



Public Notice

**U S Army Corps
of Engineers**
Huntington District

In reply refer to Public Notice No.
200300925

Issuance Date:
August 11, 2005

Stream: SCIOTO RIVER

Closing Date:
September 10, 2005

Please address all comments and inquiries to:

U.S. Army Corps of Engineers, Huntington District

ATTN: CELRH-OR-F Public Notice No. (*reference above*)

502 Eighth Street

Huntington, West Virginia 25701-2070 Phone: (304) 399-5210

PUBLIC NOTICE: The purpose of this public notice is to inform you of a proposal for work in which you might be interested. It is also to solicit your comments and information to better enable us to make a reasonable decision on factors affecting the public interest. We hope you will participate in this process.

REGULATORY PROGRAM: Since its early history, the U.S. Army Corps of Engineers (Corps) has played an important role in the development of the nation's water resources. Originally, this involved construction of harbor fortifications and coastal defenses. Later duties included the improvement of waterways to provide avenues of commerce. An important part of our mission today is the protection of the nation's waterways through the administration of the Corps Regulatory Program.

SECTION 404: The Corps is directed by Congress under Section 404 of the Clean Water Act (33 USC 1344) to regulate the discharge of dredged and fill material into all waters of the United States, including wetlands. The intent of the law is to protect the nation's waters from the indiscriminate discharge of material capable of causing pollution and to restore and maintain their chemical, physical and biological integrity.

SECTION 10: The Corps is directed by Congress under Section 10 of the River and Harbors Act of 1899 to grant authorization prior to the accomplishment of any work in or over navigable waters of the United States, or which affects the course, location, condition or capacity of such waters.

TO WHOM IT MAY CONCERN: The following application has been submitted for a Department of the Army Permit under the provisions of Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. This notice serves as the Corps of Engineers' request to the Ohio Environmental Protection Agency (OEPA) to act on Section 401 Water Quality Certification for the following application:

APPLICANT: City of Columbus
Transportation Division
109 N. Front Street – 3rd Floor
Columbus, Ohio 43215

LOCATION: The proposed project is located within the Scioto River at milepoint 130.55, approximately 4 miles downstream of its confluence with the Olentangy River in downtown Columbus, Franklin County, Ohio.

DESCRIPTION OF THE PROPOSED WORK: The applicant proposes to replace the existing Main Street Bridge over the Scioto River with a new bridge structure on the same alignment. According to the applicant the existing bridge has been determined to be structurally deficient and unsafe. The proposed structure would provide safe and efficient vehicular and pedestrian access to downtown Columbus from Franklinton and other areas west of the city.

Work associated with the proposal would consist of the removal of the existing seven-span concrete arch bridge and construction of a new steel three-span low arch structure on the existing alignment. The new bridge would have two piers in the river as opposed to the seven piers associated with the old structure. The proposal would also include the construction of a riverfront park/bikeway along the west bank of the river and a river observation area along the east bank of the river.

Prior to the initiation of the bridge demolition and construction activities a temporary causeway would be installed in the river. Approximately 33,000 cubic yards of clean, granular material would be placed into the river to construct the causeway, which would measure 640' x 160' x 12' and impact a surface area of 2.35 acres. Thirty-three 6' diameter pipes would be placed in the causeway to maintain normal flows and to allow aquatic movement. The applicant may elect to use broken concrete from the bridge demolition activities as a portion of the causeway material. After installation of the causeway, the old bridge would be demolished and the piers, totaling approximately 1890 cubic yards would be removed down to the existing river bottom. All construction debris would be removed and disposed at an approved upland landfill.

Construction of the new bridge would begin at each abutment and proceed towards the middle of the river. To install the new bridge abutments, approximately 554 cubic yards of material would be excavated from the river. The abutments would then be installed and backfilled with granular fill material. A total of 554 cubic yards of concrete and fill would be placed into the river in conjunction with abutment installation. To construct the bridge piers, two drilled shafts, each consisting of nine shafts, would be placed through the causeway and the new bridge piers would be installed on top of the shafts. A total of 954 cubic yards of concrete and steel would be placed into the river to construct the new piers. The remaining portion of the bridge, including the roadway and arch structure, would then be installed in segments. Upon completion of the bridge installation, the causeway, culvert pipes, and any construction debris would be removed and the riverbed would be restored to its pre-construction contours. It is anticipated the causeway would be in the river for approximately 30 months.

The proposal would also include the construction of a riverfront park and bikeway along the west bank and a river observation area under the new bridge on the east bank. The applicant has indicated the purpose of the park is to help transform the underutilized riverfront into a recreational and civic amenity and to connect the park to existing open spaces along the riverfront. Approximately 421 cubic

yards of material would be excavated from along 630' of riverbank to facilitate construction of the lower bikepath and observation deck. The former Rich Street Abutment, located upstream of the new bridge, would also be removed during the excavation activities. Upon completion of the excavation activity, approximately 547 cubic yards of clean fill and rock channel protection would be placed along 630' of river bank and would be graded to a 2:1 slope. The lower bikepath would be installed between the edge of the river and the bridge abutment. The upper bikepath and other features of the riverfront park would be located above the ordinary high water elevation of 706 mean sea level (m.s.l.). Upon completion of the sloping and re-grading activities, rock channel protection would be installed at the toe of the slope. Native perennial and grass species would then be established along the slope. To construct the overlook structure located downstream of the new bridge and low head dam, a drilled shaft would be installed at the rivers edge to support the concrete abutment and metal grating overlook structure. The overlook structure would extend approximately 20' from the normal pool shoreline. To facilitate construction of the observation area along the east bank of the river, a total of 31 cubic yards of material would be excavated along 97' of riverbank. Upon completion of the excavation activities, approximately 167 cubic yards of clean fill and rock channel protection would be placed along 97' of riverbank and would be graded to a 2:1 slope. The observation area under the bridge would tie into a bikepath proposed for the east bank of the river. The bikepath and observation area would extend approximately 12' from the normal pool shoreline

A total of 1007 cubic yards of material would be excavated from the Scioto River in conjunction with the proposal. All excavated material would be disposed of at a contained upland site at the Whittier Peninsula, located downstream of the project area. A total 33,000 cubic yards of temporary fill and 2242 cubic yards of permanent fill would be placed into the Scioto River in conjunction with the proposal. Approximately 2.4 acres of waters of the United States will be temporarily impacted and 0.12 acre would be permanently impacted by the proposal.

Plans of the proposed work are attached to this notice.

A section 401 Water Quality Certification is required for this project. It is the applicant's responsibility to obtain the certification from the Ohio Environmental Protection Agency.

HISTORIC AND CULTURAL RESOURCES: The National Register of Historic Places has been consulted and it has been determined one site, the Main Street Bridge, is eligible for the Register is located within the project area. The applicant, in coordination with the Ohio State Historic Preservation Office (OSHP), Ohio Department of Transportation (ODOT), and the Federal Highway Administration (FHWA) have developed a Memorandum of Agreement entitled "Memorandum of Agreement for Replacement of the Main Street Bridge on U.S. Route 62 over the Scioto River, Franklin County, Ohio". The MOA, dated May 5, 1999, addresses mitigative measures for impacts to the Main Street Bridge. A copy of this public notice will be furnished to the OSHP for their review. Comments concerning archeological sensitivity of the project area should be based upon collected data.

