

U.S. Department of
Homeland Security

United States
Coast Guard



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Thirteenth Coast Guard District

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06 May 2013

PUBLIC NOTICE (01-13)

The closure date of the comment period has been changed to June 20, 2013 to match the Federal Register comment period closure date”

All interested parties are notified that application materials dated January 30, 2013, have been received from the Columbia River Crossing (CRC) by the Commander, Thirteenth Coast Guard District, for approval of location and plans for construction of the Interstate 5 bridge over a navigable waterway of the United States. The CRC is an entity formed by the Washington Department of Transportation (WSDOT) and the Oregon Department of Transportation (ODOT), for the purpose of improving the Interstate 5 (I-5) corridor between Portland, Oregon and Vancouver, Washington. CRC proposes to replace the existing I-5 bridge across the Columbia River. The existing bridge will be removed.

On May 6, 2013, the Coast Guard also published a notice of application availability and request for comments in the Federal Register (Vol. 78, No. 87 / Monday, May 6, 2013 / Notices) with Docket No. USCG-2013-0286. All comments received in response to both the Federal Register Notice and this Public Notice (01-13) will be posted to this single docket.

WATERWAY AND LOCATION: Columbia River, mile 106, Interstate 5 Bridge between Vancouver, Clark County WA and Portland, Multnomah County, OR and, Latitude: 45°61'67"N, Longitude: 122°67'50"W.

CHARACTER OF WORK: The CRC project is a multimodal project that includes constructing a new bridge over the Columbia River to replace the existing I-5 bridge and approaches. The replacement bridge will consist of two parallel, fixed-span structures carrying highway traffic, light rail transit, bicyclists, and pedestrians. The new bridge across the main stem of the Columbia River will be downstream (to the west) of the existing I-5 bridge.

The existing I-5 bridge consists of two parallel movable (lift) bridge structures, one built in 1917 and one in 1958. The new structures will be approximately 15 feet apart (at the superstructure), and each will range from approximately 91 to 136 feet wide. The over-water length of each new bridge will be approximately 2,700 feet. The existing I-5 bridge provides a vertical navigational clearance of approximately 178 feet above the Columbia River Datum (CRD). The applicant proposes to decrease the vertical navigational clearance to approximately 116 feet above the CRD by building a fixed bridge.

Under the existing I-5 bridges, vessels pass through one of three channels: the primary channel, the barge channel and the alternate barge channel. The primary channel lies under the bridges' lift spans and has a horizontal clearance of 263 feet and a vertical clearance of 39 feet above 0 CRD in the closed position and 178 feet in the raised position. The barge channel lies under the wide spans of the bridges and has a horizontal clearance of 511 feet and a vertical clearance ranging from 46 feet to 70 feet above 0 CRD. The alternate barge channel occupies the span directly to the south of the wide span and has a horizontal clearance of 260 feet and a vertical clearance of 72 feet. CRC has proposed a minor

realignment of these channels under the proposed bridge. See attached plan sheets and exhibits for further details. A preliminary assessment of the impact to waterway users will be conducted regarding this realignment as a result of this public comment period. In addition to the reduced vertical clearance proposed by CRC, the upper turning basin, located immediately downstream of the existing bridge, will be permanently reduced approximately eighteen percent due to the location of the proposed structures. By letters dated March 27 and April 16, 2013, respectively, the Ports of Vancouver and Portland acknowledged support for proposal to modify the Upper Vancouver Turning Basin.

A Navigation Impact Report (NIR) was submitted as part of the bridge application. The NIR evaluated the navigation impacts, costs, and environmental and landside impacts of mid-level bridges ranging from 95 to 125 feet above 0 CRD. The NIR concluded that seven waterway users would be impacted at a bridge height providing 115 feet of vertical clearance. This is reduced to six impacted waterway users at a height providing 120 feet vertical clearance. Three of these impacted users, shore-based fabricators currently operating at the Columbia Business Center (CBC) industrial site, would experience navigation transit impacts expected to result in economic (revenue, employment and income) impacts as a result of the proposed project. The Coast Guard may also consider economic impacts to CBC as part of its process. As mitigation negotiations between the impacted users and the CRC remain ongoing, the Coast Guard currently considers these users burdened in its determination of the reasonable needs of navigation. The NIR describes in further detail the existing conditions in the project area and factors affecting safe vessel clearance. The NIR can be viewed on the CRC website at <http://columbiarivercrossing.org/Library/Type.aspx?CategoryID=13>.

