



**From:** [Curtis Ambrose](#)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** I-5 Bridge replacement  
**Date:** Tuesday, June 24, 2008 7:22:10 AM  
**Attachments:**

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**B-055-001** Why is it we have never seen a proposal or heard of a discussion on building a tunnel under the river (such as the Light rail under the Zoo)? Have we examined all alternatives, is this being driven by Architects? How about some input from Engineers that have accomplished this feat in other areas? i.e....

Channel Tunnel (Chunnel) <<http://www.pbs.org/wgbh/buildingbig/wonder/structure/channel.html>> (Tunnel)

New York Third Water Tunnel <[http://www.pbs.org/wgbh/buildingbig/wonder/structure/ny\\_third\\_water.html](http://www.pbs.org/wgbh/buildingbig/wonder/structure/ny_third_water.html)> (Tunnel)

Seikan Tunnel <<http://www.pbs.org/wgbh/buildingbig/wonder/structure/seikan.html>> (Tunnel)

Portland is a City of Bridges already, we could eliminate the height problem of air space, and the footprint problem of river traffic. Aesthetically it would improve the view across the river to just see the boat traffic, not the commuters.

Respectfully,

from a concerned citizen

Curtis Ambrose

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## B-055-001

Many different options for addressing the project's Purpose and Need were evaluated in a screening process prior to the development and evaluation of the alternatives in the DEIS. Options eliminated through the screening process included a new corridor crossing over the Columbia River (in addition to I-5 and I-205), an arterial crossing between Hayden Island and downtown Vancouver, a tunnel under the Columbia River, and various modes of transit other than light rail and bus rapid transit. Section 2.5 of the DEIS explains why a third corridor, arterial crossing of the Columbia River, and several transit modes evaluated in screening were dropped from further consideration because they did not meet the Purpose and Need. For a general description of the screening process see Chapter 2 (Section 2.7) of the FEIS. It should be noted that every proposal received from the public was considered, and many of the proposals that were dropped from further consideration included elements that helped shape the alternatives in the DEIS.