



**Hood River – White Salmon**

**BRIDGE REPLACEMENT PROJECT**

Lower Columbia River Harbor Safety Committee

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March 13, 2019

# Purpose of Today's Presentation

- Inform Lower Columbia River community about the Hood River-White Salmon Bridge Replacement Project
- Make connections with the maritime and navigation community
- Encourage participation in the project's navigation/river users survey
- Answer questions



# Project Overview

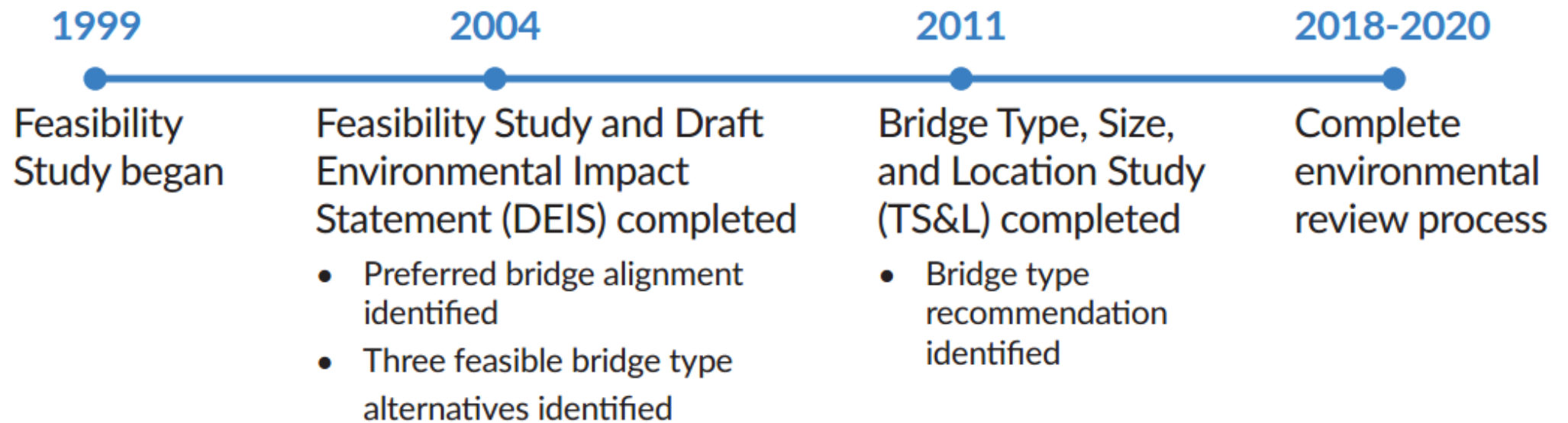
- Current bridge spans the Columbia River between Hood River, OR and White Salmon, WA at river mile 169.8 on the Bonneville Pool
- Built in 1924 and rebuilt in 1938 to add a lift span
- Vehicle travel restrictions on height, weight and width
- Seismically obsolete
- No pedestrian or bicycle facilities on bridge deck
- Hazardous obstacle to navigation due to 246-ft horizontal clearance



# Bridge Replacement Project Chronology

## Hood River-White Salmon Bridge

- Built in 1924 to connect White Salmon/Bingen with Hood River
- Serves as an essential link for local, regional, and interstate travel



# Purpose and Need Statement

**Purpose:** To improve multi-modal transportation of people and goods across the Columbia River between the Bingen/White Salmon and Hood River communities.

**Need:** To rectify current and future transportation inadequacies and deficiencies associated with the existing Hood River-White Salmon bridge.

- **Roadway capacity:** Address traffic congestion on the bridge and at both approaches
- **System Linkages:** Maintain a cross-river connection
- **Transportation Demand:** Meet future travel demand for vehicles, pedestrians and bicycles
- **Legislation:** Comply with state and federal laws for the corridor
- **Social Demands/Economic Development:** Provide for current and projected flow of goods, labor and consumers across the river; develop long-term funding strategies for operation and maintenance
- **Modal Interrelationships:** Accommodate river navigation, passenger and commercial vehicles, transit, bicycles and pedestrians
- **Safe travel for all modes**



# Alternatives Evaluated in the Draft Environmental Impact Statement (EIS)



# Existing & Future Conditions

The outdated Hood River-White Salmon Bridge does not meet current and future needs

