Columbia River CROSSING

Workshop Agenda

MEETING TITLE: Project Sponsors Council and Integrated Project Sponsors Council Staff Workshop

DATE: Friday, July 16, 2010

TIME: 10:00 a.m. – 12:30 p.m.

LOCATION: Washington State Department of Transportation, SW Region
11018 NE 51st Circle, Vancouver, Washington 98662

TIME	AGENDA TOPICS
10:00 a.m.	Welcome
10:05 a.m.	Review and discuss draft Integrated Project Sponsors Council Staff recommendations • Metroscope • Hayden Island Interchange design • Alternative Lane Configuration on Bridge
11:30 a.m.	Break
11:45 a.m.	Review and discuss draft Integrated Project Sponsors Council Staff recommendations (cont.) • Performance measures • Post-construction travel demand management • Other issues
12:30 p.m.	Adjourn

TRANSIT DIRECTIONS from PORTLAND:
From Downtown Portland, take C-TRAN Express Bus #164 to the Fisher's Landing Transit Center. Transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Region Headquarters is 2 blocks north of this bus stop.

TRANSIT DIRECTIONS from VANCOUVER:
From Downtown Vancouver take C-TRAN Bus #4 (Fourth Plain) eastbound to the Vancouver Mall Transit Center. Other buses to Vancouver Mall are #32, 72, 44 and 78. From the Mall Transit Center, transfer to Bus #80 (Van Mall/Fisher's) eastbound to 49th and 112th Avenue. WSDOT SW Regional Headquarters is 2 blocks north of this bus stop.

For detailed trip planning, please contact the two transit agencies: C-TRAN, www.c-tran.com, 360-695-0123, or TriMet, www.trimet.org, 503-238-RIDE

Meeting facilities are wheelchair accessible and children are welcome. Individuals requiring reasonable accommodations may request written material in alternative formats or sign language interpreters by calling the project team at the project office (360-737-2726 and 503-256-2726) one week before the meeting or calling Washington State's TTY telephone number, 1-800-833-6388.

Workshop Summary

WORKSHOP: **Columbia River Crossing (CRC) Project Sponsors Council and Integrated Project Staff**

DATE: June 25, 2010, 10:00 am – 12:30 pm

LOCATION: Oregon Department of Transportation, Region 1
123 NW Flanders Street
Portland, Oregon

PROJECT SPONSORS COUNCIL ATTENDEES:

Hewitt, Henry	Co-Chair, Oregon
Horenstein, Steve	Co-Chair, Washington
Adams, Sam	Mayor, City of Portland
Garrett, Matthew	Director, Oregon Department of Transportation
Harris, Jeanne	City Councilor, City of Vancouver
Hammond, Paula	Secretary of Transportation, Washington State
Leavitt, Tim	Board Member, C-TRAN
Stuart, Steve	Chair, SW Washington Regional Transportation Council
Bragdon, David	Council President, Metro

PROJECT SPONSORS COUNCIL MEMBERS ABSENT:

Hansen, Fred	General Manager, TriMet

INTEGRATED PROJECT STAFF:

Brandman, Richard	ODOT CRC project director
Brooks, Katy	Community Planning & Outreach Manager, Port of Vancouver
Cotugno, Andy	Policy Advisor, Metro
Patterson, Scott (for Jeff Hamm)	C-TRAN
Lahsene, Susie	Regional Transportation and Land Use Manager, Port of Portland
Lookingbill, Dean	Transportation Director, SW Washington Regional Transportation Council
Rorabaugh, Thayer	Transportation Director, City of Vancouver
Smith, Paul	Transportation Planning Division Manager, City of Portland Bureau of Transportation
Wagner, Don	WSDOT CRC project director

OTHER STAFF AND PRESENTERS:

Rutledge, Ted	URS Corporation
John Gillam	City of Portland Bureau of Transportation

Note: Workshop materials and handouts referred to in this summary can be accessed online at: http://www.columbiarivercrossing.org/ProjectPartners/PSCMeetingMaterials.aspx

Welcome

Co-Chair Henry Hewitt welcomed everyone to the joint workshop session of the Project Sponsors Council (PSC) and Integrated Project Sponsors Council Staff (IPS).

