



Oregon International Port of Coos Bay
Proposed Work Plan
Visual and Non-Destructive Inspection Operations
Coos Bay Railroad Bridge, Coos River Mile 9.0

The Oregon International Port of Coos Bay intends to conduct visual and non-destructive inspection of structural members on the Coos Bay Railroad Bridge at Coos Bay River Mile 9.0 May 21 through May 25, 2018. Work will be conducted from a work barge located along one side of the bridge center fender pier and will horizontally restrict the navigation channel on that side of the bridge by approximately 50 feet. Vertical clearance on each side of the bridge will not be obstructed by the planned work. Planned workhours will be from 0800 to 2000 each day.

The bridge is locked down in the open for river navigation position and will remain so until structural repairs are completed. The bridge will not be operated during the planned inspection operations. All operations will be coordinated locally by direct contact with the USCG Sector North Bend, USCG Captain of the Port Sector Columbia River, the Coos Bay Pilots Association, the Coos Bay Harbor Safety Committee, and the Coos Bay Field office for the US Army Corps of Engineers.

Typically, the Port of Coos Bay sees between 3 to 5 deep draft vessel calls each month, and a similar amount of barge traffic. The Commercial and recreational fishing fleets are predominately located at the Charleston Marina complex, near the mouth of the bay below the railroad bridge. At the time of the planned inspection operations, the only known large vessel traffic planned is the USACE Dredge Yaquina, with dredging operations planned below river mile 9.0 through May 22, and dredging operations above river mile 9.0 from May 22 through June 1. While the dredge is above the bridge, our contractor barge will coordinate with the dredge operations crew to clear the South Draw through the bridge when necessary.

The work vessel and barge can clear the channel on demand with 45 minutes notice.

Company/Organization name and a point of contact (with phone and e-mail address):

Owner: Oregon International Port of Coos Bay
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Gene Davis, PE – Project Manager and Employee in Charge
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Contractor: Knutson Towboat Company

Bryan Knutson

Cell: (541) 290-1253

bryank@knutsontowboat.com

Type of Operation (inspecting, painting, cleaning, construction, research, etc.), Summary of work being done general and specific, text and graphic (e.g.)

The Port is proceeding under emergency conditions to effect repairs to the Railroad Swing Span Bridge at Coos Bay River Mile 9.0 to return the bridge to rail freight service as quickly as possible. To expedite material delivery for the repairs, it is necessary to determine if certain members unaffected by the original failure are in fact structurally sound and can be re-used. Visual and non-destructive testing of the members in question is necessary to make that determination, and access for these inspections will require the presence of a work barge and associated vessels in the navigation channel during daylight hours.

The work will be conducted from one work barge alongside the swings pan center pier. Restrictions to navigation will occur while the work barge is in place and will be coordinated locally with the USCG Sector North Bend, the Coos Bay Pilots Association, and the Coos Bay Harbor Safety Committee. Work is planned to only require 4 days, and likely complete early on the fourth day. Five days are scheduled to allow for vessel transits or other events requiring the barge to clear the site.

Work is planned to proceed as follows:

Monday, May 21 – 0800 to 2000

Mobilize and secure work barge – North Draw

USCG, Pilots, and local Harbor Safety Committee will be notified as to barge location

Access north side truss section to remove Osprey nest under USFWS depredation permit

MB90057C-0 (Copy included with proposed work plan)

Clean planned inspection locations with hand tools

Demobilize work barge and vessels from location – return to dock

USCG, Pilots, and local Harbor Safety Committee will be notified when area is cleared



Tuesday, May 22 – 0800 to 2000

- Mobilize and secure work barge – North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified as to barge location
- Clean planned inspection locations with hand tools
- Move and secure work barge– North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified when the barge is moved, and what the current barge location will be.
- Demobilize work barge and vessels from location – return to dock
 - USCG, Pilots, and local Harbor Safety Committee will be notified when area is cleared

Wednesday, May 23 – 0800 to 2000

- Mobilize and secure work barge – North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified as to barge location
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Move and secure work barge– North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified when the barge is moved, and what the current barge location will be.
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Demobilize work barge and vessels from location – return to dock
 - USCG, Pilots, and local Harbor Safety Committee will be notified when area is cleared

Thursday, May 24 – 0800 to 2000

- Mobilize and secure work barge – North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified as to barge location
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Move and secure work barge– North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified when the barge is moved, and what the current barge location will be.
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Demobilize work barge and vessels from location – return to dock
 - USCG, Pilots, and local Harbor Safety Committee will be notified when area is cleared

