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P-0924-001

CARL KATIMS: I do have a problem and I will try —
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.

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

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The preferred design associated with the LPA provides a local multimodal bridge for access between Hayden Island and Martin Luther King Jr. Blvd/Marine Drive. The LPA would allow vehicles to travel between Hayden Island and the Oregon mainland without merging into mainline interstate traffic. For more information on project design, see Chapter 2 of the FEIS.

Access to NE Martin Luther King Jr Blvd. around the Marine Drive interchange would be afforded by multiple routes with the CRC project. Various operations for making these connections were analyzed and input was received from multiple stakeholders, including the City of Portland, the freight community, and nearby businesses and neighborhoods. A new connection would be built between N Vancouver Way and MLK Blvd east of I-5. Marine Drive west of I-5 would be realigned further south than the existing roadway and built to cross over the freeway and connect directly to MLK Blvd.

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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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CRC - 5.28.08 1 CERTIFICATE 2 3 STATE OF WASHINGTON ) 55. 4 County of Clark 5 6 I, Michael R. King, a Notary Public for Washington, certify that the at the time and place set forth in the caption hereof I reported in Stenotype all Spoken Comments adduced and other oral proceedings had in the foregoing matter; that 8 thereafter my notes were reduced to typewriting under my direction; and the foregoing transcript, pages 2 to 9, both inclusive, contains a full, true and correct record of all such testimony adduced and oral proceedings had and of the whole 10 thereof. I further advise you that as a matter of firm policy, the Stenographic notes of this transcript will be destroyed three years from the date appearing on this Certificate unless notice is received otherwise from any party or counsel hereto on or before said date; 13 Witness my hand and notarial seal at Corbett, Oregon, this 30th day of May 2008. 14 15 16 Michael R. King, CSR 17 License No. 2655 My notary commission expires: 2-5-11 18 19 20 21 22 23 2.4 25

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