

Land Use Application

Applicant(s):	Property Owner(s):
Oregon Department of Transportation (ODOT)	Oregon Department of Transportation (ODOT)
Mailing Address:	Mailing Address:
63055 N Highway 97, Building M Bend, Oregon 97703	63055 N Highway 97, Building M Bend, Oregon 97703
Phone: 541-388-6041	Phone: See applicant phone
Email: teresa.l.brasfield@odot.state.or.us	Email: See applicant email

Location of property:

Township: 2N	Range: 13E	Parcel address: US197 Bridge over the Columbia River in The Dalles
Section & Qtr. Section: 36 SWSW		County: Wasco & Klickitat
Tax Lot No(s): N/A, Highway ROW		Parcel Size (acres): 1.3
Existing use of parcel: U.S. Highway 197 bridge		

Use of adjacent parcels:
National Scenic Area,
Commercial, Industrial

Project description: This should include all proposed activities and details on size, height, exterior colors, and construction materials of proposed structures. Any areas of ground disturbance and landscaping details should also be described. It is important to describe all aspects of your project so that you may gain approval for all of the development activities you plan to do.

See Attachment A – Project Description.

See Attachment B – Project Plan Sheets

See Attachment C – ODOT Standard Bridge Rail Drawing BR208

Application checklist: The following is required to complete your application:

- Application form completed and signed
- Site plan
- Key viewing areas checklist, elevation drawings, and landscape details, if required
- Names and addresses of adjacent property owners, if required
- Any additional information as required

Signature of the property owner(s) indicates that the property owner(s) is/are aware that an application is being made on the subject property. **Signature of the property owner(s) also authorizes the Gorge Commission or the Commission's designee(s) reasonable access to the site in order to evaluate the application.**

Applicant(s) signature: Teresa L. Bradford date 05/27/20
Region Environmental Coordinator date
Oregon Department of Transportation

Property owner(s) signature: Teresa L. Bradford date 05/27/20
for Oregon Department of date
Transportation

Key Viewing Areas:

Key viewing areas are important public viewpoints and areas that afford opportunities to view the Gorge scenery. Key viewing areas are listed below.

Please check those sites which can be seen from your property:

- Historic Columbia River Highway
- Old Highway 8 (County Road 1230)
- Highway I-84
- Washington State Route 142
- Washington State Route 14
- Washington State Route 141
- Panorama Point Park
- Columbia River
- Rowena Plateau and Nature Conservancy Viewpoint
- Cook-Underwood Road

If your project would be visible from one or more key viewing areas, then you must submit elevation drawings and landscaping details.

Elevation drawings must show the sides of proposed buildings which would be visible from key viewing areas, including:

- the appearance of proposed buildings over 400 square feet in size*
- surrounding final grades*

Landscape details must show how your project will be screened from key viewing areas, including:

- location of plants used*
- number of plants*
- size of plants*
- type of plants*
- irrigation provisions or other measures to ensure the survival of landscaping planted for screening purposes*
- location of existing and proposed topographical features which would screen your project.*

Adjacent Property Owners:

If your project is included in one of the categories below, then you must submit names and address of adjacent property owners within a specified distance (200 feet or 500 feet) of the perimeter of your parcel. The following list specifies the distance within which property owners must be notified of your proposal. You only need to provide the names and address (along with the parcel number); the Commission will send the notice.

Your county Assessor's Office can assist you in obtaining this property owner information. You may use the back of this form to record the names and addresses or you may submit forms which the county may provide you.

Notification of landowners within 200 feet:

- Uses within Residential designation (except single-family dwellings located adjacent to Agriculture or Forest designations - see notification of landowners within 500 feet)
- Uses within Agriculture designation (except non-farm single-family dwellings in Large-Scale Agriculture designation - see notification of landowners within 500 feet)
- Uses within Forest designation (except utility facilities, railroads, home occupations, cottage industries, wineries, agriculture product processing and packaging, mineral resources, geothermal resources, aquaculture, boarding of horses, temporary asphalt/batch plants, expansion of non-profit camps-retreats-conference centers, bed and breakfasts, and non-profit learning/research facilities - see notification of landowners within 500 feet)
- X Uses within Commercial designations
- X Uses within Recreation designations
- X Uses within Open Space designations
- Uses within Agriculture-Special designations
- Uses within Special Management Areas

Notification of landowners within 500 feet:

- Single-family dwellings within Residential designation located adjacent to Agriculture or Forest designations
- Non-farm single-family dwellings within Large-Scale Agriculture designation
- Utility facilities, railroad, home occupations, wineries, agriculture product processing and packaging, mineral resources, geothermal resources, aquaculture, boarding of horses, temporary asphalt/batch plants, expansion of nonprofit camps/retreats/conference centers, and bed and breakfasts, non-profit learning/research facilities within Forest designations

Projects Requiring Grading Plans:

If your project meets one of the following, then you must submit a grading plan:

In the General Management Area:

- applications for structural development involving more than 100 total cubic yards of grading (material excavated and/or used as fill) with slopes of more than 10%;
- applications for structural development involving more than 200 total cubic yards of grading (material excavated and/or used as fill) where the building site is visible from one or more Key Viewing Areas

In the Special Management Area:

- applications for structural development involving more than 100 total cubic yards of grading (material excavated and/or used as fill) with slopes of more than 10% (except trails)

The grading plan must include the following:

- A map of the site prepared at a scale of 1 inch equals 200, feet (1:2;400) or at a scale providing greater detail, with contour intervals of at least every five feet including:
 - Existing and proposed final grades
 - Location of all areas to be graded, with cut banks and fill slopes delineated; and,
 - Estimated dimensions of graded areas.
- A narrative description of the proposed grading activity, including:
 - Its purpose
 - An estimate of the total volume of material to be moved
 - The height of all cut banks and fill slopes
 - Provisions to be used for compaction, drainage, and stabilization of graded areas (preparation of this information by a licensed engineer or geologist is recommended)
 - A description of all plant materials used to revegetate exposed slopes and banks, including types of species, number of, size and location of plants, and a description of irrigation provisions or other measures necessary to ensure the survival of plantings; and
 - A description of any interim or permanent erosion control measures to be utilized.

Please note: Structural development on slopes greater than 30% is prohibited.

Each grid equals 50'x 50' at scale of 1" = 200'.

If your project is listed below, you will also need to submit additional information. Contact a Gorge Commission planner for help in identifying the information required.

Projects in the General Management Area:

- Agricultural Buildings and Agricultural Labor Housing
- Projects within 1000 feet of sensitive wildlife and plant sites or water resources
- Single-family dwellings on lands designated Large or Small Woodland
- Single-family dwellings in conjunction with agricultural use
- Single-family dwellings not in conjunction with agricultural use (on Large-Scale Agriculture)
- Single-family dwelling for an Agricultural Operator's Relative
- Wineries or tasting rooms
- Temporary Hardship Dwelling
- Communications and Utility Facilities on lands visible from key viewing areas
- New livestock grazing; new fences, livestock watering facilities, and corrals; or soil, water, and vegetation conservation activities on lands designated Agriculture-Special
- Production and/or development of mineral resources and expansion of existing quarries
- Uses located in or providing recreational access to the Columbia River or its tributaries

Projects in the Special Management Area:

- Single-family dwellings on lands designated Forest, Agriculture or Public Recreation
- Agricultural Buildings and Agricultural Labor Housing
- Clearing trees for new agricultural use
- Any new use or development on lands designated Open Space

Projects Requiring Cultural Resources Reconnaissance Surveys and Historic Surveys for Large-Scale Uses:

- Residential development of two or more dwellings
- Recreation facilities
- Commercial or industrial development
- Public transportation facilities
- Electric facilities, lines, equipment, and appurtenances that are 33 kilovolts or greater
- Communication, water and sewer, and natural gas transmission lines, pipes, equipment, and appurtenances

Projects Requiring Sensitive Plant and Wildlife Surveys:

- Land divisions that create four or more parcels
- Recreation facilities that contain parking areas for 10 cars, overnight camping facilities, boat ramps, and visitor information and environmental education facilities
- Public transportation facilities that are outside improved rights-of-way
- Electric facilities, lines, equipment, and appurtenances that are 33 kilovolts or greater
- Communication, water and sewer, and natural gas transmission lines, pipes, equipment, and appurtenances (except minor projects as specified in Commission Rule 350-81)

Please contact the Columbia River Gorge Commission's office if you need assistance or have any questions. The Commission recommends scheduling a pre-application meeting

**to discuss your project with a planner before submitting your application for review.
Please call 509-493-3323 or contact us via our website at www.gorgecommission.org.**

Attachment A
Project Description

Project Description

The project scope includes the following:

- removal and replacement of the existing concrete bridge deck and sidewalk
- removal of existing bridge metal rail and replacement with new standard bridge rail (3-tube rail)
- removal of existing illumination, navigation and aviation lighting, wiring, and conduits that are connected to the bridge and replace with new illumination, navigation and aviation lighting system across the bridge
- installation of bridge screening over the locks and BNSF railway
- full containment will be required during construction. Containment will not adversely impact facilities (BNSF and the locks) or tribal fisheries areas. Containment will be constructed from the bridge deck to hang beneath the structure. No ground impacts will occur.
- Roadway guardrail at bridge approaches will be replaced
- Installing roadside stormwater infiltration along I-84 median

The US197 (The Dalles Columbia River) Bridge provides the primary traffic connection between Dallesport, Washington and The Dalles, Oregon. The National Bridge Inventory (NBI) deck rating was lowered from a code 5 (moderate) to a code 4 (poor) in June 2017. The Oregon Department of Transportation (ODOT) determined that the roadway deck is experiencing advancing deterioration broadly throughout the structure. Maintenance activities to retain the bridge in service continued to expand annually with a currently estimated need of more than 6 percent of the truss roadway deck area in need of full depth repair, with the remaining portions of the roadway deck approaching need for similar full depth repairs. Recent roadway deck repairs have been performed in 1986, 1990, 1992, 2005 (which included extensive Class 3 full depth repairs), and again in 2015. Map cracking of the roadway deck is noted throughout the structure. A membrane waterproofing applied under asphalt concrete wearing surface continues to be problematic, with delamination being common due to deteriorating condition of the underlying roadway deck concrete.

From north to south, the structure consists of two rolled steel deck girder spans approaching a continuous two-span steel truss section connecting to the three-span cantilever steel truss main spans. At the south end of the main truss spans, the structure continues with four spans of fabricated steel plate deck girder spans, which are a two-girder fracture critical arrangement configured with short cantilever ends and in-span hinges. From there the structure has 16 rolled steel deck girder spans, similar in detail to the two most northerly spans, then two more steel plate girder deck spans with a single rolled steel deck girder span to the south bridge abutment. The entire structure is 3,340-ft, 5-inches in length from north abutment to south abutment. Complicating the geometry of the structure is the inclusion of a 1,424-ft long superelevated horizontal curve with spiral approaches over the south deck girder spans. The framing of the structure requires a gradual superelevation run-out through each 350-foot spiral, and the skew angles for each supporting bridge bent varies throughout the curved alignment retaining a parallel alignment as much as possible. The existing bridge deck provides 24-ft of clear horizontal roadway (two 12-ft travel lanes with no shoulder or shy distance) and a 4-ft wide raised concrete sidewalk on the upstream northbound side to accommodate pedestrians and a 1-ft wide raised

curb on the downstream southbound side. The through truss configuration restricts vertical clearance to 16-ft at the portals.

The existing railing on the approaches is the typical “picket fence” steel railing with concrete pilasters very common in Oregon to bridges of this era. The truss section railing consists of a fabricated steel post and coped channel section with a round handrailing on the upstream side. These railings are both structurally and functionally deficient.

The purpose of the project is to improve pedestrian and vehicular safety on the bridge and extend the life of the structure as a whole. This will be accomplished by removing and replacing the existing bridge deck, sidewalk, curbs, and railings. Existing illumination lighting will be upgraded to current standards and all navigation lighting, both river and aircraft, will be replaced with new lighting and upgraded circuitry. Interior truss luminaires will be relocated to direct mounting on truss cross frame members to become less visually obtrusive to the truss system. Relocation of interior truss luminaires to direct mounting on truss cross frame members has been requested as a mitigation for effect to the historic structure.

Existing railing will be replaced with 3-tube steel railing. The 3-tube railing is preferred structurally as it is lighter in overall weight and more likely to avoid adding more additional weight to the bridge. The structure’s status as an identified historically eligible structure in Oregon has been considered. The existing railing is of a character that clearly defines the era in which the structure was constructed and is one of the only direct visual cues to this history. Three-tube railing offers greater flexibility to apply a visually similar external appearance to the bridge. In consultation with both the Oregon State Historic Preservation Office and Washington Department of Archaeology and Historic Preservation, since the upper truss system is the primary feature of significance, installation of 3-tube railing and the screening over the railroad are not considered adverse impacts to the structure. In addition, new railing will be painted to match the existing bridge color and the screening will be galvanized to match the existing screen, which is unobtrusive against the existing color of the bridge.

Due to restrictions from the Army Corps of Engineers, the US Coast Guard, and concerns for historical and cultural impacts, bridge construction activities will be confined to the existing right-of-way. All bridge work will occur from either the existing deck or from work/containment platforms suspended 6 feet below the bottom of the existing structure.

Several major utilities are currently attached to the structure. Where possible, existing utilities will be maintained in place. A couple of locations on the structure may require temporary relocation of the utilities to prevent damage. In these instances, utilities will be safely relocated on the existing structure for the duration of necessary construction activities and returned to their original location (or as near to as possible).

The bridge deck replacement and reconstruction of the highway’s pavement down to subgrade triggers the requirement for stormwater management for all the project’s contributing impervious surfaces. The project will be permitted using ODOT’s Federal-AID Highway Program (FAHP) Programmatic Biological Opinion for the Endangered Species Act (ESA) compliance and must meet its stormwater management

requirements. Only the water quality standards apply since the project outfalls into the Columbia River (basin area is larger than 100 square miles) and is exempt from meeting the FAHP's flow control requirements. The existing bridge is currently untreated. On-site treatment of the bridge stormwater was eliminated as an alternative due to the cost of hanging a pipe system to collect the bridge's stormwater runoff, the difficulty of maintaining any system on the bridge due to the lack of roadway shoulder, the lack of available area for treatment facilities and cultural resource concerns. The National Marine Fisheries Service (NMFS) has agreed that offsite mitigation was appropriate for the project. The project will construct offsite water quality facilities upstream from the project, in the I-84 median, between MP 100.6 to MP 102.2, which is outside of the Columbia River Gorge National Scenic Area (CRGNSA). Location 2 also is within ODOT ROW and here a vegetated filter strip will be placed adjacent to the eastbound lanes of the freeway. Any runoff that does not infiltrate will be collected by existing cross culverts that outfall into the Columbia River.

The project will not affect the existing roadway layout or geometry. The proposed method for construction involves removal of the existing deck and construction of the new deck with precast concrete deck panels. The preliminary size of the truss deck panels is 32-ft 0-inches longitudinally and 29-ft 0-inches transversely. This is the typical dimension of the transverse floor beam spacing in the through truss. It is possible the Contractor will set up an on-site fabrication site on the Washington side of the river. Proposed pre-fabrication sites are located within the Urban Area boundary for Dallesport and are therefore exempt from CRGNSA rules and regulations.

Limited closures would be necessary to install the bridge deck panels onto the bridge. The project team looked at conventional bridge deck replacement methods but closing the bridge for long periods of time, possibly 6 months at a time, wasn't favorable by the communities adjacent to the project. The stakeholder meeting were in favor of accelerated bridge construction (ABC) that prefabricate bridge deck panels in a staging area and then transport to the bridge for placement under a bridge closure in shorter periods of time. This was either nightly, Sunday through Thursday or long weekends, Thursday night to Monday morning. The stakeholder group was supportive of the ABC construction over conventional deck replacement. The shorter bridge closures were perceived to have some advantages with emergency services and coordination with operations at the Dalles Dam. A preliminary schedule has been constructed that assumes use of this 3-day closure scenario. This results in a schedule that predicts an overall project duration of 19 months, with bridge weekend closures occurring between Labor Day 2021 and Memorial Day 2022. This is assuming a Notice to Proceed (NTP) to the contractor in January 2021 with completion by July 2022. Bridge closures will be allowed up to Memorial Day, but there will be other minor work (e.g. paving) that will need to occur past Memorial Day.