The proposed bridge project has been identified as a high priority project under Executive Order 13604, which requires agencies to coordinate and expedite the permitting and environmental review process for specific projects. A separate application will be submitted by the applicants for the construction of bridges across the North Portland Harbor of the Columbia River (North Portland Harbor bridges).

MINIMUM NAVIGATIONAL CLEARANCES

	Vertical Clearance		Horizontal Clearance
	Above Zero CRD	At Ordinary High Water	
Existing Columbia River bridge			
Primary Channel (with liftspan closed)	39 ft	23 ft	263 ft
Primary Channel (with liftspan open)	178 ft	162 ft	263 ft
Barge Channel	46 to 70 ft	30 to 54 ft	511 ft
Alternate Barge Channel	72 ft	56 ft	260 ft
Proposed Replacement bridge			
Navigation Channel	116 ft	100 ft	Not less than 300 ft

During Construction:

During construction, CRC proposes to temporarily reduce the vertical and horizontal clearances by varying amounts for approximately five years. Specifically, for 21 months, both barge channels will be completely blocked, requiring a bridge lift for any vertical clearance greater than 39 feet above CRD. Following that time period, for an additional 27 months, the vertical clearance will be restricted to approximately 100 feet above CRD. Construction would be staged so that at least one navigation

channel would be open at all times. A primary temporary channel will be provided during construction, typically in the location of the current primary channel.

The U.S. Army, Corps of Engineers is reviewing a proposal by the CRC to realign the federal channel to accommodate the proposed project. A ship simulation will be conducted by Army Corps of Engineers in early fall 2013 to determine the impact on the navigation channel during and after construction of the proposed project. The Coast Guard will keep waterway users informed of navigational restriction and closures via the Local Notice to Mariners publication which is available from the following website <http://www.navcen.uscg.gov/?pageName=pnBridges&Active=1®ion=13>.

ENVIRONMENTAL CONSIDERATIONS:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) are the National Environmental Policy Act (NEPA) federal lead agencies. FHWA and FTA issued a Final Environmental Impact Statement (FEIS) on September 23, 2011, and signed a Record of Decision (ROD) on December 7, 2011. Following the ROD, FTA and FHWA prepared a NEPA Re-evaluation in December 2012, covering updated navigation data collected and bridge design refinements made in preparation to submit this application for a Coast Guard bridge permit. The Re-evaluation identified no new significant adverse impacts from the updated information or refined bridge design. The documents are available for review at <http://www.columbiarivercrossing.org/Library/Default.aspx>.

In accordance with the FHWA/FTA approved FEIS the proposed project footprint would not encroach upon any delineated wetlands and would not discharge untreated storm water runoff into any wetlands. Water Quality Certification (WQC) has been applied for to both the Oregon Department of Environmental Quality (DEQ) and Washington State Department of Ecology (Ecology). A Joint Permit Application (JPA) was submitted to DEQ and a Joint Aquatic Resources Permit Application (JARPA) was submitted to Ecology for the overall CRC Project in January 2013. As described in the JPA form, fill material associated with the main river crossing is approximately 1.555 acres and 46,375 cubic yards of permanent fill and 0.947 acres and 60,348 cubic yards of temporary fill. The project will have 0.638 acres and 43,868 cubic yards of permanent removal below Ordinary High Water (OHW) and no temporary removal associated with the main river crossing.

