



17 June 2020

PUBLIC NOTICE (07-20)

This public notice corrects inaccurate information contained in PN 08-19 dated 11 Dec 2019. In summary, PN 08-19 inaccurately stated a preliminary navigation determination vertical navigation clearance for any proposed fixed bridge needed to be greater than or equal to 176ft at OHW. The corrected information states that a Coast Guard preliminary navigation determination for vertical navigation clearance for any proposed fixed bridge needs to be greater than or equal to 162ft above the Columbia River Datum (CRD) or 147ft. above Ordinary High Water (OHW), $\text{OHW}=\text{CRD} + 15\text{ft}$. All other measurements have been updated to reflect vertical and horizontal navigation clearances referenced to CRD. All other information is the same.

The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Determination (PND) from Multnomah County in preparation for compiling a Coast Guard Bridge Permit application for the Earthquake Ready Burnside Bridge project (EQRB). At the request of the Coast Guard, Multnomah County has prepared a navigation impact report (NIR) for the EQRB. Based off the EQRB 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 bridge's ability to meet the reasonable needs of navigation.

WATERWAY AND LOCATION: Willamette River, river mile 12.4, Multnomah County, Portland OR.

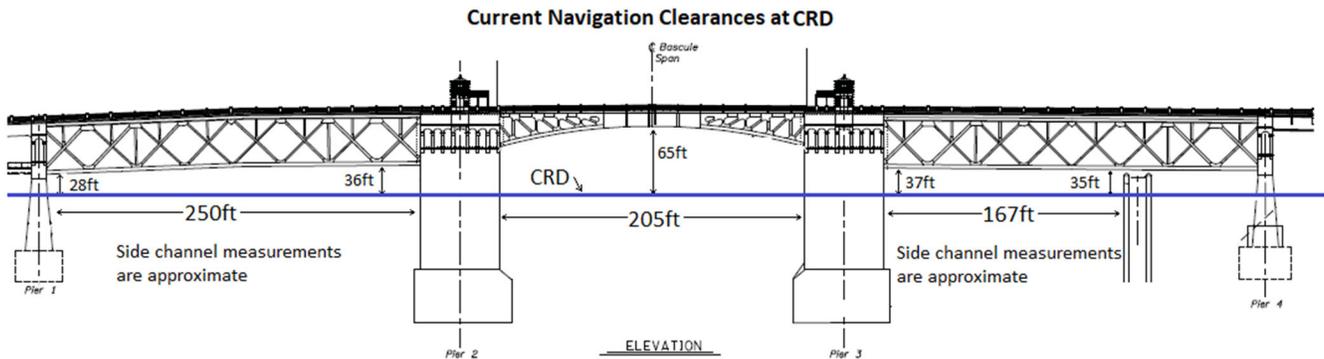
CHARACTER OF WORK: The EQRB project is the replacement for the current Burnside Highway Bridge (LLNR 14955.4). Multnomah County proposes to begin their NEPA alternatives analysis for the EQRB project. The PND will drive the NEPA alternatives. Tentative NEPA alternatives include; 1. Retrofit the existing drawbridge to comply with new seismic resistant requirements. 2. Build a new seismic resistant drawbridge in the same place (in kind replacement) 3. Build a new seismic resistant drawbridge in the same place but include a split roadway on the east end to connect to both Burnside Street and Couch Street. 4. A fixed high-level bridge alternative has been eliminated, as a possibility however for the purposes of fully documenting the administrative record for this the project it is included in this public notice.

MINIMUM NAVIGATIONAL CLEARANCE: (at ordinary high water, OHW)

See table and diagrams on next page. Note: The navigation clearances described below are referenced to the Columbia River Datum (CRD) as depicted on NOAA Nautical Chart 18526. The chart can be found at the link below. Use this chart to compare the

