



May 4, 2020

PUBLIC NOTICE (PN02-20)

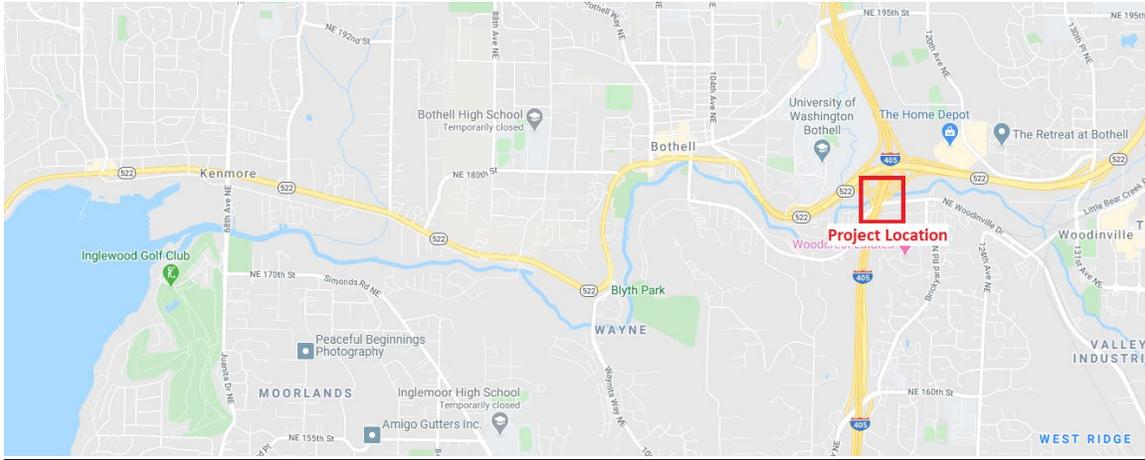
The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Determination (PND) from the Washington State Department of Transportation (WSDOT) in preparation for compiling a Coast Guard Bridge Permit application for the I-405/SR-522/527 Bridge project (Project). At the request of the Coast Guard, WSDOT has prepared a Navigation Impact Report (NIR) for the subject bridge permit. Based on the NIR, the Coast Guard is preparing to issue a preliminary navigation determination as detailed below. This PN is soliciting for comments exclusively related to *navigation*. The public is highly encouraged to carefully review this notice and provide comments with regard to the proposed bridges (two to be removed, three to be constructed) ability to meet the reasonable needs of navigation.

WATERWAY AND LOCATION: Sammamish River, river mile 4.6, Bothell, WA.

