



16591
January 21, 2020

Kevin Greenwood
Port of Hood River Bridge Replacement Director
1000 E. Port Marina Drive
Hood River, OR 97031
kgreenwood@portofhoodriver.com

Dear Mr. Greenwood,

The Coast Guard Thirteenth District Bridge Office has made a **Preliminary Navigation Determination** for the Hood River-White Salmon Bridge replacement project (formerly named the State Route 35 [SR 35] Columbia River Crossing Project). The determination is based on reviewing your June 17, 2019 *Navigation Impact Report (NIR)* for the Hood River – White Salmon Bridge Replacement Project, and analyzing the results of a Coast Guard 30 day public notice seeking comment on the Coast Guard intent to issue a Preliminary Navigation Determination (Enclosure 1).

The Hood River-White Salmon Bridge replacement project proposes to construct a replacement fixed height bridge and remove the existing lift bridge over the Columbia River, river mile 169.0, spanning the river between White Salmon City, Klickitat County, Washington and Hood River City, Hood River County, Oregon, at approximate position of 45°43'06.0"N 121°29'42.6"W. U.S. Coast Guard preliminary navigation clearance requirements are listed in the table below.

Preliminary navigation clearance requirements for any proposed fixed level bridge

Horizontal navigation clearance:

450 ft. (80 ft. of vertical clearance)

250 ft. (at center with 90ft of vertical clearance)

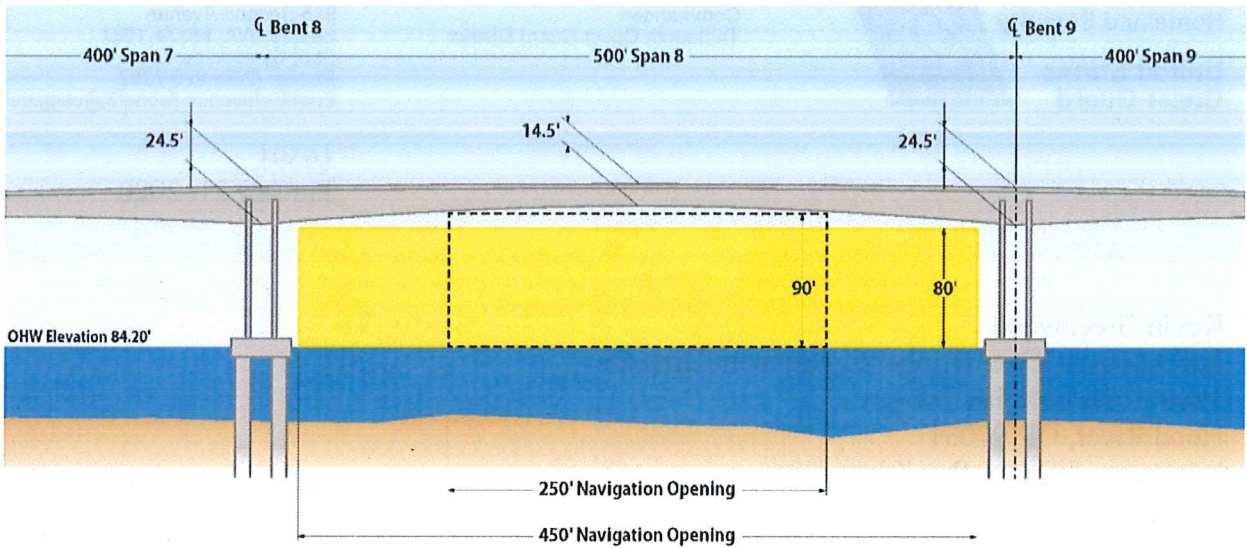
See diagram below

Vertical navigation clearance:

90 ft. (at center 250ft horizontal clearance)