Limited duration closure construction involves the construction of the new bridge deck using precast concrete panels with traffic operations closed for 3-day (long weekend) closures. We have assumed two precast casting lines available and about 74 panels (northern section) and 42 panels (southern section) to be replaced across the bridge. It is set up for a 3-day closure with 24 hour work and we have assumed a production rate of two panels a day (one each day for the first two cycles).

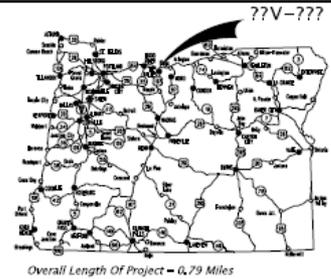
Detour routes have been established for times of bridge closure. Mobility will be notified of any and all bridge closure periods and detour routes have been established to provide equivalent mobility access.

Construction staging will be a major factor in determining construction methods. With a full bridge closure likely, the detour route will be the majority of the staging. Temporary Pedestrian Access Routes (TPAR) will likely require the use of a bicycle and pedestrian transport vehicle to be available during times of closure and to provide access to each end of the bridge via the detour route.

Attachment B
Project Plan Sheets

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A01	Title Sheet
A02	Index Of Sheets Cont. & Std. Dwg. Nos.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
 PLANS FOR PROPOSED PROJECT
DRAINAGE, STRUCTURE AND ILLUMINATION
US197: THE DALLES (COLUMBIA RIVER)
BRIDGE PROJECT
THE DALLES-CALIFORNIA HIGHWAY
 WASCO COUNTY OREGON AND
 KLICKITAT COUNTY WASHINGTON



BEGINNING OF PROJECT
STA. 106+34.75 (OR M.P. -0.26)
US-197, WA M.P. 0.67

END OF PROJECT
STA. 168+20.40
US-197, OR M.P. 0.53

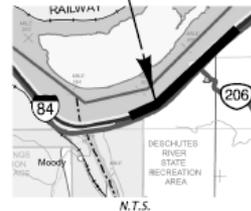


ATTENTION:
 Oregon Law Requires You To Follow Rules Adopted By The Oregon Utility Notification Center. These Rules Are Set Forth In OAR 952-001-0010 Through OAR 952-001-0090. You May Obtain Copies Of The Rules By Calling The Center. (Note: The Telephone Number For The Oregon Utility Center Is (503) 232-1987.)



WATER QUALITY MITIGATION SITE

**I-84 COLUMBIA RIVER HWY,
 M.P. 100.6 TO 102.2**

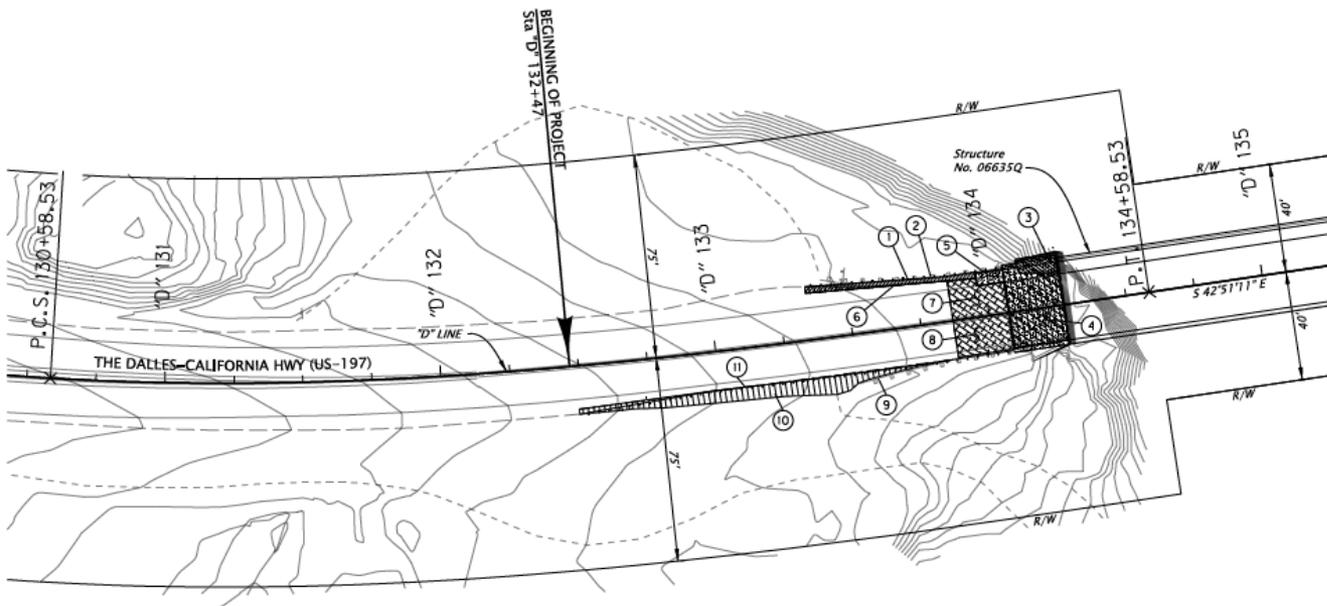


T. 1 N., R. 13 E., W.M.
 T. 2 N., R. 13 E., W.M.

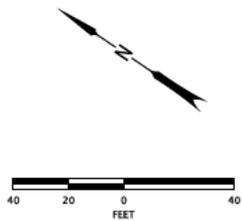
**ADVANCE COPY
 SUBJECT TO CHANGE**



PLANS PREPARED FOR OREGON DEPARTMENT OF TRANSPORTATION		
700 Washington Street, Suite 300 Vancouver, Washington 98660 360.537.8613 www.otak.com		
OREGON TRANSPORTATION COMMISSION		
Tammy Boney	CHAIR	
Bob Van Brocklin	COMMISSIONER	
Alonso Simpson	COMMISSIONER	
Julie Brown	COMMISSIONER	
Martin Callery	COMMISSIONER	
Matthew L. Garrett	DIRECTOR OF TRANSPORTATION	
These plans were developed using ODOT design standards. Exceptions to these standards, if any, have been submitted and approved by the ODOT Chief Engineer or their delegated authority.		
Approving Authority: _____ Signature & date		
_____ Print name and title		
Concurrence by ODOT Chief Engineer _____		
US197: THE DALLES (COLUMBIA RIVER) BRIDGE THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY		
FEDERAL HIGHWAY ADMINISTRATION	PROJECT NUMBER	SHEET NO.
OREGON DIVISION	S004(221)	A01



- ① Sta. "D" 133+40.97, 21.49 Lt. to 134+18.82, 16.26 Lt. Remove extg. guardrail - 78 ft.
- ② Sta. "D" 133+35.32, 19.00 Lt. to 134+06.80, 17.00 Lt. Const. 31" guardrail to end panel transition - 21.25 ft Const. guardrail terminal, WSDOT-MASH-MSKT - 50 ft. (See WSDOT dwg. no. TB-2 & C-22.40-07, ODOT BR209)
- ③ Sta. "D" 134+12.0, to Sta 134+27.2, 8.6 Lt. to 16 Lt. Sawcut conc. - 22 LF Remove conc. - 4.4 SY, shown thus:
- ④ Sta. "D" 134+06.8, to Sta 134+27.2 Sawcut pvmt. - 25 LF Remove pvmt. - 62 SY, shown thus: Install end panel with sidewalk and railing - 70 SY (See Structure plans for details)
- ⑤ Sta. "D" 133+98.7 to Sta 134+06.7, 12 Lt. to 16 Lt. Const. conc. sidewalk ramp - 32 SF
- ⑥ Sta. "D" 133+43, 18.7 Lt. to Sta 133+98.7, 14 Lt. Sawcut pvmt. - 76 LF Remove pvmt. - 4 SY Install full-depth pvmt. - 117 SF, shown thus:
- ⑦ Sta. "D" 133+86.9 to 134+06.8 Cold plane pvmt. removal, shown thus: 1 - 2 Inches deep - 60 SY
- ⑧ Sta. "D" 133+86.90 to 134+27.1 Install pvmt. overlay - 1080 SF, shown thus:
- ⑨ Sta. "D" 133+49.99, 18.22 Rt. to 134+27.23, 13.35 Rt. Remove guardrail - 78 LF
- ⑩ Sta. "D" 132+48.90, 15.9 Rt. to Sta 133+84.50, 14.1 Rt Sawcut pvmt. - 137 LF Remove pvmt. - 54 SY
- ⑪ Sta. "D" 132+48.87, 16.00 Rt. to 134+06.80, 14.00 Rt. Const. 31" guardrail to end panel transition - 21.25 ft. Const. guardrail terminal, WSDOT-MASH-MSKT - 50 ft.



REGISTERED PROFESSIONAL
ENGINEER
5286
ROBERT A. DETHLEFS
9, 2002

RENEWS: 12-31-2021

Otak 700 Washington Street, Suite 300
Vancouver, Washington 98680
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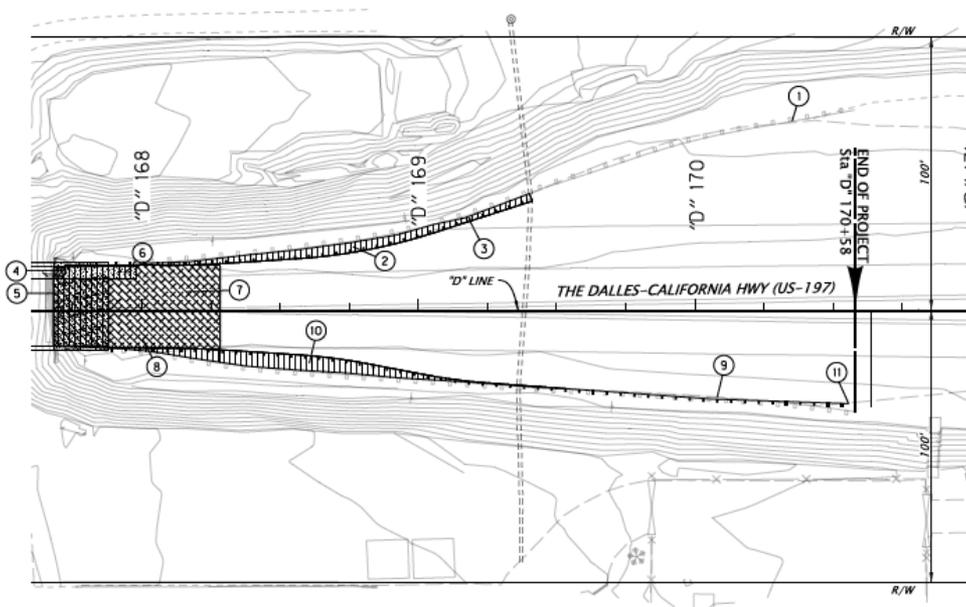
**US197: THE DALLES (COLUMBIA RIVER)
BRIDGE PROJECT**
THE DALLES-CALIFORNIA HIGHWAY
WASCO & KLIKITAT COUNTY

Designer: B Dethlefs Reviewer: C Green
Draftsman: K Farnsworth Checker: S Nettleton

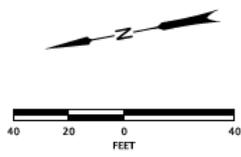
GENERAL CONSTRUCTION

SHEET NO.
001

??V-???

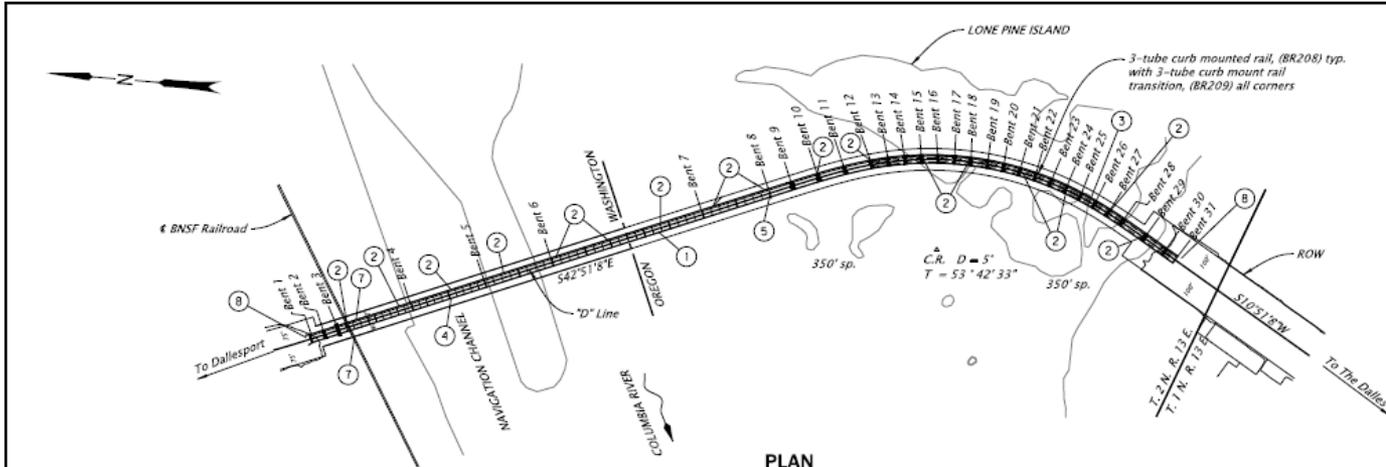


- ① Sta. "D" 167+69.49, 15.56 Lt. to 170+57.72, 73.48 Lt.
Remove extg. guardrail - 295 LF
- ② Sta. "D" 167+96.2, 16.2 Lt. to 169+41.2, 40.2 Lt.
Sawcut extg. pvmt. - 169 LF
Remove extg. pvmt. - 37 SY
- ③ Sta. "D" 167+88.40, 16.50 Lt. to 169+41.20, 40.2 Lt.
Const. guardrail to end panel transition
Const. guardrail - 87.5 LF (Type 2A)
Const. guardrail terminal - 50 LF
- ④ Sta. "D" 167+68 to 167+72, 12.3 Lt. to 16.5 Lt.
Remove extg. conc. - 1.5 SY
- ⑤ Sta. "D" 167+68 to 167+88
Sawcut extg. pvmt. - 38 LF
Remove extg. pvmt. - 72 SY, shown thus: 
Install end panel with sidewalk and railing - 20 LF
(See Structure plans for detail)
- ⑥ Sta. "D" 167+88 to 167+96, 12 Lt. to 16.5 Lt.
Const. conc. sidewalk ramp
- ⑦ Sta. "D" 167+88 to 168+28
Cold plane pvmt. removal, shown thus: 
1 - 2 inches deep - 1180 SF
- ⑧ Sta. "D" 169+68 to 168+28
Install pvmt. overlay - 182 SY, shown thus: 
- ⑨ Sta. "D" 167+69.75, 13.14 Rt. to 170+57.9, 37.19 Rt.
Remove extg. guardrail - 289 LF
- ⑩ Sta. "D" 167+88, 13.8 Rt. to 169+54.8, 28.8 Rt.
Sawcut extg. pvmt. - 150 LF
Remove extg. pvmt. - 50 SY
- ⑪ Sta. "D" 167+88.40, 13.80 Rt. to 170+55.58, 34.14 Rt.
Const. guardrail to end panel transition
Const. guardrail - 200 LF (Type 2)
Const. guardrail terminal - 50 LF
(See dwg. no. RD420)

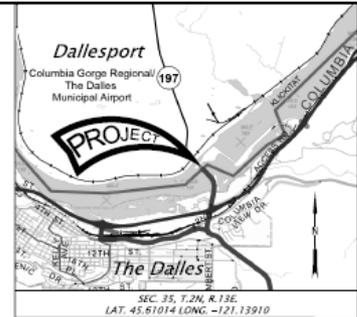



REGISTERED PROFESSIONAL ENGINEER
 5280
ROBERT A. DETHLEFS
 expires 9/2002
 RENEWS: 12-31-2021

	700 Washington Street, Suite 300 Vancouver, Washington 98660 360.737.9613 www.otak.com
US197: THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLIKITAT COUNTY	
Designer: B Dethlefs Drafter: K Farnsworth	Reviewed: C Green Checker: S Nestleton
GENERAL CONSTRUCTION	
SHEET NO. 002	