360/737-2726 503/256-2726 WWW.COLUMBIARIVERCROSSING.ORG 700 WASHINGTON STREET, SUITE 300, VANCOUVER, WA 98660

Integrated Project Sponsors Council Staff Work Group Updates

Metroscope

Mr. Hewitt reported on the status of Metroscope modeling. Modeling is in-progress and will provide more data for analysis in the next month. Model runs will be complete by July 26 and more information will be available for PSC members at their July 16 PSC workshop.

Transportation Demand Management/Managed Lanes

Mr. Hewitt also reported on the status of an assessment of post-construction transportation demand management (TDM) opportunities. The group is making progress on assessing the potential for additional measures that could be applied in the post-construction timeframe. These include measures to shift single-occupancy driving behaviors, beyond those presented in the DEIS. The work group will report their approach and findings to the PSC on July 16.

Performance Measures

Katy Brooks provided an update from the Performance Measures work group. The group is identifying and evaluating a number of performance measures to be applied to other areas of the IPS work. Several project scenarios are being evaluated against performance in areas of travel time for commuters, freight, and transit; greenhouse gas emissions; safety; greenhouse gas emissions; and overall benefits and costs. These project scenarios include:

- *LPA Full Build*—12-lane highway configuration (3 through lanes and 3 add/drop lanes) with braided off-ramp at Victory Blvd/Denver Ave., the flyover on-ramp from Marine Drive eastbound to I-5 northbound, northbound on-ramp improvements at SR 500, and light rail transit)
- *LPA Phase 1*—10-lane highway configuration (3 through lanes and 2 add/drop lanes) and light rail transit. No Victory Blvd./Denver Ave. braided ramp, flyover at Marine Drive, or SR 500 improvements.
- *No Build*—existing Interstate bridges and highway and interchange configurations (3 through lanes)

Travel times were used to assess the performance of project scenarios with respect to congestion and the movement of commuters, freight, and transit through the project area in the year 2030, including evaluation of peak and off-peak timeframes. The work group found that both the LPA Full Build and LPA Phase 1 scenarios provide significant improvements for the increased traffic expected in the next 20 years over existing conditions and the No-Build scenarios for both commuters and freight.

For commuters, southbound A.M. travel times were found to be constrained by downstream congestion at the I-405/Rose Quarter. Northbound P.M travel times under both scenarios were significantly improved, with slightly better results from the Full Build scenario compared to LPA Phase 1.

For freight, southbound A.M. travel times for Full Build and LPA Phase 1 were comparable to existing conditions and No-Build scenarios due to the affects of metering on the bridge and I-405/Rose Quarter downstream congestion. Northbound P.M. congestion hours are reduced from 15 hours to less than 2 hours, benefitting off-peak travel windows for freight.

Travel time data are also being evaluated for transit mode performance within various project scenarios.

Project scenarios were compared with respect to the total number of accidents expected on an annual basis in the project area. Both the Full Build and LPA Phase 1 scenarios reduced the number of accidents compared with the No Build scenario, with the Full Build scenario resulting in the fewest accidents per year. The work group is currently calculating monetary value of savings associated with these safety improvements for its final report.

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In addition, the work group will develop results for the project scenarios for measures related to greenhouse gas emissions and an overall benefit/cost ratio.

Discussion

Secretary Paula Hammond requested that a set of stated assumptions accompany the transit performance measures.

Secretary Hammond asked if add/drop lane configurations were accounted for in the travel time analysis. Andy Cotugno affirmed that add/drop lanes were included in this origin/destination modeling.

Tim Leavitt asked if models will need to be run again depending on potential interchange redesign at Hayden Island. Andy Cotugno responded that the work group does not anticipate the need to re-run models for performance measures, but that the interchange process will include an evaluation of mainline performance as operational aspects of a design are looked at in more detail.

Andy Cotugno discussed the relationship between travel time findings and the scenarios being considered in the IPS task around Metroscope modeling. Currently three 12-lane scenarios are being run. The potential for a fourth scenario involving a 10-lane project configuration had been discussed at PSC, dependent upon the results of the Performance Measures work group's travel time analysis. These travel time results now show that 10- and 12-lane travel times are very similar, confirming that 12-lane Metroscope analysis can be used as proxy for 10-lane inputs.