## Existing Conditions

- Narrow lanes
- Height, width and weight restrictions
- Lack of safety shoulders
- Difficult barge navigation (opening width: 246 feet)
- No bicycle/pedestrian paths

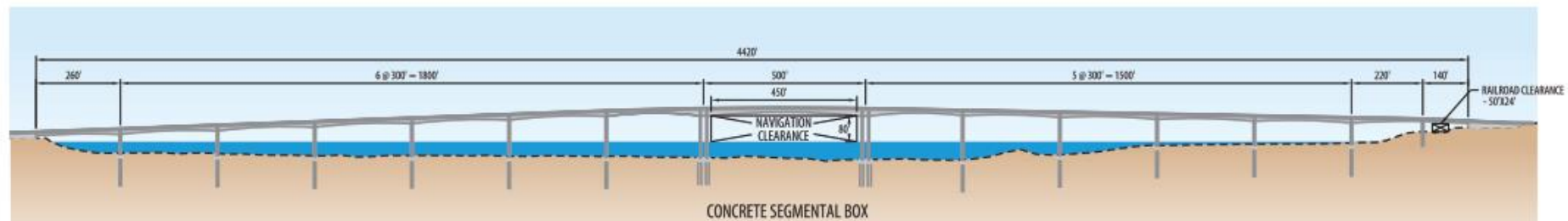
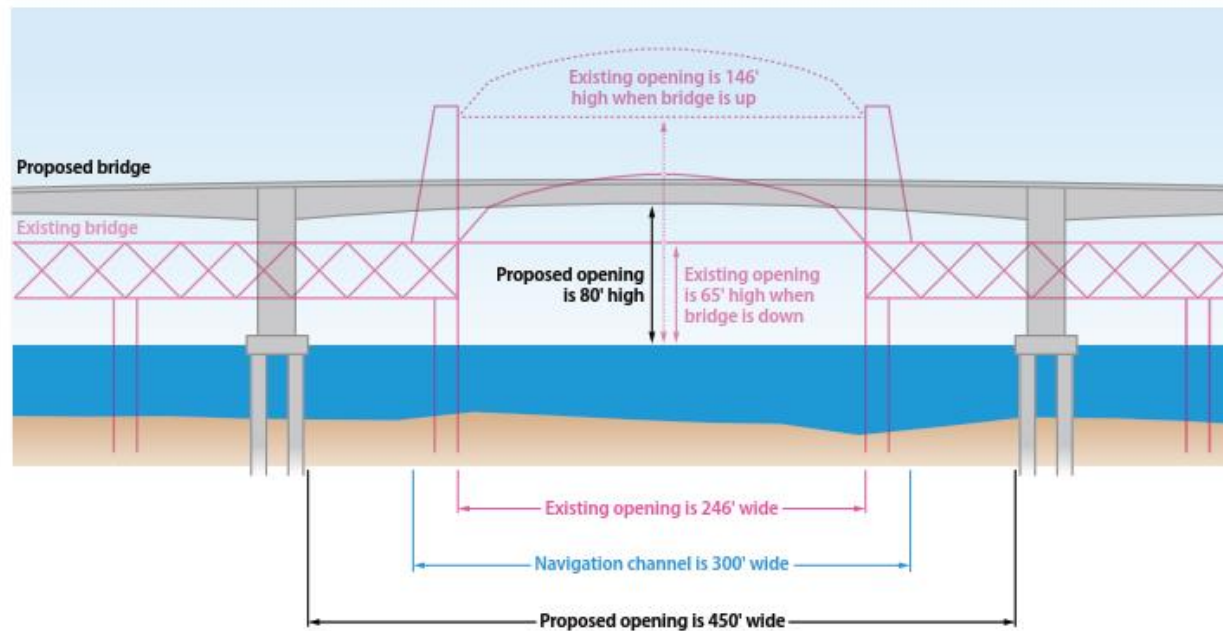
## Future Conditions

- Two standard width lanes
- Standard width shoulders, all restrictions lifted
- Improved barge navigation (opening width: 450 feet)
- Bicycle/pedestrian path with mid-bridge overlook