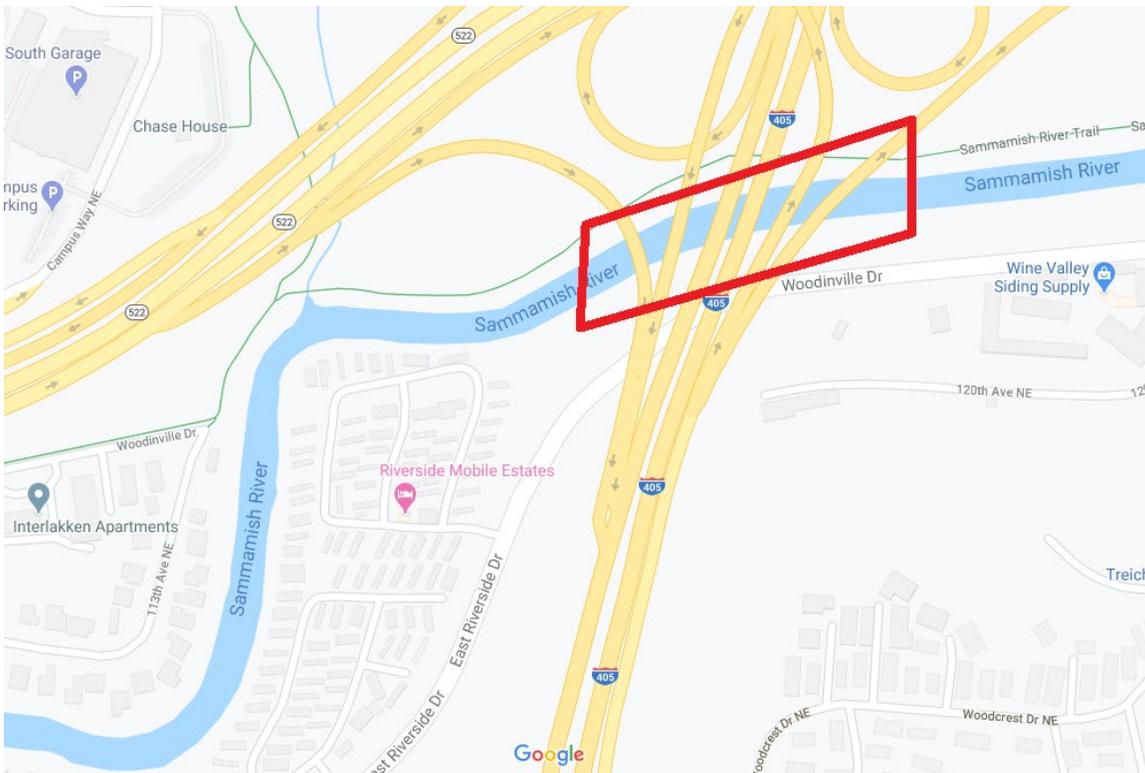
CHARACTER OF WORK: The proposed Project includes demolition of 2 of 6 existing bridges and construction of three new bridges for a final configuration of 7 bridges. Although the proposed bridges would be constructed on the existing alignment of I-405, the new bridge configuration would result in one additional bridge spanning the waterway as compared to existing conditions.

The lowest of three proposed new bridges would decrease the minimum navigation vertical clearance to 27.5 feet at OHW, which is 7.5 feet lower than the existing bridge which has a vertical navigation clearance of 35ft. However, the proposed new bridges vertical clearances would not be the "governing structure" on the waterway (Bridge with the most restrictive navigation clearances) which is the 96th Ave NE bridge at Sammamish River mile 2.6 which has a vertical navigation clearance of 11.7ft. The proposed Project would have no negative effect on horizontal navigation clearance as all three new bridges would clear span the waterway. Additionally, the Project would remove all existing piers from within the ordinary high water mark (OHWM) of the Sammamish River for the bridges being removed, which may improve navigability for mariners. Overall, the Project is expected to have no effect on existing marine facilities, future development, or vessel use on the waterway.