Friday, May 25 – Additional work day, if needed– 0800 to 2000

- Mobilize and secure work barge – North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified as to barge location
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Move and secure work barge– North or South Draw TBD
 - USCG, Pilots, and local Harbor Safety Committee will be notified when the barge is moved, and what the current barge location will be.
- Visual and non-destructive (ultrasonic) inspection of eye-bars and pins
- Demobilize work barge and vessels from location – return to dock
 - USCG, Pilots, and local Harbor Safety Committee will be notified when area is cleared

The planned work barge locations are shown in Figures 1 and 2, below:

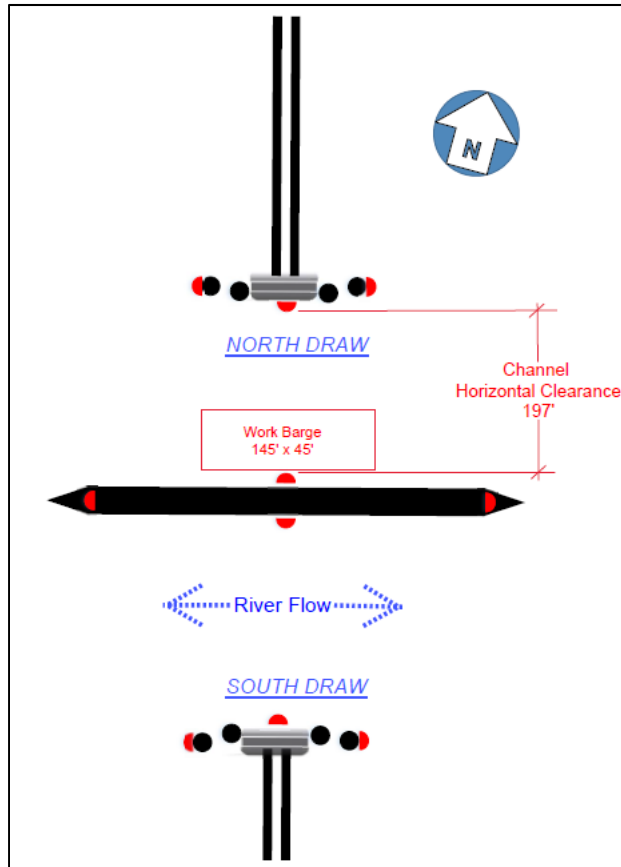


Figure 1 – Work Barge Position North Draw

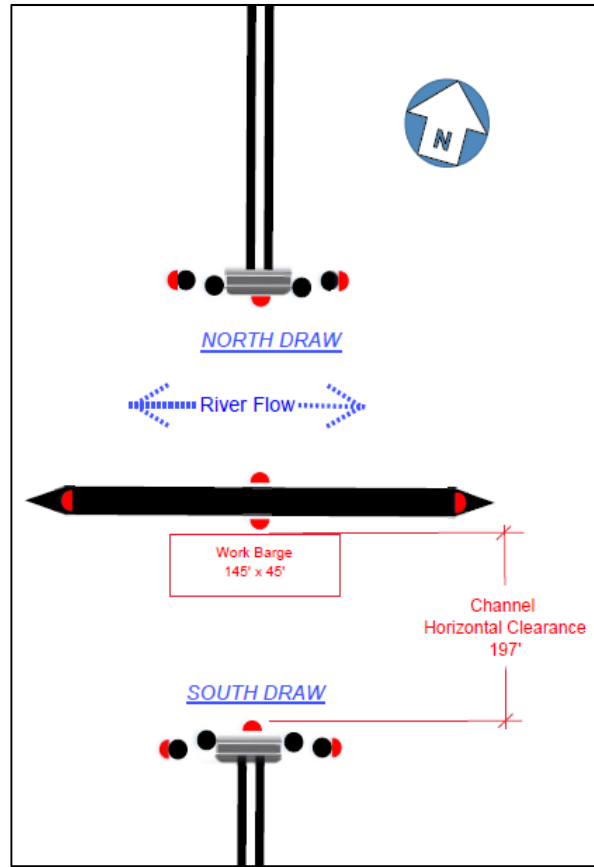


Figure 2 – Work Barge Position South Draw

Start and end dates:

The planned inspection operations are planned to start May 21, and conclude May 25, 2018

Days and times of operation: (Mon-Sun, Mon-Fri, 24 hours a day, 0700 to 1600, etc.):

Actual times of operation may vary from day to day, but the planned daily work window is between 0800 and 2000. Work days for the inspection operation will be Monday, May 21 through Friday, May 25, 2018.