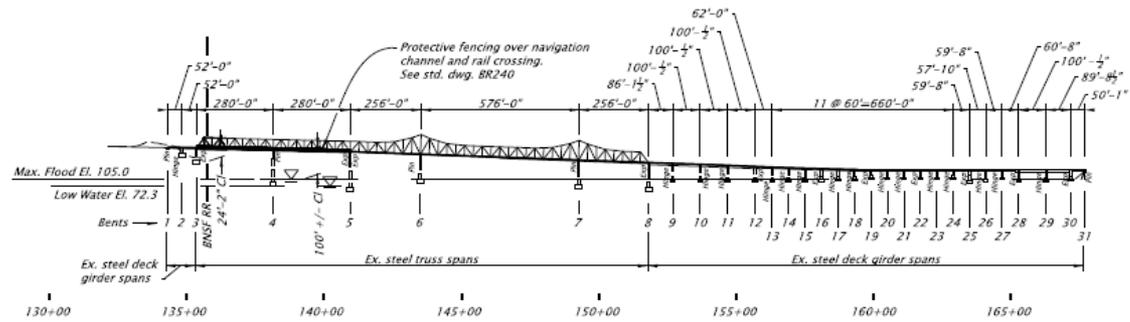


PLAN
Scale: 1"=400'



LOCATION MAP
No Scale

BENT STATIONS			
Bent	Station	Bent	Station
Bent 1	134+27.67	Bent 17	158+70.40
Bent 2	134+79.67	Bent 18	159+30.40
Bent 3	135+31.40	Bent 19	159+90.40
Bent 4	138+11.80	Bent 20	160+50.40
Bent 5	140+92.95	Bent 21	161+10.40
Bent 6	143+50.10	Bent 22	161+70.40
Bent 7	149+25.70	Bent 23	162+30.40
Bent 8	151+81.60	Bent 24	162+90.40
Bent 9	152+68.81	Bent 25	163+50.07
Bent 10	153+68.62	Bent 26	164+07.90
Bent 11	154+68.43	Bent 27	164+67.57
	Back		
	155+67.88		
	155+68.40		
Bent 12	Ahead	Bent 28	165+28.24
Bent 13	156+30.40	Bent 29	166+28.28
Bent 14	156+90.40	Bent 30	167+17.99
Bent 15	157+50.40	Bent 31	167+68.07



DEVELOPED ELEVATION
Scale: 1"=400'

NOTE:
Elevations shown are based on North American Vertical Datum 1988 (NAVD88).

- 1 Replace bridge deck, sidewalk and bridge rail, full width, full length.
- 2 Install sidewalk widening, 200 ft max. centers, see detail.
- 3 Replace roadway lighting, typ, full length
- 4 Replace navigation lighting, typ.
- 5 Replace bridge joints and install seals, typ.
- 6 Replace and add floorbeams, new stringers, and diaphragms, see girder plan sheets.
- 7 Install protective fencing
- 8 Install impact panels

SCALE WARNING
IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE.

ACCOMPANIED BY DWGS:
As-built drawings 68424 to 68473 dated 9/12/1952
As-built drawing 47227 dated 7/1990
As-built drawings 68747 to 68944 dated 4/17/1953

STRUCTURE NO.	066350
BOS DWG NO.	00000
ONLC BOOK	0000
HWY 004	00020-0249
COUNTY	Wasco and Klickitat
DATE	03/20

REGISTERED PROFESSIONAL ENGINEER
SCOTT M. NETTLETON
1994
ADVANCE.COM
submit to change

RENEWS: 12-31-2020

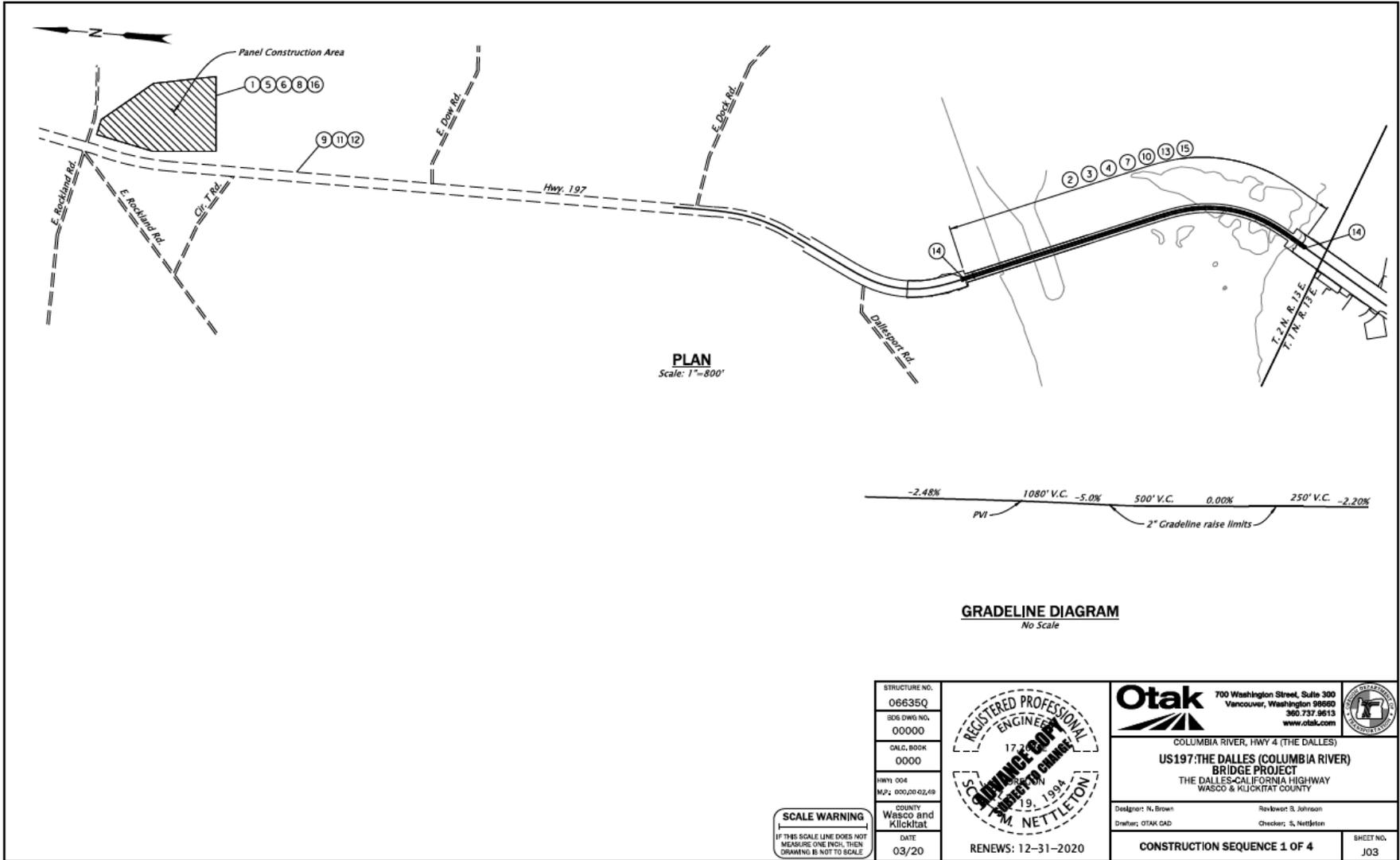
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COLUMBIA RIVER, HWY 4 (THE DALLES)
US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT
THE DALLES-CALIFORNIA HIGHWAY
WASCO & KLICKITAT COUNTY

Designer: S. Lozano
Draftsman: S. Lozano
Reviewer: S. Nettleton
Checker: S. Nettleton

PLAN AND ELEVATION

SHEET NO. J01



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SDS DWG NO. 00000			COLUMBIA RIVER, HWY 4 (THE DALLES)	
CALC. BOOK 0000			US197: THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT	
HWY. 004 M.P. 000.00-02.49			THE DALLES-CALIFORNIA HIGHWAY WASCO & KILCKITAT COUNTY	
COUNTY Wasco and Klickitat	DESIGNER: N. Brown	REVIEWER: S. Johnson		
DATE 03/20	DRAWER: OTAK CAD	CHECKER: S. Nettleton		
	RENEWALS: 12-31-2020	CONSTRUCTION SEQUENCE 1 OF 4		SHEET NO. J03

- ① Install/construct deck panel fabrication yard and equipment, see provisions for archeological mitigation capping and avoid excavation on site.
- ② Install Construction staging and containment as suspended from the Bridge structure, per submitted plans. Ground supported containment structure is not allowed.
- ③ Verify and record existing structure dimensions and locations of deck supporting members to remain.
- ④ Construct template of members matching existing conditions at panel fabrication yard.
- ⑤ Form deck panel sections at fabrication location with new steel sections to be installed, place reinforcement and set deck screed to match finished deck geometry.
- ⑥ Perform deck placement at fabrication yard according to specification and this sequence:
 - 6a Install floorbeams and diaphragms (B) to be embedded in the deck panels
 - 6b Install elastomeric concrete at compression seal joint locations or portions of finger joints in appropriate panels as detailed
 - 6c Screed deck to finish grade with 1 3/4" nominal silica fume or latex modified concrete overlay and cure
 - 6d Install transverse post-tensioning strand and stress
 - 6e Install partial sidewalk with lightweight concrete
- ⑦ Prepare existing structural steel to receive deck panel, from below and under traffic.
- ⑧ Stage precast panel for delivery onto structure.
- ⑨ Close highway to traffic, set detour alignment, prepare traffic control for local traffic on Hwy 197 as required.
- ⑩ Install deck panel(s):
 - 10a Sawcut existing deck to limits of new panel installation
 - 10b Move new panel, suspended from mobile replacement strongback into position adjacent to deck to be removed
 - 10c Remove existing deck, cut structural steel to be removed as required, lift existing deck with mobile replacement strongback
 - 10d 10d Provide temporary support for beams and girders, as needed
 - 10e Install new diaphragms (A) and (C)
 - 10f Level panel and position for bolt installation, install new bolted connections below
 - 10g Remove mobile replacement strongback
 - 10h Place UHPC grout between panel bottom and steel girders to remain, new floorbeams and new diaphragms
 - 10i Install UHPC concrete in panel joint and cure
 - 10j Install deck joints/seals
 - 10k Grind deck to smooth profile
 - 10l Repeat for additional panels per approved installation schedule
- ⑪ Prepare for traffic opening:
 - 11a Install steel plates at joints that have not achieved design strength
 - 11b Install temporary bridge rail connection and bolted barrier rail on partial sidewalk
 - 11c Install warning signs for steel plates as required
- ⑫ Cover detour signs and open to traffic with flagging as required **.
- ⑬ Complete sidewalk installation:
 - 13a Install formwork
 - 13b Install reinforcing, junction boxes, conduit and light pole anchors
 - 13c Place remaining sidewalk with lightweight concrete and cure
 - 13d Install sidewalk threaded rod, tension and grout
 - 13e Install new railing
 - 13f Remove bolted barrier
 - 13g Patch bolted barrier holes and sidewalk P/T blockout
- ⑭ Install Precast end panels each end of structure:
 - 14a Close highway to traffic, set detour alignment, prepare traffic control for local traffic on Hwy 197 as required
 - 14b Excavate for panels as required
 - 14c Repair, extend panel seat
 - 14d Install and level sand bed
 - 14e Install panels with UHPC joints and cure
 - 14f Grind and pave onto new panels
 - 14g Reopen to Traffic
- ⑮ Complete other installations as required, navigation lighting, protective fencing, guardrail approaches and connections.
- ⑯ Demolish and remove deck panel fabrication yard as required.

STRUCTURE NO.	06635Q
SOS DWG NO.	00000
CALC. BOOK	0000
HWY 004	
M/A: 000,00,02,09	

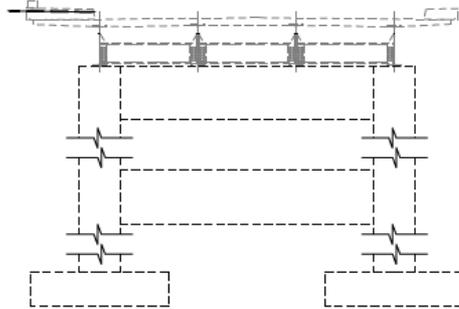
COUNTY	Wesco and Klickitat
DATE	03/20

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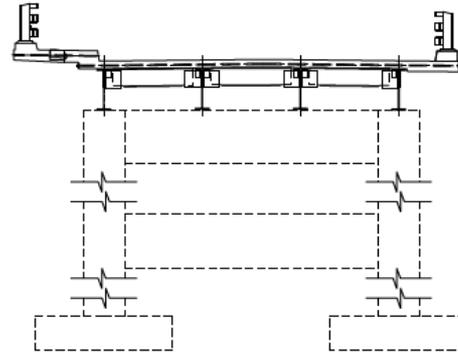
RENEWS: 12-31-2020

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	COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY	
Designer: N. Brown Drafter: OTAK CAD	Reviewer: S. Johnson Checker: S. Nettleton	SHEET NO. J04
CONSTRUCTION SEQUENCE 2 OF 4		



EXISTING ROLLED BEAM SPANS 1,2,12-27,30

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



PROPOSED DECK AND DIAPHRAGMS SPANS 1,2,12-27,30

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

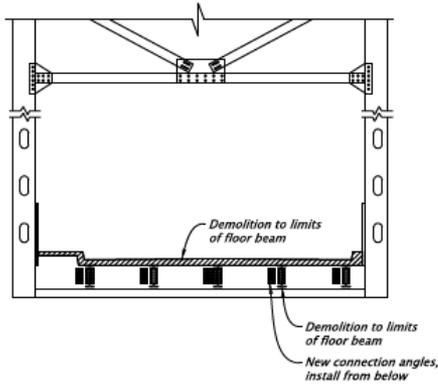
For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BDS DWG NO.	00000
CALC. BOOK	0000
HWY 004	
M.P. 000,00-02,49	
COUNTY	Wasco and Klickitat
DATE	03/20



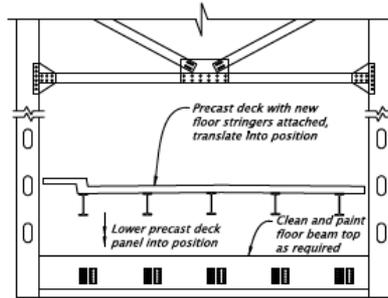
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Designer: N. Brown	Reviewed: S. Johnson	
Drafter: OTAK CAD	Checker: S. Nettleton	
CONSTRUCTION SEQUENCE 3 OF 4		SHEET NO. J05



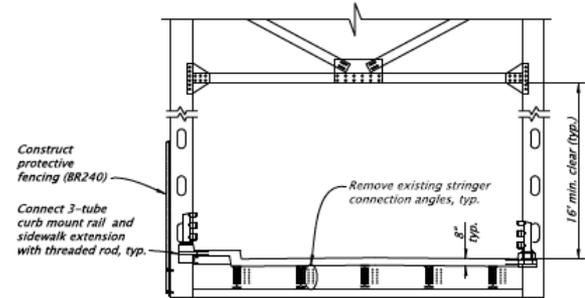
STAGE 1 DEMOLITION

Scale: 1"=5'



STAGE 2 TRANSLATION OF PRECAST PANEL

Scale: 1"=5'



STAGE 3 INSTALLATION

Scale: 1"=5'