ENDANGERED/THREATENED SPECIES REVIEW: The project is located within the known or historic range of the following endangered species:

Indiana bat
Scioto madtom
Clubshell mussel
Northern riffleshell mussel
Rayed bean mussel
Eastern massasauga

The Huntington District has consulted the most recently available information and based on the proposed avoidance and minimization measures, the project is not likely to adversely affect the Indiana bat, clubshell mussel, northern riffleshell mussel, rayed bean mussel, or Scioto madtom and would have no effect on the eastern massasauga or designated critical habitat for these Federally listed species. This public notice serves as a request to the U.S. Fish and Wildlife Service for any additional information they may have on whether any listed or proposed to be listed endangered or threatened species may be present in the area which would be affected by the activity, pursuant to Section 7(c) of the Endangered Species Act of 1972 (as amended).

PUBLIC INTEREST REVIEW AND COMMENT: Any person who has an interest that may be adversely affected by the issuance of a permit may request a public hearing. The request must be submitted in writing to the District Engineer on or before the expiration date of this notice and must clearly set forth the interest which may be adversely affected and the manner in which the interest may be adversely affected by the activity. This application will be reviewed in accordance with 33 CFR 320-331, the Regulatory Program of the U. S. Army Corps of Engineers (USACE), and other pertinent laws, regulations, and executive orders. Our evaluation will also follow the guidelines published by the U. S. Environmental Protection Agency pursuant to Section 404(b) (1) of the CWA. Interested parties are invited to state any objections they may have to the proposed work. The decision whether to issue a permit will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit that reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors that may be relevant to the proposal will be considered including the cumulative effects thereof; of 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, considerations of property ownership and, in general, the needs and welfare of the people. Written statements on these factors received in this office on or before the expiration date of this public notice will become a part of the record and will be considered in the final determination. A permit will be granted unless its issuance is found to be contrary to the public interest.

SOLICITATION OF COMMENTS: 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. For accuracy and completeness of the administrative record, all data in support of or in opposition to the proposed work should be submitted in writing setting forth sufficient detail to furnish a clear understanding of the reasons for support or opposition. 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.

CLOSE OF COMMENT PERIOD: All comments pertaining to this Public Notice must reach this office on or before the close of the comment period listed on page one of this Public Notice. If no comments are received by that date, it will be considered that there are no objections. Comments and requests for additional information should be submitted to:

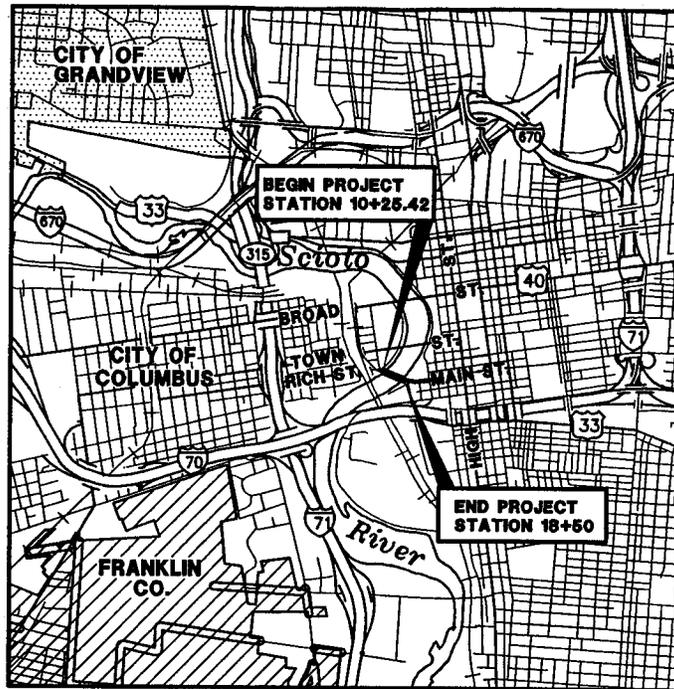
Kimberly Courts-Brown, Regulatory Project Manager
North Regulatory Section, CELRH-OR-FN
U. S. Army Corps of Engineers Huntington District
502 Eighth Street
Huntington, West Virginia 25701-2070.

Please note names and addresses of those who submit comments in response to this public notice may be made publicly available. Thank you for your interest in our nation's water resources. If you have any questions concerning this public notice, please contact Kimberly Courts-Brown of the North Regulatory Section at 304-399-5210.



Ginger Mullins, Chief
Regulatory Branch

(O)



LOCATION MAP

LATITUDE: 39°57'41" LONGITUDE: 83°00'21"