Portions of the I-5 highway and supporting infrastructure currently exist within the Columbia River's floodplain and within the river itself, including portions of the highway system that will experience an increased footprint as a result of the project. CRC is currently preparing a hydraulic analysis to estimate the proposed bridge structure's impacts to the floodplain compared to the existing structures. Should flood-rise be projected or the existing floodplain be otherwise negatively impacted, additional mitigation would be identified to negate the impacts.

CRC consulted with Washington State Department of Archaeology and Historic Preservation (DAHP) and the Oregon State Historic Preservation Office (SHPO) because the project has the potential to affect properties that are listed or eligible for listing on the National Register of Historic Places (NRHP). Consultations and coordination was completed with all parties interested in accordance with the National Historic Preservation Act (NHPA) Section 106 process. Three NRHP-listed or eligible historic resources will be adversely affected by the Project. These properties are listed below:

- Pier 99 Building

- Historic I-5 Bridge
- Vancouver National Historic Reserve

A total of 32 archaeological NRHP-listed or eligible sites, as listed in the FEIS, will be affected by the Project. Adverse effects to the above historic and archaeological resources, and associated mitigation, are addressed by the Section 106 Memorandum of Agreement (MOA) dated September 8, 2011. This MOA was developed in consultation with the SHPOs, tribes, and consulting parties.

FHWA and FTA prepared a Biological Assessment (BA) to document project effects to federally listed Endangered Species and Essential Fish Habitat. FHWA initiated formal consultations with the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS). NMFS issued a Biological Opinion on January 19, 2011. USFWS issued a concurrence letter for threatened and endangered species and their habitats that may be affected on August 27, 2010. NMFS required in the BO that certain terms and conditions be met in order to provide clearance of the project. The BO requires that impact pile driving would be completed during an in-water work window between September 15 and April 15. There are limits on the sound levels of impact pile driving, as described in the BO. The BO and USFWS's concurrence letter detail the permanent and temporary project actions and their effect on listed species. As required by Section 7 of the Endangered Species Act (ESA), NMFS also provided an incidental "take" statement with the BO. The incidental take statement describes reasonable and prudent measures NFMS considers necessary or appropriate to minimize the impact of incidental take associated with the Project.

FHWA and FTA have jointly reinitiated consultation to address newly designated and proposed critical habitats for eulachon (*Thaleichthys pacificus*) and the lower Columbia River coho salmon (*O. kisutch*), respectively, and to provide additional information to the Services on updated project activities. The reinitiation document supports the same effects determinations and likely jeopardy determinations as provided in the 2011 NMFS BO and the 2010 USFWS concurrence letter.

Consultation with NMFS on effects to Essential Fish Habitat (EFH) was completed in conjunction with the Section 7 ESA consultation. EFH applies only to Chinook and coho salmon. NMFS determined that adverse effects to EFH from the Project would occur. Their findings are addressed in conjunction with the BO issued on January 19, 2011. Conservation recommendations were included in the NMFS findings.

ANNOUNCEMENT OF PUBLIC MEETINGS:

The Coast Guard will hold two public meetings to solicit input on the impacts to navigation as a result of the proposed project in order to determine whether the proposal meets the reasonable needs of navigation. The public meetings will be held on Tuesday, June 4, 2013, from 5 p.m. to 8 p.m. at the Red Lion Hotel on the River, 909 N Hayden Island Drive, Portland, Oregon and on Wednesday, June 5, 2013, from 5 p.m. to 8 p.m. at the Hilton Vancouver, 301 West 6th St, Vancouver, Washington. Additional information can be found online at <http://www.regulations.gov> under docket number USCG-2013-0286.

SOLICITATION OF COMMENTS:

The Coast Guard is soliciting comment on the proposed vertical and horizontal navigational clearances, the need for a bridge protective fendering system and other navigational safety issues including the extent of nighttime navigation past the bridge site. Interested parties are requested to express their views, in writing giving sufficient detail to establish a clear understanding of their reasons for support of, or opposition to, the proposed work.

