



**From:** [Erik Svendsen](#)  
**To:** [Columbia River Crossing](#);  
**CC:** [Hammond, Paula](#); [Stuart, Steve](#); [Mayor Royce Pollard](#); [tim.leavitt@ci.vancouver.wa.us](#); [Dengerink, Hal](#); [Metcalf, Ginger](#); [Carole Olson](#); [Darin Olson](#);  
**Subject:** Joel Olson Trucking, Inc. supports a replacement bridge for I-5 Columbia River Crossing  
**Date:** Friday, May 30, 2008 10:20:58 AM  
**Attachments:**

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To Whom it May Concern:

I am the Chief Financial Officer for Joel Olson Trucking, Inc. and am writing on behalf of our Company in support of a replacement bridge for the I-5 Columbia River crossing.

Our Company owns and operates approximately 100 trucks and hauls freight for the building industry, steel industry, and forest products industry. Our Vancouver, Washington location is approximately one mile east of I-5 on 78<sup>th</sup> street in Hazel Dell. Needless to say, I-5 is vital to running our business and to delivering our customers' freight in an efficient and safe manner. Our Company's trucks and drivers make numerous trips both northbound and southbound across the I-5 bridge daily.

The current I-5 bridge over the Columbia River creates many problems for our Company and the trucking industry. Bottle-necks caused by the bridge cause numerous delays for many hours during the day and the accident rate within the project area are very high. The levels of traffic near and on the bridge causes great concern to our Company for both our employees well-being and for the safety of those with whom our trucks share the road. Current lanes on the existing bridge are quite narrow compared with highway standards and are cause for additional concern at all times, but especially during times of high traffic levels.

The replacement bridge will allow for three through lanes with three auxiliary lanes for better traffic flow on and off the bridge and I-5. The increased number of lanes will help our drivers avoid high-risk situations with car drivers who might cut-off our trucks in an attempt to get ahead of them. This is especially true if there is a perceived lack of lanes or lack of space in which to change lanes to exit the highway. For an 8-axle maxi-truck with a loaded weight of over 100,000 pounds, being cut-off in traffic can be catastrophic to all involved. Even with state-of-the-art equipment and excellent drivers, there is a limit to the evasive maneuvers that a fully-loaded truck can perform. The increased number of lanes with dedicated through lanes will help us provide reliable and safe service to our customers and increase freight mobility in the project area.

Our Company also supports an option that includes high-capacity transit. With HCT available, it is assumed that traffic levels on the bridge will be reduced which will increase freight flow in the project area.

The ease of freight movement in Clark and Multnomah county is vital to continued economic growth and prosperity in the region. The replacement bridge option will ensure that freight can continue to move in a safe and reliable manner.

Thank you,

Erik Svendsen, CPA

Joel Olson Trucking, Inc.

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