Land Use Application

Applicant(s): Oregon Department of Transportation (ODOT)
Property Owner(s): Oregon Department of Transportation (ODOT)

Mailing Address: 63055 N Highway 97, Building M
Bend, Oregon 97703
Mailing Address: 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. Breadfield date 05/27/20

Region Environmental Coordinator date
Oregon Department of Transportation

Property owner(s) signature: Teresa L. Breadfield date 05/27/20

for Oregon Department of Transportation date
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)
- X Highway I-84
- □ Washington State Route 142
- X Washington State Route 14
- □ Washington State Route 141
- □ Panorama Point Park
- X 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 of 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 handrail 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 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 month, 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
SECTION C
TYPICAL DECK SECTION - HINGE NO. 8 TO HINGE NO. 12
HINGE NO. 28 TO BENT NO. 30
Scale: 1" = 1'-0"

Shown near existing cross frame
looking ahead on stationing

SCALE WARNING
IF THIS SCALE IS NOT ACCURATE A MONEY DECAL WILL BE REQUIRED TO BE APPLIED TO SHEET.
SECTION C

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

SCALE: 1"=1'-0"
Showing new floor beam within span (FB1) looking ahead on stationing

PARTIAL DECK SECTION - AT TRANSVERSE AND EXPANSION JOINTS (FB1)

Scale: 1"=1'-0"
Showing new floor beam within span (FB1) looking ahead on stationing
TYPICAL DECK SECTION REINFORCING
Hinge No. 8 to Hinge No. 12
Hinge No. 28 to Bent No. 30

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

Shown looking ahead on stationing

Note:
1. For deck bays and other deck details see sheet JH1 and JH2.
RAILROAD PROTECTIVE FENCING ELEVATION

Scale: \( \frac{1}{8}" = 1'-0" \)

"Spacing of JS10 std. pane vertical fence element to match spacing of 9/8 x 24rail post elements.

SECTION 0-0

Scale: \( \frac{1}{8}" = 1'-0" \)

Colored rail protective
fencing over railroad, bp.

Colored rail protective
fencing over railroad, bp.

Excised Tress to reveals

Colored rail protective
fencing over railroad, bp.

= Existing Tress
= Existing roadway
= Roadway

Terminal location of
protective fencing, both ends.
Attachment C
ODOT Standard Bridge
Rail Drawing BR208
**PLAN**

Provide continuous rail over 2 or more posts.

**ELEVATION**

- **1'-11½"**
- **2" post spacing**
- **Galvanize-Control Silicon, typ.**
- **Seal weld**
- **Rail tube member**
- **PL 7 x 12 x 13 (with 4-1½" dia. holes) galvanizing not required.**
- **6" dia. hole**
- **4-1½" dia. holes for 7" dia. anchor bolts**
- **PL 7/4 x 6½ x 7¼**, cope corners
- **½" dia. hole**
- **PL 1/4 x 6½**, typ.

**BASE PLATE DETAIL**

- **Anchor plate detail**
- **Alternate post**
- **Plate Washer "C"**
- **Rail Cap Detail**
- **Rail Splice Detail**
- **Alternate Post**
- **Plate "D"**
- **Curb and Post Detail**

**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.**

**CURB AND POST DETAIL**

- **Curb taper**
- **1'-5½"**
- **Pl 1**
- **Post**
- **4½" dia. hole**
- **5½" dia. hole**
- **6½" dia. hole**
- **2½" dia. hole**
- **4 Leveling bolts**
- **Bar "A"**
- **HSS 7 x 4 x 6½"**
- **Roughen**
- **Grade**
- **Make splice tube from PL 7/4**
- **1½"" gap splices 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.**

**NOTE**

- **Set tip of post 3"-6" above finish grade. Increase dimensions marked thus (*) by depth of ACWS.**
- **Grind all edges prior to galvanizing to ensure proper fit.**

**GENERAL NOTES**

- Rail designed and crash tested to meet NCHRP 350 TL-4 requirements.
- Provides structural tubing according to Oregon Standard Specification 2810.20.
- Provide steel posts and plates conforming to AASHTO M183 (ASTM A36) unless otherwise noted.
- Hot-dip galvanized structural steel including fasteners after fabrication, unless otherwise noted.
- Provide High Strength anchor bolts (Grade 105) according to Oregon Standard Specification 02530.70.
- Provide reinforcing steel conforming to ASTM A706 or AASHTO M31 (ASTM A615) Grade 60.
- Provide concrete Class 3300 - 1½" on bar "A".
- Construct rail 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 planes 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.

**OREGON STANDARD DRAWINGS**

3-TUBE CURB MOUNT RAIL

**CUL R. NO.**

- **BR207, BR209**

**BASELINE REPORT DATE**

- **20-April-2018**

**NOTE**

- All material and workmanship shall be in accordance with the current Oregon Standard Specifications

**Effective Date:**

- **December 1, 2019 - May 31, 2020**

**BR208**
Attachment D
Adjacent Property Owners
<table>
<thead>
<tr>
<th>TRS, Tax Lot</th>
<th>Name, Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>1N 13E 1, AB 300, 500 &amp; 600</td>
<td>Videni Concepts, LLC 13455 SW Tualatin Hwy Beaverton, OR 97005</td>
</tr>
<tr>
<td>1N 13E 1, AB 400</td>
<td>Beers Family, LLC PO Box 202 Rufus, OR 97050</td>
</tr>
<tr>
<td>2N 13E 36, 400</td>
<td>Lone Pine Health &amp; Wellness Center 1700 E 19th St The Dalles, OR 97058</td>
</tr>
<tr>
<td>1N 13E 1, BA 200</td>
<td>City of The Dalles 313 Court St The Dalles, OR 97058</td>
</tr>
<tr>
<td>1N 13E 1 BA 601</td>
<td>LPH &amp; WC Holdings, LLC 331 Lone Pine Blvd The Dalles, OR 97058</td>
</tr>
<tr>
<td>1N 13E 1 BA 800</td>
<td>Golden Arch Limited Partnership PO Box 1427 The Dalles, OR 97058</td>
</tr>
<tr>
<td>2N 13E 35, 600</td>
<td>BNSF Railway Company PO Box 961089 Fort Worth, TX 76161-0089</td>
</tr>
<tr>
<td>2N 13E 35, 200</td>
<td>USA Department of the Army PO Box 2946 Portland, OR 97208-2946</td>
</tr>
<tr>
<td>2N 13E 35, 500</td>
<td>Washington Department of Transportation PO box 125 Goldendale, WA 98620</td>
</tr>
</tbody>
</table>