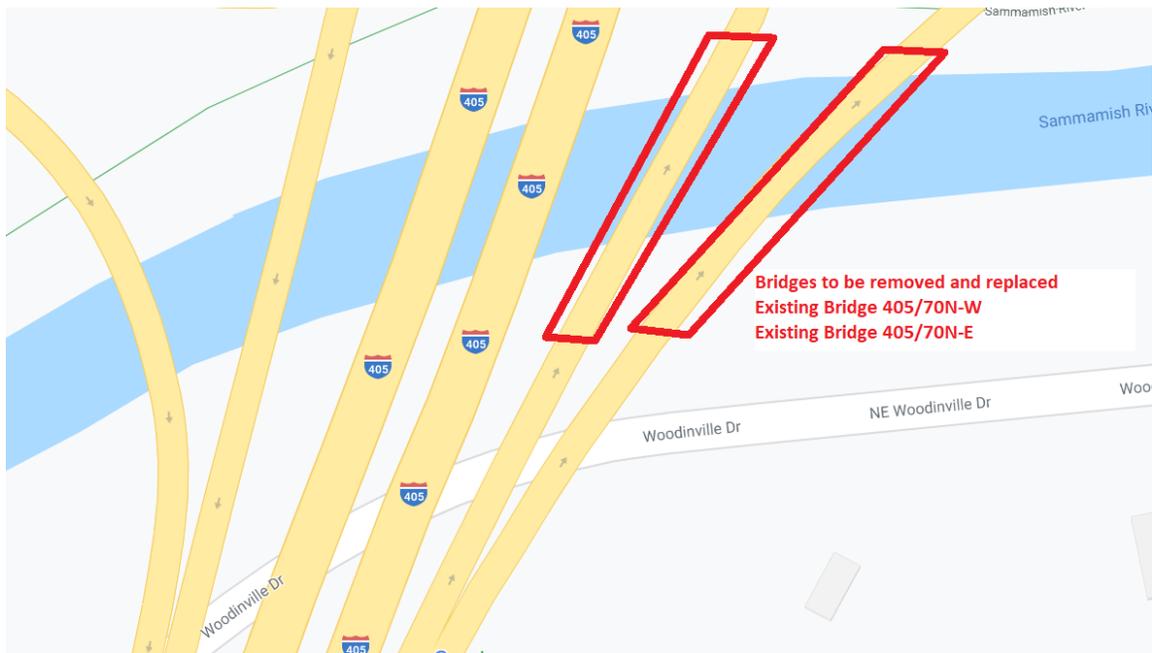
VICINITY MAP



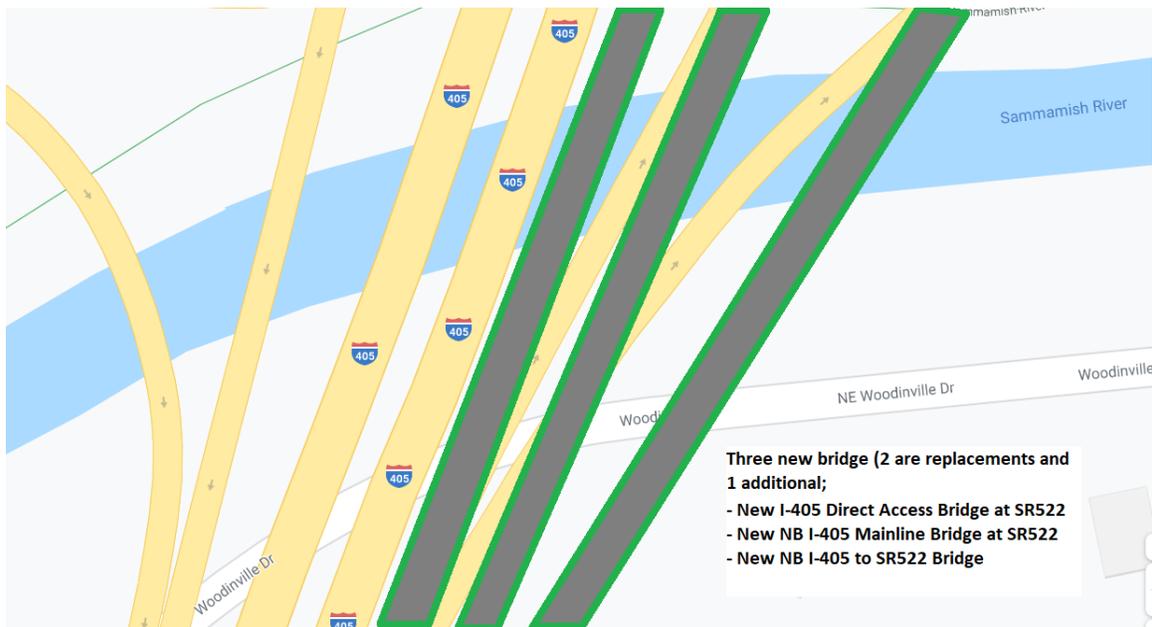
VICINITY MAP ZOOM



