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Columbia River Crossing

COLUMBIA RIVER CROSSING

ORIGINIAL

Public Hearing

May 28, 2008

Red Lion Inn at the Quay Vancouver, Washington

SPOKEN COMMENTS

COURT REPORTER: Michael R. King, WA CSR 57732

Rider & Associates, Inc. 360.693.4111

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CRC - 5.28.08

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I do have a problem and I well try --CARL KATIMS: the plan for the overpass replacement that I have not seen would be a bridge that began from Rosa Parks building into an over/under freeway that did not land on Hayden Island, but continued over it on the existing -- over the existing roadway and connecting on the Vancouver side and doing the interaction that you're already planning. The elimination of the grade necessary to land on the island or go around it with the numerous on-ramp and off-ramp plans that are highly disruptive to the local community would be eliminated.

The cost of landing on the island and off through engineering issues would be eliminated. The two-year delay in the operation when the local people sue to stop it is finally settled in your order. You will win. But in two years, the cost of labor and of materials will make the entire operation 30, 40 percent higher.

Simple works best. Take a low-grade roadway. If you have to split it over the existing waterway in order to maintain the height restrictions, that should not be an issue. It can rejoin when it's over Hayden Island and continue on its way over I-5, and gradually grading down to join the other roadway in the -- I guess, Delta Park or the Rosa Parks area.

I don't know what else to say about that, but it's

least disruptive, cheaper and better for our community. We want to accommodate the obvious and necessary need of the traffic difficulties on the I-5 existing roadway, but another value that our community defines itself with is compassion. People are losing their homes. That has to be an issue, especially when the alternative is available and it's cheaper.

That's it. I hope you understand.

JOHN Lefrey: My comment is I noticed on one of the pictures there that they had a big wide loop over the freeway. And to me that, you know, makes -- it's too much waste. Why can't they figure out a different way?

They've got two different types, one with a tunnel that goes under and another one, but I can't remember which one it is right off hand, which would be a lot more easier to do than making that big wide loop. To me, that would be just a waste of material and land.

That's all.

PAULINE WARREN: I believe the problem is not the bridge, rather that is a secondary consequence, okay, of -- the primary problem being the congestion caused in Portland from the river south with insufficient number of lanes.

Right now the focus has been on Delta Park and that is in the process of being fixed. However, there are two other sections -- and that's south I-5 -- that are also two lanes limited. And the reason that Delta Park is a bottleneck is

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