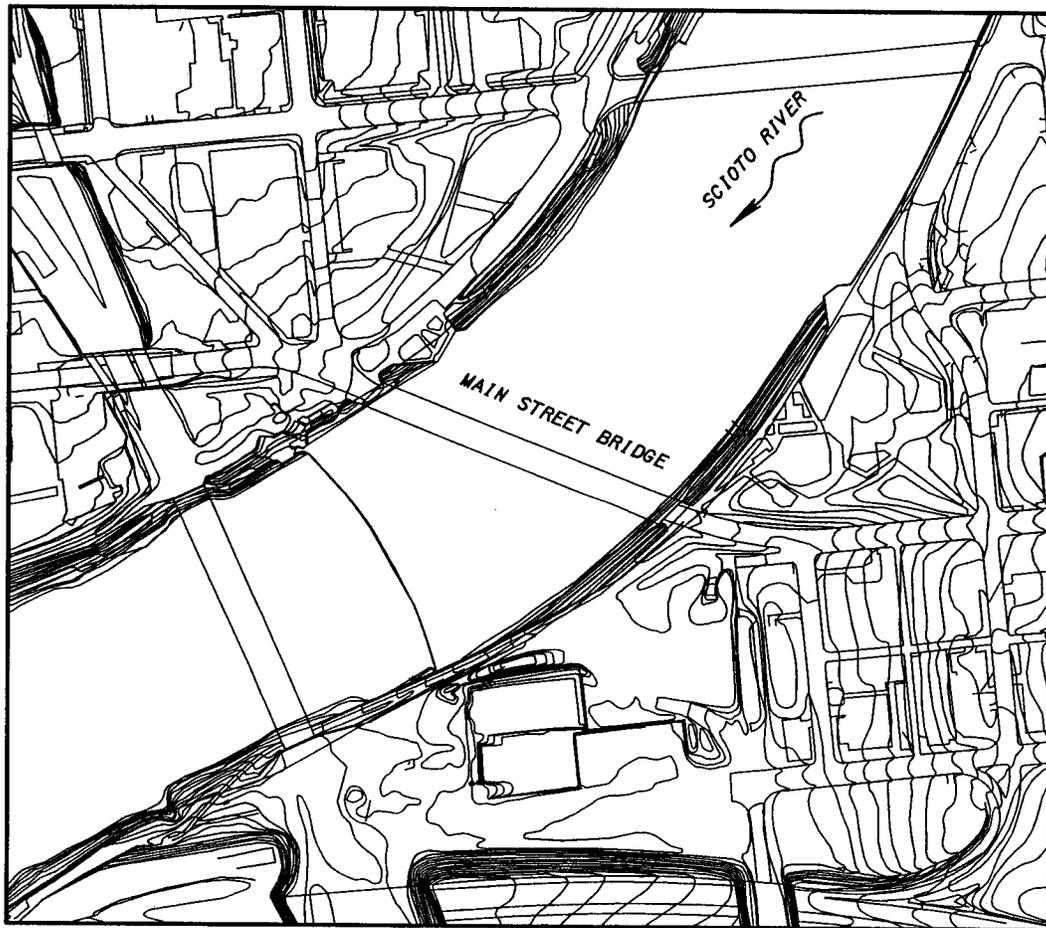


FIGURE 1

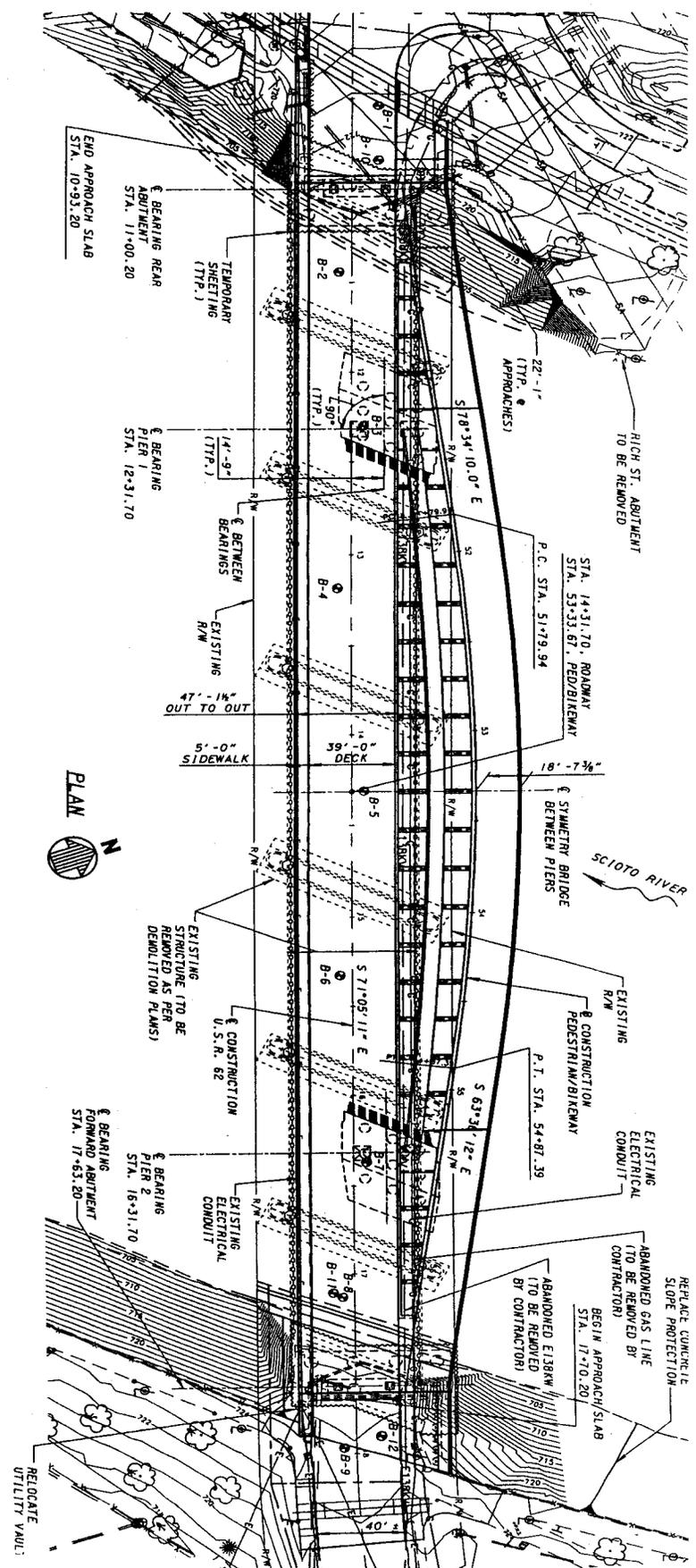
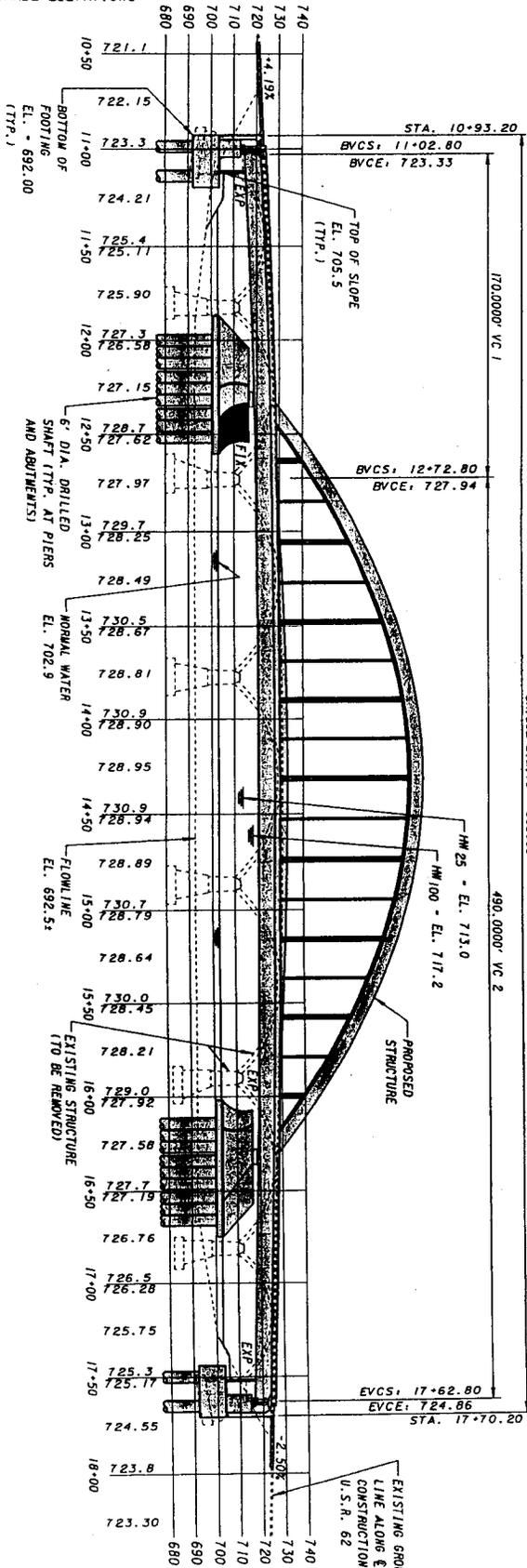
SCIOTO RIVER - RM 130.55
FRANKLIN COUNTY, OHIO
APRIL 2005

