

Hines, Maurice

From: Jimme Peters [jimme@24-7consulting.com]
Sent: Monday, October 24, 2011 7:17 PM
To: Columbia River Crossing
Subject: Comments on refined bridge project plan

To Whom It May Concern-

P-086-001

As a volunteer that sat on the CRC Advisory Committee for three years, lives on the island, sat on the HINooN Board of Directors for two years, and has participated in the HINooN CRC presentations recently, I was shocked to see the new project plan. We all sat in the meetings, stated our concerns and were told/shown the plans based upon the needs of the island and we voted accordingly on the options to best accomplish the overall objectives.

Then, all of sudden, there are significant changes made without any discussion that are not suitable for the community. On paper, moving things around seems trivial, but when it drastically affects our neighborhood, it becomes very difficult. The removal of the light rail station and not having arterial access during construction are just the starting flaws that are problematic. This altering of the plan without any input is a major breach of trust and completely violates the concept of supposed public process. Please realign your plans with the needs of our community and uphold the commitments that were made to make this project viable for all of us.

Thank you,

Jimme' Peters
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P-086-001

The design has evolved based on public information and further technical analysis. These evolving designs have been brought to numerous meetings on Hayden Island and elsewhere.

The possibility of early construction of the local multimodal bridge will continue to be a consideration by the project as project sequencing is refined. It is also discussed in Chapter 2 of the FEIS, (Section 2.3.1), but not as mitigation. Although it is not appropriate to describe the early construction as mitigation, it is discussed as something we will explore as we further refine construction staging. Specifically Section 2.3.1 of the FEIS states:

Similarly, the Marine Drive interchange construction would need to be coordinated with construction of the southbound lanes coming from Vancouver. While this interchange can be constructed independently from the work described above, the completion and utilization of the ramp system between Hayden Island and Marine Drive requires the work to occur in the same period. Early construction of the local multimodal bridge between Marine Drive and Hayden Island, so that it can be used as an alternate access route during the remaining construction period, will be analyzed during final design. The interchange reconstruction also needs to occur so that Marine Drive can be elevated, allowing the light rail extension to cross under Marine Drive. The Marine Drive interchange is expected to take a little more than 3 years to construct, including work at the Victory Boulevard interchange.