Hayden Island Interchange Design Discussion

Henry Hewitt informed the group that two additional Hayden Island interchange concepts have been developed as refined alternatives to the on- and off-island concepts previously shared with PSC members. The IPS work group has looked at many design concepts with the goal of narrowing these down to a recommendation. It is the intent of the work group to conduct more detailed evaluation of these concepts as they move forward.

Andy Cotugno provided an overview of policy guidelines that are in-place on Hayden Island and have informed the concept design process. The Hayden Island Plan provides context for the interchange concepts, including the extension of Tomahawk Island Drive, which would link the east side of the island to redevelopment at the area of the existing SuperCenter. Future land uses envisioned for the island include a mix of regional retail, mixed use residential, local retail, commercial, industrial, and open space uses. Furthermore, West Hayden Island relates to a potential industrial complex to the west that is intended to be served by the Marine Drive interchange. The design of Marine Drive has undergone its own planning process, guided by several policy principles.

The Locally Preferred Alternative was designed to integrate with this existing policy context, including Tomahawk Island Drive as a community-oriented street. The discussions around potential redesign of the Hayden Island interchange began with an effort to reduce the footprint over Tomahawk Island Drive.

John Gillam from the City of Portland Bureau of Transportation described the evolution of the previous off-island interchange to a new "hybrid" Concept A. The off-island concept (Concept #1) shared previously with PSC was configured so all access to/from Hayden Island occurred via the Marine Drive interchange and an arterial bridge west of I-5. The arterial bridge was situated at a distance from I-5 to adequately disperse traffic away from the Marine Drive interchange. This original concept design was looked at because it allowed for a narrower freeway footprint on the island over Tomahawk Island Drive and also improved interchange spacing on the mainline by removing the Hayden Island freeway interchange. However, as west arterial bridge would create impacts to the floating home moorage properties, displace industrial businesses west of I-5 on Marine Drive, and was not seen as providing favorable access for island redevelopment.

Feedback received on Concept #1 led to a hybrid design that included highway ramps from the north to Hayden Island coupled with an arterial bridge that could provide local access and accommodate regional access from the south. This design, while allowing for a narrower west arterial bridge, continued to have

community impacts to the floating home moorage, industrial businesses on Marine Drive, and create access and land use orientation issues for planned on-island redevelopment.

A new hybrid design, "Concept A", includes freeway access to/from the north and an arterial bridge on the east side of I-5 as well as local access coupled with the light rail bridge on the west side of I-5. This concept has promise in that it creates local traffic patterns similar to the LPA, accommodates planned SuperCenter redevelopment, improves opportunities in difficult to develop areas east of I-5, preserves stationary development, creates local connections between City of Portland neighborhoods, and enlivens Tomahawk Island Drive with some traffic. Those travelling from the south in the vicinity of the Victory/Denver interchange may not be able to access Hayden Island from I-5 under a Concept A configuration, but would still be able to use the local connections to the island. The flyover and braided ramps in the full build LPA may need to be included in this design to preserve the free flow of freight traffic.

Andy Cotugno introduced a second hybrid design, "Concept B," that resulted from additional work on the original on-island interchange (Concept #2). This new concept distributes traffic to/from the north to points on Jantzen Drive, following the principles of the LPA without crossing ramps over the island. Concept B has outstanding questions related to the design of a floodwall in a constrained area, how to make local and regional road system connections, and which and what number of streets would accept freeway traffic. Further geometric analysis would need to be conducted on this option to address these and other issues.

Discussion

Secretary Hammond and Director Matt Garrett requested that an evaluation matrix be developed to include Concepts A and B. Steve Stuart requested that an evaluation also include potential impacts to mainline operations. The IPS work group will conduct this more detailed evaluation with respect to geometrics, constructability, traffic operations, environmental and impacts, and cost and their findings with PSC on July 16. A public meeting will be held on Hayden Island on June 29 to share these concepts and gather public feedback.

Alternative 10-Lane Bridge Concepts

Paul Smith introduced Ted Rutledge, Manger of the Transportation Division for URS Corporation in Colorado. At the request of the City of Portland, URS has been involved in looking at questions around the number of lanes on the bridge over the Columbia River. On June 22, URS presented their findings to The City of Vancouver staff, the Ports of Vancouver and Portland, and WSDOT staff. On June 23, URS presented these findings to the IPS. Henry Hewitt added that URS has been conducting their analysis of the number of lanes in an integrated way with CRC staff.