MAIN STREET
BRIDGE REPLACEMENT
LOCATION AND VICINITY MAPS

CITY OF COLUMBUS

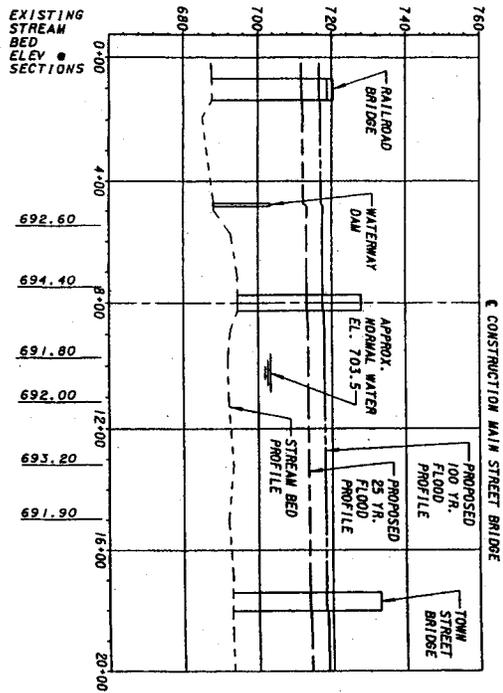
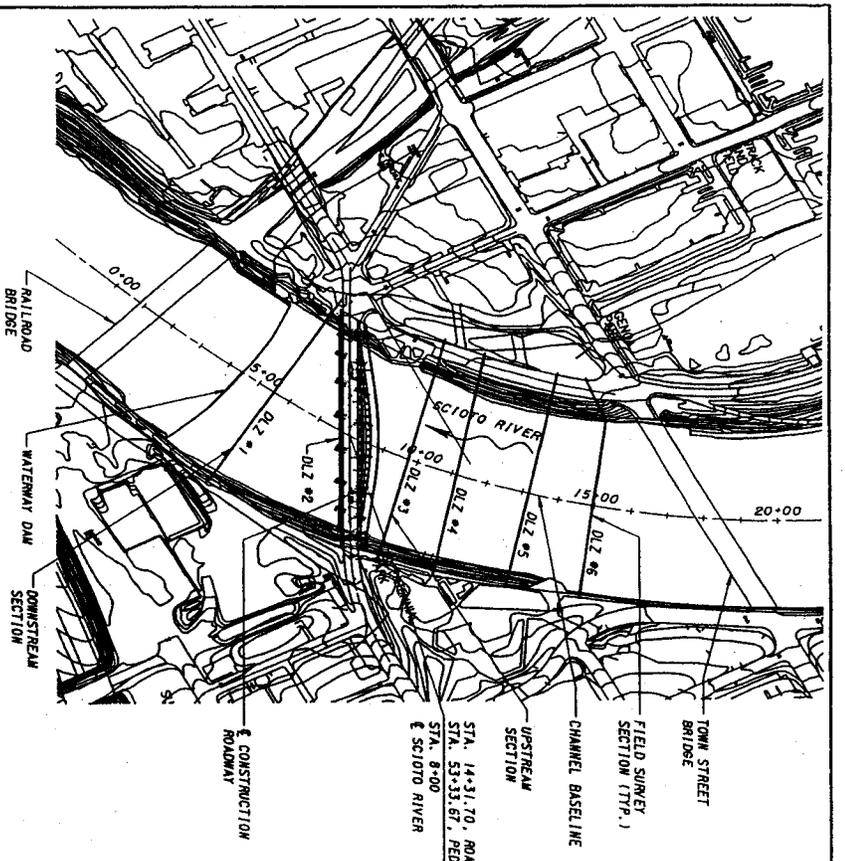
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EXISTING PROFILE
GRADE ELEVATIONS
PROPOSED PROFILE
GRADE ELEVATIONS

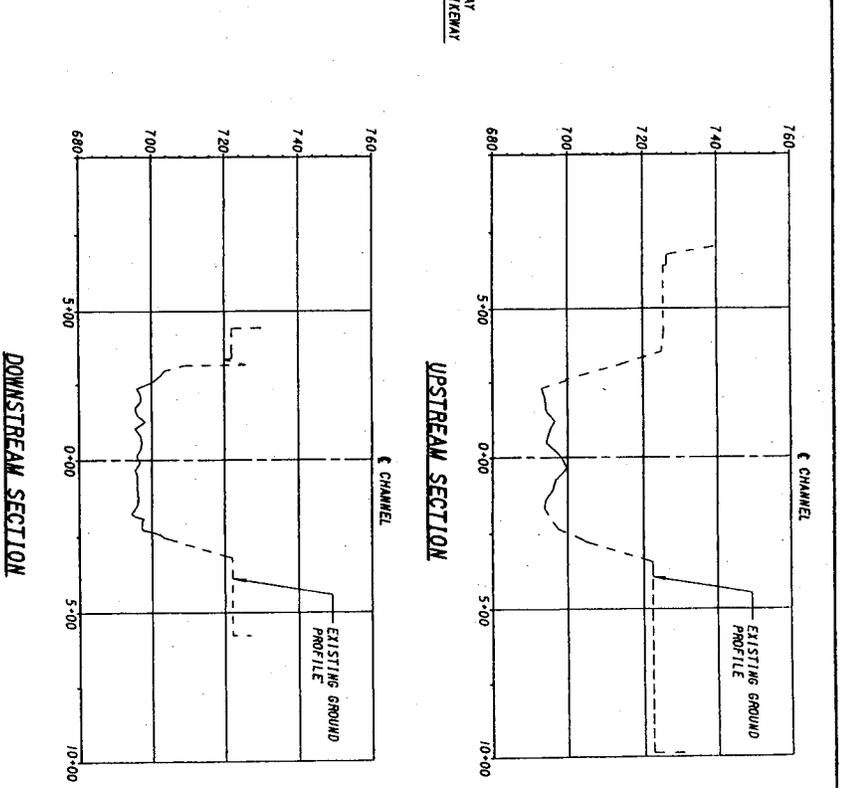


NOTE:
1. FOR PEDESTRIAN/BIKEMAN ELEVATION
NOTES, DATA BLOCKS, LEGEND, CURVE
DATA AND DETAILS, SEE SHEET 2.

MAIN STREET BRIDGE
PLAN VIEW
FIGURE 2

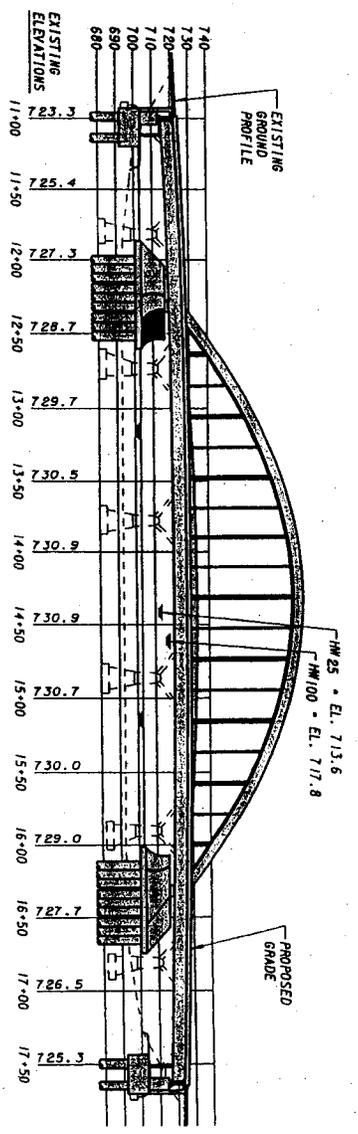


CHANNEL BASELINE
 FIELD SURVEY SECTION (TYPE J)
 TOWN STREET BRIDGE
 UPSTREAM SECTION
 STA. 14+31.70, ROADWAY
 STA. 53+33.57, FERRY/BIKEWAY
 STA. 8+00
 SCIOTO RIVER
 CONSTRUCTION ROADWAY
 DOWNSTREAM SECTION
 WATERWAY DAM
 RAILROAD BRIDGE