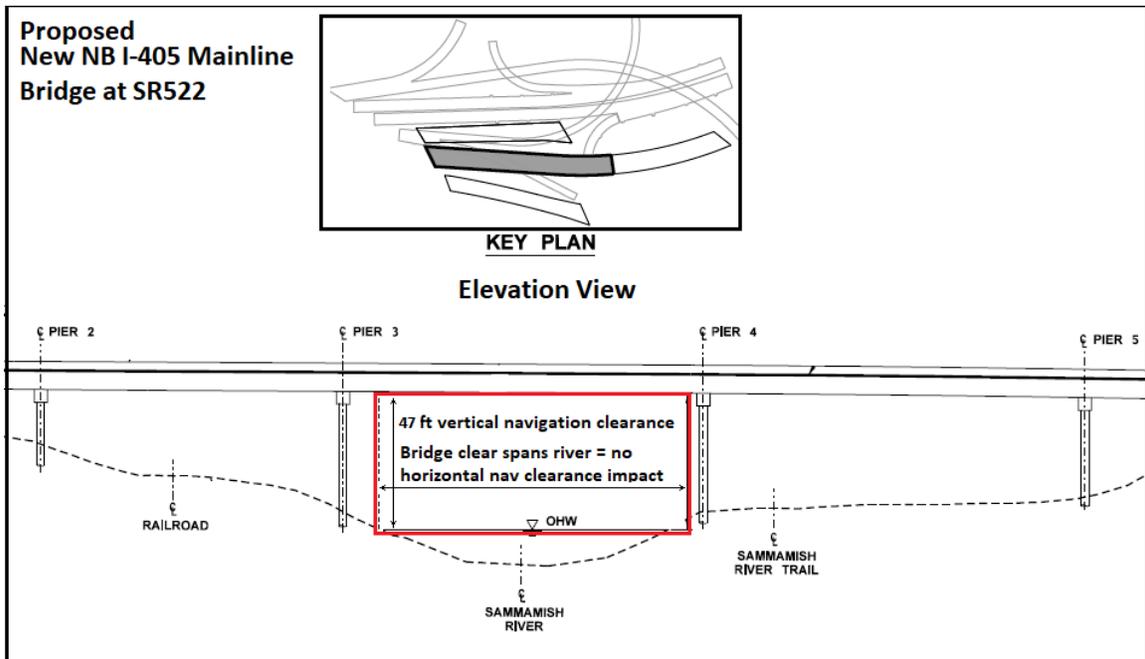
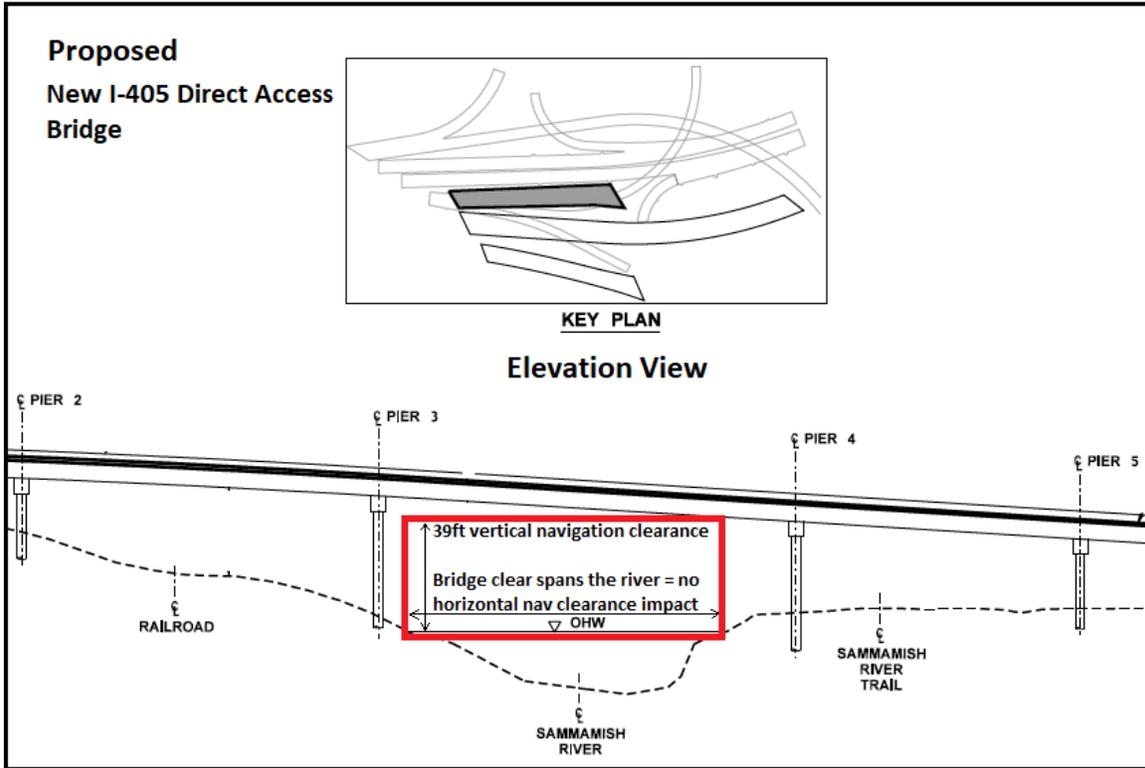
BRIDGES TO BE REMOVED AND REPLACED

