

From: Walter L Johnson [mailto:seniormoment@comcast.net]
Sent: Tuesday, September 13, 2011 12:06 PM
To: Columbia River Crossing
Subject: How much of the Columbia River Crossing project could be deemed either shovel ready or brought to that stage quickly?

P-020-001

How much of the Columbia River Crossing project could be deemed either shovel ready or brought to that stage quickly? I have been shocked that so little design work has taken place for the over \$100 million dollars spent so far. Indeed it didn't appear that any of the elements in the project were able to qualify for special federal funding in the previous opportunity for shovel ready projects and now more than two years later I suspect the same is true.

When I worked for the Bureau of Public Roads about four decades back, the engineers did survey work one summer, designed the highway segment (four miles on that project) over the winter with the help of a small staff and a supervising engineer, and built it the summer after the land survey using a small crew engineering aids, all but one of whom were seasonal employees, plus one laboratory technician to test concrete and soil. And, the project was completed on time and on budget.

Now more than \$100 million has been spent with not even a road widening related to the project insofar as I can tell.

Walter L Johnson

P-020-001

Considerable design work has occurred to advance the project through the NEPA process. The completion of the NEPA process marks the point at which a final alternative is selected and then can be advanced into final design. See the discussion of the process in Chapter 2 of the FEIS.

From: Walter L Johnson [SeniorMoment@comcast.net]
Sent: Saturday, September 17, 2011 7:07 AM
To: Columbia River Crossing
Subject: A potential bridge aesthetic feature
Categories: Orange Category

P-020-002

A friend from Vermont sent me this link, <http://www.new-england-vacations-guide.com/covered-bridges-article.html> and it raised in my mind the possibility of covering the I-5 Columbia crossing bridge, or at least the pedestrian portion of it with open views, to extend the life of the bridge surface, to draw tourists just like the Golden Gate Bridge, and to add an historically relevant feature given both our timber industry, and the age of the Fort Vancouver as the site of the Hudson Bay Company, and to end arguments over what kind of feature should be added to make the bridge unique.

Walter L Johnson

P-020-002

Thank you for thinking creatively about the project. We have, in fact, looked at coverings and found them to be generally too costly for the current economic conditions. However, the project has continued to find ways for covered project elements to contribute positively to the community's aesthetics. The pedestrian and bike facility under the roadway deck will provide rain cover for users, and will have 3,000 feet of spectacular views. There is also a lid included in the project, the Community Connector, immediately south of the Evergreen bridge.