

**Public Notice for Water Quality Certification and/or
Waste Discharge Requirements (Dredge/Fill Projects)**

PacifiCorp – Klamath River Ranch Bridge Replacement
WDID No. 1A05041WNSI

Siskiyou County

On April 12, 2005, the North Coast Regional Water Quality Control Board (hereinafter Regional Water Board) received an application from Mr. Fred Rasmussen on behalf of PacifiCorp (hereinafter applicant), requesting Water Quality Certification and/or Waste Discharge Requirements (Dredge/Fill Projects) for the proposed removal and replacement of a deteriorated bridge over the Klamath River on ranch lands owned by PacifiCorp in Siskiyou County. The proposed project will cause disturbances to the Klamath River in the Copco Lake Hydrologic Subarea No. 105.38.

The proposed bridge project is located upstream of Copco Lake near the California and Oregon border. The proposed project involves installation of a new doublewide railcar bridge approximately 160 feet long and 20 feet upstream of an existing deteriorated wooden bridge. A ramp will be installed from the south river bank to allow access to the gravel bar and placement of a temporary gravel pad for staging a pile driver near the center of the river. The ramp and gravel pad will be installed using a backhoe, bulldozer, or tracked excavator. The gravel pad will be approximately 40 feet by 40 feet square, and approximately 250 cubic yards of gravel fill will be needed to keep heavy equipment out of the water. All fill placed below ordinary high water for construction of the access ramp and equipment staging pad will consist of clean washed gravel. Pile driving equipment will be used to install the piles for the north bridge abutment while the access ramp and pad are being installed. The north bank will be accessed using the bridge at Copco Lake and along a small road parallel to the river. Pile driving equipment will be returned to the south bank to drive piles for the south abutment while cross-members and bracing are installed on the north abutment. After the south abutment piles are installed, the pile driving equipment will be moved to the gravel pad in the middle of the river to install a mid-span group of piles in the river channel. These piles will provide center support where the ends of two railcars will meet. After the piers for both abutments and the mid-span are installed, and cross-members are welded in place, the pile driver will be used as a crane to lift the railcars onto the cross-members. The railcars will then be attached to the support structure.

The existing bridge is constructed of wood decking on log stringers with a rock filled log-crib center support. The existing bridge has been repaired numerous times but one of the main stringers has recently broken and the entire bridge is now sagging under its own weight. The center support is also showing signs of deterioration. Recent inspections of the bridge resulted in the determination that the bridge is no longer safe for human or animal use. The existing bridge will be removed using the pile driver as a crane to lift the wood, log stringers, and other support structures from the channel and place them on adjacent uplands for disposal. The bridge removal work will take place following installation of the new bridge while the pile driver/crane equipment is still onsite.

All in-stream work activities will be conducted between June 15 and October to minimize turbidity impacts and to avoid the rainbow trout spawning season. The project is scheduled to begin in June 2005 and will take 30 to 45 days to complete. The total area permanently affected by installation of the pilings and 15 cubic yards of riprap along each riverbank will be

approximately 0.01-acre of jurisdictional waters of the United States, including wetland and river channel. Approximately 0.04-acre of waters of the United States will be temporarily impacted for placement of the access ramp and pad for staging the pile driving equipment. Rocks recovered from the rock filled log-crib will be used as riprap at the new bridge abutments. All other gravel and fill materials used for this project will be imported from offsite quarries.

The applicant has obtained authorization to perform the proposed bridge replacement project under Nationwide Permits Nos. 13 and 14 from the United States Army Corps of Engineers, pursuant to Clean Water Act, Section 404. The applicant has applied for a Lake or Streambed Alteration Agreement (1600 Permit) from California Department of Fish and Game. The County of Siskiyou, as the lead California Environmental Quality Act (CEQA) agency, determined this project is replacement or reconstruction of an existing facility involving negligible or no expansion and is categorically exempt from CEQA (Class 2, Section 15302(c)).

Staff is proposing to regulate this project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act Authority. In addition, staff will consider all comments received during a 21-day comment period that begins on the first date of issuance of this letter. If you have any questions or comments, please contact Regional Water Board staff member Dean Prat by phone at (707) 576-2801, or e-mail dprat@waterboards.ca.gov within 21 days of the posting of this notice.