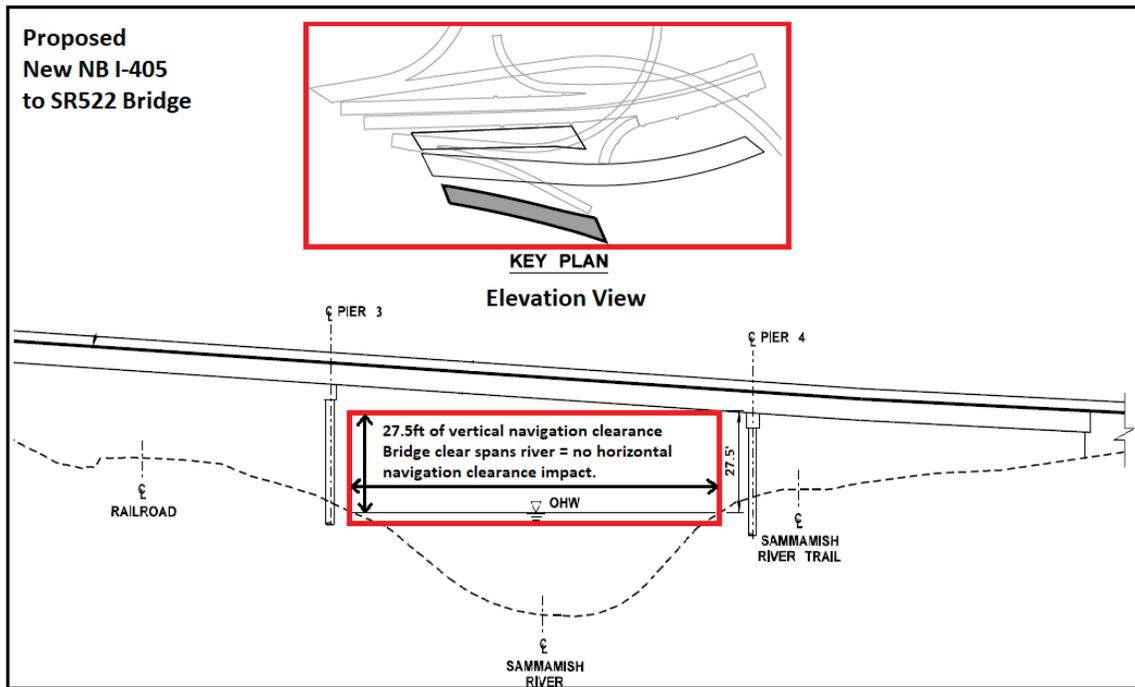


PROPOSED NEW BRIDGES



**MINIMUM NAVIGATIONAL CLEARANCE FOR PROPOSED
NEW BRIDGES: (at ordinary high water, OHW)**





IMPORTANT NAVIGATION NOTE:

Composite navigation clearance of the existing 6 bridges provides a minimum of 35ft of vertical navigation clearance at HW. The three new bridges, in addition to the existing 4 bridges, will provide a composite minimum vertical navigation clearance of 27.5ft at OWH this is a reduction from the existing configuration. Mariners are requested to comment on the effect that this may have on current and prospective navigation.

SOLICITATION OF COMMENTS: Mariners and maritime stakeholders are requested to express their views, in writing, on the proposed bridge(s) and their 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 work.

Comments will be received for the record at the office of: Commander (dpw), Thirteenth Coast Guard District, 915 2nd Ave, Rm 3510, Seattle, WA or via email at D13-SMB-D13-BRIDGES@uscg.mil or by telephone (if unable to submit comments in writing) by calling 206-220-7282. Comments should be sent to arrive on or before June 5, 2020.

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

“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.”