASE & PIER REPAIR  
WILLAMETTE RIVER MILE 9  
MARCH 2008

GUNDERSON INC.  
PORTLAND, OREGON  
SHEET 2 OF 25

10/23

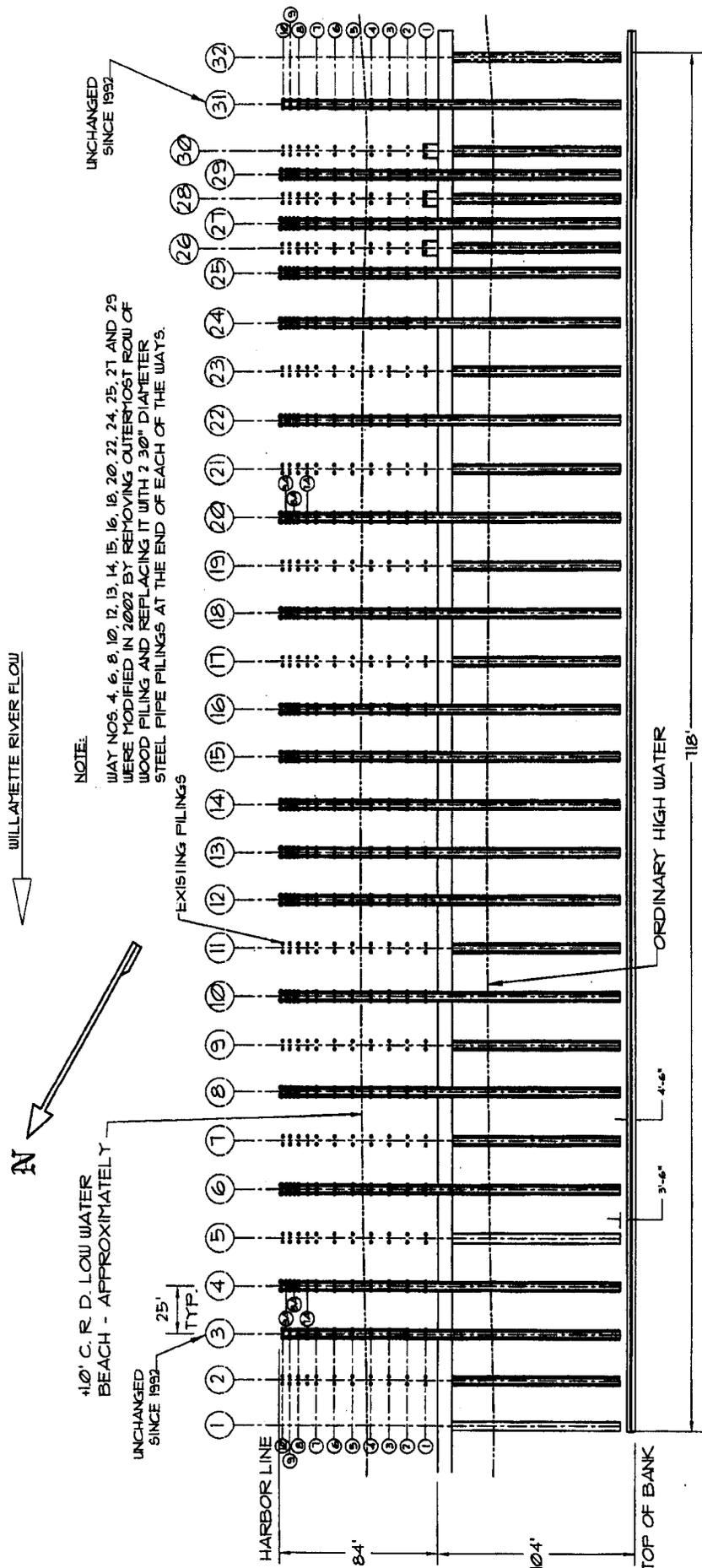
Corps #NWP-1999-727



**SITE PLAN**  
 Scale: 1" = 240'

LAUNCH WAY CAPACITY INCREASE & PIER REPAIR  
 WILLAMETTE RIVER MILE 9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 5 OF 25



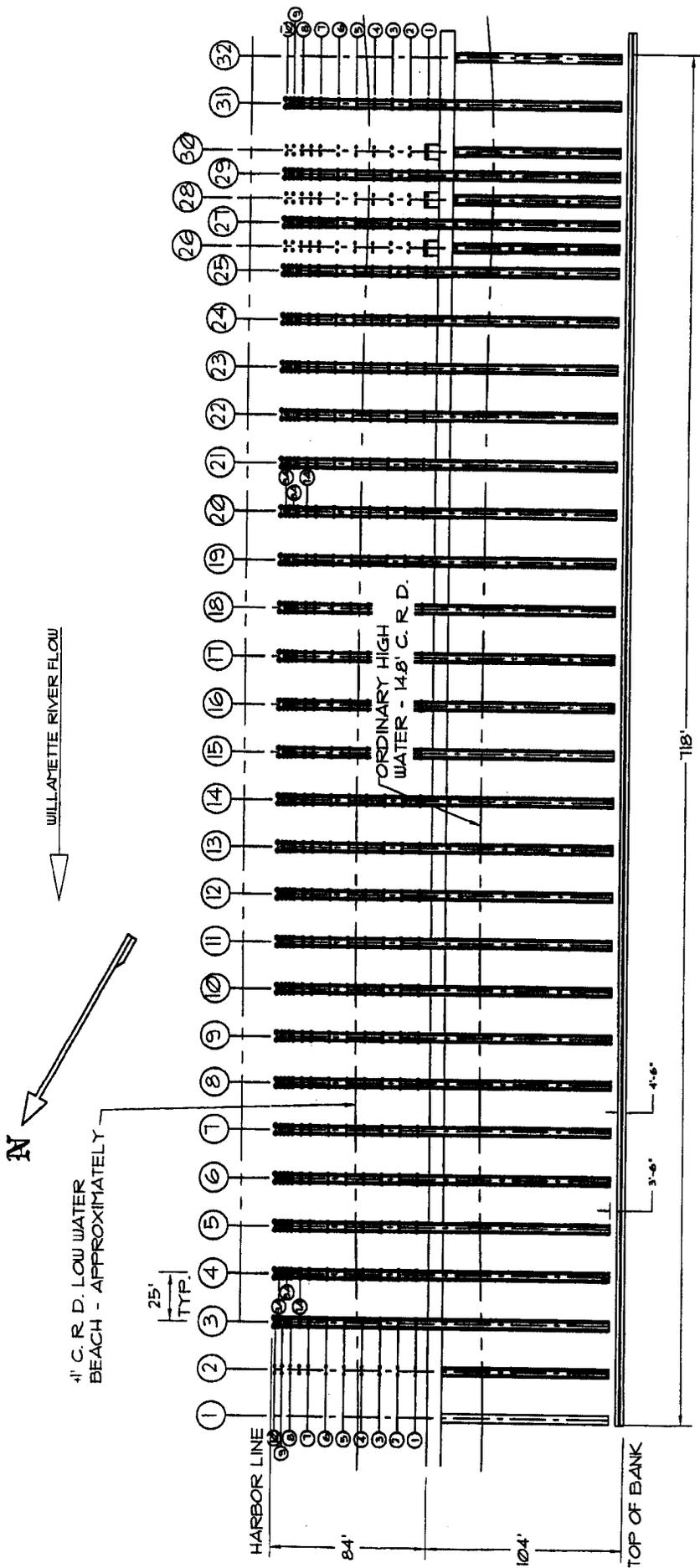
**EXISTING LAUNCH WAYS 2006**  
**SCALE: 1" = 80'**