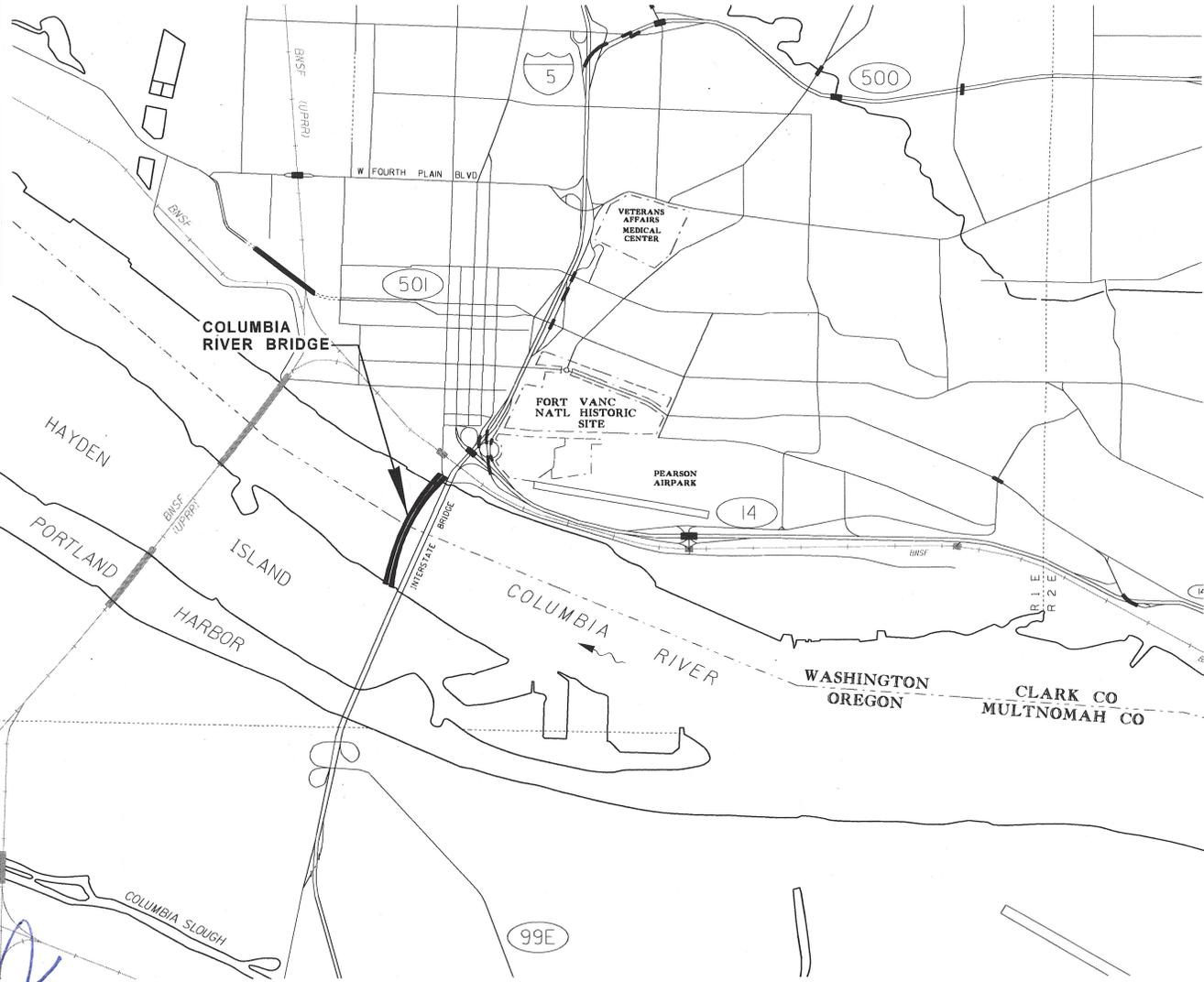
You may submit comments identified by docket number USCG-2013-0286 using any one of the following methods:

- (1) Federal eRulemaking Portal: <http://www.regulations.gov>
 - (2) Fax: 202-493-2251.
 - (3) Mail: Docket Management Facility (M-30), U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue, SE., Washington, DC 20590-0001.
 - (4) Hand delivery: Same as mail address above, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9826.
- To avoid duplication, please use only one of these four methods.