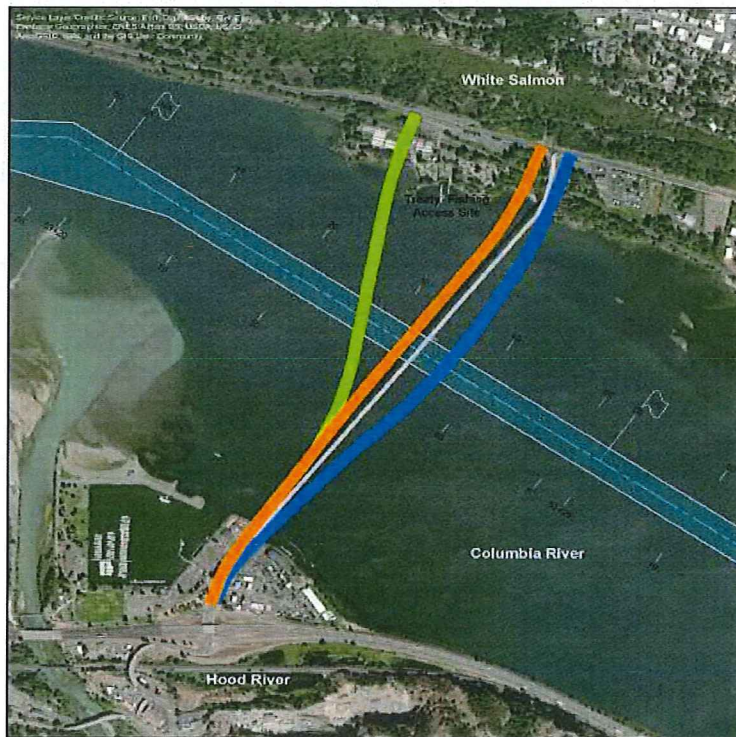
80 ft. (100ft on either side of the 90ft vertical x 250ft horizontal main channel)

See diagram below

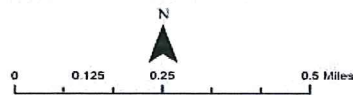


Preliminary navigation location requirements for any proposed fixed level bridge

The proposed bridge alternative EC-1 (see diagram below) would not be Coast Guard permissible as it puts the navigation span closer to a known area of shoaling (aka Hood River Delta). Therefore, the new proposed bridge would need to be located preferably to the east of the current bridge or to the west but in close proximity and parallel of the current bridge.



- Preliminary Preferred Alternative EC-2
- Alternative EC-1
- Alternative EC-3
- Existing Bridge
- Columbia River Navigation Channel



This determination is based on the following facts;

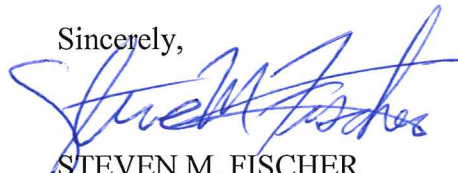
1. Published USCG Guide Clearances for the Columbia river state that for a fixed level bridge (non-drawbridge) from BNRR Bridge at Vancouver river mile 105.6 to Dalles, that a vertical navigation clearance minimum are 135ft and horizontal navigation clearances should be no less than 450ft. The proposed Hood River-White Salmon Bridge would provide a 450-foot horizontal clearance with a vertical clearance of 80 feet above OHWM. Because of the haunched nature of the proposed bridge, additional vertical clearance would be available at the center of the bridge span with a 90-foot vertical clearance and 250-foot horizontal clearance. This meets the published horizontal guide clearance for this section of the Columbia River but does not meet the published minimum vertical guide clearance. At the direction of the Coast Guard, the applicant prepared a detailed Navigation Impact Report (NIR). The NIR and subsequent Coast Guard public notice determined (through mariner feedback) that 90ft of vertical clearance would meet the reasonable needs of navigation.
2. Critical mariner feedback received during the Coast Guard Public Notice that influenced this Preliminary Navigation Determination were comments from: Tidewater Transportation and Terminal that commented on the location for EC-1 option was too close to shoaling; U.S. Coast District 13 Waterways Management (responsible for Aids to Navigation Cutters) that have a vertical clearance requirement of 90ft; and the Army Corp of Engineers who concurred with the proposed vertical clearance of 90ft.

The final Coast Guard navigation determination will be based on the final bridge design's ability to meet the reasonable needs of current and future navigation, as determined by the Coast Guard.

This Preliminary Navigation Determination (PND) considers the historic, current, and potential future reasonable needs of navigation on the waterway. However, if additional information is discovered during the bridge permitting process, the PND may need to be revisited to ensure the reasonable needs of navigation are met.

If you have any questions or concerns please call Steve Fischer at (206) 220-7282 or email at steven.m.fischer3@uscg.mil

Sincerely,



STEVEN M. FISCHER
Bridge Administrator
Thirteenth Coast Guard District
By direction