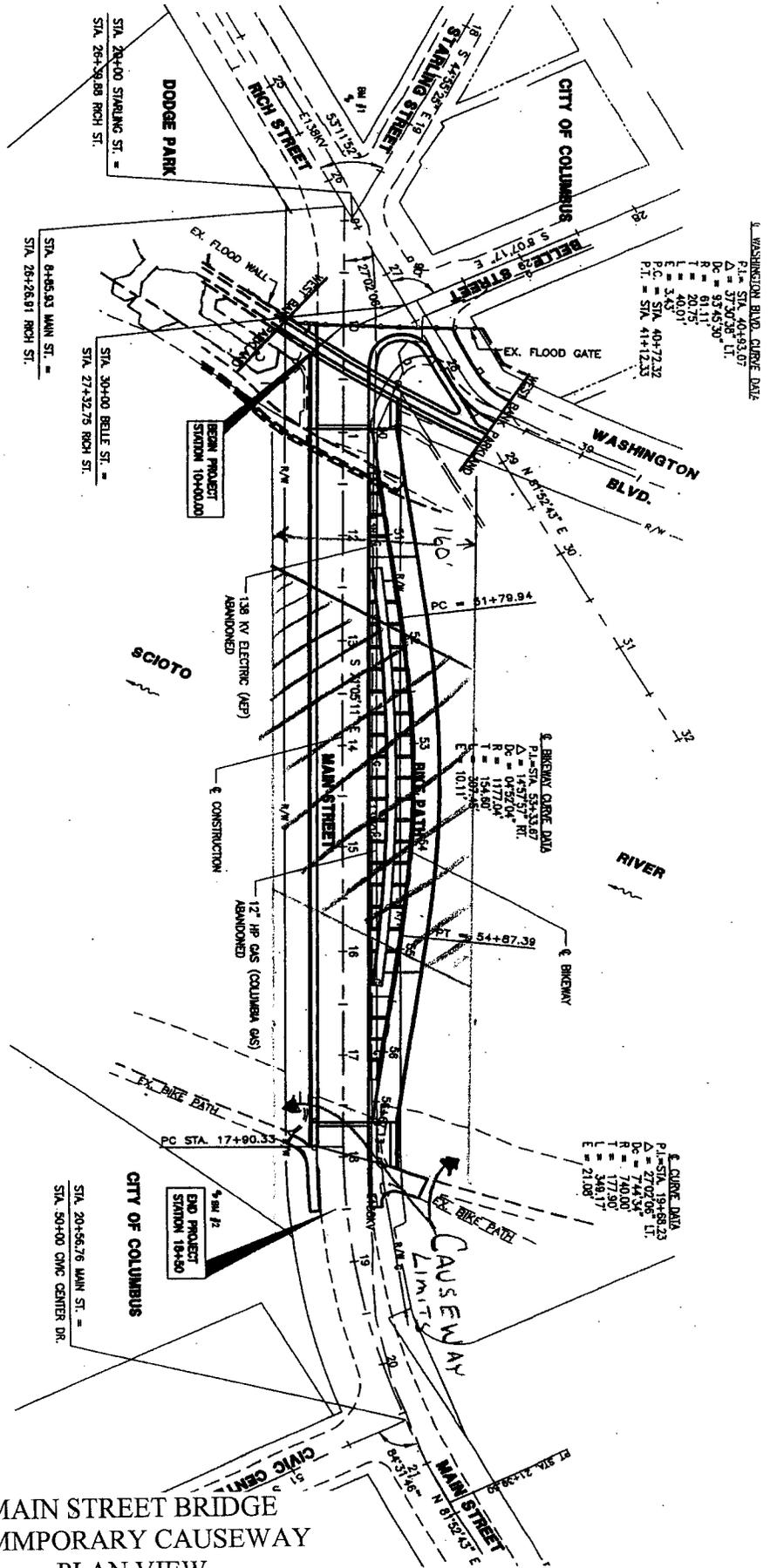


SITE DESCRIPTION
 THE SCIOTO RIVER FLOWS THROUGH THE CITY OF COLUMBUS. THIS PORTION OF THE RIVER IS LOCATED IN THE VICINITY OF THE DOWNTOWN AREA. THE RIVER HAS BEEN CHANNELIZED WITH PREPARED SIDE SLOPES. THERE IS NO FLOODPLAIN OR NATURAL OVERBANKS.
 DOWNSTREAM OF THE PROJECT SITE IS A LOW HEAD DAM THAT CONTROLS THE NORMAL RIVER LEVEL AT THE MAIN STREET BRIDGE. DOWN BEHIND WATER CONDITIONS, THE RIVER WILL INUNDATE WALKING PATHS THAT HAVE BEEN CONSTRUCTED ALONG THE WATER'S EDGE. DURING WINTER, A THIN SHEET OF ICE WILL DEVELOP.
 NOTE: STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NAVD83 DATUM.

PROFILE ALONG CENTERLINE OF BRIDGE



MAIN STREET BRIDGE
 SECTION VIEW
 FIGURE 3



CAUSEWAY SURFACE AREA = 102,400 FT² = 2.35 ACRES
 TOTAL FILL VOLUME = 32,865 YD³

33'-6" DIAMETER PIPES UNREPLACED BETWEEN EXISTING PIERS 2-5. THE PIPES WILL EXTEND JUST BEYOND THE CAUSEWAY AT EACH END.

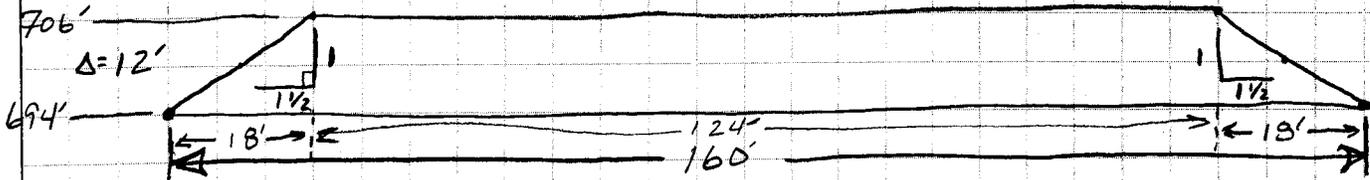
NOTE
 DO NOT DISTURB ANY FRANKLIN COUNTY CERTIFIED BENCHM...
 (VERTICAL AND/OR HORIZONTAL) LOCATED WITHIN THE WORK
 LIMITS OF THE PROJECT. CONTRACTOR SHALL CONTACT THE
 FRANKLIN COUNTY SURVEY DEPARTMENT AT 482-5026, PRIOR TO
 CONSTRUCTION, TO COORDINATE THE PROPER PROCEDURES FOR
 THE RESETING, RELOCATION, OR REPLACEMENT OF THE
 BENCHMARK.

1934 DR. E

DESIGN
 CHECK
 SCALE IN FEET
 0 50 100

← UPSTREAM

RIVER IS APPROX 640' ACROSS



$$\text{VOLUME} = 124' \times 12' \times (640') = 952,320 \text{ ft}^3$$

$$= \frac{1}{2} \times (2) \times (18') \times (12') \times (640') = 138,240 \text{ ft}^3$$