Restrictions to the horizontal clearance in channel on one side of the bridge (North Draw or South Draw) will occur while the work barge is in place. There will be no vertical clearance restrictions created by the planned operations. The location and times of restriction will be coordinated locally with the USCG



Sector North Bend, the Coos Bay Pilots Association, and the Coos Bay Harbor Safety Committee. The barge and work vessels can clear the location on demand with 45 minutes notice.

Location of operation (Latitude & Longitude and River Mile):

Inspections operations will occur at section 8 of the Coos Bay Railroad Swing Span Bridge, located at 43-25-36.470N 124-14-09.430W, Coos Bay River Mile 9.0

Name of vessels and equipment that will be on scene and how to contact them (VHF frequencies, cell phone, etc.):

Vessel – Captain Louie – 58’ x 24’ twin screw 1,800 hp tug.

VHF Local Channel 18

Working Channel 7A

Cell: 541-290-1253 or 541-404-1112

Barge – Manhattan – 145’ x 45’

24/7 POC contact number for mariners to call if there is an issue:

Thomas Durand, Maritime Operations Manager, Port of Coos Bay

Cell: (541) 294-7426

tdurand@portofcoosbay.com

Any particular hazards to MARINERS created by the operation (cables, buoys, machinery, tows, falling debris, tools, containment structure, etc). Please describe them in detail if possible (white, 5' buoys, flashing white lights, etc):

The presence of a work barge and support vessel will create a horizontal clearance restriction in the channel on one side of the bridge (North Draw or South Draw) while the work barge is in place.

There will be no vertical clearance restrictions created by the planned operations.

There will be no other hazards to MARINERS created by the planned inspection operations.

Small craft and recreational vessels will be able to pass by the work barge, as well as transit on the unobstructed opposite side of the bridge. Deep draft and large vessels will be able to transit the South Draw past the bridge when the barge is in the North Draw location. The barge will be cleared on demand from the South Draw with 45 minutes notice when necessary to allow navigation.

The location and times of restriction will be coordinated locally with the USCG Sector North Bend, the Coos Bay Pilots Association, and the Coos Bay Harbor Safety Committee.



Any special requirements or requests from the operators (minimize wake, keep xx distance away, hazard radius of xx NM):

No special requirements or requests reported.

Vertical clearance reductions? (containment system and heavy equipment needed to install containment...e.g UBIT), is there a falling debris hazard to MARINERS?

There are no vertical clearance reductions anticipated in this project, nor any anticipated falling debris hazard to MARINERS

Cautionary signage and lighting plan (if needed) to warn the MARINERS of reduced clearances and overhead work. (Clearly visible to mariners)

There are no vertical clearance reductions anticipated in this project, so no signage or lighting plan to warn of reduced vertical clearances of overhead work is planned.

Inwater work or support vessels how many, what type, where will they be moored or anchored, will they be obstructing the navigation channel, lighting plan for support vessels

There is no direct inwater work or tidal zone work planned for the inspection operations, but the following vessels will be on location during working hours:

Vessel – Captain Louie – 58’ x 24’ twin screw 1,800 hp tug.
VHF Local Channel 18
Working Channel 7A
Cell: 541-290-1253 or 541-404-1112

Barge – Manhattan – 145’ x 45’

These vessels will either be transiting to and from the work location, or moored alongside the bridge center fender pier, as shown in Figures 1 and 2, above.

Date times, of various stages.

This proposed work plan is specific to planned inspection operations scheduled for May 21 through May 25, 2018. Dates and times of the specific operations is listed above, in section titled “Type of Operation”.



Proposed Notice:

OREGON – COOS BAY – Coos Bay Rail Road Bridge at River Mile 9.0

The Oregon International Port of Coos Bay will be conducting inspections on the Coos Bay Rail Road Bridge at Coos Bay River Mile 9.0 May 21 through May 25, 2018. Work will be conducted from a work barge located along one side of the bridge center fender pier and will horizontally restrict the navigation channel approximately 45' on that side of the bridge. Planned workhours will be from 0800 to 2000 each day. Contact the designated Port point of contact to confirm which days work will be conducted and which side of the channel is restricted those days. Mariners are advised to use caution while transiting the area. For additional information, contact Mr. Thomas Durand at 541-294-7426 or tdurand@portofcoosbay.com.