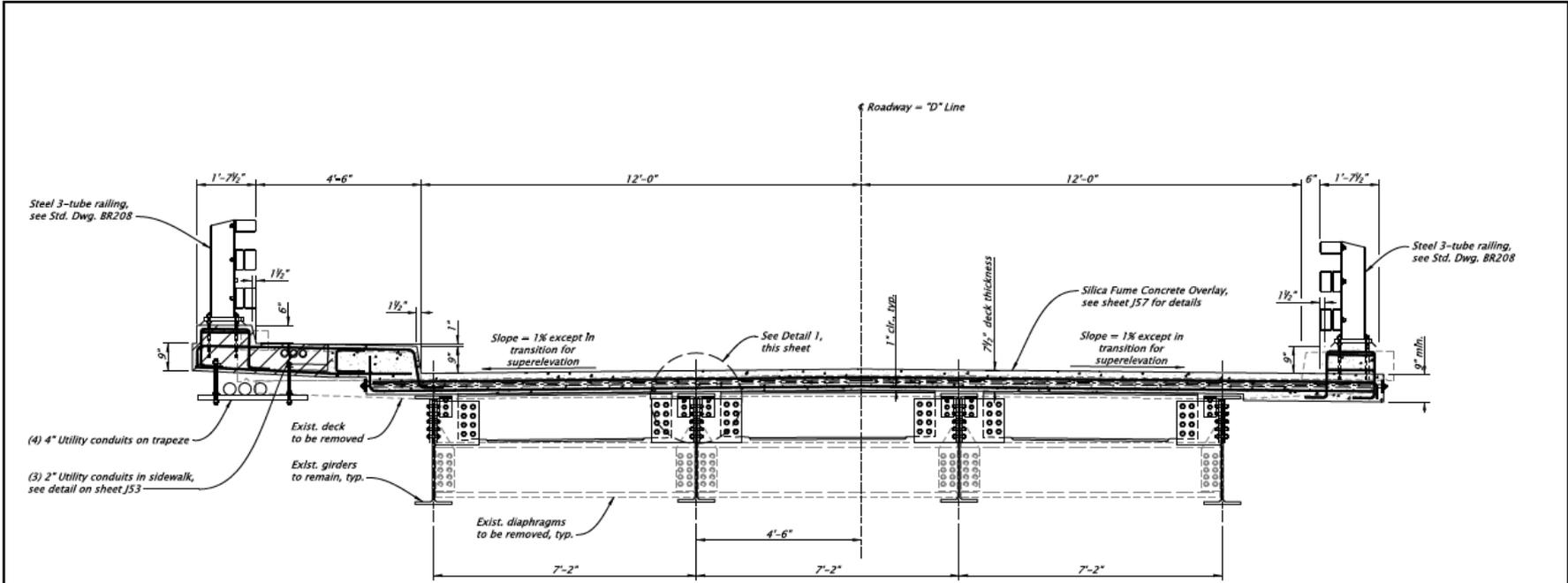
For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BDS DWG NO.	00000
CALC. BOOK	0000
HWY	004
M.P.	000.00-02.49
COUNTY	Wasco and Klickitat
DATE	03/20

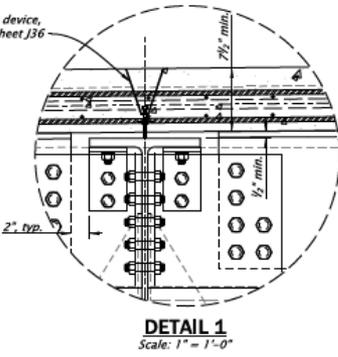


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Designer: S. Lozano Drafter: S. Lozano		Reviewer: S. Nettleton Checker: S. Nettleton	
CONSTRUCTION SEQUENCE 4 OF 4			SHEET NO. J06



SECTION A-A
ABUTMENT NO. 1 TO BENT NO. 3
 Scale: 3/8" = 1'-0"



DETAIL 1
 Scale: 1" = 1'-0"

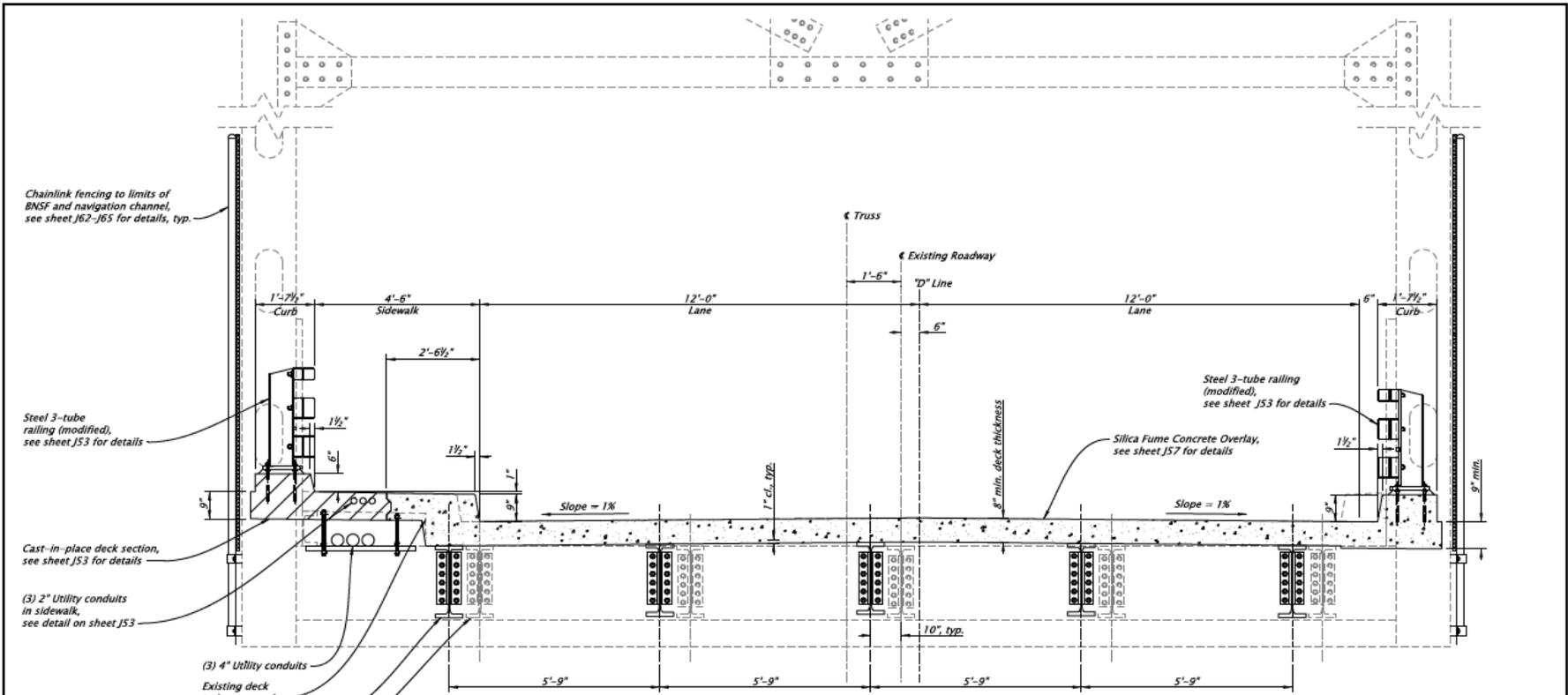
SCALE WARNING
 1" = 1'-0"
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For accompanied by drawings, see sht. J01

STRUCTURE NO.	06835Q
EDS DWG NO.	00000
CALC. BOOK	0000
HWY	004
MP#	000,00-02,49
COUNTY	Wasco and Klickitat
DATE	03/20

ADVANCED CONSTRUCTION
 REGISTERED PROFESSIONAL ENGINEER
 MEMBER 14, 200A
 BRUCE V. JOHNSON
 EXPIRES: 06-30-2021

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Designer: N. Brown Drafter: S. Lozano	Reviewer: G. Mines Checker: S. Nuttkon	SHEET NO. J26
ROLLED GIRDER TYPICAL SECTION		Rotation: 0° Scale: 3/8"=1'-0"



SECTION B-B

BENT NO. 3 TO BENT NO. 8

Scale: 3/8" = 1'-0"

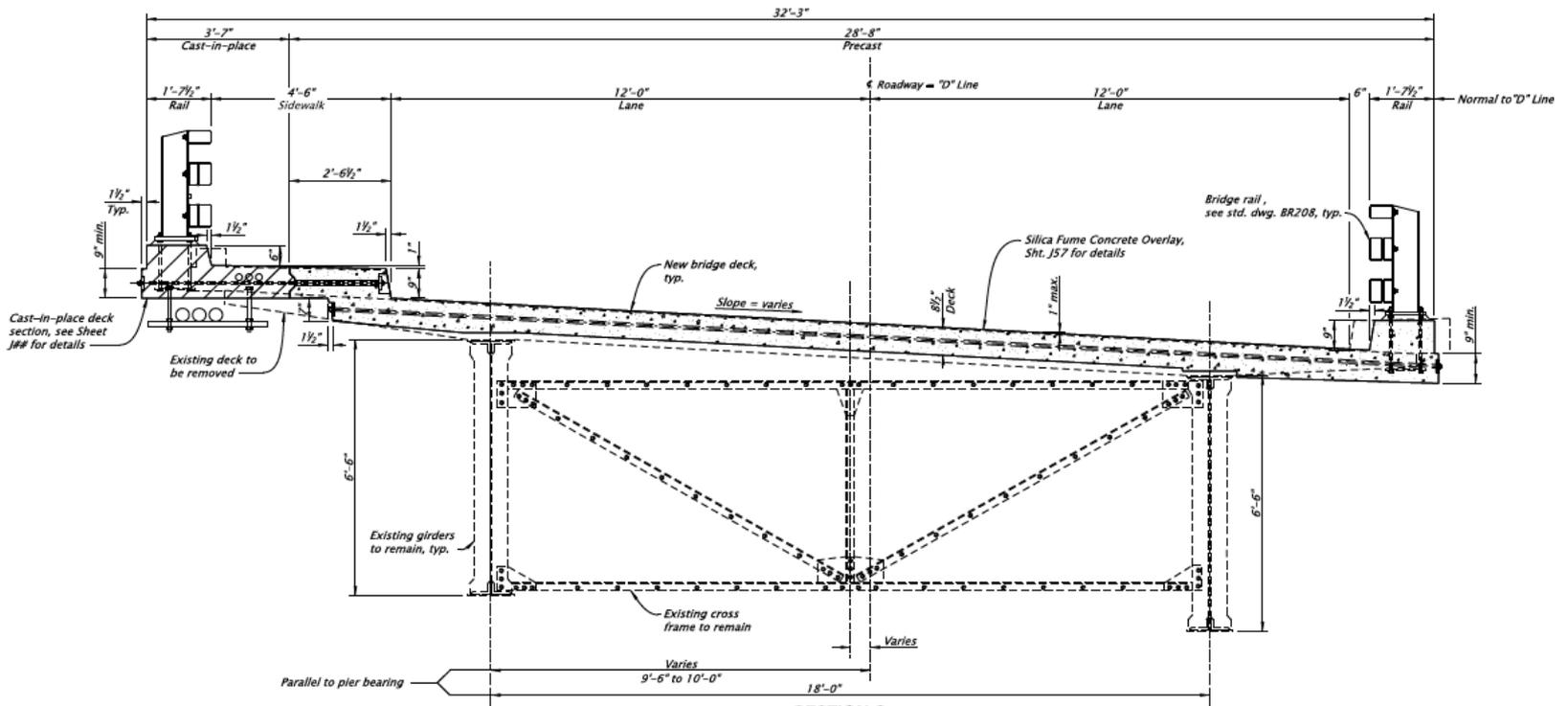
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For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BOS DWG NO.	000000
CALC. BOOK	0000
HWY	004
M.P.	000,00-02,49
COUNTY	Wasco and Klickitat
DATE	03/20

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER
ADVANCED CONSTRUCTION
BRUCE V. JOHNSON
 EXPIRES: 06-30-2021

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Designer: N. Brown Drafter: S. Lutzano	Reviewer: G. Mihse Checker: S. Hartman	SHEET NO. J27
TRUSS TYPICAL SECTION		

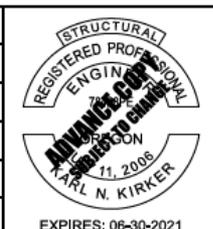


SECTION C
TYPICAL DECK SECTION - HINGE NO. 8 TO HINGE NO. 12
HINGE NO. 28 TO BENT NO. 30

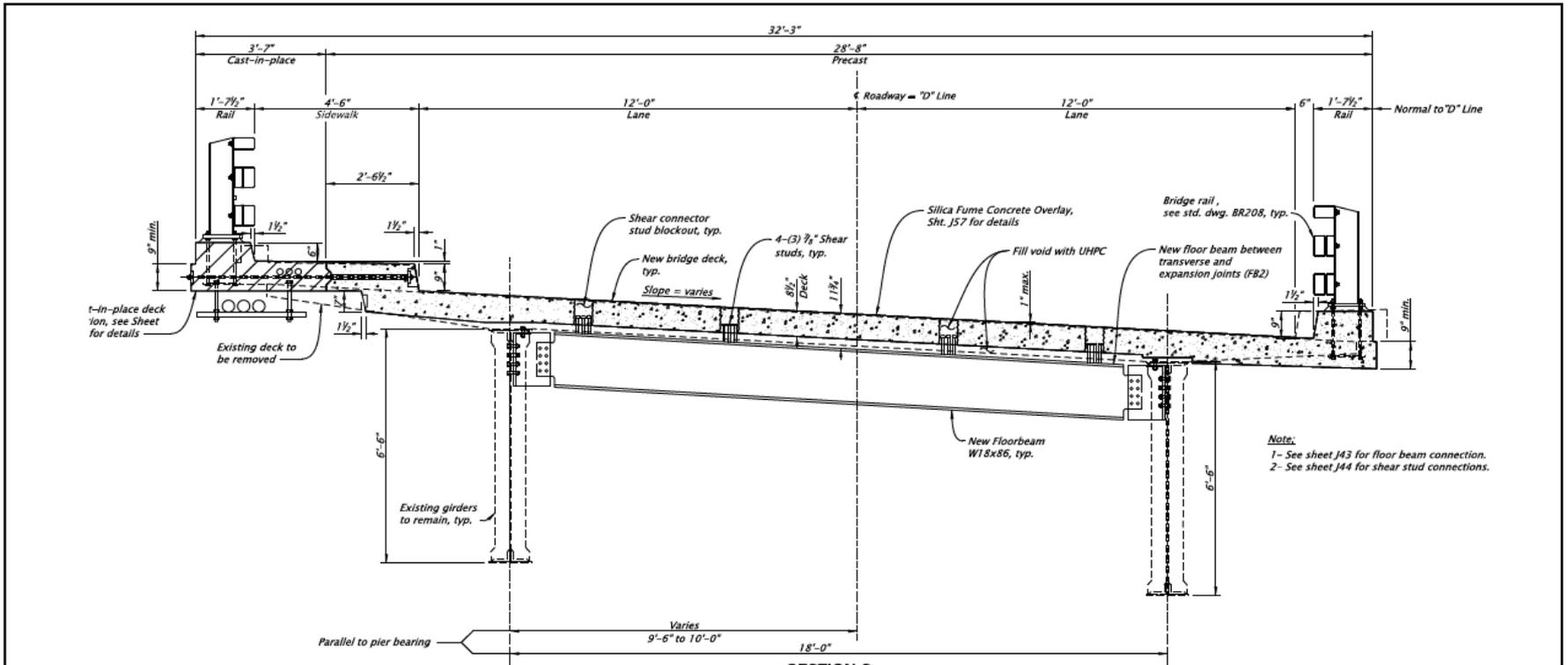
Scale: 3/8"=1'-0"
 Shown near existing cross frame
 looking ahead on stationing

SCALE WARNING
 IF THIS SCALE LINE DOES NOT
 MEASURE ONE INCH, THEN
 DRAWING IS NOT TO SCALE

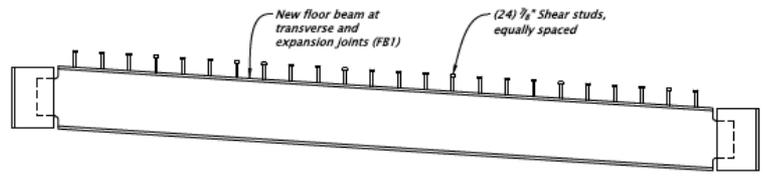
STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY 004	
M.P. 000,000,02,49	
COUNTY	Wasco and Klickitat
DATE	03/20