$$+ \underline{\hspace{10em}}$$

$$1,090,560 \text{ ft}^3$$

$$40,391 \text{ yd}^3$$

$$\text{PIPE VOLUME} = (160') (\pi 3.5^2) = 6150 \text{ ft}^3$$

$$220 \text{ yd}^3 \times 33 \text{ PIPES} = 7526 \text{ yd}^3$$

$$\boxed{\text{TOTAL VOLUME OF FILL} = 32,865 \text{ yd}^3}$$

MAIN STREET BRIDGE
TEMPORARY CAUSEWAY
SECTION VIEW
FIGURE 5

UPPER BIKE PATH

SHORELINE

LOWER BIKE PATH

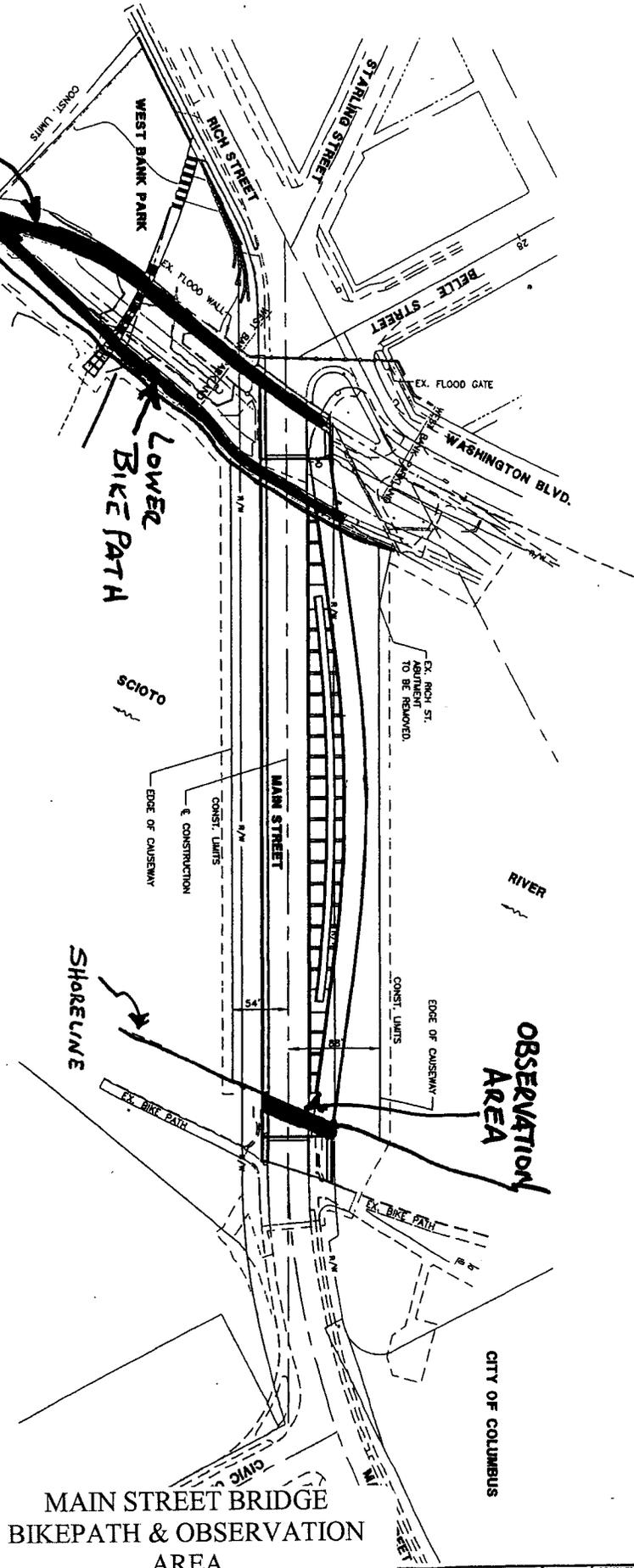
SHORELINE

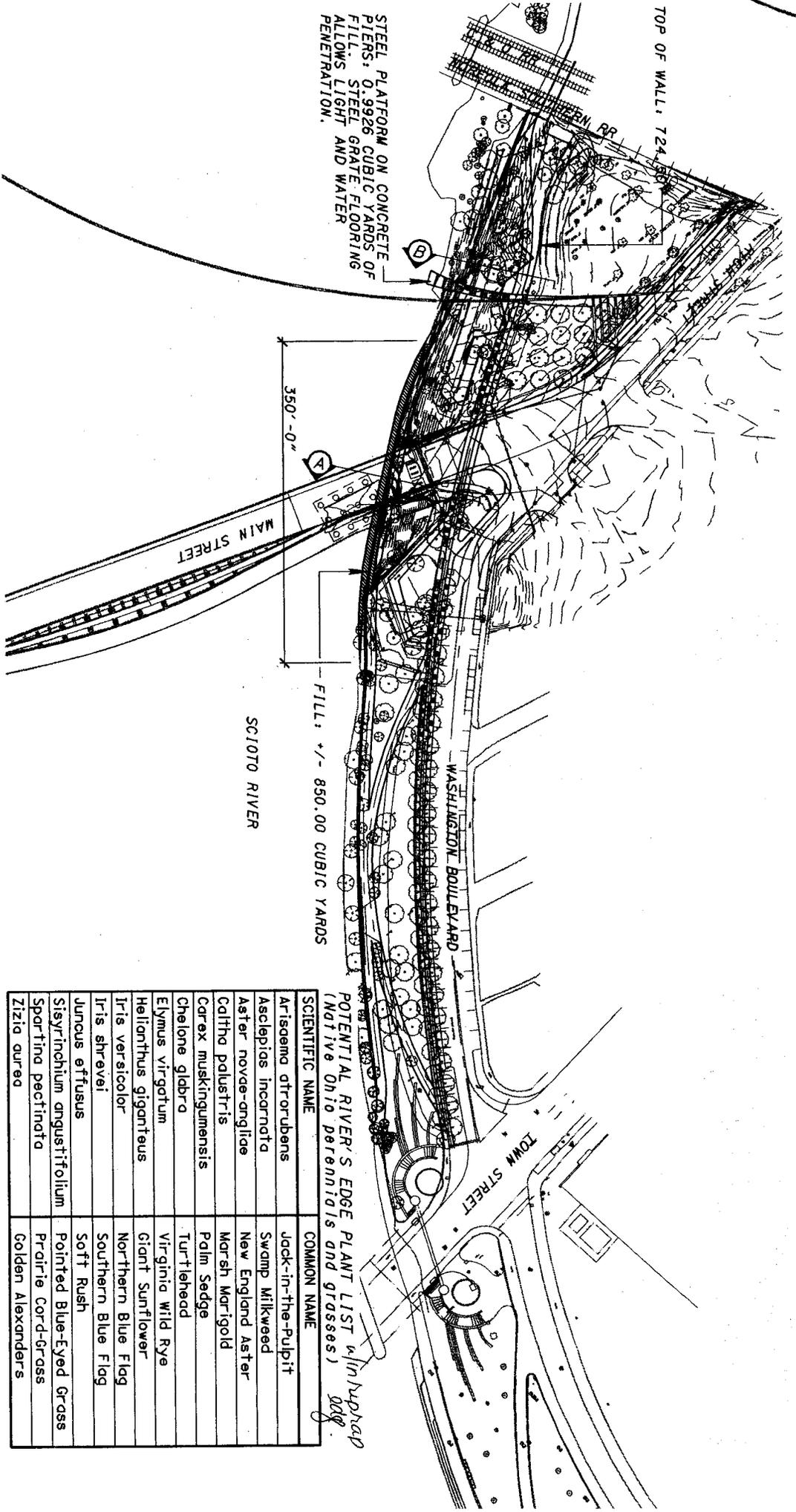
OBSERVATION AREA

CITY OF COLUMBUS

MAIN STREET BRIDGE BIKEPATH & OBSERVATION AREA PLAN VIEW FIGURE 6

ALTERNATIVE 1





STEEL PLATFORM ON CONCRETE PIERS, 0.9926 CUBIC YARDS OF FILL, STEEL GRATE FLOORING ALLOWS LIGHT AND WATER PENETRATION.

