



30 October 2019

**PUBLIC NOTICE (07-19)**

**Seeking Comments on Navigation Only**

The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Determination for the proposed Hood River – White Salmon Highway Bridge Replacement Project. The Hood River-White Salmon Bridge replacement project (the Project; formerly named the State Route 35 [SR 35] Columbia River Crossing Project) would construct a replacement bridge and remove the existing bridge between White Salmon, Washington and Hood River, Oregon. This PN is soliciting for comments exclusively related to navigation. The public is highly encouraged to carefully review this notice, and attached diagrams and then provide comments with regard to the proposed bridge’s ability to meet the reasonable needs of navigation. A diagram of the proposed navigation opening and three alternatives is attached.

**WATERWAY AND LOCATION:** Columbia River, approximately river mile 169.0, spanning the river between White Salmon City, Klickitat County, Washington and Hood River City, Hood River County, Oregon, at position 45°43’06.0"N 121°29’42.6"W.

**CHARACTER OF WORK:** The Port of Hood River proposes to construct a new bridge (and remove the current bridge) parallel to the existing bridge. The port is still evaluating bridge design alternatives; however, any alternative would need to meet the reasonable needs of navigation as directed by the U.S. Coast Guard. Based off of a navigation impact report, produced by the Port at the direction of the Coast Guard, the three new bridge alternative designs being studied are fixed level bridges and will be required, as per Coast Guard requirements, to provide a minimum 80-foot vertical clearance across a 450-foot horizontal clearance at the navigation channel, and the center span of the proposed bridge would be required to provide a 90-foot vertical clearance across a 250-foot horizontal clearance.

**MINIMUM NAVIGATIONAL CLEARANCE: (at ordinary high water, OHW of 84.2ft)**

<b><u>Existing (vertical lift bridge)*</u></b>	<b><u>Proposed (fixed level bridge)*</u></b>
Horizontal: 246 ft.	Horizontal: 450 ft. (80 ft. of vertical clearance) 250 ft. (at center with 90ft of vertical clearance)
Vertical: 67.0ft. (approx.) closed position 148 ft. (approx.) open position	Vertical: 90 ft. (at center 250ft horizontal clearance) 80 ft.

\* See attached drawing for explanation

**SOLICITATION OF COMMENTS:** As stated above, at the request of the Coast Guard, the applicant has prepared a Navigation Impact Report (NIR), which included extensive mariner/maritime stakeholder outreach seeking navigation requirements for the new proposed bridge. The Coast Guard has reviewed the NIR and intends to issue a “Preliminary Navigation Determination” stating that the proposed navigation clearances listed in the table above will meet the reasonable needs of navigation. This public notice seeks public comment to confirm the Coast Guards findings.

Mariners and maritime stakeholders are requested to express their views, in writing, on the proposed bridge navigation clearances and its possible impact on navigation, if any, giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed navigation clearances.

Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2<sup>nd</sup> Ave, Rm 3510, Seattle, WA or via email at [D13-PF-D13BRIDGES@uscg.mil](mailto:D13-PF-D13BRIDGES@uscg.mil). Comments should be mailed to arrive on or before (13 December 2019).

//s//

STEVEN M. FISCHER  
Chief, Bridge Program  
Thirteenth Coast Guard District

"This is a web-searchable copy and is not the official, signed version; however, other than the signature being omitted, it is a duplicate of the official version."

## Hood River-White Salmon Bridge Replacement Bridge Alternatives

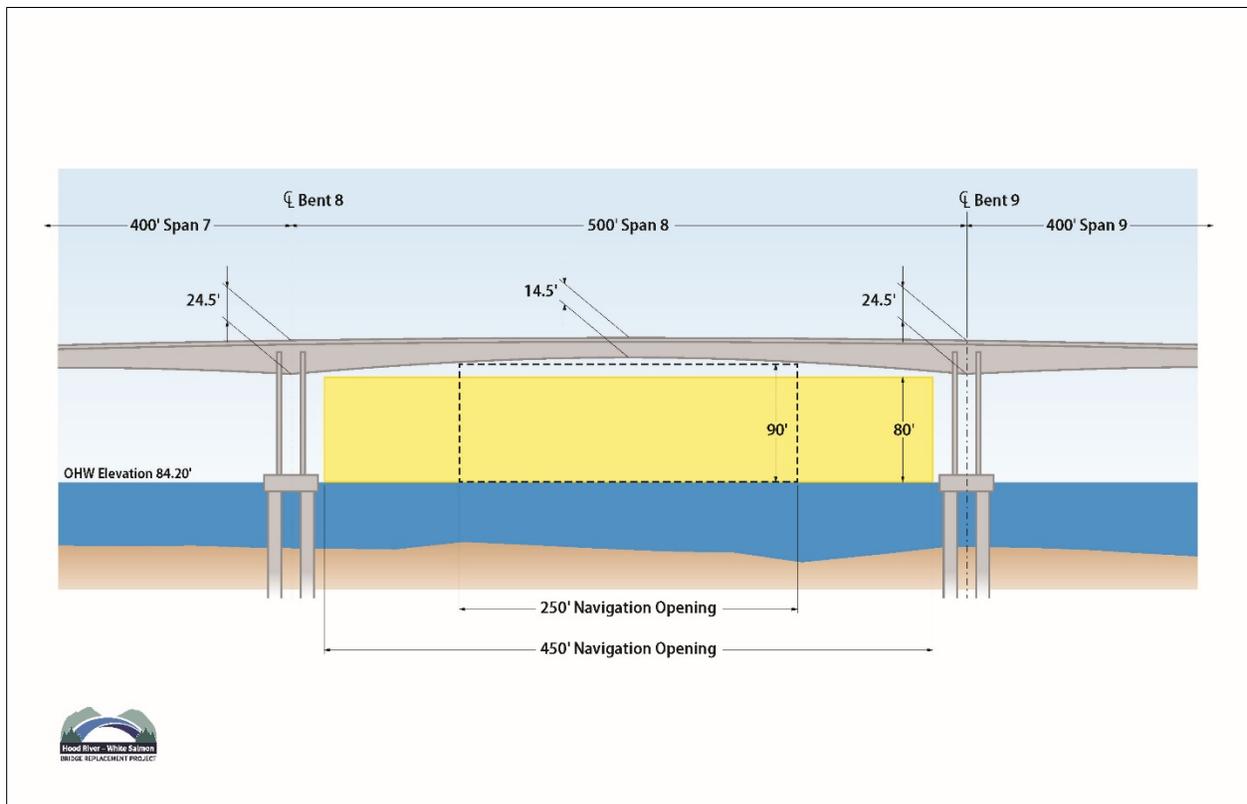
The Draft EIS and 2003 navigation baseline report assessed four bridge alternatives, and they will be further evaluated in the Supplemental Draft EIS and Final EIS. The four alternatives are:

- No Action Alternative (No Build Alternative)
- Alternative EC-1: West Connection to Dock Grade
- Alternative EC-2: West Alignment
- Alternative EC-3: East Alignment

The No Action Alternative assumes the existing bridge would remain a lift-span bridge owned by the Port. The Port would be responsible for continued maintenance, capital improvements, and operation of the bridge. Under this alternative, the current horizontal and vertical navigation clearances would remain unchanged.

Each of the three build alternatives includes building a new, fixed-span bridge and removing the existing bridge. All three alternatives are designed to provide a minimum 80-foot vertical clearance across a 450-foot horizontal clearance at the navigation channel. With all three, the center span of the proposed bridge will provide a 90-foot vertical clearance across a 250-foot horizontal clearance (Exhibit 2). With all three, the existing bridge will be removed upon completion of its replacement. All three would replace the existing connection between the two principal state routes on either side of the Columbia River. The three build alternatives and their relationship to the navigation channel are identified on Exhibit 3.

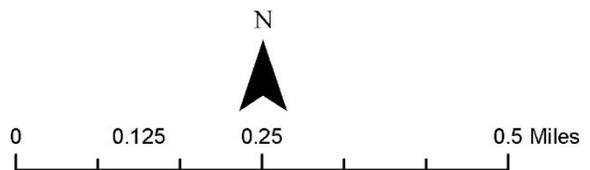
### Exhibit 2. Navigation Clearances for the Replacement Bridge



**Exhibit 3. Build Alternatives**



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



Alternative EC-1 – adjacent to the west side of the existing bridge until a point just south of the navigation channel, where it shifts dramatically to the west to connect to Dock Grade Road. The western shift in the bridge alignment would not impact the horizontal clearance for vessels traveling in the navigation channel, but could make it more difficult for vessels to pass under the bridge because of the alternative’s angled alignment to the navigation channel and relationship to the curves in the river. With this alternative, the north end of the bridge ties into a new intersection aligned with Dock Grade Road and the south end ties into the existing bridge approach.

Alternative EC-2 – preliminary preferred alternative that replaces the existing bridge by a new bridge located parallel to it and just downstream (or west). Adjacent to the west side of the existing bridge until, at its northern end, the replacement shifts slightly to the west. As shown on Exhibit 3, this shift to the west occurs north of the navigation channel and will not affect how vessels travel through it. With this alternative, the south end of the bridge ties into the existing bridge approach, and the north end of the bridge ties into a reconstructed SR 14 intersection. With this alternative, the length of the bridge is approximately 4,630 feet. Alternative EC-2 is described in detail in both the Draft EIS and the TS&L study.

Alternative EC-3 – adjacent to the east side of the existing bridge before shifting to the east just south of the navigation channel, and then shifting back to the west north of the channel before tying into SR 14 just east of the existing bridge approach. This alternative intersects the navigation channel at an angle of approximately 90 degrees, similar to the existing bridge and Alternative EC-2 (Exhibit 3).

This report analyzes Alternative EC-2, the preliminary preferred alternative, in detail. Alternatives EC-1 and EC-3 are evaluated qualitatively in comparison to Alternative EC-2.

The preferred bridge type for all three alternatives is a concrete segmental box girder, which is a single box girder of varying depth constructed of concrete. With all three alternatives, the bridge provides two 12-foot travel lanes, 8-foot shoulders, and a single 12-foot shared use trail for pedestrian and bicycle traffic. Approach spans vary from 100 to 400 feet with a primary span of 500 feet. Eleven or 12 piers support the spans. Piers are supported by driven piles or drilled shafts. The primary span centers on the navigation channel and provides 450 feet of horizontal navigation clearance and 80 feet of vertical navigation clearance on the Columbia River. The center span of the bridge provides 90 feet of vertical clearance and 250 feet of horizontal clearance.

The existing bridge will be removed completely with all three alternatives. All structural components will be removed span by span for proper disposal. Piers will be removed to 2 feet below the substrate.

END