Comments and related materials must either be submitted to our online docket on or before June 20, 2013 or reach the Docket Management Facility by that date. To submit your comments online, go to <http://www.regulations.gov>, insert (USCG-2013-0286) in the Search box, look for the Federal Register Notice on the Columbia River Crossing and click the comment box next to it. If you submit your comments by mail or hand delivery, submit them in an unbound format, no larger than 8 1/2 by 11 inches, suitable for copying and electronic filing. If you submit them by mail and would like to know that they reached the facility, please enclose a stamped, self-addressed postcard or envelop. We recommend that you include your name and mailing address, an email address, or a telephone number in the body of your comments so that we can contact you if we have questions regarding your submission.

The project manager for this application is Mr. Gary Greene and can be contacted by telephone at (206) 220-7029, or e-mail at gary.f.greene@uscg.mil. Map of location and plans attached.

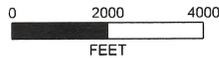
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DATUM
NAVD 1988



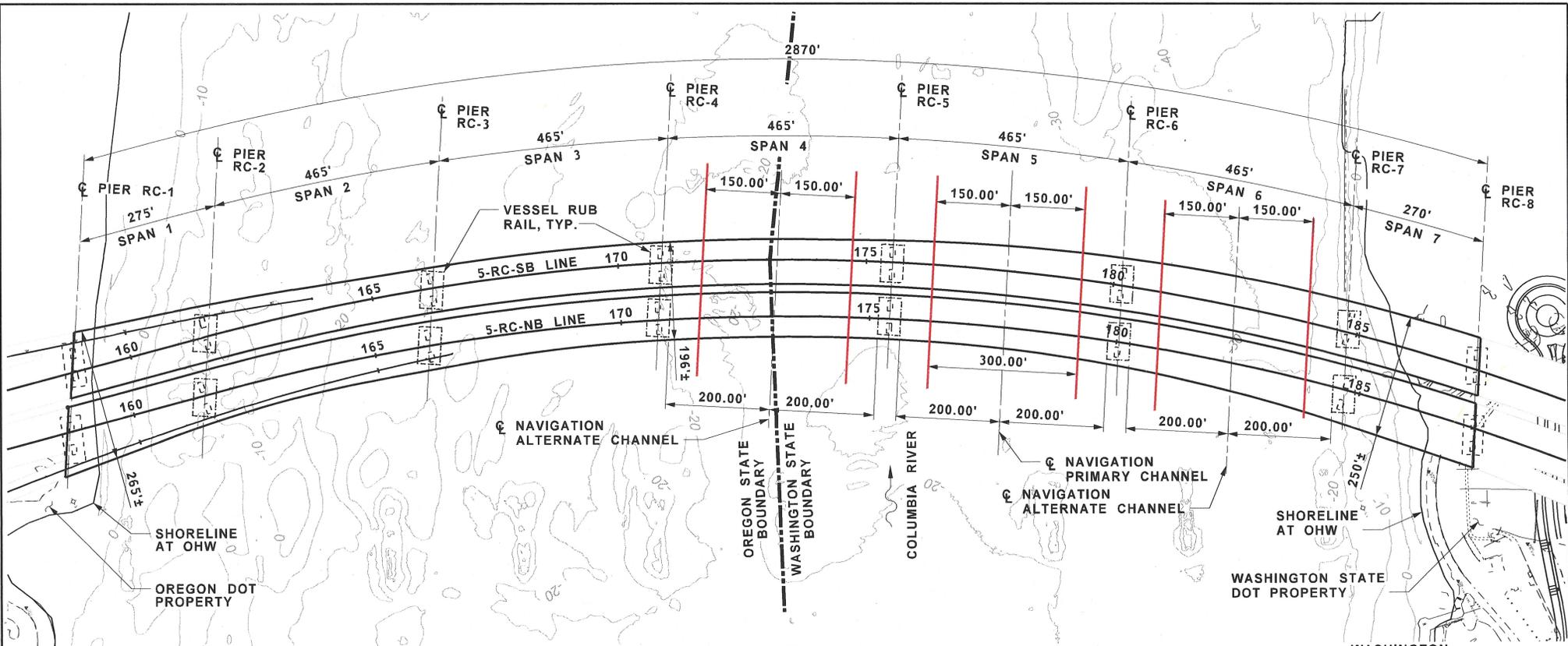
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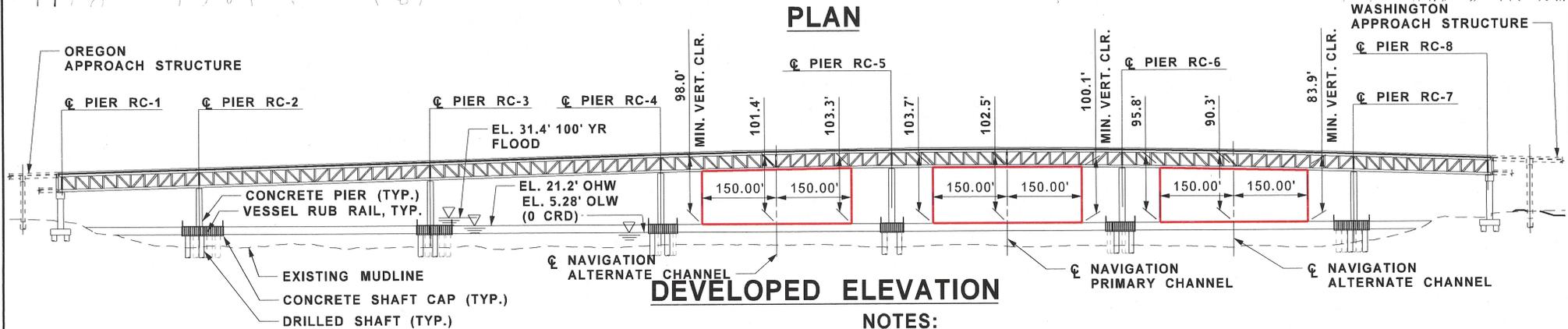
UNITED STATES COAST GUARD BRIDGE PERMIT DRAWINGS

