

06 April 2022

PUBLIC NOTICE (03-22)

The Commander, Thirteenth Coast Guard District has received a request for a Preliminary Navigation Clearance Determination (PNCD) from the Interstate Bridge Replacement (IBR) Program to remove and replace the I-5 Oregon Slough Bridge (LLNR 11297) over North Portland Harbor (aka Oregon Slough) in Portland OR. A PNCD is the first step in the U.S. Coast Guard Bridge permitting process and defines the bridge’s clearances which have been evaluated and determined to have a high likelihood of being approved by the Coast Guard and to help the applicant refine development of alternatives for a proposed bridge.

At the request of the Coast Guard the IBR Program team has prepared a Navigation Impact Report (NIR) for the proposed IBR I-5 Oregon Slough Bridge (LLNR 11297). Based off an analysis of the NIR and Public Comments the Coast Guard will prepare a PNCD. This Public Notice is soliciting for comments exclusively related to navigation. Maritime transportation system stakeholders (vessels and facilities) are highly encouraged to carefully review this notice and provide comments with regard to the proposed bridge’s ability to meet the needs of navigation to include mariner requirements for horizontal navigation clearances and vertical navigation clearances requirements.

WATERWAY AND LOCATION: North Portland Harbor aka Oregon Slough, River, river mile 4.5, Portland, OR.

CLEARANCE DETERMINATION The IBR Program proposes to remove and replace the North Portland Harbor I-5 Bridge with a new fixed bridge providing vertical and horizontal clearances that will be the same or greater than the existing clearances of the Oregon Slough bridge. This would result in a minimum vertical clearance of 35 feet and a minimum horizontal clearance of 215 feet. The existing and proposed clearances are listed below:

NAVIGATIONAL CLEARANCE (See note 1, and diagrams below)	<u>Existing</u>	<u>Proposed</u>
Horizontal	215 ft.	> = 215 ft.
Vertical	35 ft.	> = 35ft.

Note 1: Vertical clearances measured above 0 Columbia River Datum (CRD).

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 should include but not limited to mariner's requirements for horizontal navigation clearances and vertical navigation clearances requirements.

The service life expectancy of any new bridge would be in excess of 100 years. Therefore maritime stakeholders are asked to consider and comment on their current navigation requirements, as well as, to the best of their knowledge, their future navigation requirements for themselves and or their particular maritime industry.

FHWA and FTA have informed the USCG that they are preparing to issue a Notice of Intent to supplement an Environmental Impact Statement in the near future to review alternatives to replace the bridge at which time the public will have another opportunity to comment on the Draft Supplemental EIS.

For further information on the IBR project please refer to the following link:

<https://www.interstatebridge.org/>

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 mailto:D13-SMB-D13-BRIDGES@USCG.MIL. Comments should be sent to arrive on or before 06 May 2022.

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

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