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 6 OF 25

LAUNCH WAY CAPACITY INCREASE  
 WILLAMETTE RIVER MILE 8.9  
 MARCH 2008

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Corps #NWP-1999-727

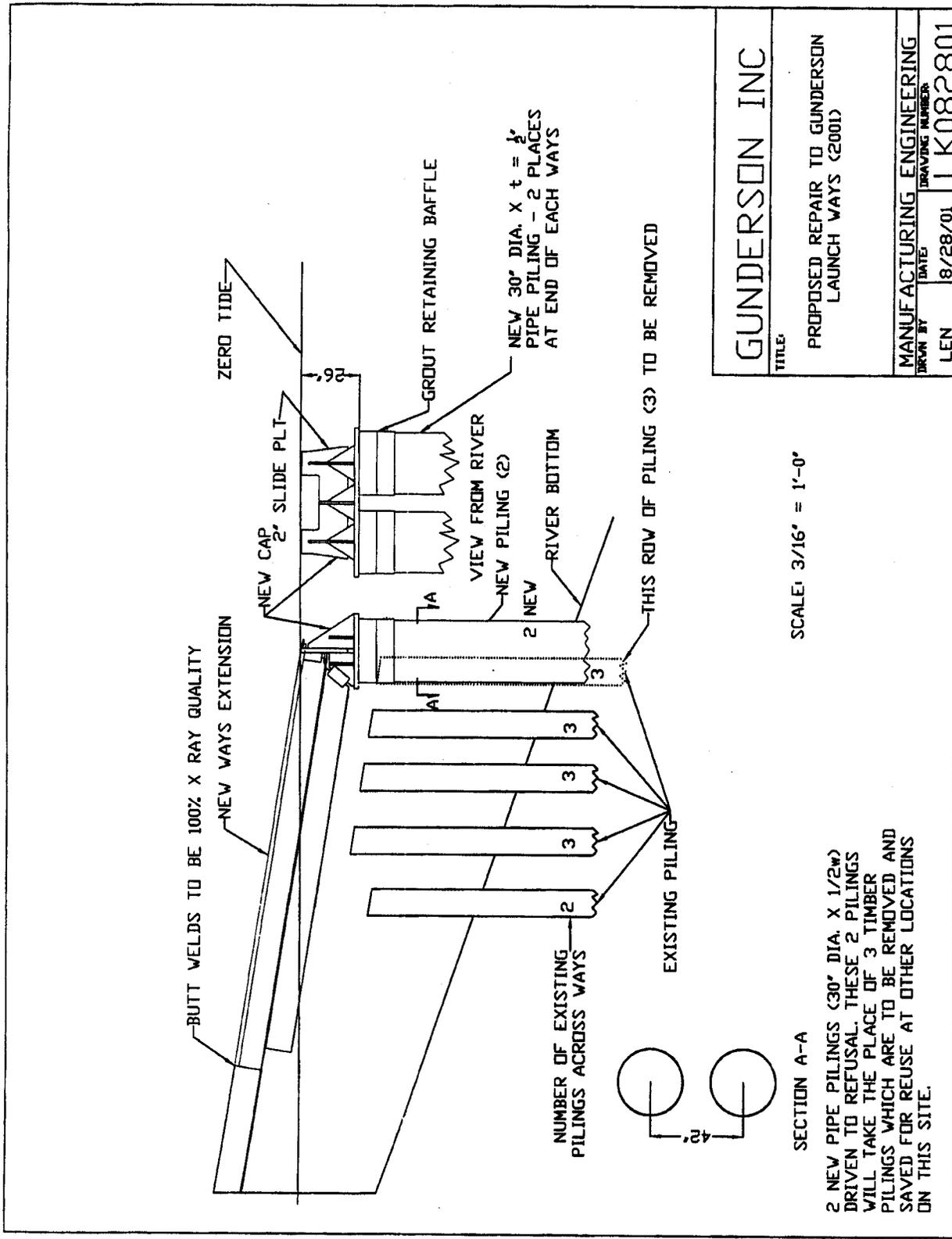


**LAUNCHWAYS AFTER 2008**  
**CAPACITY INCREASE & PIER REPAIR**  
**SCALE: 1" = 80'**

LAUNCH WAY CAPACITY INCREASE & PIER REPAIR  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 7 OF 25





2 NEW PIPE PILING (30" DIA. X 1/2") DRIVEN TO REFUSAL. THESE 2 PILING WILL TAKE THE PLACE OF 3 TIMBER PILING WHICH ARE TO BE REMOVED AND SAVED FOR REUSE AT OTHER LOCATIONS ON THIS SITE.

<b>GUNDERSON INC</b>	
TITLE: PROPOSED REPAIR TO GUNDERSON LAUNCH WAYS (2001)	
MANUFACTURING ENGINEERING	DRAWING NUMBER: LK082801
BY: LEN	DATE: 8/28/01

6 of 23  
 Corps #NWP-1999-727

WILLAMETTE RIVER FLOW

N

10' C. R. D. LOW WATER BEACH - APPROXIMATELY

UNCHANGED SINCE 1952

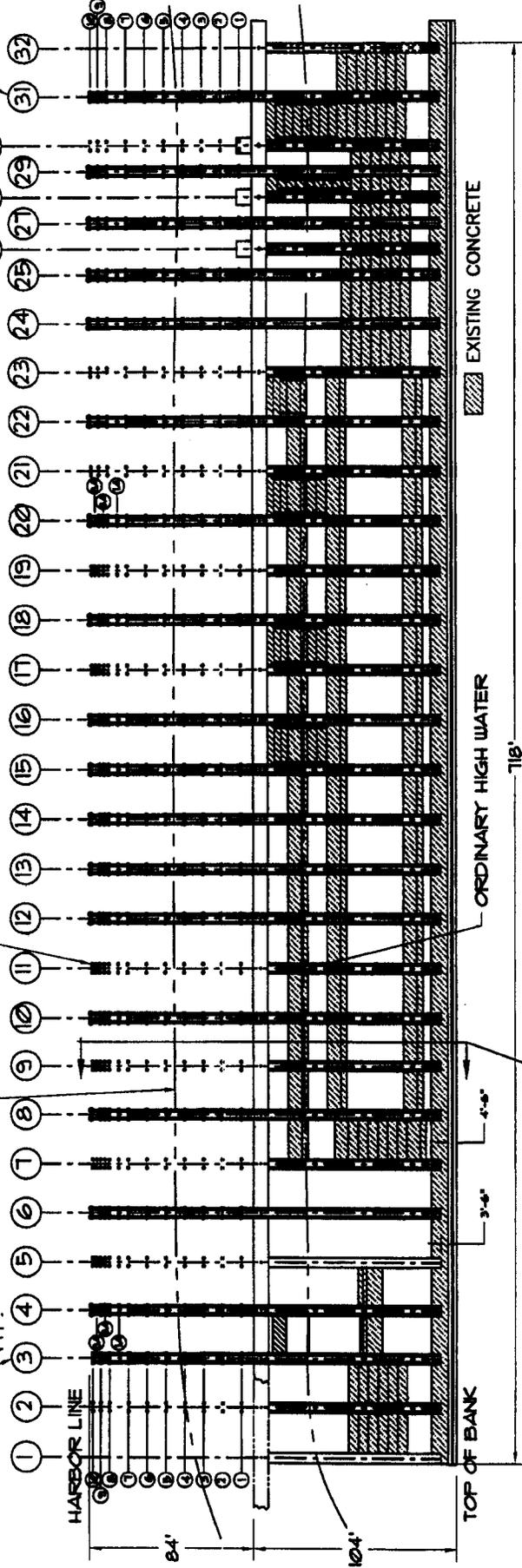
NOTE:

WAY NOS. 4, 6, 8, 10, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25, 27 AND 29 WERE MODIFIED IN 2002 BY REMOVING OUTERMOST ROW OF WOOD PILING AND REPLACING IT WITH 2 30" DIAMETER STEEL PIPE PILING AT THE END OF EACH OF THE WAYS.

UNCHANGED SINCE 1952

25' TYP

EXISTING PILING



PLAN OF WAYS

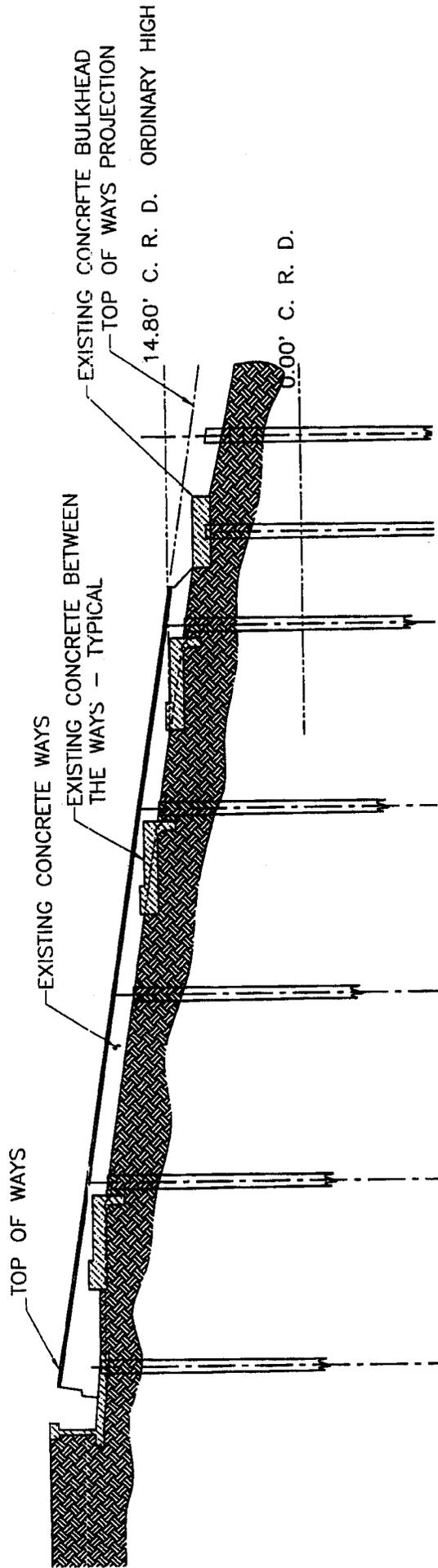
NEXT SHEET

EXISTING PAVING BETWEEN LAUNCHWAYS

SCALE: 1" = 80'