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Designer: S. Jankel Drafter: M. Turmanov	Reviewer: K. Kirker Checker: H. Givelli
PLATE GIRDER TYPICAL SECTION	
SHEET NO. J28	



SECTION C
TYPICAL DECK SECTION - HINGE NO. 8 TO HINGE NO. 12
HINGE NO. 28 TO BENT NO. 30



PARTIAL DECK SECTION - AT TRANSVERSE AND EXPANSION JOINTS (FB1)
 Scale: 3/8" = 1'-0"
 Shown near new floor beam within span (FB1) looking ahead on stationing

Scale: 3/8" = 1'-0"
 Shown near new floor beam within span (FB2) looking ahead on stationing

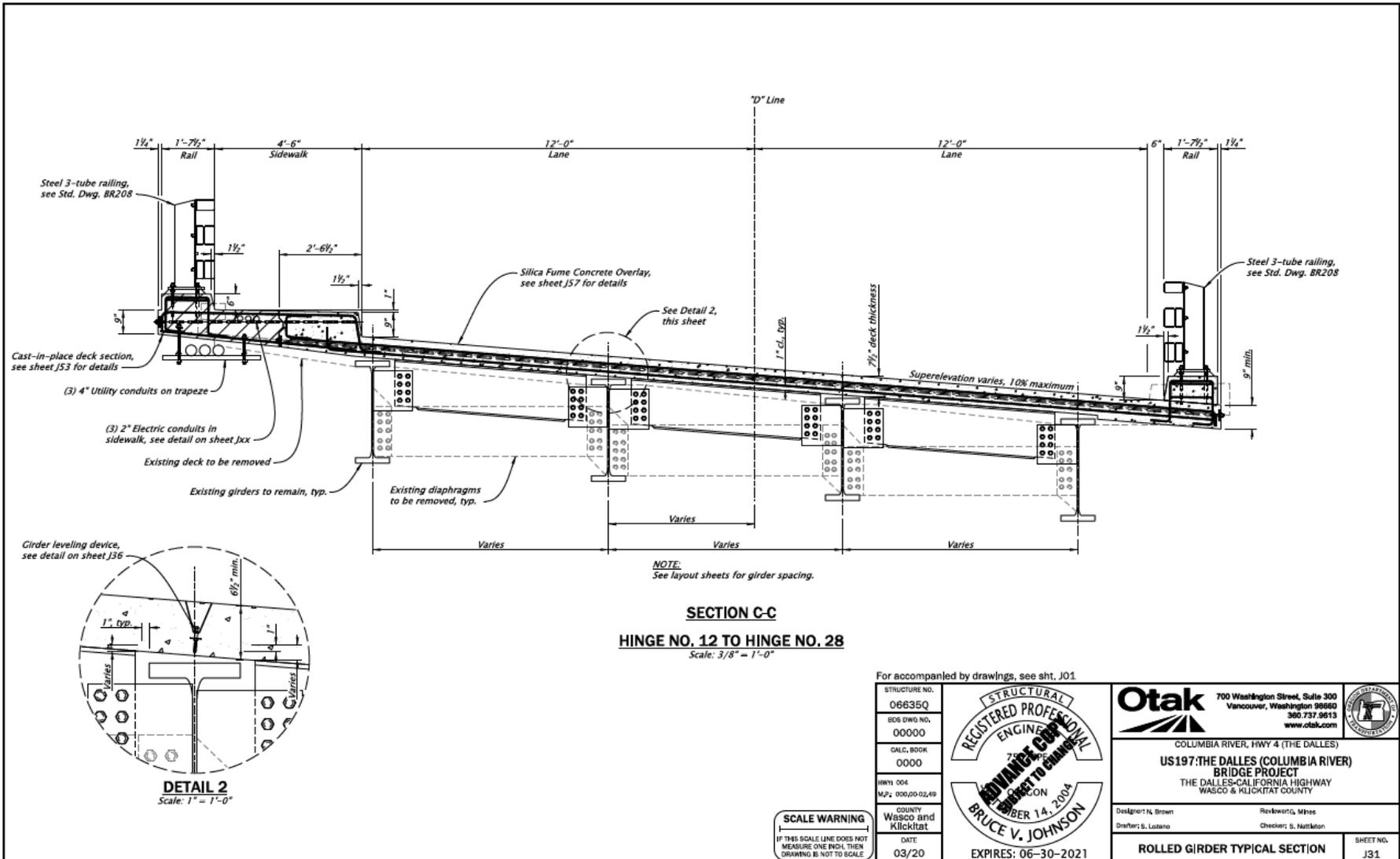
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STRUCTURE NO.	06635Q
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CALC. BOOK	0000
HWY 004	
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COUNTY	Wasco and Klamath
DATE	03/20



EXPIRES: 06-30-2021
 FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

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Designer: S. Jankel Drafter: M. Turmanov	Reviewer: K. Kirker Checker: H. Cayle	SHEET NO. J29
PLATE GIRDER TYPICAL SECTION		



NOTE:
See layout sheets for girder spacing.

For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY 004	M.P. 000,00-02,49
COUNTY	Wasco and Klickitat
DATE	03/20

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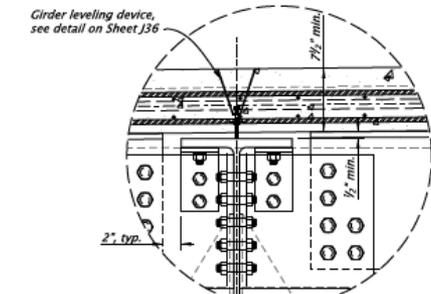
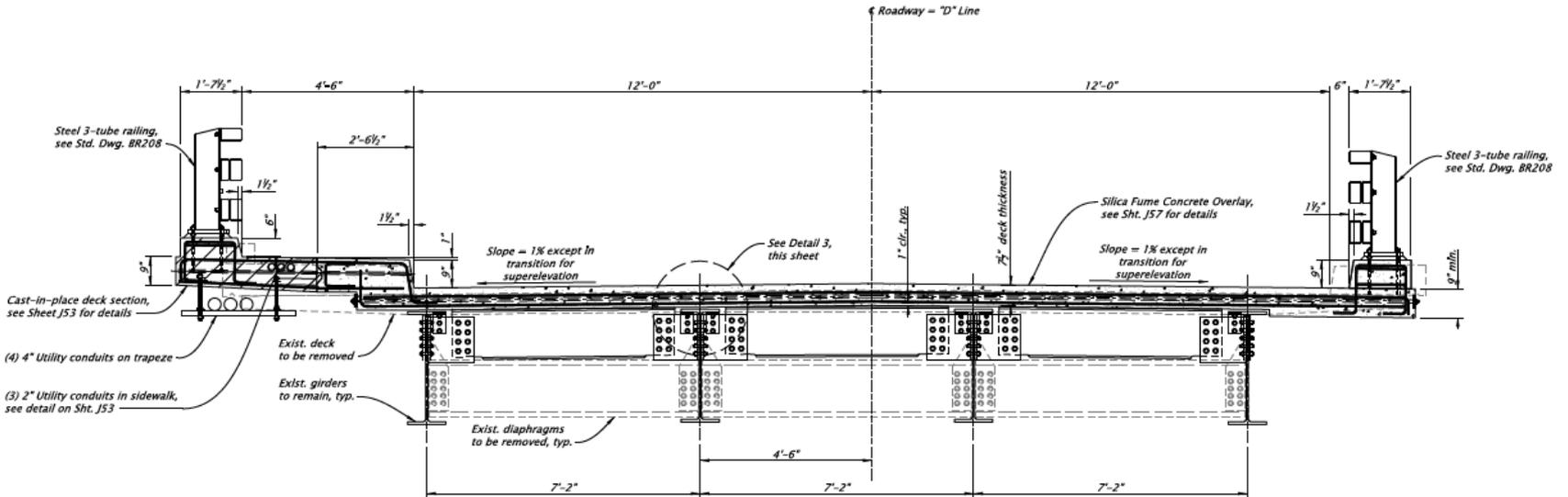
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US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT
 THE DALLES-CALIFORNIA HIGHWAY
 WASCO & KLICKITAT COUNTY

Designer: N. Brown
 Drafter: S. Luano
 Reviewer: G. Mitres
 Checker: S. Nuttkin

ROLLED GIRDER TYPICAL SECTION

SHEET NO. J31



DETAIL 3
Scale: 1" = 1'-0"

SECTION D-D
ABUTMENT NO. 30 TO BENT NO. 31N
Scale: 3/8" = 1'-0"

SCALE WARNING
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For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY 004	
M.P.	000.00-02.49
COUNTY	Wasco and Klickitat
DATE	03/20

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BRUCE V. JOHNSON
EXPIRES: 06-30-2021

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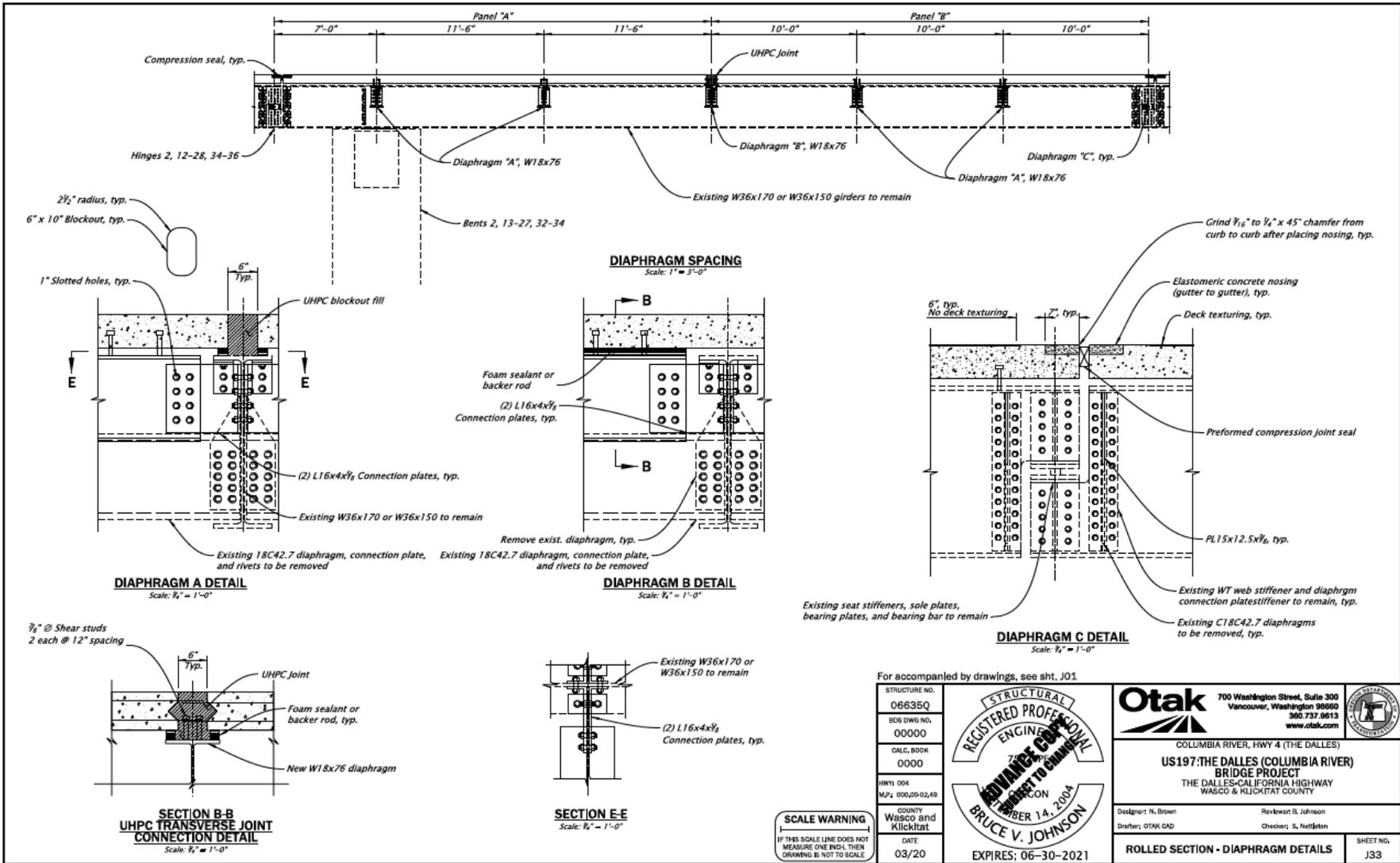
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US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT
THE DALLES-CALIFORNIA HIGHWAY
WASCO & KLICKITAT COUNTY

Designer: N. Brown
Draftsman: S. Lozano
Reviewer: G. Mines
Checker: S. Mattikson

ROLLED GIRDER TYPICAL SECTION



SHEET NO.
J32



For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
B06 DWG NO.	00000
CALC. BOOK	0000
HWY 004	
M/P: 000,00-02,49	
COUNTY	Wasco and Klickitat
DATE	03/20

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER ADVANCE CONSULTANT

BRUCE V. JOHNSON

NOVEMBER 14, 2004

EXPIRES: 06-30-2021

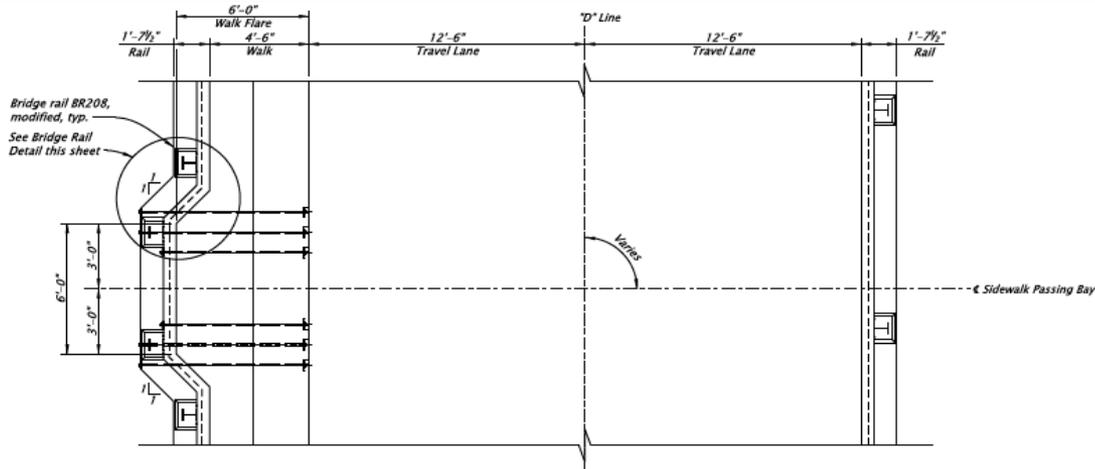
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US197: THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT
THE DALLES-CALIFORNIA HIGHWAY
WASCO & KLICKITAT COUNTY

Designer: M. Brown Reviewer: B. Johnson
Drawer: OTAK/GAD Checker: S. Nettleton

ROLLED SECTION - DIAPHRAGM DETAILS

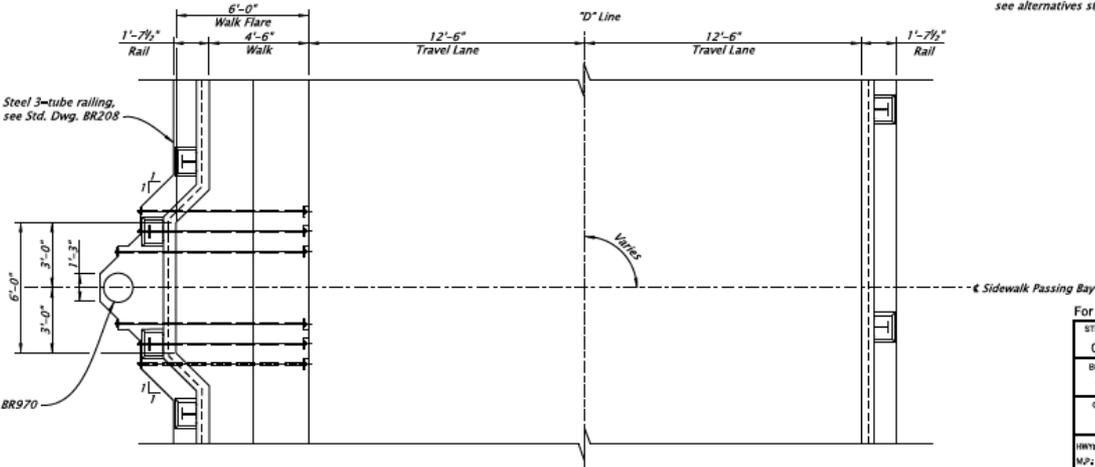
SHEET NO. J33



TYPICAL PLAN AT SIDEWALK PASSING BAY (TRUSS SPAN)

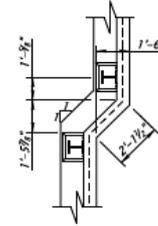
Sta. 135+31.40 to Sta. 151+81.60
No Scale

***NOTE:**
Existing deck support framing to be modified for Accelerated Bridge Construction deck replacement methodologies, see alternatives study report.