Ted Rutledge provided an overview of the URS approach to an evaluation of 10-lane bridge concepts. Their work was aimed at technical assistance to the City of Portland in addressing their questions, not a redesign of the project. The number of lanes on the bridge is a concern for the City and URS was asked to look at both 8- and 10-lane concepts as alternatives to the 12-lane full build configuration.

URS complied information developed by the CRC project to compare the operations of 10- and 12-lane bridge configurations and evaluated scenarios relating to the number of lanes on the bridge in both the southbound and northbound directions. They found similar performance characteristics at the bridge between a 12-lane main span (Full Build) and a 10-lane main span (LPA Phase 1) if improvement elements included in the Full Build alternative, separate from the main span configuration, were added to a 10-lane main span bridge. Overall, retaining a 10-lane configuration should perform similarly to a 12-lane configuration and result in some cost savings.URS offered two methods for developing a 10-lane bridge, one for northbound and one for southbound. Further VISSIM analysis would be needed to confirm traffic operations. CRC staff are currently conducting a VISSIM analysis of the proposed URS southbound option.

URS also considered 8-lane bridge configurations using a Highway Capacity Manual methodology. Findings from this evaluation show that capacity of the 8-lane configuration is estimated to serve 78% of traffic demand. This capacity issue is pronounced in the northbound PM peak, which has higher volumes.

The remaining traffic demand (22%) would need to be offset through measures such as those being considered by the Travel Demand Management work group. This estimated gap in capacity is above and beyond the TDM measures presented in the Draft Environmental Impact Statement, including light rail transit that account for an estimated 15% mode shift. If additional demand reductions were deemed achievable, a next step would be to develop a conceptual design and a detailed operational analysis.

Discussion

Steve Stuart asked what level of evaluation had been done relative to freight movements. Mr. Rutledge said further analysis would need to be completed to better understand the implications for freight operations. CRC staff are completing a new VISSIM analysis that should help answer these questions.

David Bragdon commented that previous work done by the CRC project had shown the benefit/cost related to safety was improved with a 10-lane configuration. Andy Cotugno said that the Performance Measures work group would be looking at these findings in detail as part of their task.

PSC members discussed concerns about the feasibility of filling the capacity-travel demand gap that would need to be addressed in the 8-lane bridge concept. Banfield Parkway (I-84 between I-5 and I-205) was used as a regional example; it was estimated to serve approximately 20-25% of commuters through transit, carpools, etc. during the peak hour.

Mr. Bragdon commented that there will be “gradations along a curve” with respect to corridor management and that what’s needed on opening day will be different than what’s needed in 2030. There are questions as to how the corridor should be managed during this period, including the issue of lane striping. It is possible that a 10-lane facility could be built and striped for 8 lanes initially. These issues may relate to the discussions around TDM.

Tim Leavitt asked if URS had considered the width of the bridge with respect to the proposed design of high-capacity transit running below deck in an open-box girder bridge design. He asked if an 8-lane bridge could accommodate light rail inside a smaller box. Mr. Rutledge said that URS did not look into these implications of an 8-lane bridge design.

Co-Chair Hewitt added that the width of the shoulders on the bridge is also relate to potential future use by busses. This potential use should not be precluded by the bridge design.

Draft IPS Recommendations

Co-Chair Hewitt proposed that a package of draft recommendations be prepared that could be discussed at the July 16 PSC workshop. A set of recommendations on the several items addressed by IPS would eventually be memorialized and recommended to the governors.

Discussion

Mr. Bragdon commented that a resolution to the items being worked on by the IPS should acknowledge that they are related in terms of design to operations, capital planning to management, and TDM and capacity to driving behaviors.

Director Garrett commented that priorities and sequence of tasks should be acknowledged for the issues under discussion, specifically that the Hayden Island interchange relates to other issues concerning mainline configuration and performance.

Next workshop

Friday, July 16, 2010 | 10:00 a.m. – 12:30 p.m.

Washington State Department of Transportation, SW Region
11018 NE 51st Circle
Vancouver, WA 98682

Columbia River CROSSING

Public Comments Addressed to CRC Project Sponsors Council

June 25, 2010 – July 15, 2010

Columbia River CROSSING

Project Sponsors Council Comment Form

The governors of Oregon and Washington charged the Project Sponsors Council with advising the project on completion of the Final Environmental Impact Statement, project design, project timeline, sustainable construction methods, consistency with greenhouse gas emission reduction goals and the financial plan.