7 of 23  
 LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETTE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 10 OF 25



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Caps #NWP-1999-727

EXISTING PAVING BETWEEN LAUNCHWAYS  
WAY NO. 9 - ELEVATION LOOKING DOWNSTREAM  
 SCALE: 1/64" = 1'-0"

LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 11 OF 25

WILLAMETTE RIVER FLOW

N

40' C. R. D. LOW WATER BEACH - APPROXIMATELY

UNCHANGED SINCE 1992

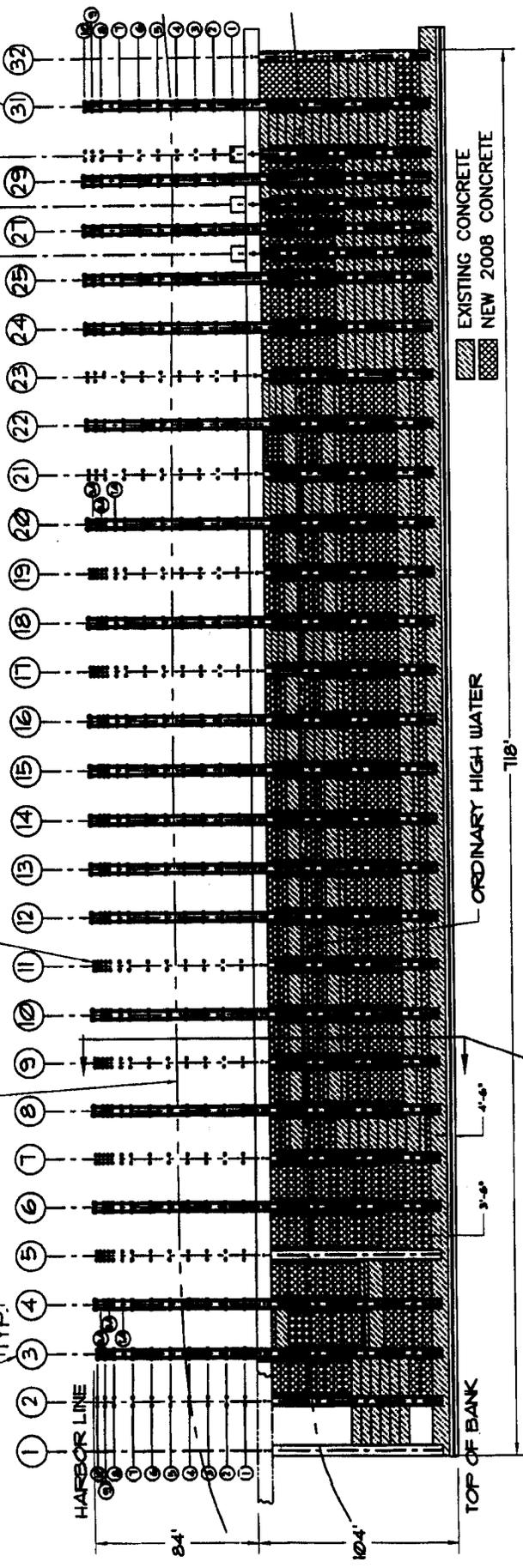
25' HTP

NOTE:

WAY NOS. 4, 6, 8, 10, 12, 13, 14, 15, 16, 19, 20, 22, 24, 25, 27, 21 AND 29 WERE MODIFIED IN 2002 BY REMOVING OUTERMOST ROW OF WOOD PILING AND REPLACING IT WITH 2 3/8" DIAMETER STEEL PIPE PILING AT THE END OF EACH OF THE WAYS.

UNCHANGED SINCE 1992

EXISTING PILING



EXISTING CONCRETE  
NEW 2008 CONCRETE

ORDINARY HIGH WATER

118'

PLAN OF WAYS

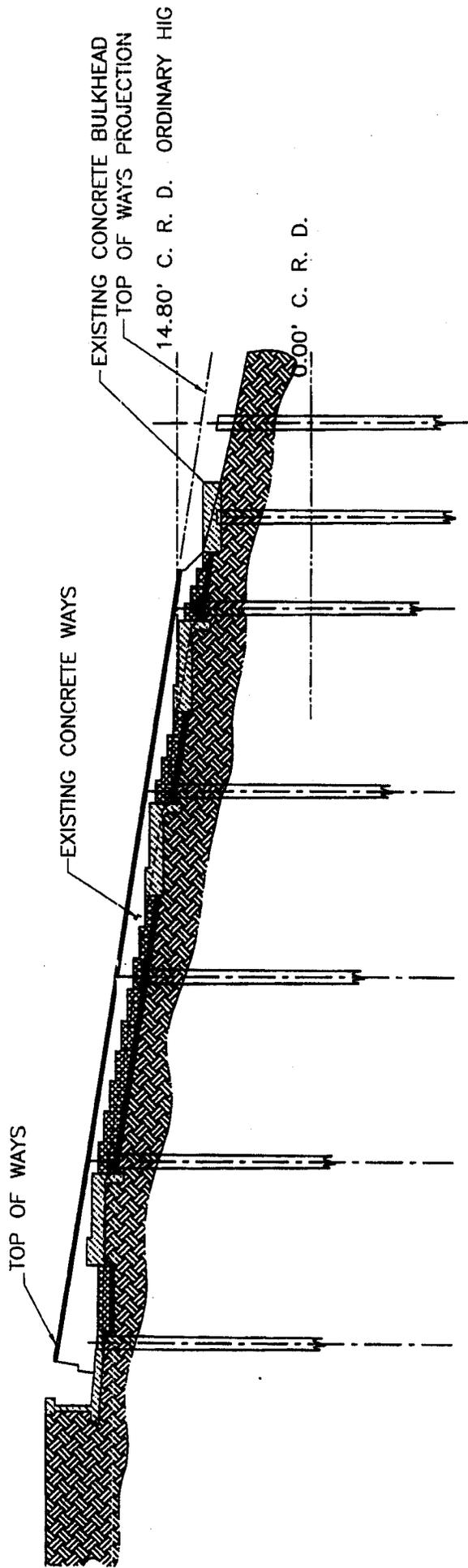
NEXT SHEET

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Corps #NWP-1999-727

COMPLETED PAVING BETWEEN LAUNCHWAYS  
SCALE: 1" = 80'

GUNDERSON INC.  
PORTLAND, OREGON  
SHEET 12 OF 25

LAUNCH WAY CAPACITY INCREASE  
PAVING BETWEEN LAUNCHWAYS  
WILLAMETTE RIVER MILE 8.9  
MARCH 2008



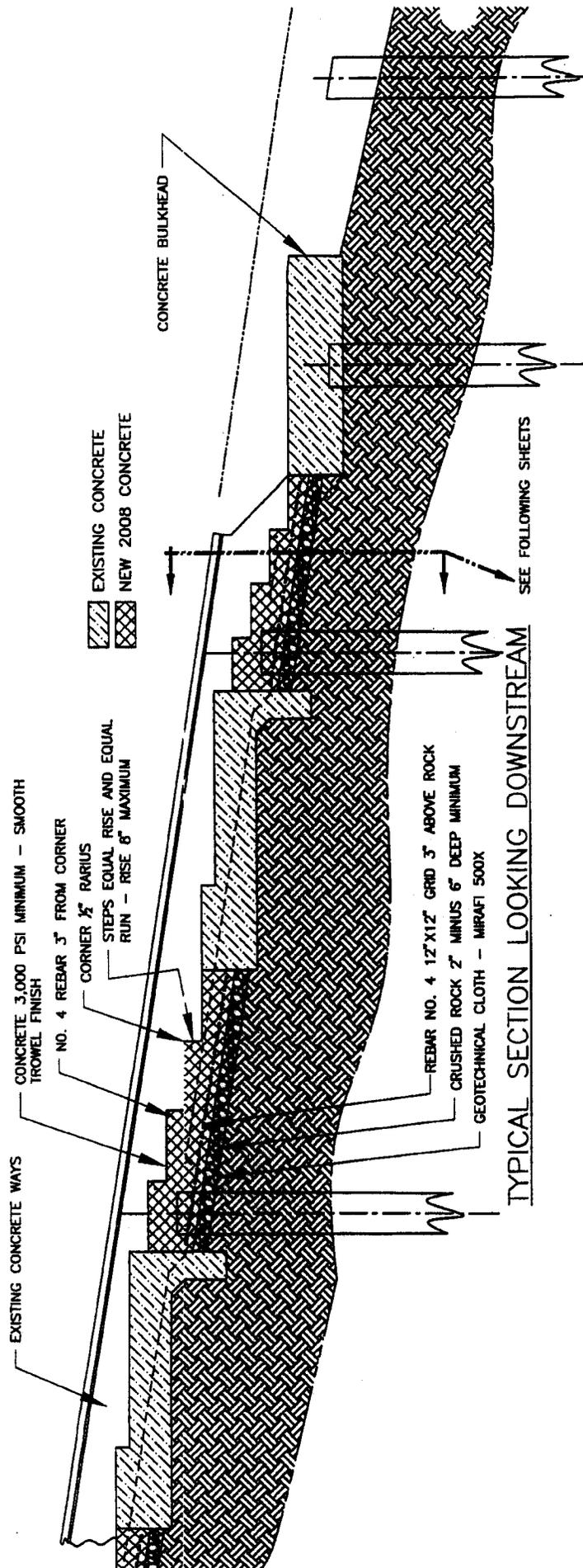
COMPLETED PAVING BETWEEN LAUNCHWAYS  
WAY NO. 9 - ELEVATION LOOKING DOWNSTREAM  
 SCALE: 1/64" = 1'-0"