FILL: +/- 850.00 CUBIC YARDS

350'-0"

SCIOTO RIVER

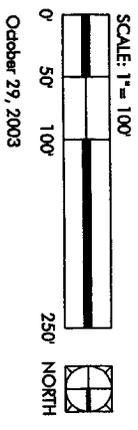
MAIN STREET

WASHINGTON BOULEVARD

TOWN STREET

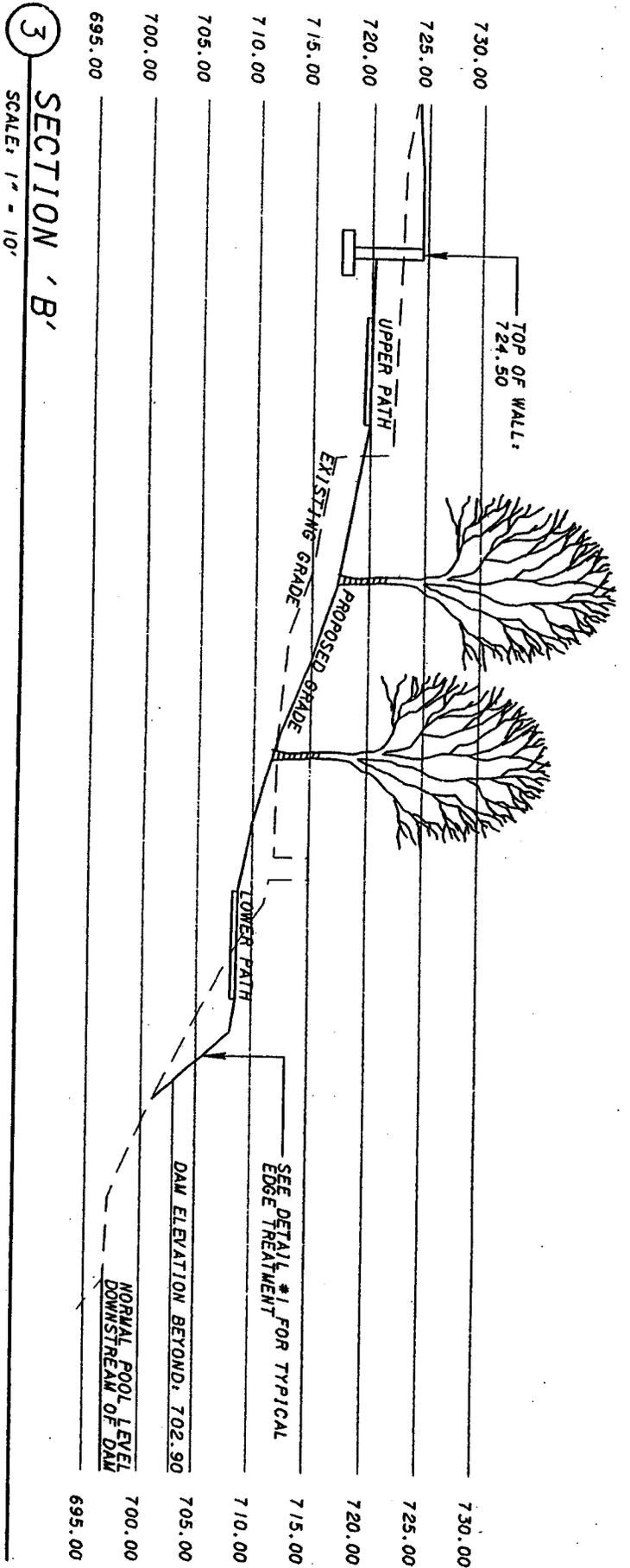
POTENTIAL RIVER'S EDGE PLANT LIST (Native Ohio Perennials and grasses) *Wm. L. Hupphard*

SCIENTIFIC NAME	COMMON NAME
Arisaema atrorubens	Jack-in-the-Pulpit
Asclepias incarnata	Swamp Milkweed
Aster novae-angliae	New England Aster
Caltha palustris	Marsh Marigold
Carex muskingumensis	Palm Sedge
Chelone glabra	Turtlehead
Elymus virgatum	Virginia wild Rye
Helianthus giganteus	Giant Sunflower
Iris versicolor	Northern Blue Flag
Iris shrevei	Southern Blue Flag
Juncus effusus	Soft Rush
Sisyrinchium angustifolium	Pointed Blue-Eyed Grass
Spartina pectinata	Prairie Cord-Grass
Zizia aurea	Golden Alexanders



October 29, 2003

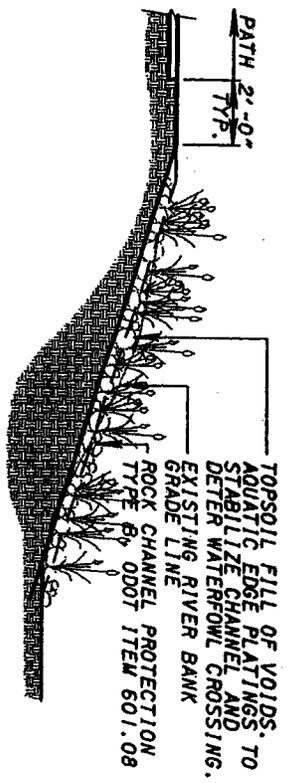
MAIN STREET BRIDGE
WEST BANK BIKEPATH
PLAN VIEW
FIGURE 7



3 SECTION 'B'

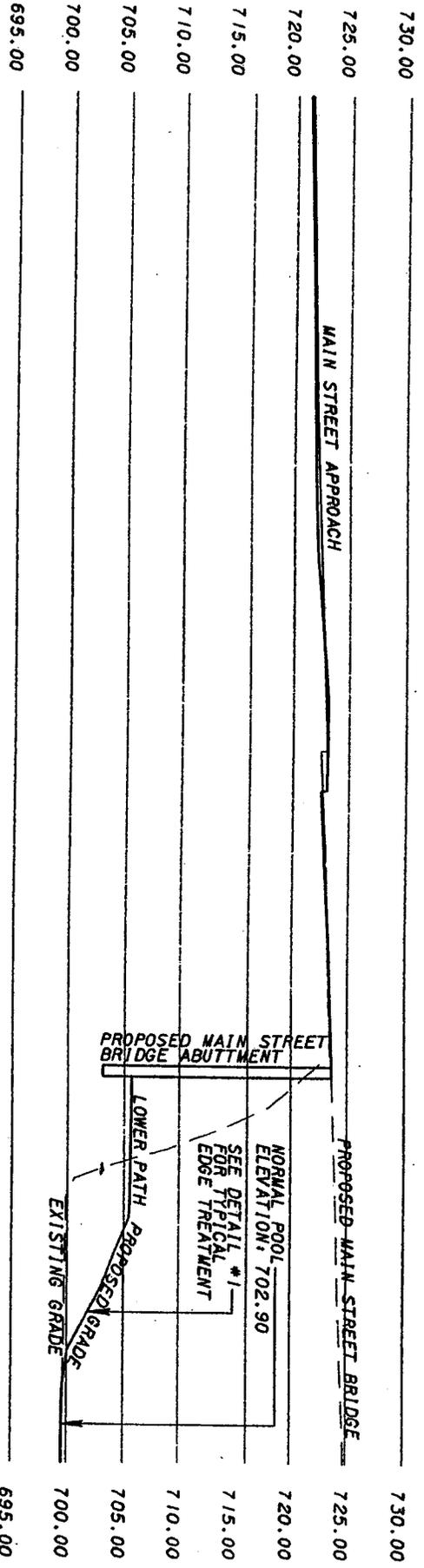
SCALE: 1" = 10'