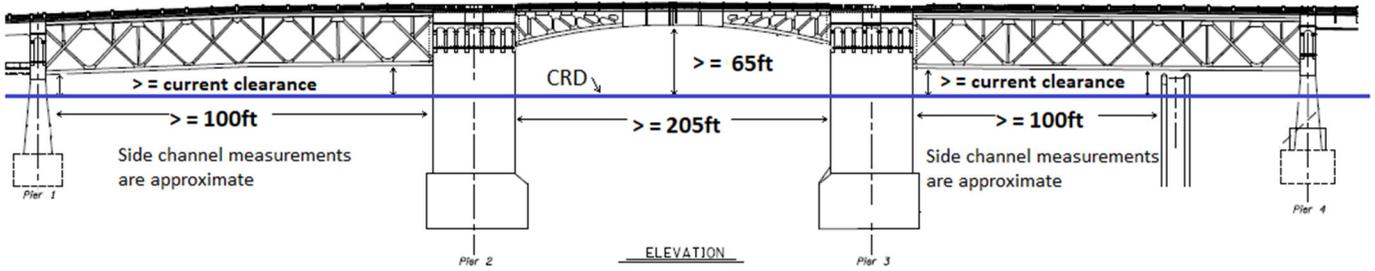
proposed bridge navigation clearances to the clearances of existing bridges on the waterway. <https://charts.noaa.gov/OnLineViewer/18526.shtml>

Fixed Bridge Alternative	<u>Existing (drawbridge)</u>	<u>Proposed</u>
Horizontal	205 feet	205 feet
Vertical	Not applicable. The existing bridge is a double leaf bascule bridge with unlimited vertical clearance in the open to navigation position and 65 feet in the closed to navigation position	162 feet above CRD
Bascule Drawbridge Alternative		
	<u>Existing (drawbridge)</u>	<u>Proposed</u>
Horizontal	Main channel - 205 ft. West channel - 250 ft. East channel - 167 ft.	Main channel = or > 205 ft. West channel = or > 100 ft. East channel = or > 100 ft.
Vertical	Main channel - Unlimited in the open to navigation position and 64 feet in the closed to navigation position. West channel – 28ft to 36ft. East channel – 37ft to 35ft.	Main channel - unlimited in the open to navigation position and >or = 65 feet in the closed to navigation position. West channel = or >36ft East channel = or >35ft.

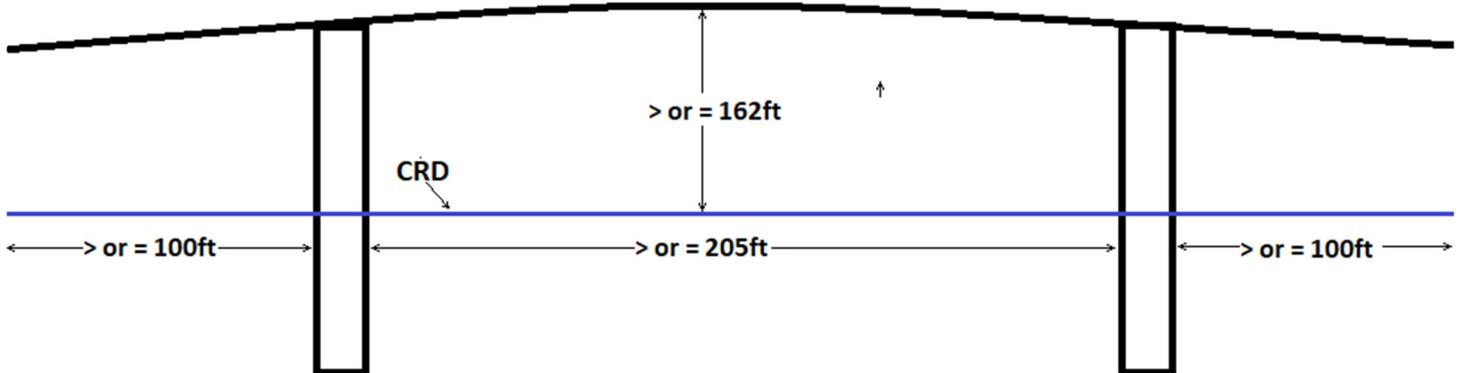


Proposed Navigation Clearances at CRD

The bridge design below is not a proposed final bridge design. It only depicts the navigation clearance requirements necessary to obtain a U.S. Coast Guard bridge permit.



Proposed fixed bridge minimum Navigation Clearance requirements at CRD (Columbia River Datum)



SOLICITATION OF COMMENTS: Mariners and maritime stakeholders are requested to express their views, in writing, on the proposed bridge 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 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 17 July2020.

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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."