GUNDERSON INC.  
 PORTLAND, OREGON  
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LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

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Corps #NWP-1999-727



TYPICAL SECTION LOOKING DOWNSTREAM

DETAILS - COMPLETED CONCRETE BETWEEN LAUNCHWAYS

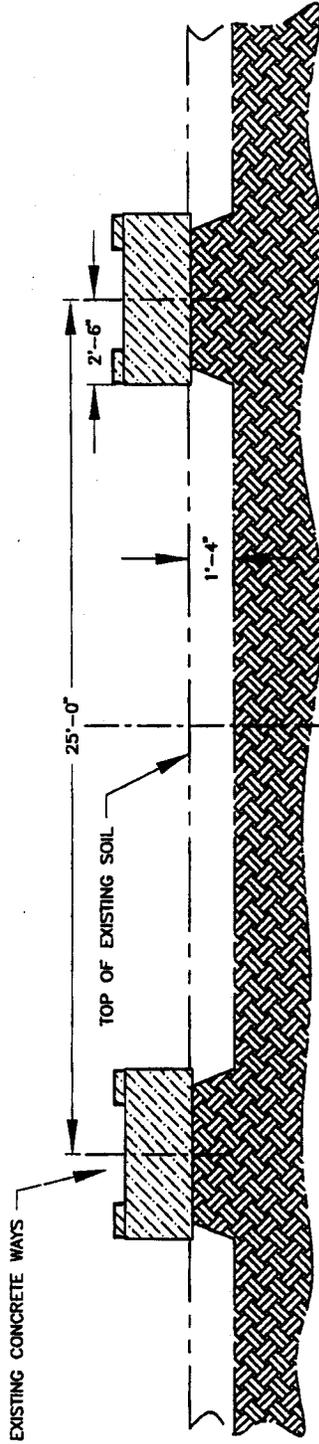
SCALE: 3/16" = 1'-0"

LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 14 OF 25

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Corps #NWP-1999-727



SECTION SHOWING REMOVAL OF TOPSOIL

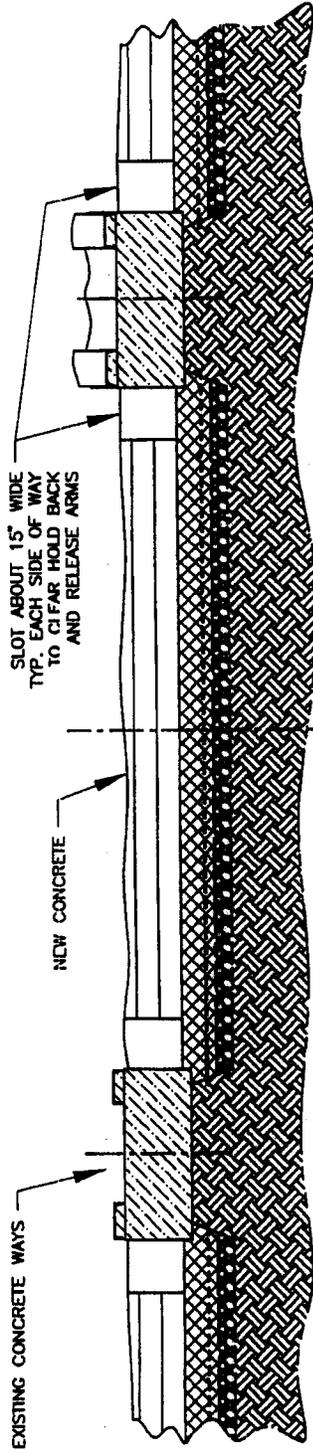
DETAIL - EXCAVATION BETWEEN THE WAYS

SCALE: 3/16" = 1'-0"

LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
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SECTION SHOWING NEW CONCRETE AND ROCK

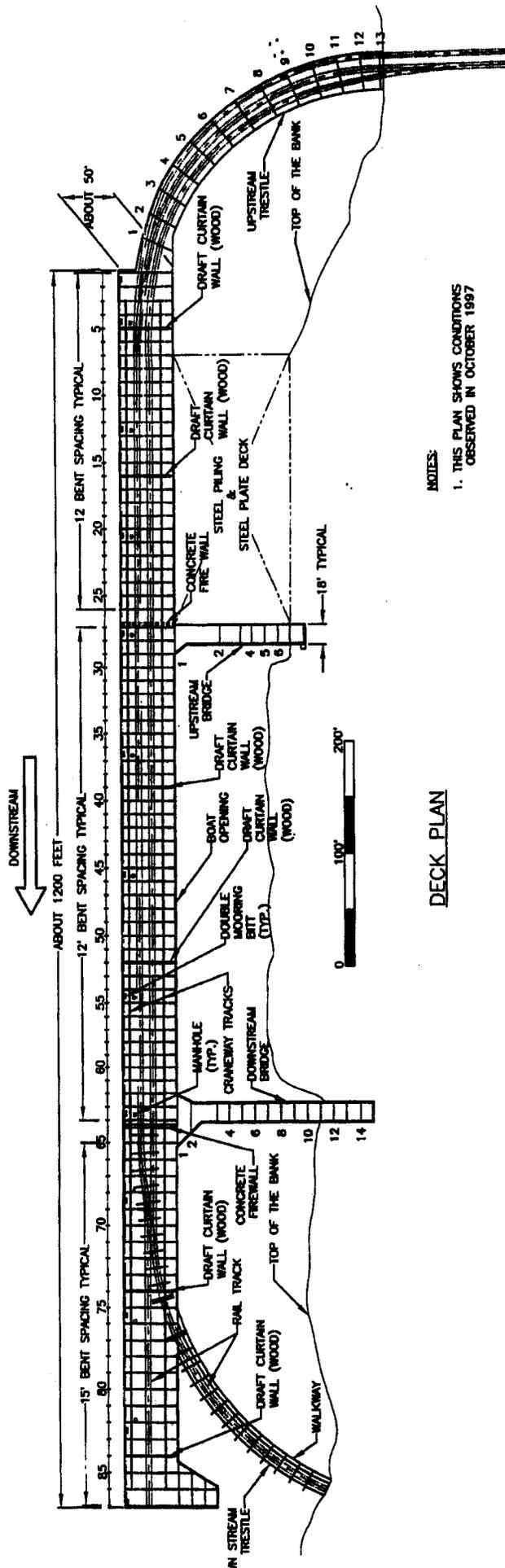
DETAIL - SHOWING NEW CONCRETE AND ROCK  
 SCALE: 3/16" = 1'-0"

LAUNCH WAY CAPACITY INCREASE  
 PAVING BETWEEN LAUNCHWAYS  
 WILLAMETE RIVER MILE 8.9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
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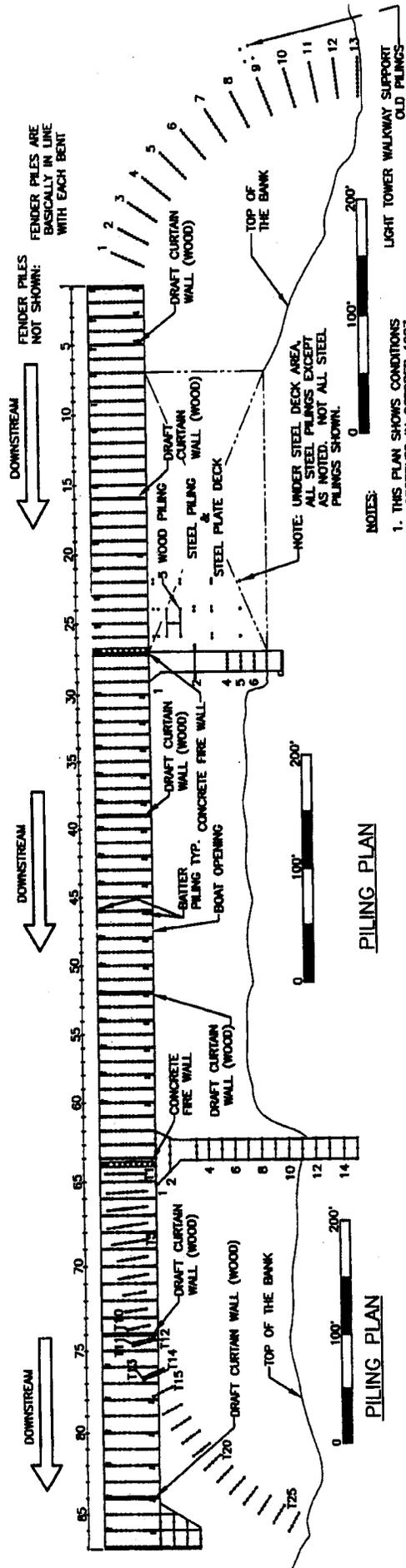
13 of 23