MAIN STREET BRIDGE
 WEST BANK BIKEPATH
 SECTION VIEW
 FIGURE 8



1 TYPICAL RIVER'S EDGE TREATMENT

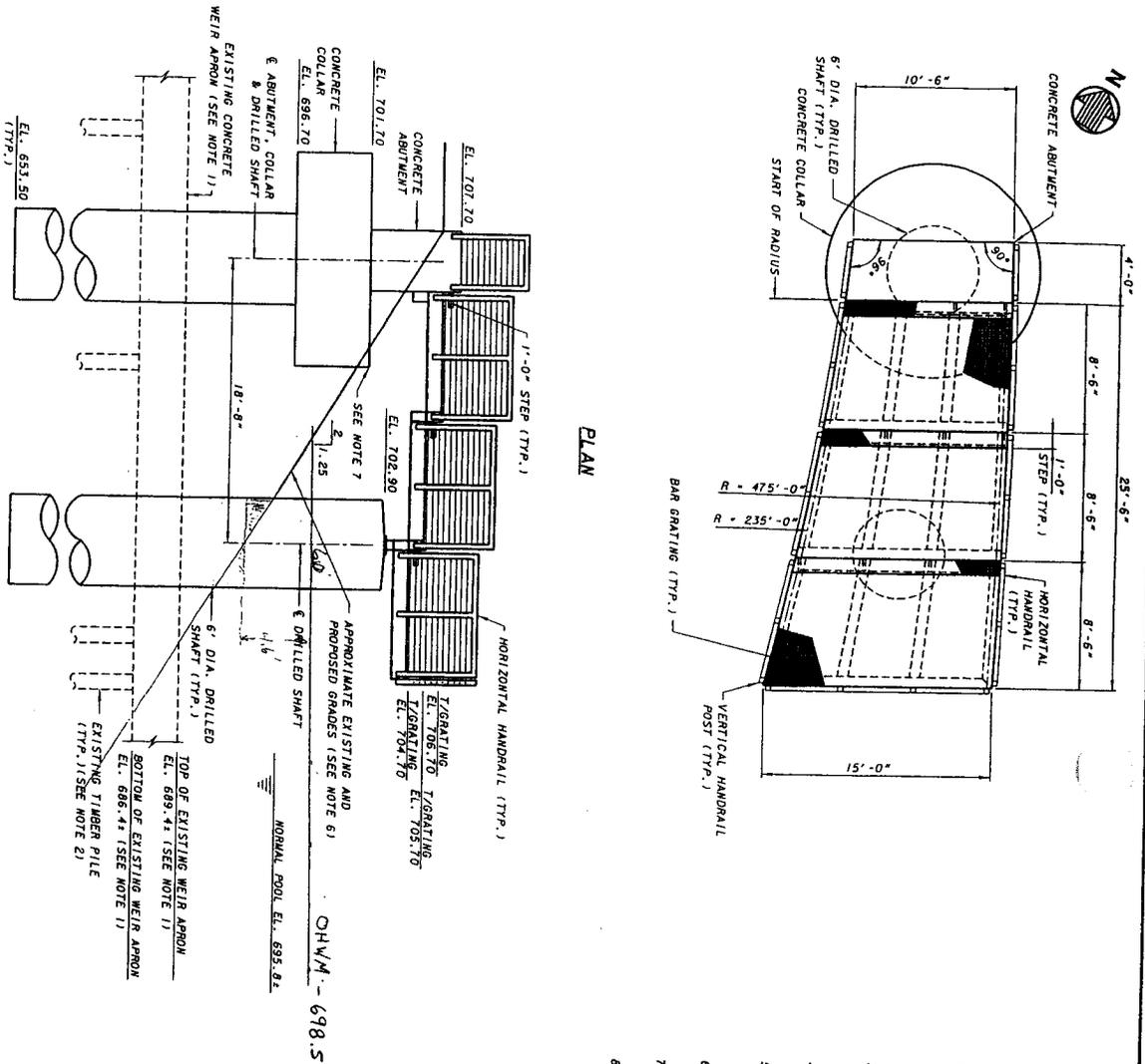
SCALE: 1/4" = 1'-0"



2 SECTION 'A'

SCALE: 1" = 10'

MAIN STREET BRIDGE
WEST BANK BIKEPATH
SECTION VIEW
FIGURE 9



ELEVATION

PLAN

NOTES:

1. THE DRILLED SHAFTS FOR THE OVERLOOK STRUCTURE WILL BE INSTALLED THROUGH HOLES ADVANCED THROUGH THE EXISTING CONCRETE WEIR APRON. ELEVATIONS PERTAINING TO THE EXISTING WEIR APRON AS SHOWN ON THIS SHEET ARE APPROXIMATE. THE EXACT LOCATION, ELEVATIONS, AND MAKEUP OF THE EXISTING WEIR APRON ARE UNKNOWN.
2. THE EXISTING CONCRETE WEIR APRON IS REAPPROXIMATELY SUPPORTED ON TIMBER PILES. ANY TIMBER PILES ENCOUNTERED DURING INSTALLATION OF THE DRILLED SHAFTS SHALL BE REMOVED IN THEIR ENTIRETY. THE EXACT LOCATION, ELEVATIONS, LENGTHS, AND SIZES OF THE EXISTING TIMBER PILES ARE UNKNOWN.
3. ANY ANNUAL SPACE REMAINING BETWEEN EACH DRILLED SHAFT AND THE HOLE ADVANCED THROUGH THE EXISTING WEIR APRON SHALL BE FILLED WITH GROUT.
4. THE EXTENT OF ANY FILL AND/OR SEDIMENT BUILD-UP ABOVE THE EXISTING WEIR APRON IS UNKNOWN.
5. THE CONTRACTOR IS DIRECTED TO THE COLUMBUS DEPARTMENT OF RECREATION AND PARKS FOR ADDITIONAL INFORMATION REGARDING THE EXISTING CONCRETE WEIR APRON.
6. REFER TO SHEETS 80 THROUGH 72 FOR ADDITIONAL INFORMATION ON EXISTING SITE CONDITIONS AND FINAL GRADING.
7. REGRADE AS NECESSARY AROUND THE CONCRETE COLLAR TO COVER ANY EXPOSED COLLAR SURFACES.
8. A STABILITY ANALYSIS WAS NOT PERFORMED ON THE EXISTING WEIR IN ORDER TO DETERMINE IF IT WOULD BE POSSIBLE TO DOWNSTREAM ADJACENT TO THE DOWNSTREAM FACE OF THE WEIR FOR PURPOSES OF CONSTRUCTING THE OVERLOOK TERRACE. THEREFORE, UNLESS A STABILITY ANALYSIS OF THE EXISTING WEIR IS PERFORMED, NO AREA ADJACENT TO THE EXISTING WEIR MAY BE DEDICATED FOR PURPOSES OF CONSTRUCTING THE OVERLOOK TERRACE. THE OVERLOOK TERRACE MUST BE CONSTRUCTED "IN-THE-WET".

ALT 1

Volume for Drilled Shaft
 in Water Way
 Below CHWM and Existing Grade

$$\text{Volume} = \pi r^2 (L)$$

$$= 3.14 (6')^2 (4.6')$$

$$= 520 \text{ ft}^3$$

$$= 19.3 \text{ yd}^3$$

1934 DR. E



FRA-62-14, II

OVERLOOK TERRACE PLAN & ELEVATION
 BRIDGE NO. FRA-62-1411
 MAIN STREET OVER SCIOTO RIVER

MAIN STREET BRIDGE
 WEST BANK OVERLOOK
 STRUCTURE
 FIGURE 10