<p>COLUMBIA RIVER CROSSING INTERSTATE 5 OVER COLUMBIA RIVER, MILE 106.4 AT VANCOUVER, WA (CLARK COUNTY) & PORTLAND, OR (MULTNOMAH COUNTY)</p>	
<p>APPLICATION BY: WASHINGTON STATE DEPARTMENT OF TRANSPORTATION & OREGON DEPARTMENT OF TRANSPORTATION</p>	
<p>ROUTE: INTERSTATE 5</p>	<p>DATE: MAR. 28, 2013</p>
<p>VICINITY MAP</p>	

SHEET
1
OF
6
SHEETS



PLAN



DEVELOPED ELEVATION

NOTES:

1. THE BRIDGE IS BEING DESIGNED IN ACCORDANCE WITH AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 6TH EDITION. VESSEL COLLISION IS PER ARTICLE 3.14 WITH AN OPERATIONAL CLASSIFICATION OF "CRITICAL". THE LARGEST DESIGN VESSEL IS A 400-FT X 100-FT OCEAN BARGE WITH A DWT OF 21,500 TONNES.

COLUMBIA RIVER CROSSING	
INTERSTATE 5 OVER COLUMBIA RIVER, MILE 106.4 AT VANCOUVER, WA (CLARK COUNTY) & PORTLAND, OR (MULTNOMAH COUNTY)	
APPLICATION BY: WASHINGTON STATE DEPARTMENT OF TRANSPORTATION & OREGON DEPARTMENT OF TRANSPORTATION	SHEET 2 OF 6 SHEETS
ROUTE: INTERSTATE 5	DATE: MAR. 28, 2013
COLUMBIA RIVER BRIDGE	

DATUM
NAVD 1988



RENEWS: 12-31-13