Corps #NWPP-1999-727



NOTES:  
 1. THIS PLAN SHOWS CONDITIONS OBSERVED IN OCTOBER 1997

DECK PLAN



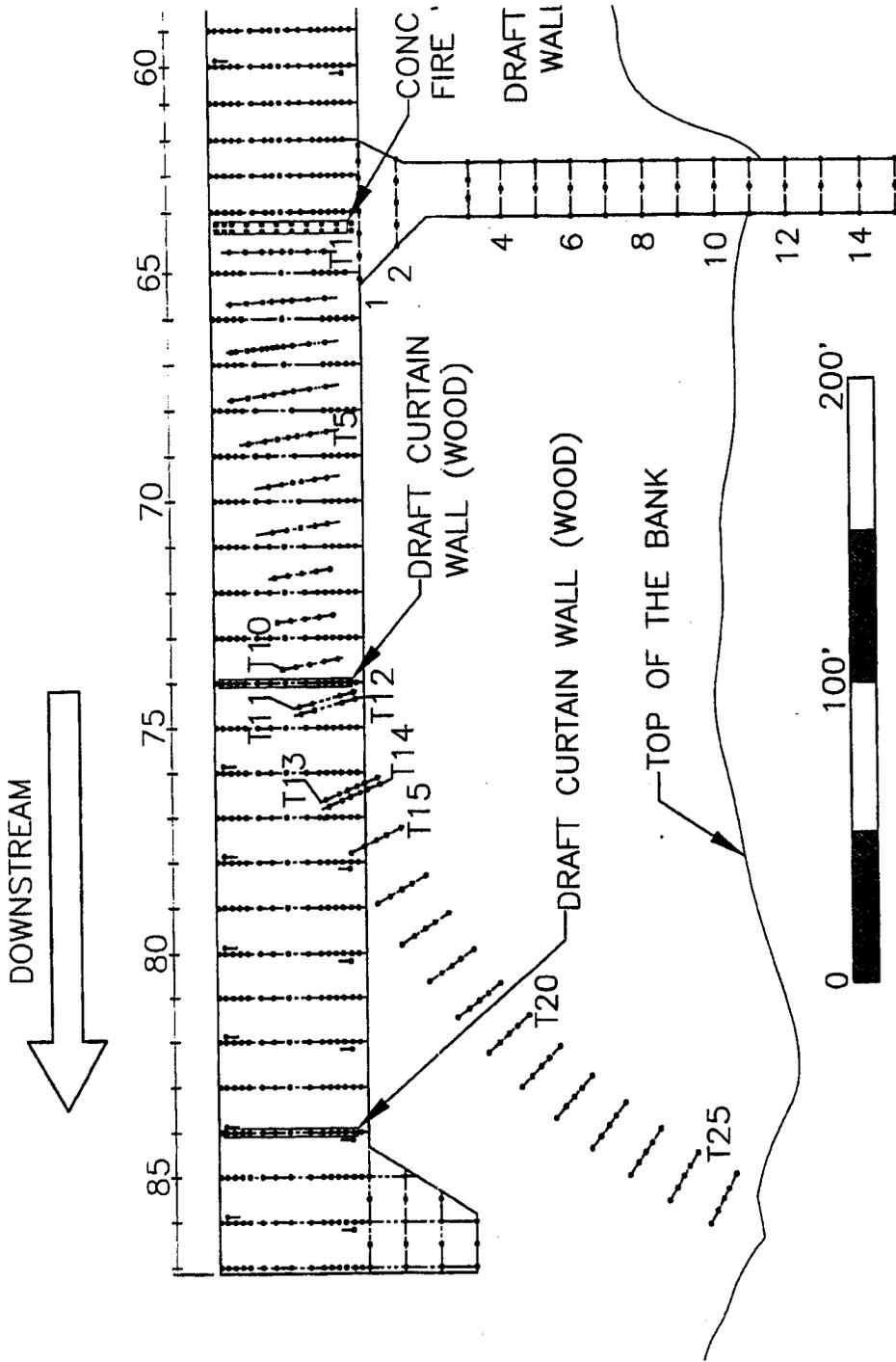
FENDER PILES ARE NOT SHOWN: FENDER PILES ARE BASICALLY IN LINE WITH EACH BENT

NOTE: UNDER STEEL DECK AREA, ALL STEEL PILING EXCEPT AS NOTED, NOT ALL STEEL PILING SHOWN.

NOTES:  
1. THIS PLAN SHOWS CONDITIONS OBSERVED IN OCTOBER 1997

GUNDERSON INC.  
PORTLAND, OREGON  
SHEET 18 OF 25

15 of 23  
OUTFITTING PIER REPAIR  
WILLAMETE RIVER MILE 9  
MARCH 2008  
Corps #NWP-1999-727



PILING PLAN

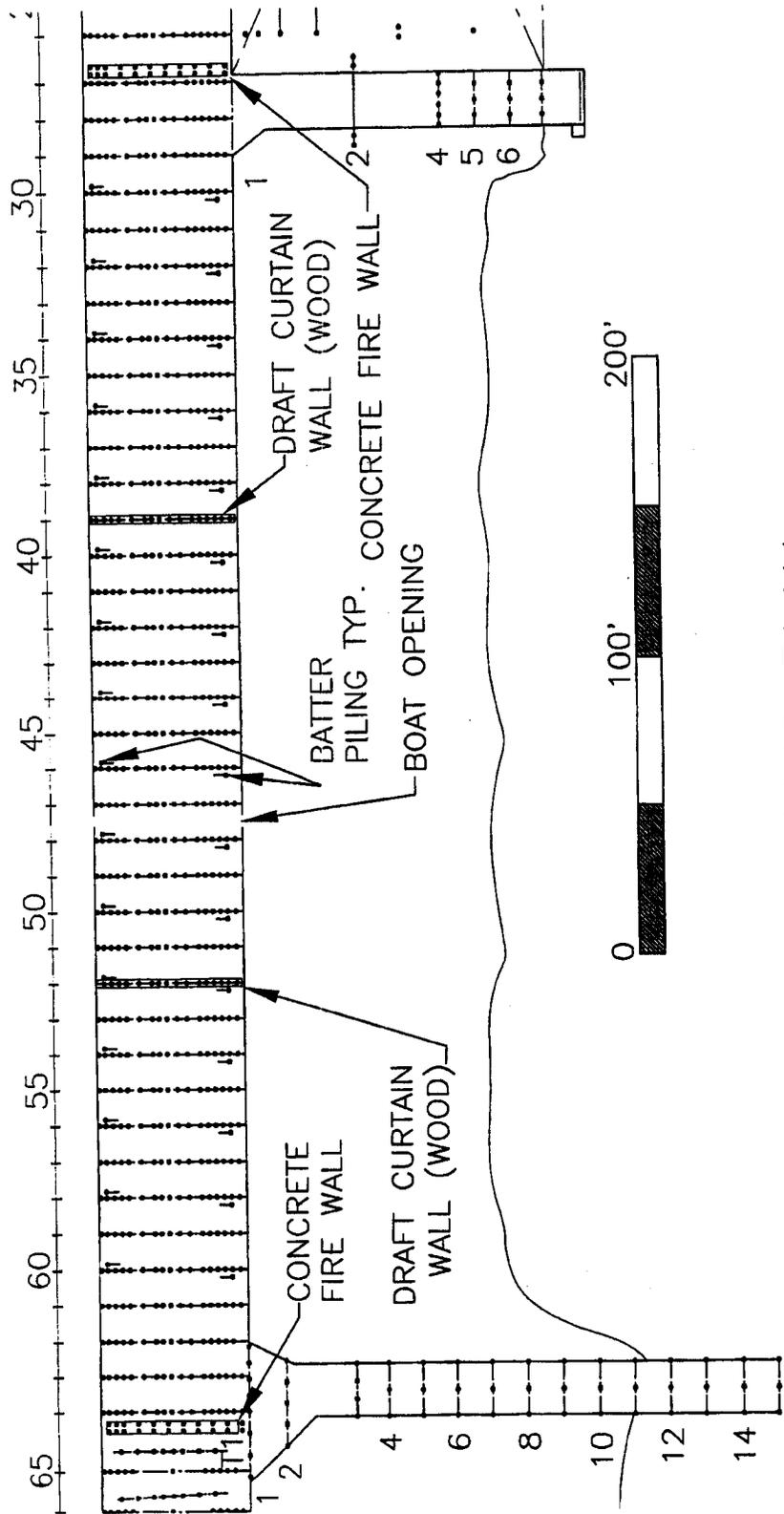
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Corps #NWP-1999-727