TYPICAL PLAN AT SIDEWALK PASSING BAY (PLATE AND ROLLED GIRDER SPAN)

Sta. 134+27.67 to Sta. 135+31.40
Sta. 151+81.60 to Sta. 167+68.07
No Scale



BRIDGE RAIL DETAILS
No Scale

For accompanied by drawings, see sht. J01

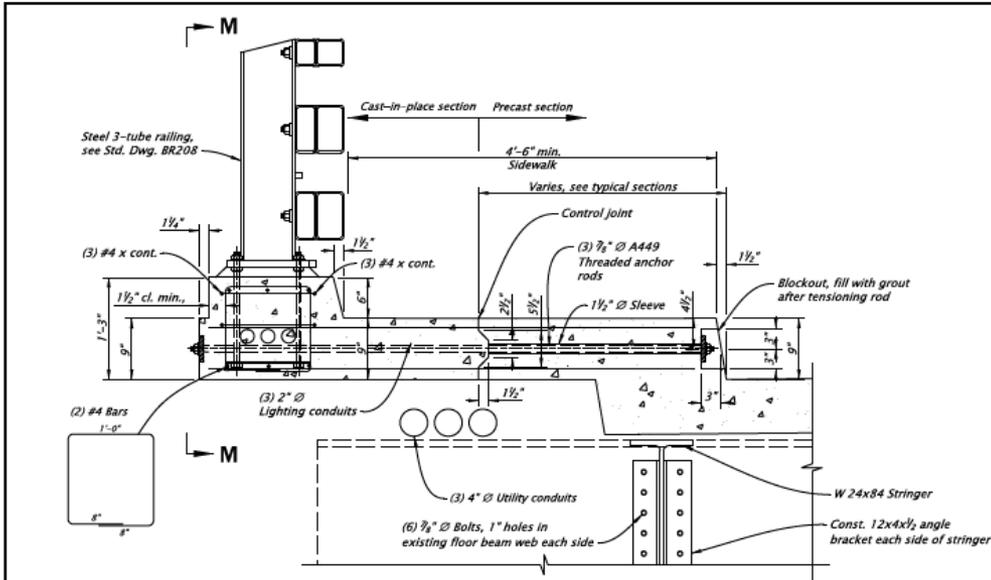
STRUCTURE NO.	06635Q
BDS DWG NO.	00000
CALC. BOOK	0000
HWY	004
M.P.	000,00-02,49
COUNTY	Wasco and Klickitat
DATE	03/20

REGISTERED PROFESSIONAL ENGINEER
NICHOLAS J. BROWN
 LICENSE NO. 8950
 EXPIRES: 12-31-2021

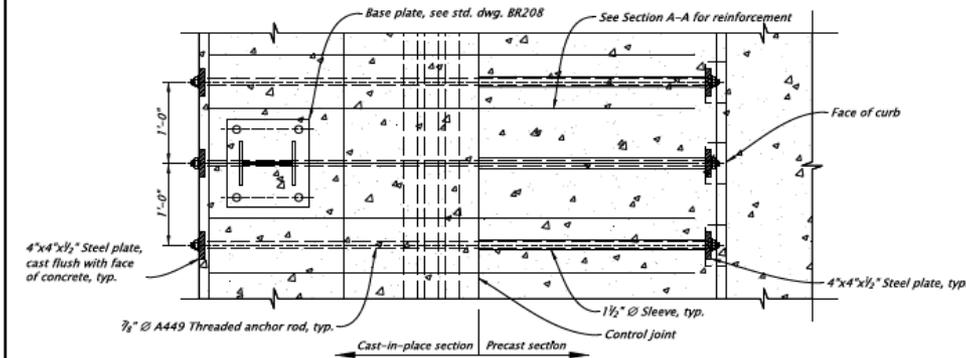
	700 Washington Street, Suite 300 Vancouver, Washington 98660 360.737.9613 www.otak.com	
	COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY	
Designer: N. Brown Drafter: OTAK CAD	Reviewer: S. Johnson Checker: S. Heddleton	SHEET NO. J52
DECK PANEL DETAILS		

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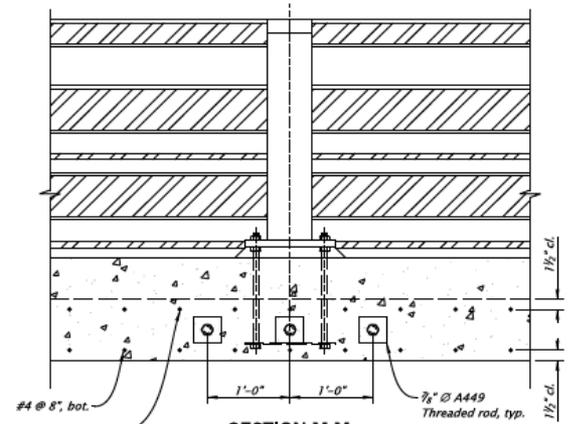
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST



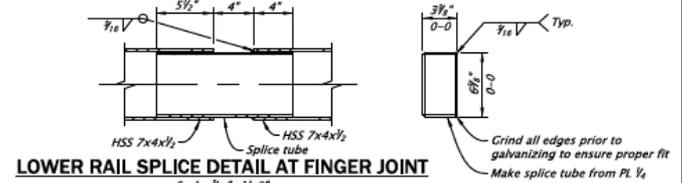
SIDEWALK MOUNTED BRIDGE RAIL DETAIL ELEVATION - TRUSS SPAN
Scale: 3/4"=1'-0"



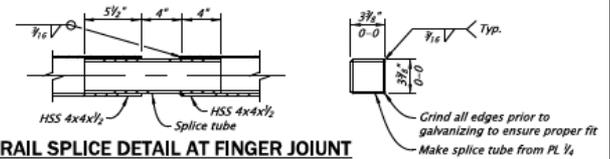
SIDEWALK MOUNTED BRIDGE RAIL DETAIL PLAN - TRUSS SPAN
Scale: 3/4"=1'-0"



SECTION M-M
Scale: 3/4"=1'-0"



LOWER RAIL SPlice DETAIL AT FINGER JOINT
Scale: 3/2"=1'-0"



TOP RAIL SPlice DETAIL AT FINGER JOINT
Scale: 3/2"=1'-0"

For accompanied by drawings, see sht. J01

STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY. 204	MP. 000.00-02.49
COUNTY	Wasco
DATE	03/20

REGISTERED PROFESSIONAL ENGINEER
89%
MAINTENANCE BOF
EXPIRES: 12-31-2021
NICHOLAS J. BROWN

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COLUMBIA RIVER, HWY 4 (THE DALLES)
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THE DALLES-CALIFORNIA HIGHWAY
WASCO & KLICKITAT COUNTY

Designer: N. Brown
Reviewer: B. Johnson
Draftsman: OTAK GAD
Checker: S. Nettleton

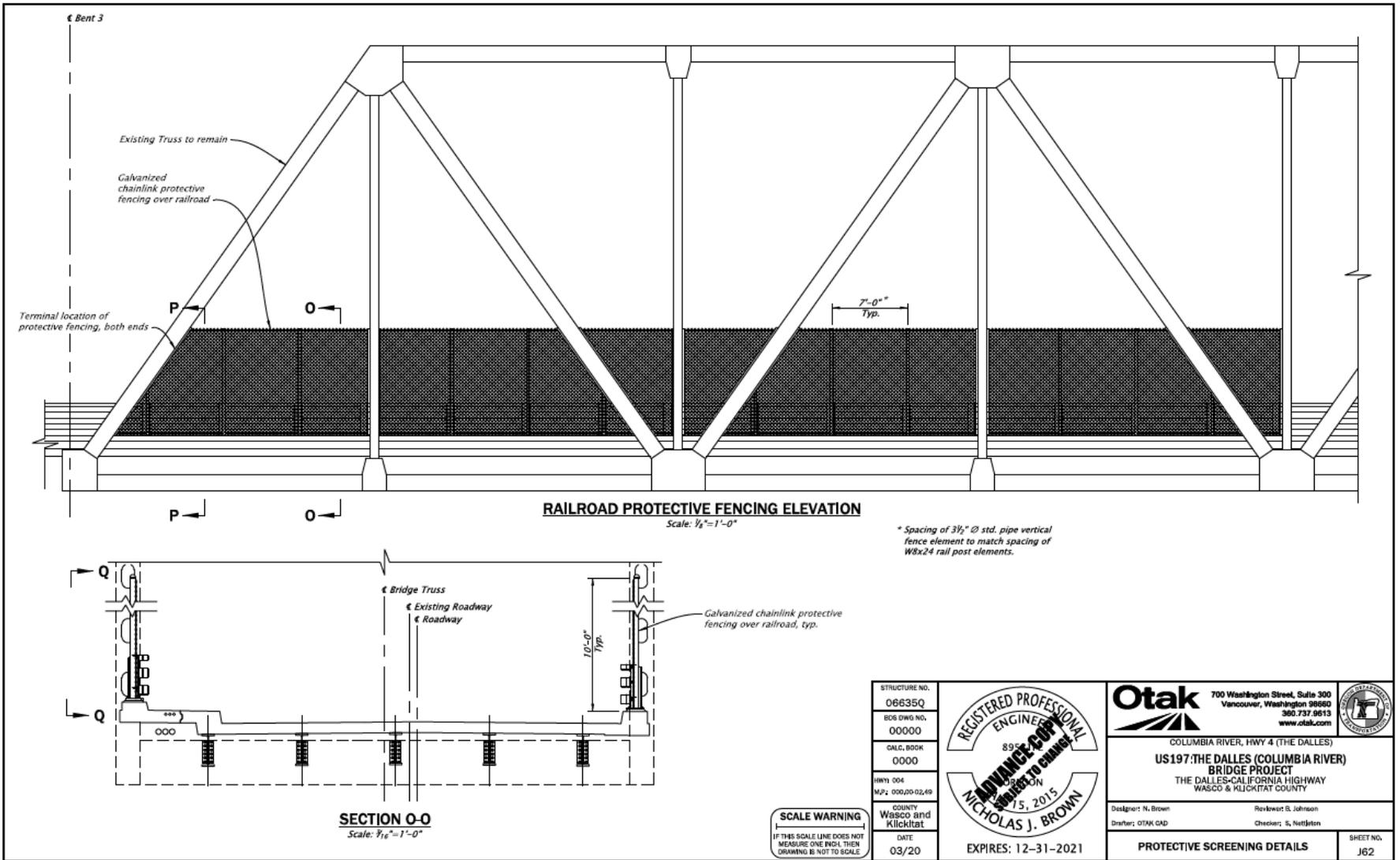
BRIDGE RAIL DETAILS

SHEET NO. J53

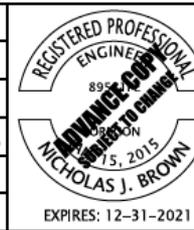
SCALE WARNING
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FINAL ELECTRONIC DOCUMENT
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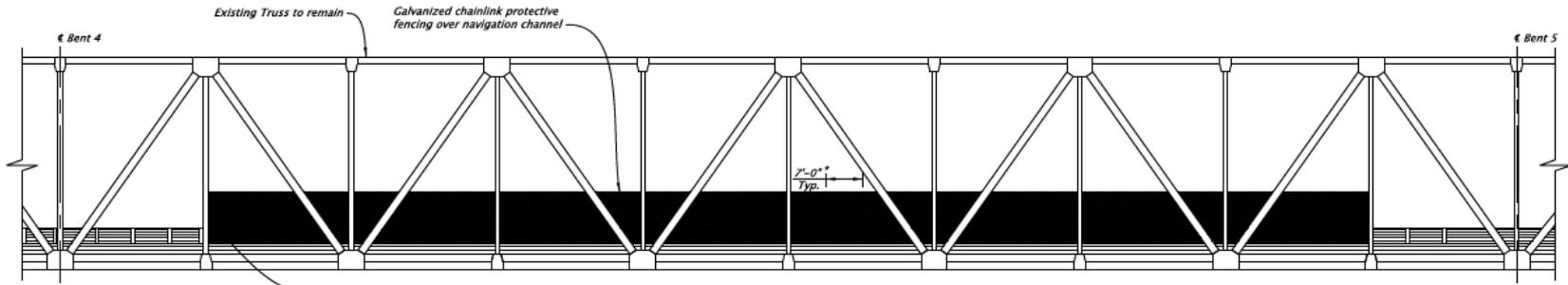
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STRUCTURE NO.	06635Q
BDS DWG NO.	00000
CALC. BOOK	0000
HWY. 004	
M.P.: 000.20-02.49	
COUNTY	Wasco and Klickitat
DATE	03/20

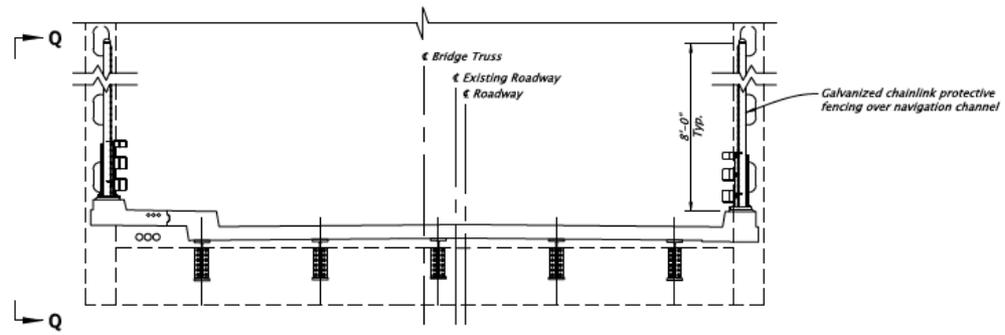


700 Washington Street, Suite 300 Vancouver, Washington 98660 360.737.9613 www.otak.com		
COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY		
Designer: N. Brown Drafter: OTAK CAD	Reviewer: S. Johnson Checker: S. Nestleton	SHEET NO. J62
PROTECTIVE SCREENING DETAILS		



NAVIGATION CHANNEL PROTECTIVE FENCING ELEVATION
Scale: 1"=20'

* Spacing of 3 1/2" Ø std. pipe vertical fence element to match spacing of W8x24 rail post elements.