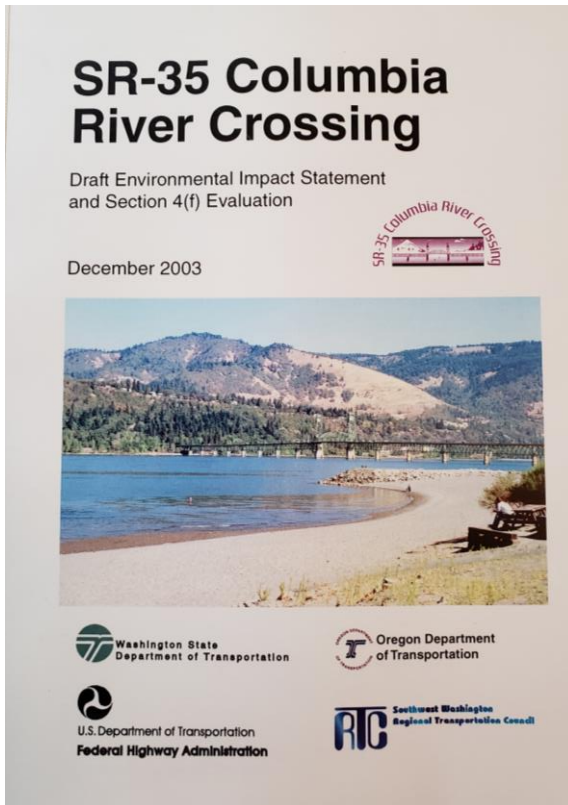
# Preliminary Preferred Alternative Identified in the Draft EIS

- Fixed span bridge (no bridge lift)
- One vehicle travel lane in each direction
- One 12-foot wide bike and pedestrian pathway
- Mid-bridge viewpoint





# Current Phase of Work



- Update environmental and transportation technical studies
- Engage stakeholders
  - Federal, state and local agencies
  - Tribes
  - River users, communities and members of the public
- Refine the design of the bridge and roadway approaches
- Complete NEPA with a Supplemental Draft EIS and Final EIS/Record of Decision
- Position the project for permitting

# Schedule

	2018		2019				2020				
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	
	Agency/Stakeholder Outreach						Environmental Compliance				
	Technical Study Updates			Complete Analysis		Supplemental Draft EIS		Final EIS/Record of Decision			
	Public Meeting						Public Meeting				
Key NEPA Milestones			Validate earlier work				Publish supplemental environmental document		Decision		
Community Engagement			[Bar with square icons]								
Working Group Committee Meetings	▲		▲		▲		▲		▲		
Environmental Justice Outreach			[Bar with circle icons]								

# Coordination with the US Coast Guard

- Initiated project review with US Coast Guard in December 2018
- Preparing a Navigation Impact Report
  - Conducting a river users/navigation survey
  - Survey emailed to river users and posted on the project website  
<https://portofhoodriver.com/bridge/bridge-replacement-project/bridge-replacement-blog/>
- Expect to receive preliminary determination on the replacement bridge navigation clearance in Summer 2019
- On-going coordination with Federal Highway Administration and the US Army Corps of Engineers

# River User Survey

- Current and future vessel data for commercial, recreational and government river users
- Marine facilities near bridge

## VESSEL DATA SHEET

Please fill out the data sheet below. In addition, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

**Vessel Name:**

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**Vessel Type:**

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**Specialized Vessel** (e.g. limited maneuverability due to design or mode of operation. If yes, please describe): Choose an item.

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**Vessel Category:** Choose an item.

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**USCG Document Number:**

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**Primary Mooring Location** (waterway milepoint, if known):

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**Type and quantity of cargo, if applicable:**

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**Length (overall; ft):**

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**Beam (width; ft):**

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**Draft (ft)** - depth of hull below waterline, fully laden:

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**Air Draft (ft)** - height of highest fixed point above waterline, unladen:

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**Air Gap (ft)** - desired clearance from highest fixed point to lowest part of bridge:

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**Safety Margin (ft)** horizontal clearance required by vessel to navigate through the bridge:

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**Frequency of passage under HR-WS Bridge:**

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**Transit speed under HR-WS Bridge and Load Configuration:**

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**Time of Year of Passage:**

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**Tug Assistance Required:** Choose an item.

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**Ability to Modify** (If yes, provide details including cost of modification and who pays cost): Choose an item.

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# Questions?

<https://portofhoodriver.com/bridge/bridge-replacement-project/bridge-replacement-blog/>

## Project Team Contacts

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Thank you

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