OUTFITTING PIER REPAIR  
 WILLAMETE RIVER MILE 9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
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DOWNSTREAM



PILING PLAN

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Caps #NWP-1999-727

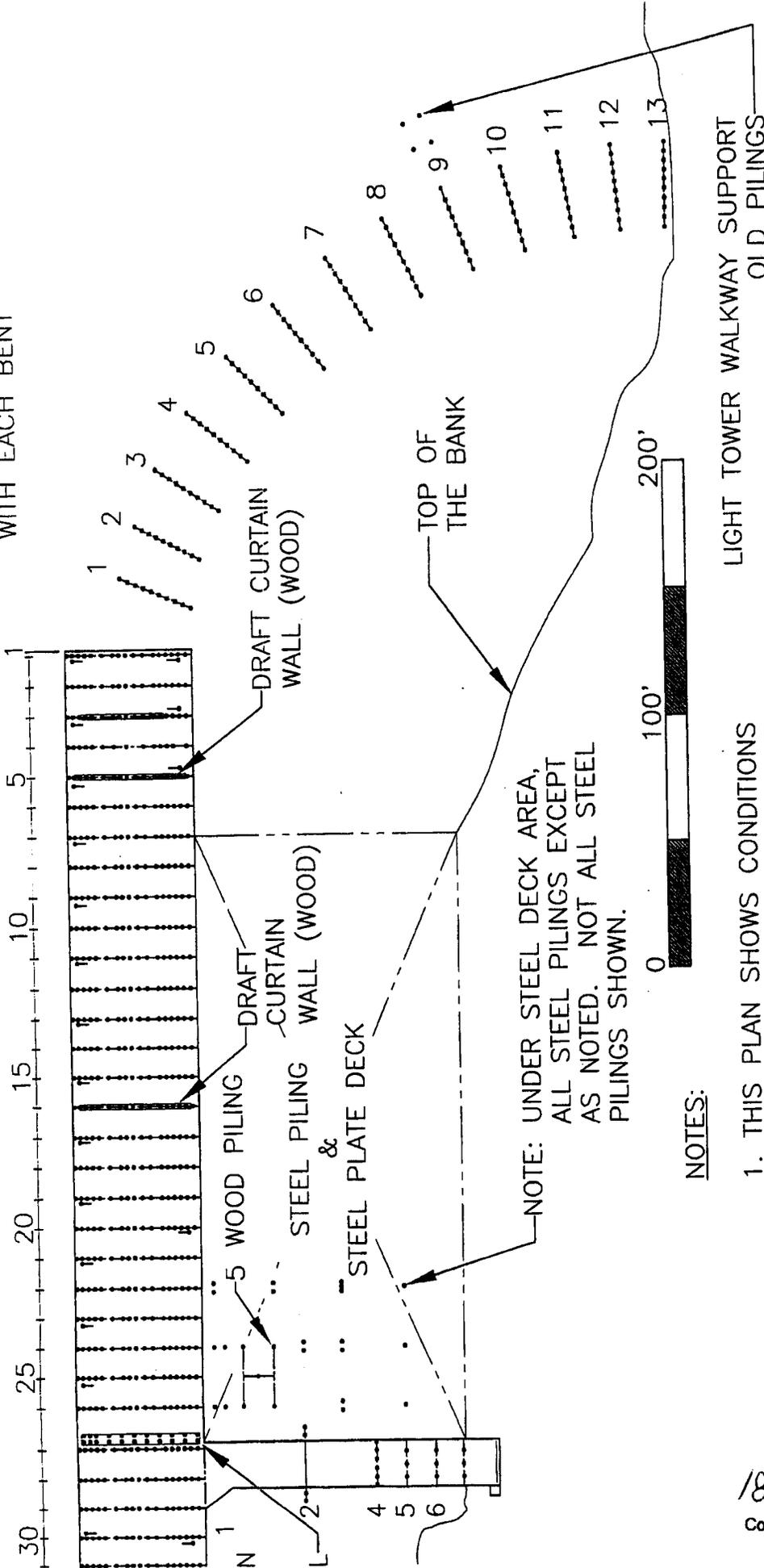
OUTFITTING PIER REPAIR  
WILLAMETE RIVER MILE 9  
MARCH 2008

GUNDERSON INC.  
PORTLAND, OREGON  
SHEET 20 OF 25

DOWNSTREAM

FENDER PILES ARE NOT SHOWN:

FENDER PILES ARE BASICALLY IN LINE WITH EACH BENT



NOTE: UNDER STEEL DECK AREA, ALL STEEL PILING EXCEPT AS NOTED. NOT ALL STEEL PILING SHOWN.

NOTES:

1. THIS PLAN SHOWS CONDITIONS OBSERVED IN OCTOBER 1997

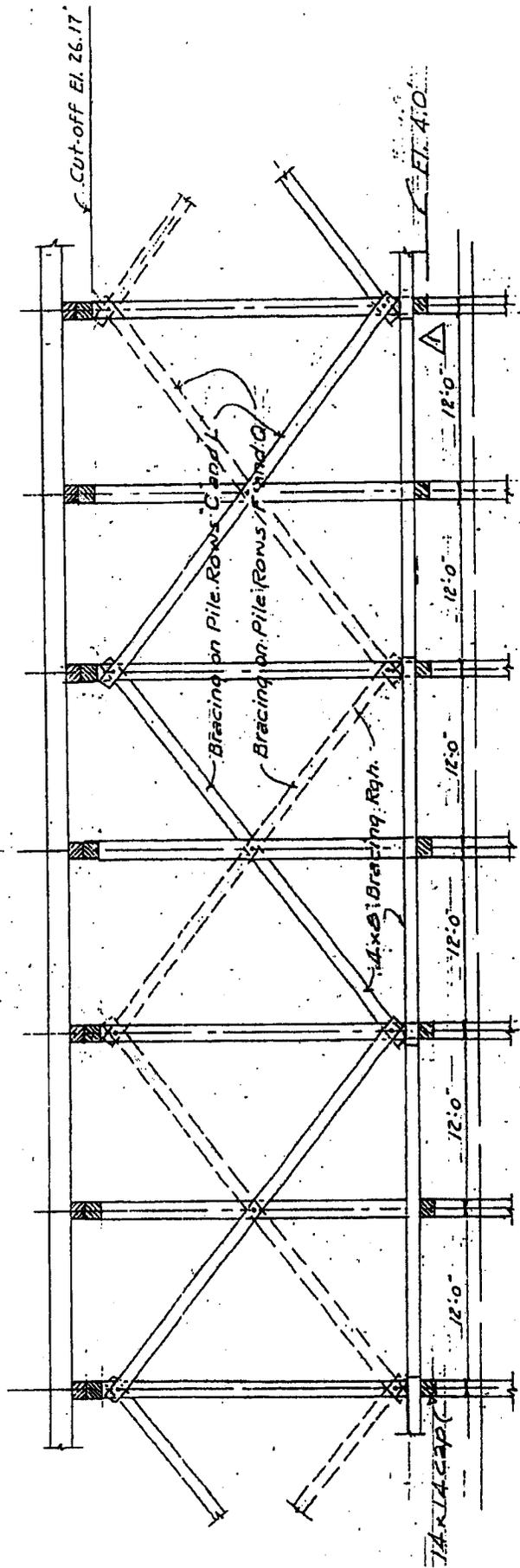
LIGHT TOWER WALKWAY SUPPORT OLD PILING

PILING PLAN

18 of 23  
Corps #NWP-1999-727

OUTFITTING PIER REPAIR  
WILLAMETE RIVER MILE 9  
MARCH 2008

GUNDERSON INC.  
PORTLAND, OREGON  
SHEET 21 OF 25



*LONGITUDINAL TOWER BRACING DETAIL (DOCK)*

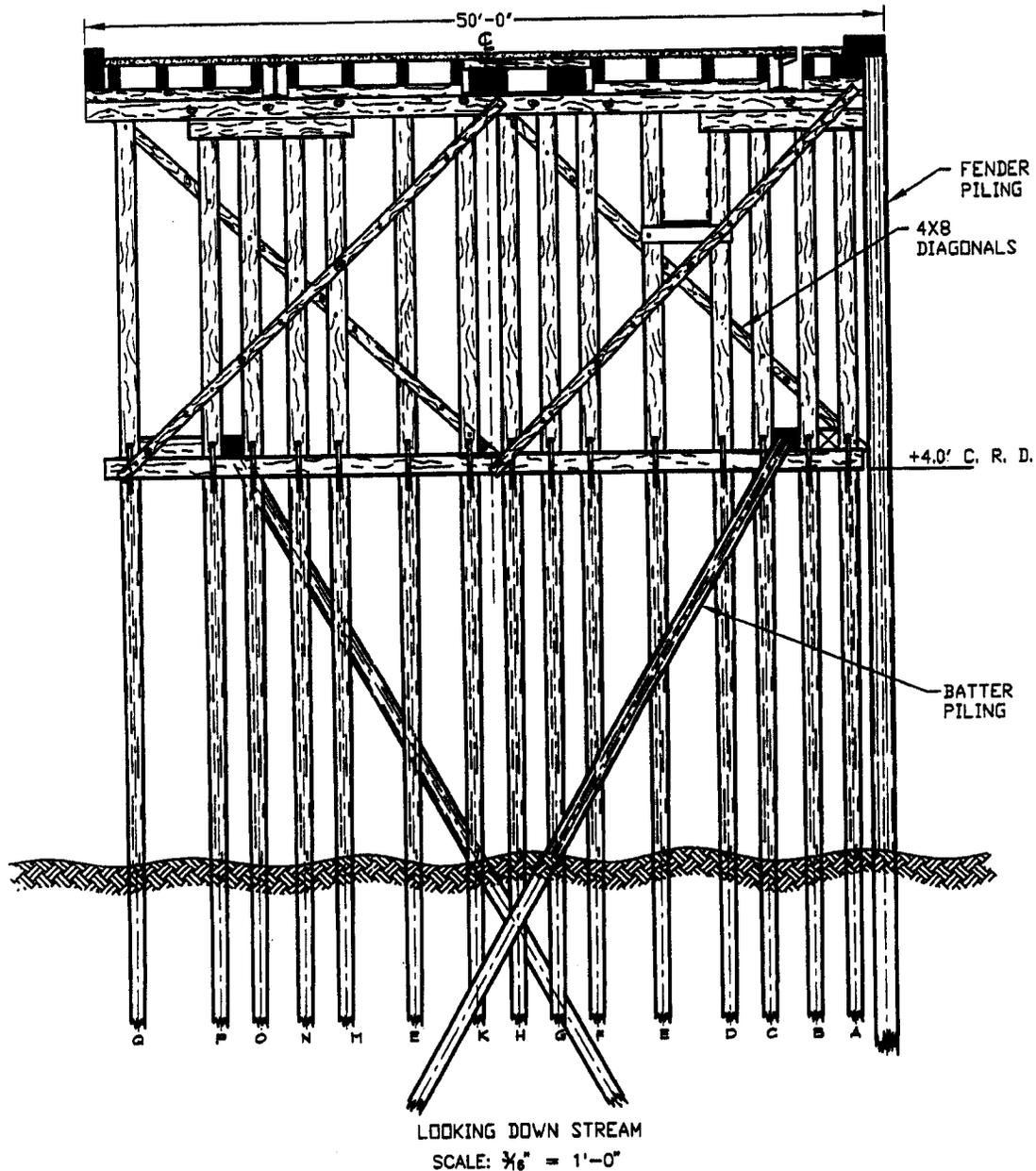
LONGITUDINAL SECTION

Scale: 3/32" = 1'-0"

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Corps #NWP-1999-727

GUNDERSON INC.  
PORTLAND, OREGON  
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OUTFITTING PIER REPAIR  
WILLAMETE RIVER MILE 9  
MARCH 2008



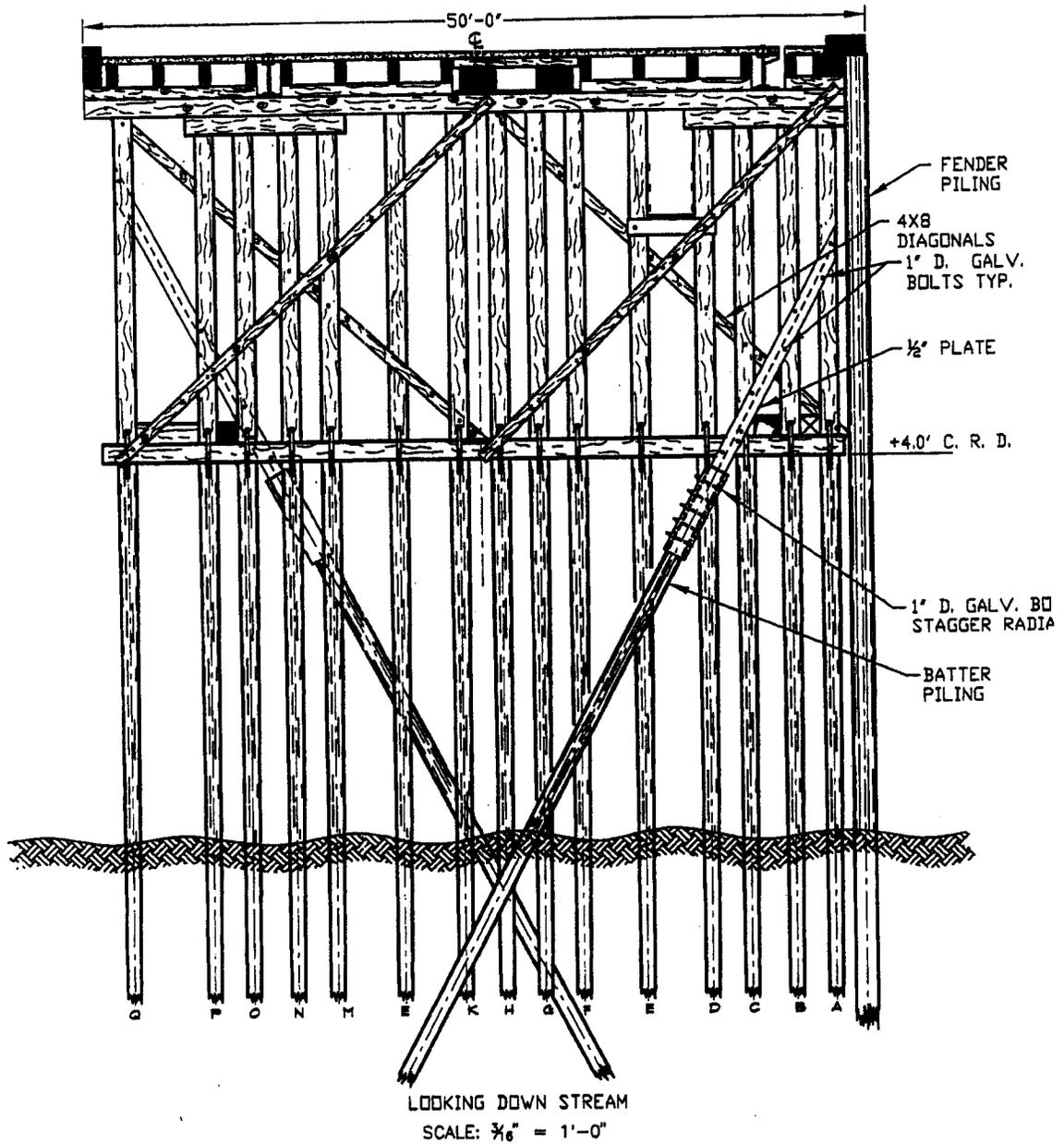
## TRANSVERSE SECTION

OUTFITTING PIER REPAIR  
 TYPICAL EXISTING BATTER PILING  
 BENT 82 SHOWN  
 WILLAMETE RIVER MILE 9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
 SHEET 23 OF 25

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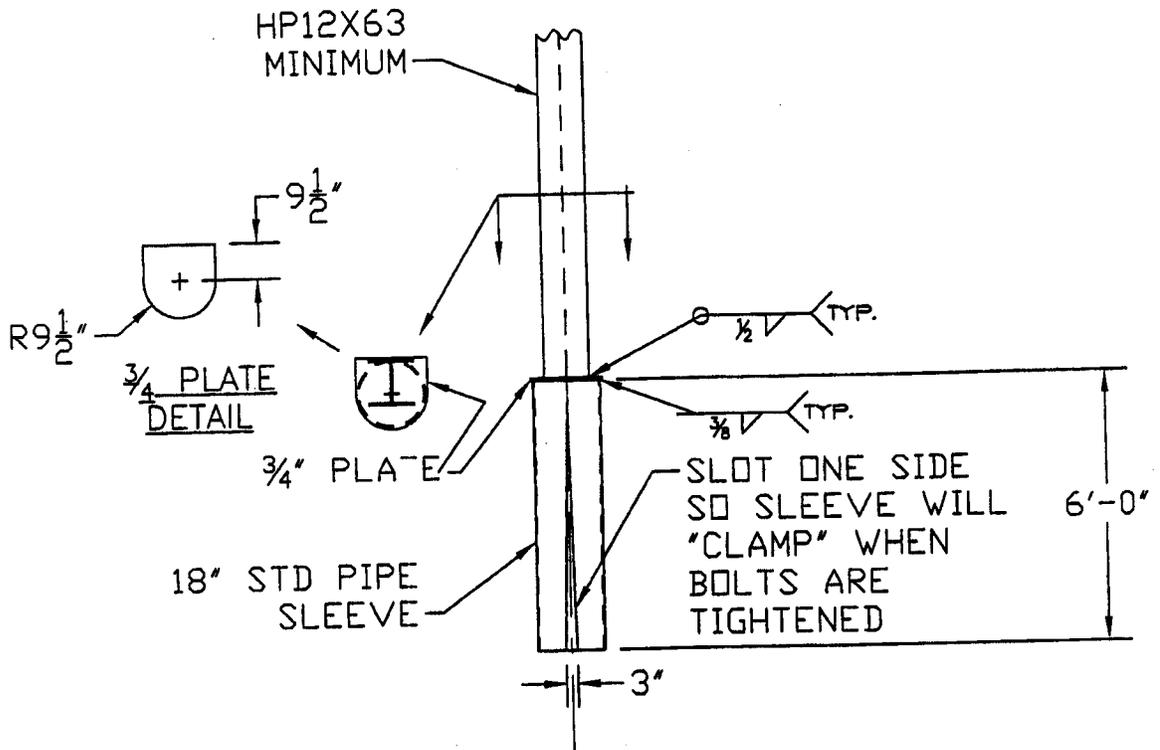