SECTION P-P
Scale: 3/16"=1'-0"

STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY.	004
N.P.I.	000,00,02,49
COUNTY	Wasco and Klickitat
DATE	03/20

REGISTERED PROFESSIONAL ENGINEER
ADVANCE-2007
 NICHOLAS J. BROWN
 15, 2015
 EXPIRES: 12-31-2021

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 Vancouver, Washington 98660
 360.737.9613
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COLUMBIA RIVER, HWY 4 (THE DALLES)
US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT
 THE DALLES-CALIFORNIA HIGHWAY
 WASCO & KLICKITAT COUNTY

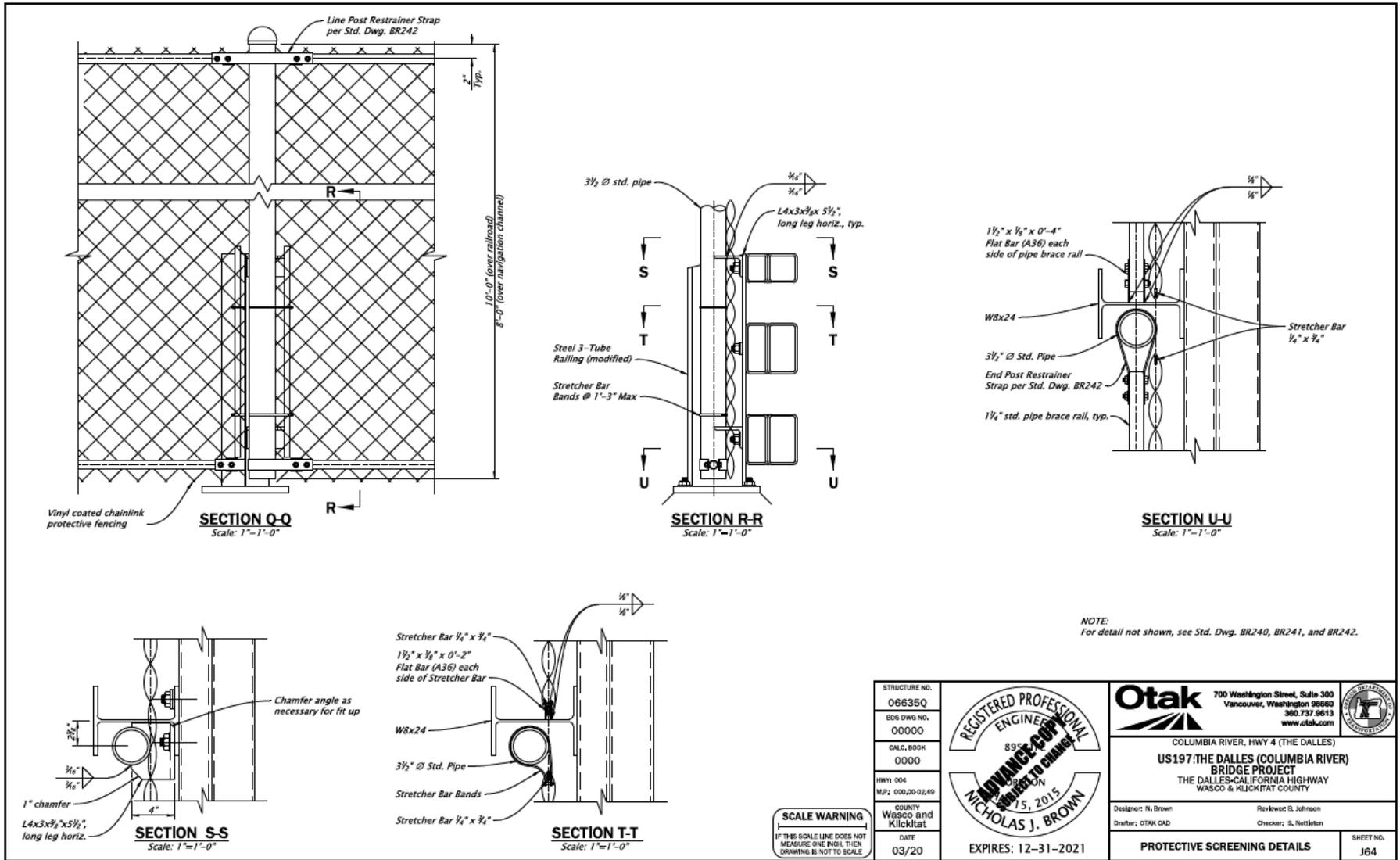
Designer: N. Brown Reviewer: B. Johnson
 Drafter: OTAK CAD Checker: S. Nettleton

PROTECTIVE SCREENING DETAILS SHEET NO. J63

SCALE WARNING
 IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE

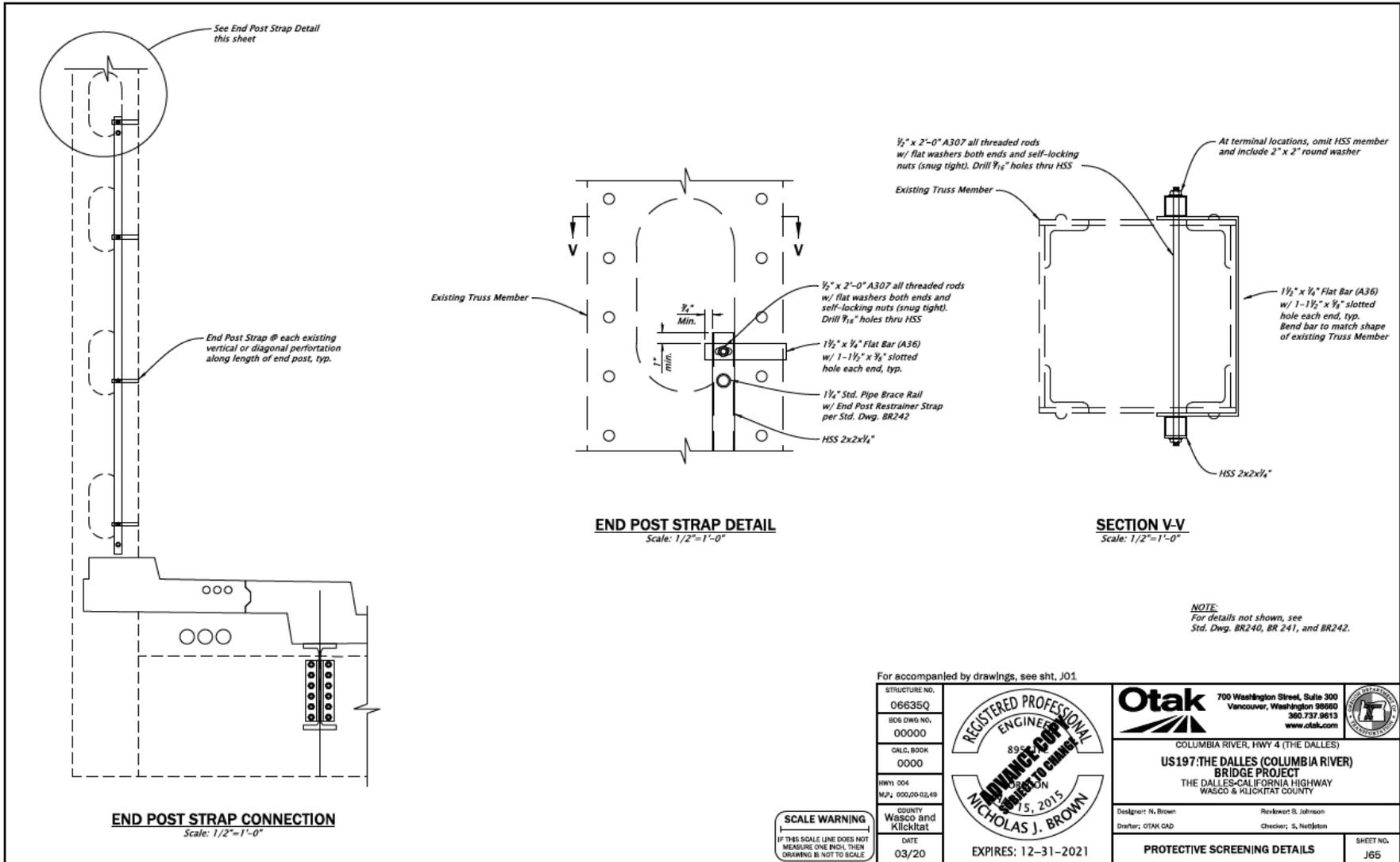
FINAL ELECTRONIC DOCUMENT AVAILABLE UPON REQUEST

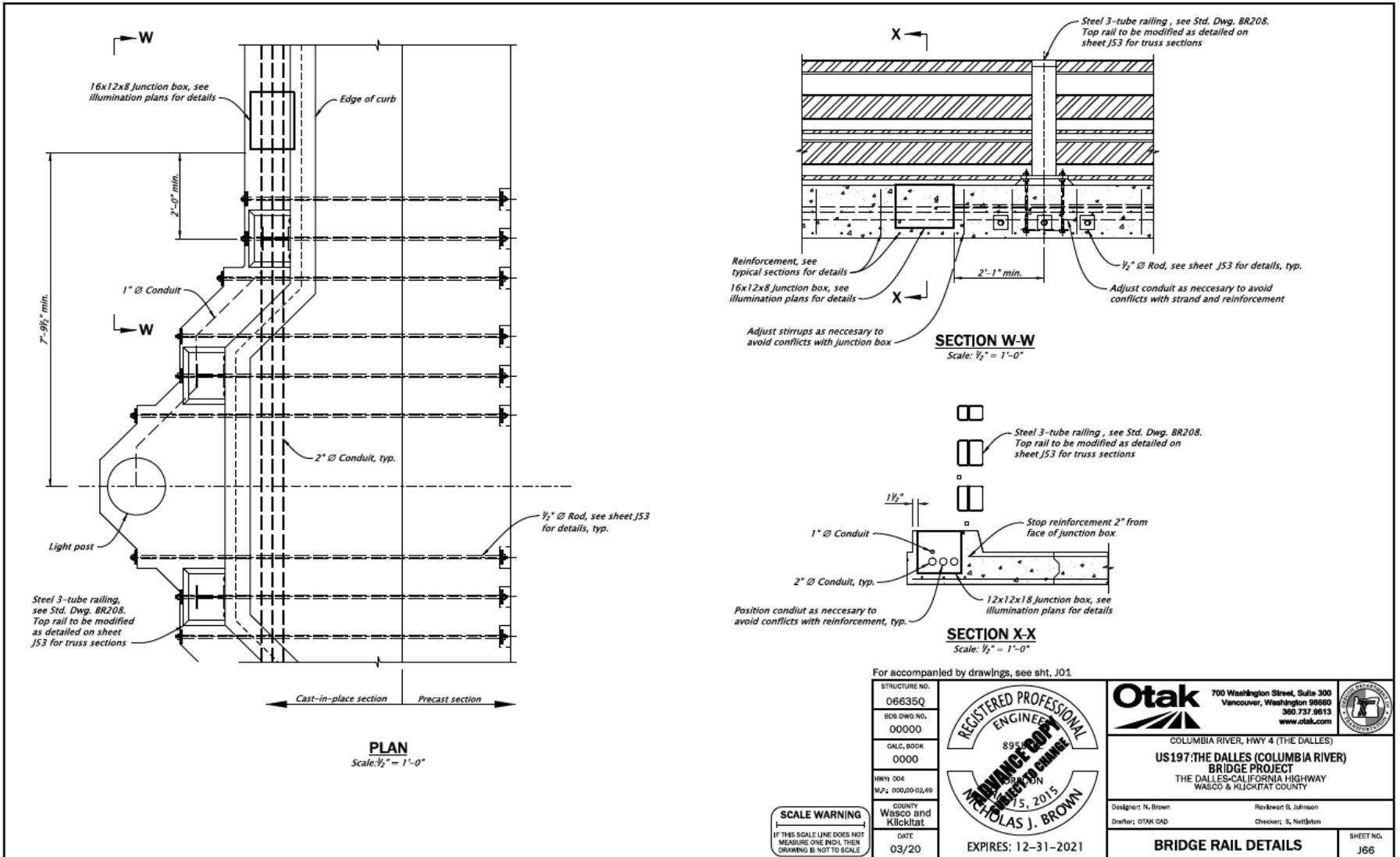
Rotation: 0° Scale: 1"=20'



STRUCTURE NO. 06635Q BDS DWG NO. 00000 CALC. BOOK 0000 HWY 004 M.P. 000.00-02.49 COUNTY Wasco and Klickitat DATE 03/20		<p>700 Washington Street, Suite 300 Vancouver, Washington 98660 360.737.9613 www.otak.com</p> <p>COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY</p> <p>Designer: N. Brown Reviewed: S. Johnson Drafter: OTAK CAD Checker: S. Nuttall</p> <p>PROTECTIVE SCREENING DETAILS</p>	<p>SHEET NO. J64</p>
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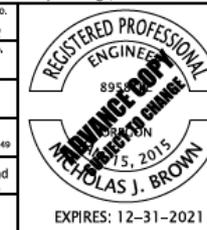
SCALE WARNING
 IF THIS SCALE LINE DOES NOT
 MEASURE ONE INCH, THEN
 DRAWING IS NOT TO SCALE





For accompanied by drawings, see sht. J01.

STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY CODE	004
M.P. 000,000-02,49	
COUNTY	Wasco and Klickitat
DATE	03/20

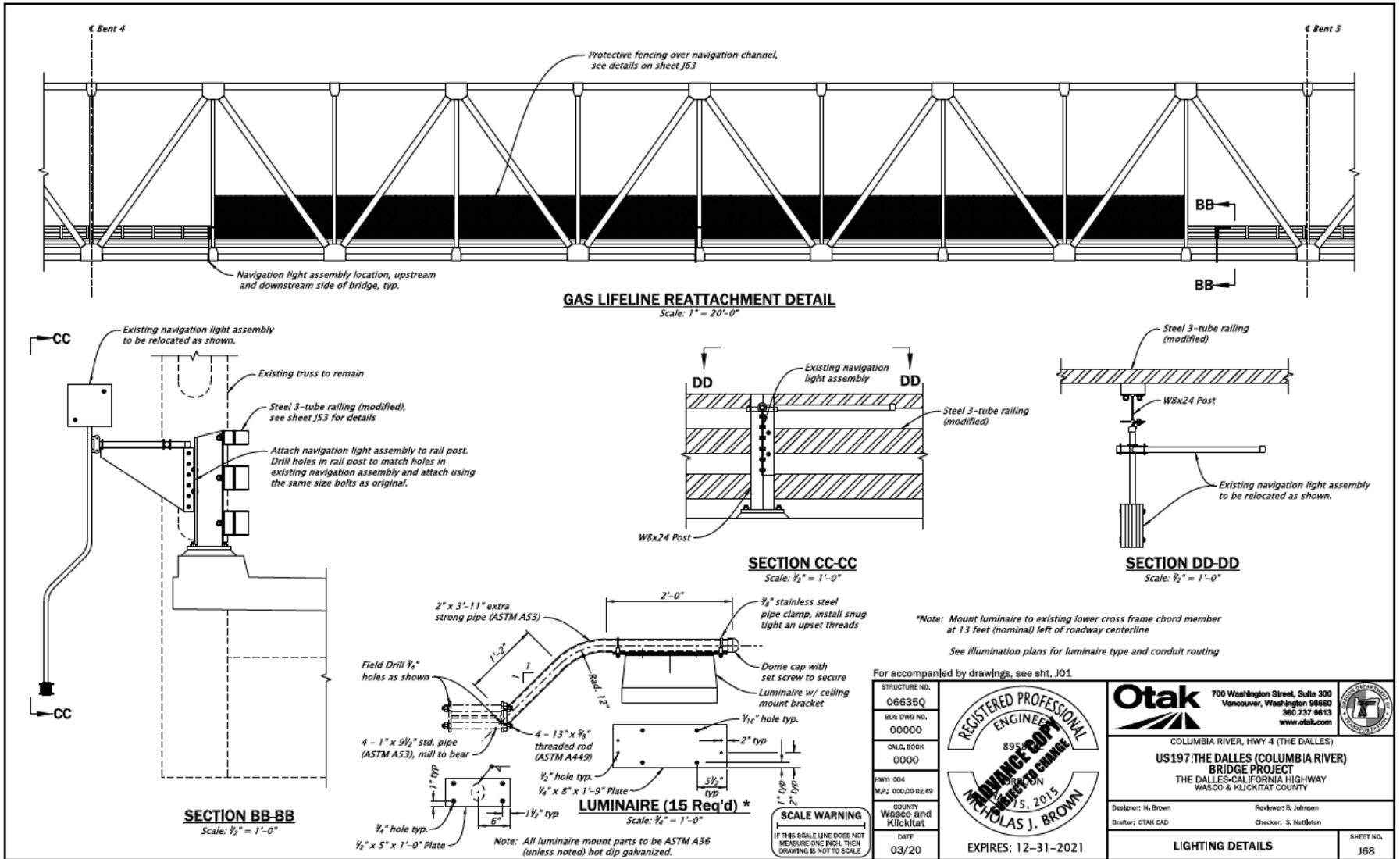


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	COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY	
Designer: N. Brown Drafters: OTAK CAD	Reviewed: B. Johnson Checked: S. Nettleton	SHEET NO. J66
BRIDGE RAIL DETAILS		

