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Columbia River Crossing

To: Ms Heather Gundersen
Environmental Manager

June 24, 2008

RE. Interstate -5 Columbia River Crossing Project Draft Impact
Statement (DEIS)

P-0233-001

In reviewing the above DEIS I have the following comments:
It has been established that there is a need for a new or improved
river crossing over the Columbia River. The 5 alternative solutions
are:

No build, Replacement existing I-5 bridges downstream with bus,
rapid transit or with light rail, and retain both existing I-5 bridges
with a new bridge downstream with buss rapid transit or light rail
are presented in the above DEIS .

P-0233-002


Further the DEIS includes a sketch of stacked transit/highway
bridge by carrying bus or light rail and pedestrian -bike path
under the decks of roadways. This proposed solution is not
structurally or alignmentwise feasible and should be deleted .

P-0233-003

The costs will be the most important factor in selecting the
alternative for construction. It is recommended to select a bridge's
life time of 75 or 100 years and bring the costs of construction,
maintenance and operation to present time , thus showing the total
costs for each alternative. Further advantages and disadvantages
for each alternative as navigation, time loss for lifts are to be
considered .

P-0233-004

The capital costs in exhibit 26 of the DEIS errata and
clarification sheets are therefore subject for revision. They will
not be the same. Also the hours of congestion shown as 10.75 in
the above Exhibit for alternatives 4 and 5 seem to be excessive
compared with NO BUILD alternative.


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P-0233-001

Thank you for taking the time to submit your comments on the I-5 CRC
DEIS.

P-0233-002

The Stacked/Transit Highway Bridge (STHB) option, which would allow
transit, bicyclists, and pedestrians to travel beneath the highway bridge
deck, was included as part of the LPA. The DEIS indicated that the two
bridges required for this bridge option would put less bridge sub-
structure in the Columbia River, likely resulting in less environmental
impact. After publication of the DEIS, additional engineering studies were
conducted that confirmed the feasibility of the STHB design.

The STHB is described in greater detail in Chapter 2 (Section 2.2) of the
FEIS. Impacts associated with a STHB are discussed throughout
Chapter 3 of the FEIS.

P-0233-003

Thank you for your input. The project costs have been refined. With
analysis of only the LPA, staff has been able to focus and more fully
develop cost estimates and financial plans. These can be found in
Chapter 4 of the FEIS.

P-0233-004

By 2030, the region's population is expected to increase by one million
people. This increase will result in more people needing to travel
between home, work, school, recreation, etc. Currently, 135,000 vehicles
cross the Columbia River on the Interstate Bridge which leads to 4-6
hours of congestion each weekday. By 2030, 184,000 are predicted to
cross the river, which would lead to 15 hours of daily congestion if no
action is taken.

Congestion occurs when vehicle demand is greater than a transportation system's capacity. It results in slower speeds and increased travel times. CRC defines congestion as vehicles traveling less than 30 m.p.h. The Columbia River Crossing project uses information gathered from Metro's nationally-recognized travel demand models to determine the project's effect on congestion. These models predict trip frequency, types or modes of transportation, destination, and time of day. Transportation planners use these models to analyze the effects of such factors as increased population and employment, transportation improvements, and new developments on the transportation system. The Supplemental Bridge alternatives evaluated in the DEIS (Alternatives 4 & 5) provided some improvement over No-Build conditions, but without addressing the many sub-standard design features associated with the existing bridge, still resulted in a projected 10.75 hours of congestion per day.