OUTFITTING PIER REPAIR  
 BATTER PILE REPAIR  
 WILLAMETTE RIVER MILE 9  
 MARCH 2008

GUNDERSON INC.  
 PORTLAND, OREGON  
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BATTER PILE EXTENSION  
DETAIL

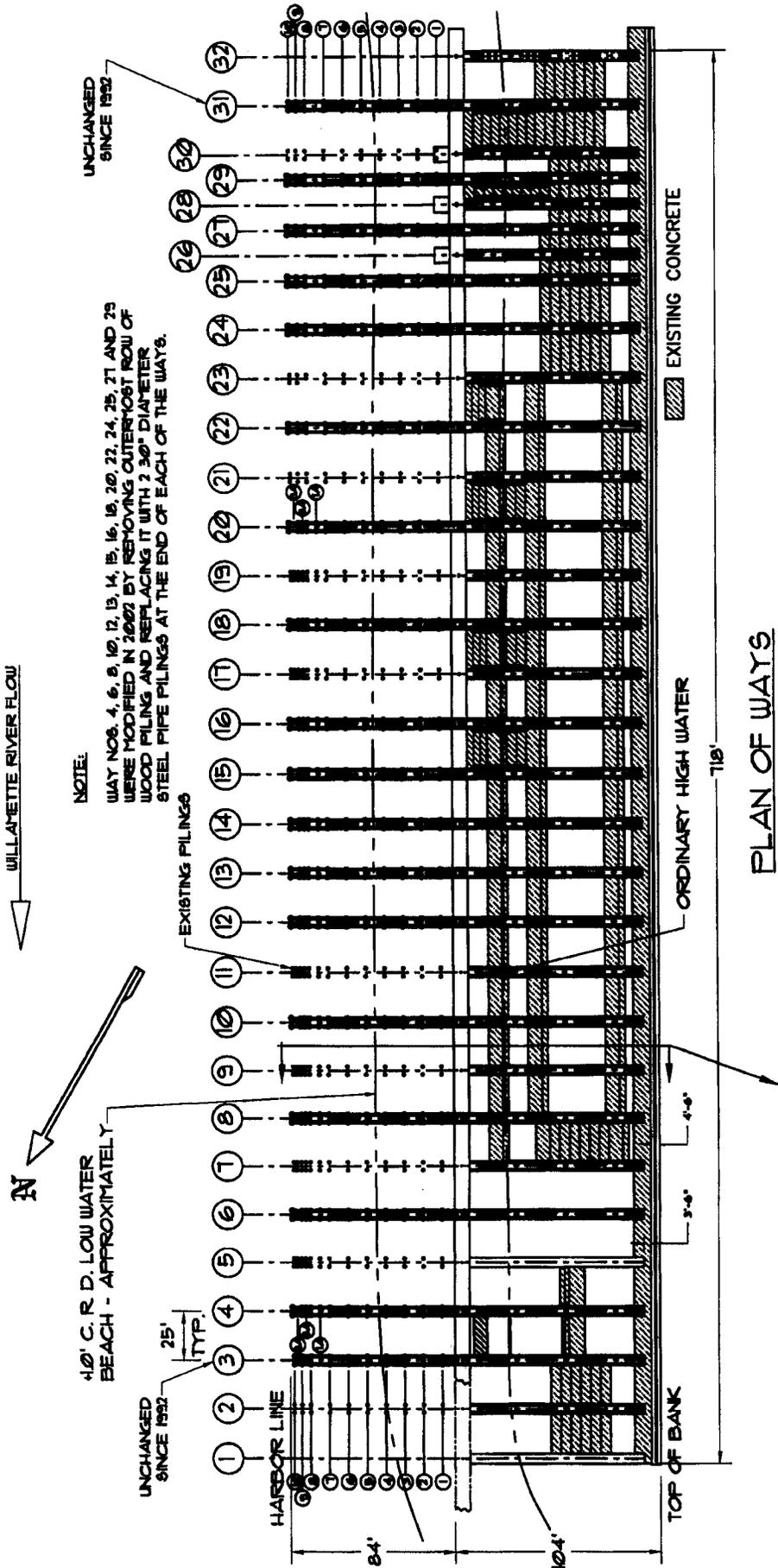
SCALE:  $\frac{1}{4}'' = 1'-0''$

OUTFITTING PIER REPAIR  
WILLAMETE RIVER MILE 9  
MARCH 2008

GUNDERSON INC.  
PORTLAND, OREGON  
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**PUBLIC NOTICE**  
**Oregon Department of Environmental Quality (DEQ)**  
**Water Quality 401 Certification**

Corps of Engineers Action ID Number: NWP-1999-727  
Oregon Department of State Lands Number: 38937

Notice Issued: October 29, 2008  
Written Comments Due: November 28, 2008

**WHO IS THE APPLICANT:** Gunderson Marine, Inc.

**LOCATION OF CERTIFICATION ACTIVITY:** See attached U.S. Army Corps of Engineers public notice

**WHAT IS PROPOSED:** See attached U.S. Army Corps of Engineers public notice on the proposed project

**NEED FOR CERTIFICATION:** Section 401 of the Federal Clean Water Act requires applicants for Federal permits or licenses to provide the Federal agency a water quality certification from the State of Oregon if the proposed activity may result in a discharge to surface waters.

**DESCRIPTION OF DISCHARGES:** See attached U.S. Army Corps of Engineers public notice.

**WHERE TO FIND DOCUMENTS:** Documents and related material are available for examination and copying at Oregon Department of Environmental Quality, 401 Water Quality Certification Coordinator, Northwest Region, 2020 S.W. 4th Avenue, Portland, Oregon 97201-4953.

While not required, scheduling an appointment will ensure documents are readily accessible during your visit. To schedule an appointment please call Jan Coomler at (503) 229-5087.

Any questions on the proposed certification may be addressed to the 401 Program Coordinator at (503) 229-6030 or toll free within Oregon at (800) 452-4011. People with hearing impairments may call DEQ's TTY at (503) 229-6993.

**PUBLIC PARTICIPATION:**

**Public Hearing:** Oregon Administrative Rule (OAR) 340-48-0032 (2) states that " The Corps provides public notice of and opportunity to comment on the applications, including the application for certification, provided that the department (DEQ), in its discretion, may provide additional opportunity for public comment, including public hearing."

**Written comments:**

Written comments on the proposed certification must be received at the Oregon Department of Environmental Quality by 5 p.m. on November 28, 2008. Written comments should be mailed to Oregon Department of Environmental Quality, Attn: 401 Water Quality Certification Coordinator, Northwest Region, 2020 S.W. 4th Avenue, Portland, Oregon 97201-4953 or faxed to (503) 229-6957. *People wishing to send written comments via e-mail should be aware that if there is a delay between servers or if a server is not functioning properly, e-mails may not be received prior to the close of the public comment period.* People wishing to send comments via e-mail should send them in Microsoft Word (through version 7.0), WordPerfect (through version 6.x) or plain text format to [401publiccomments@deq.state.or.us](mailto:401publiccomments@deq.state.or.us) . Otherwise, due to conversion difficulties, DEQ recommends that comments be sent in hard copy.

**WHAT HAPPENS NEXT:** DEQ will review and consider all comments received during the public comment period. Following this review, the permit may be issued as proposed, modified, or denied. You will be notified of DEQ's final decision if you present either oral or written comments during the comment period. Otherwise, if you wish to receive notification, please call or write DEQ at the above address.

**ACCESSIBILITY INFORMATION:** This publication is available in alternate format (e.g. large print, Braille) upon request. Please contact DEQ Office of Communications and Outreach at (503) 229-5317 or toll free within Oregon at 1-800-452-4011 to request an alternate format. People with a hearing impairment can receive help by calling DEQ's TTY at (503) 229-6993.