SCALE WARNING
 IF THIS SCALE LINE DOES NOT MEASURE ONE INCH, THEN DRAWING IS NOT TO SCALE

FINAL ELECTRONIC DOCUMENT
 AVAILABLE UPON REQUEST

Rotation: 0° Scale: 1"=1'-0"



*Note: Mount luminaire to existing lower cross frame chord member at 13 feet (nominal) left of roadway centerline
See illumination plans for luminaire type and conduit routing

For accompanied by drawings, see sht. J01

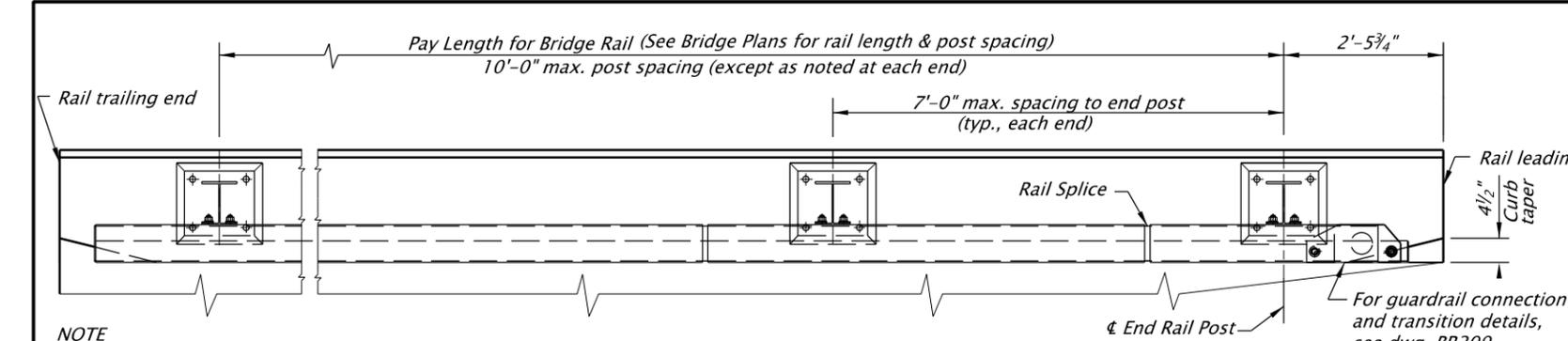
STRUCTURE NO.	06635Q
BOS DWG NO.	00000
CALC. BOOK	0000
HWY	004
M.P.	000,00,02,09
COUNTY	Wasco and Klickitat
DATE	03/20
EXPIRES	12-31-2021



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	COLUMBIA RIVER, HWY 4 (THE DALLES) US197:THE DALLES (COLUMBIA RIVER) BRIDGE PROJECT THE DALLES-CALIFORNIA HIGHWAY WASCO & KLICKITAT COUNTY	
Designer: N. Brown Drafter: OTAK GAD	Reviewer: S. Johnson Checker: S. Neffleton	SHEET NO. J68
LIGHTING DETAILS		Rotation: 0° Scale: 1"=1'-0"

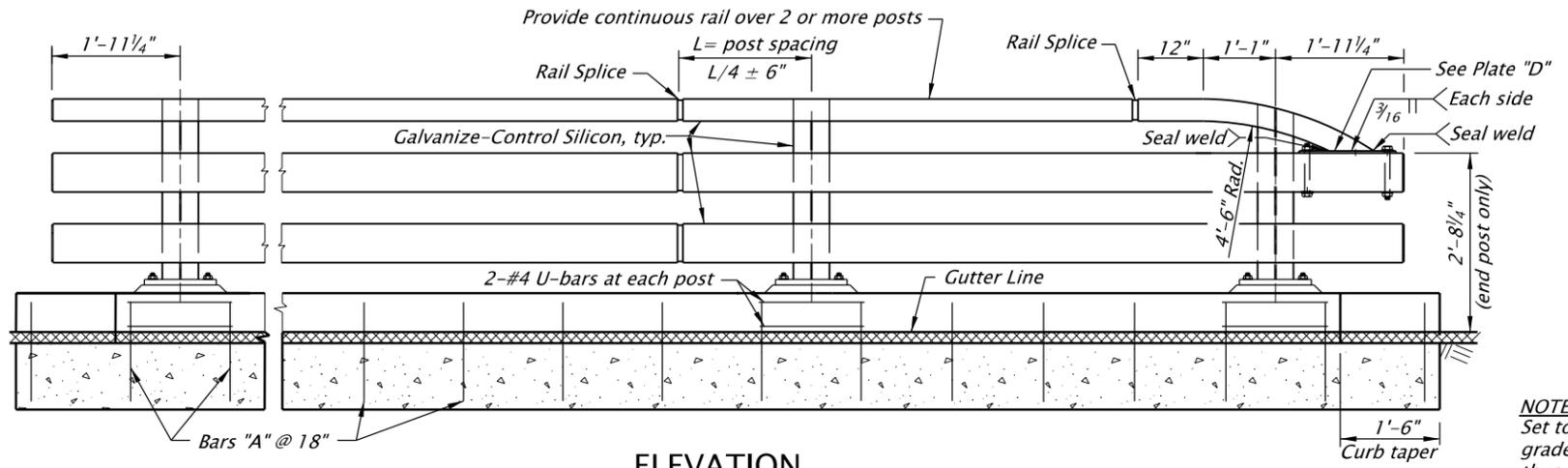
Attachment C
ODOT Standard Bridge
Rail Drawing BR208

br208.dgn 03-2017

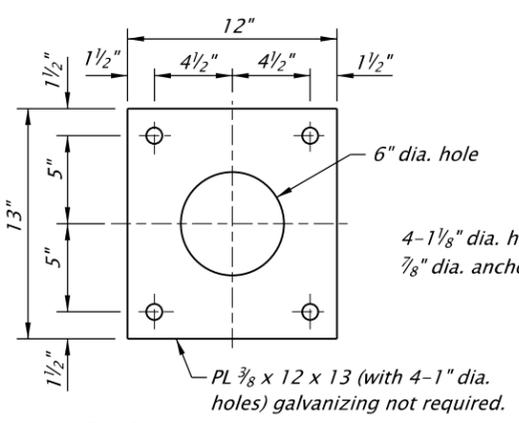


NOTE
Guardrail Connection may be omitted on trailing end of one way structures when omitted on detail plans. When not omitted, use connection details shown on dwg. BR209 for leading end.

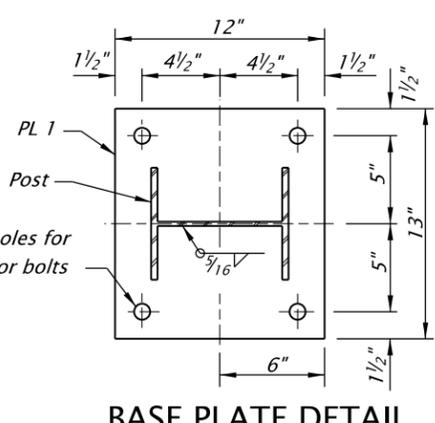
PLAN



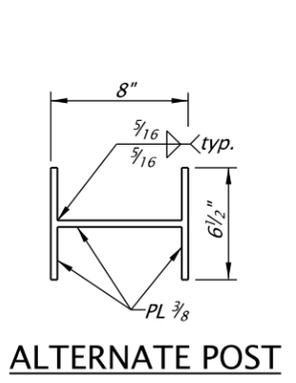
ELEVATION



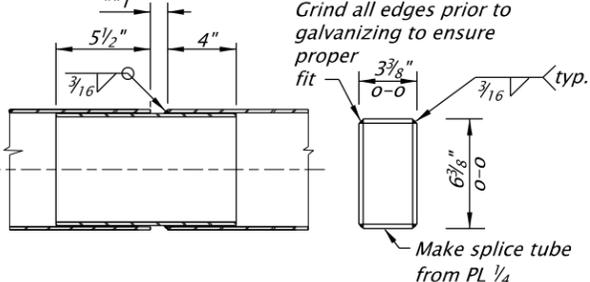
ANCHOR PLATE DETAIL



BASE PLATE DETAIL

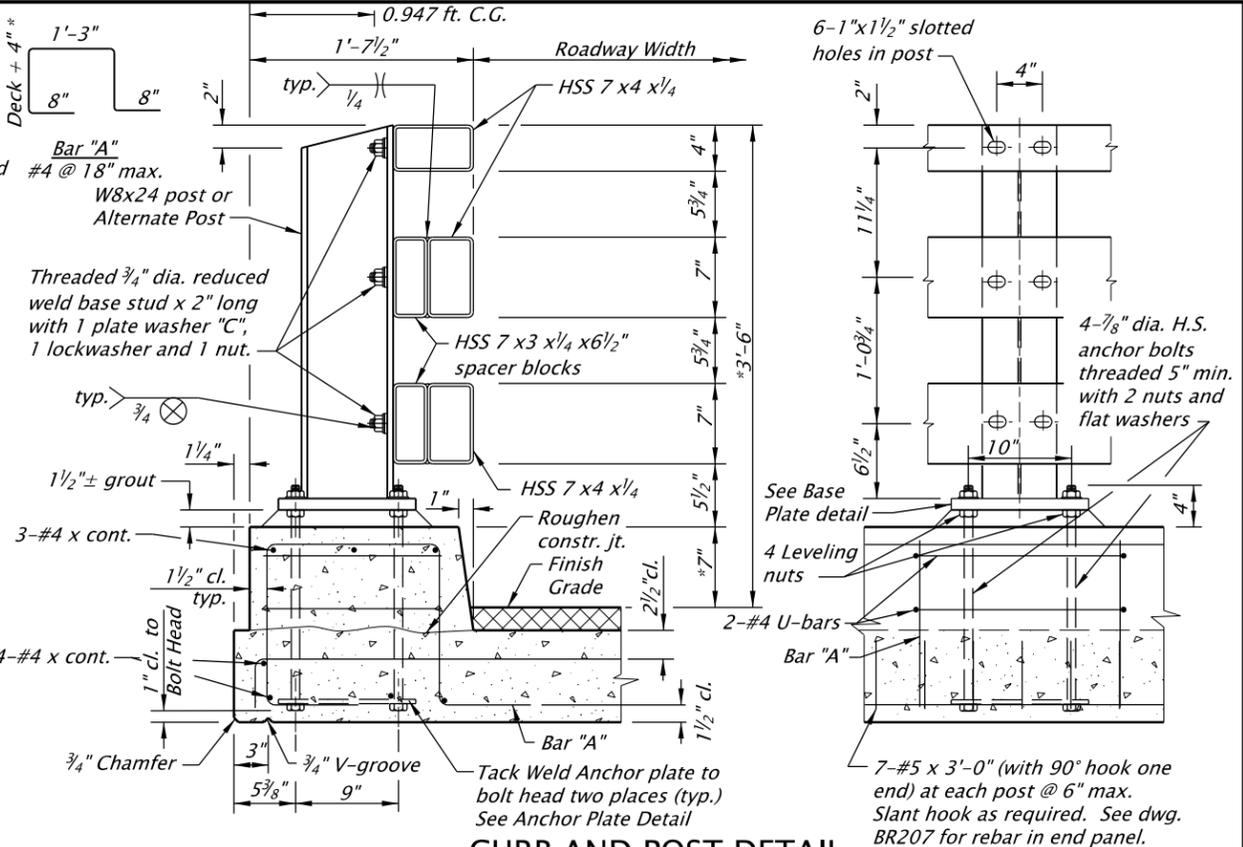


ALTERNATE POST



RAIL SPLICE DETAIL

**1" gap unless noted otherwise on detail plans. Provide a Rail Splice in panel that has a deck expansion joint. If more than 2" movement needed, increase length of inner member.



CURB AND POST DETAIL

NOTE
Set top of post 3'-6" above finish grade. Increase dimensions marked thus (*) by depth of ACWS.

GENERAL NOTES

Rail designed and crash tested to meet NCHRP 350 TL-4 requirements. Provide structural tubing according to Oregon Standard Specification 2810.20. Provide steel posts and plates conforming to AASHTO M183 (ASTM A36) unless otherwise noted. Provide High Strength anchor bolts (Grade 105) according to Oregon Standard Specification 02560.30 (b). Provide reinforcing steel conforming to ASTM A706 or AASHTO M31 (ASTM A615) Grade 60. Provide concrete Class 3300 - 1 1/2 or 3/4. Construct railing conforming to the horizontal and vertical alignment of the structure. Install posts normal to grade in longitudinal direction and vertical in transverse direction. Payment for the railing will include compensation for furnishing and installing the necessary guardrail connection plates and terminal connectors. Hot-dip galvanized structural steel including fasteners after fabrication, except as noted. Provide Galvanize-Control Silicon according to Oregon Standard Specification 02530.70.

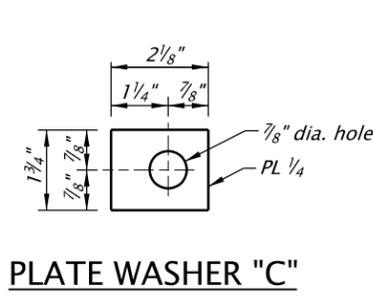
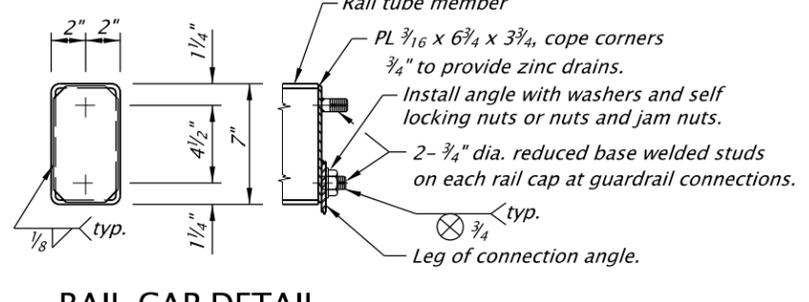


PLATE WASHER "C"



RAIL CAP DETAIL

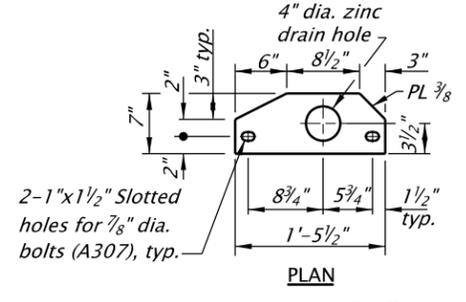


PLATE "D"

Accompanied by dwgs. BR207, BR209

CALC. BOOK NO. _____	BASILINE REPORT DATE 20-April-2018
NOTE: All material and workmanship shall be in accordance with the current Oregon Standard Specifications	
OREGON STANDARD DRAWINGS	
3-TUBE CURB MOUNT RAIL	
2018	
DATE	REVISION DESCRIPTION
-	-
-	-
-	-
-	-

The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user and should not be used without consulting a Registered Professional Engineer.

BR208

Attachment D
Adjacent Property Owners

T R S, Tax Lot	Name, Address
1N 13E 1, AB 300, 500 & 600	Videne Concepts, LLC 13455 SW Tualatin Hwy Beaverton, OR 97005
1N 13E 1, AB 400	Beers Family, LLC PO Box 202 Rufus, OR 97050
2N 13E 36, 400	Lone Pine Health & Wellness Center 1700 E 19 th St The Dalles, OR 97058
1N 13E 1, BA 200	City of The Dalles 313 Court St The Dalles, OR 97058
1N 13E 1 BA 601	LPH & WC Holdings, LLC 331 Lone Pine Blvd The Dalles, OR 97058
1N 13E 1 BA 800	Golden Arch Limited Partnership PO Box 1427 The Dalles, OR 97058
2N 13E 35, 600	BNSF Railway Company PO Box 961089 Fort Worth, TX 76161-0089
2N 13E 35, 200	USA Department of the Army PO Box 2946 Portland, OR 97208-2946
2N 13E 35, 500	Washington Department of Transportation PO box 125 Goldendale, WA 98620