MY COMMENT IS ABOUT (feel free to fill out multiple forms)

- ☐ Final Environmental Impact Statement
- ☐ Project design
- ☑ Project timeline
- ☐ Sustainable construction methods
- ☐ Consistency with greenhouse gas emission reduction goals
- ☐ Financial plan
- ☑ Other TIMELINE TDM

WITH A PROJECTED COMPLETION DATE OF 2018-19 PLANNING ONLY TO 2030 SEEMS SHORT SIGHTED WHEN METRO IS LOOKING 50 YEARS OUT FOR LAND USE PLANNING. WHY IS THIS PROJECT NOT LOOKING BEYOND 12 YEARS AFTER COMPLETION?

WHAT ARE THE ONGOING COSTS OF TDM VS THE COSTS OF A BIGGER BRIDGE WITH MORE LANES?

ON THE URS REPORT - WHY ARE THERE "SIMILAR TO's" INSTEAD OF EXACT NUMBERS?

— over —

Oregon Department of Transportation | Washington State Department of Transportation

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

Email	☐ Yes	☐ No	Presentation at community meeting	☐ Yes	☐ No
Web site	☐ Yes	☐ No	Information booth	☐ Yes	☐ No
Facebook	☐ Yes	☐ No	Newsletter or mailing	☐ Yes	☐ No
Twitter	☐ Yes	☐ No	CRC-sponsored workshop or open house	☐ Yes	☐ No

NEED MORE INFORMATION?

Speaker | *Would you like a presentation to your community group? Who should we contact to schedule this?*

Name *(First & Last Name, Organization)* _____

Phone / E-Mail _____

Upcoming community events | *Please suggest events, festivals, etc. where we can tell others about this project:*

Name of Event _____ Date _____

Contact person, telephone : _____

Translation | *Does your group need information in a language other than English?*

☐ Yes What language? _____

SIGN UP FOR PROJECT UPDATES | Optional

☐ **YES** **Would you like to be added to the project mailing list?**
☐ **NO**

Name *(First & Last Name, Organization)*

Address *(Street, City, State, Zip)*

E-mail *(enter address to receive monthly electronic updates)*

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

FAX
360-737-0294

E-MAIL
feedback@columbiarivercrossing.org

Columbia River CROSSING

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- ☐ Sustainable construction methods
- ☐ Consistency with greenhouse gas emission reduction goals
- ☐ Financial plan
- ☐ Other _____

Third Bridge Now

RC 14 was not studied

⇒ less than 6 wks —

Start now —

$15,000 —

Third Bridgnow.com

Shan
Manat

— over —

Oregon Department of Transportation

Washington State Department of Transportation

WHAT IS THE BEST WAY TO SHARE PROJECT NEWS WITH YOU?

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Web site	☐ Yes	☐ No	Information booth	☐ Yes	☐ No
Facebook	☐ Yes	☐ No	Newsletter or mailing	☐ Yes	☐ No
Twitter	☐ Yes	☐ No	CRC-sponsored workshop or open house	☐ Yes	☐ No

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Name *(First & Last Name, Organization)*

Address *(Street, City, State, Zip)*

E-mail *(enter address to receive monthly electronic updates)*

Thank you!

Please give this form to a staff person or send it to the project office in a stamped envelope.

MAIL
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

FAX
360-737-0294

E-MAIL
feedback@columbiarivercrossing.org

Hines, Maurice

From: jones6774@comcast.net
Sent: Friday, June 25, 2010 10:59 AM
To: Columbia River Crossing
Subject: Comment for Project Sponsors Council

Categories: Orange Category

From: Robert Jones
E-Mail: jones6774@comcast.net
Comment or Question:
I don't wanta sound like a broken record, but you do. For the last 3to4 years we've been talking about this badly needed bridge, only to have some dopey mayor saying it's to big to tall to expensive or what-ever...THEN it goes into committee meeting mode, you guys schedule a new meeting, with the same questions/answers and no real decisions, and we come away with only hope.Your messen with peoples lives DO YOU REALIZE THAT? We can't give our property away because of this bridge delay

Hines, Maurice

From: Rust, Lynn
Sent: Thursday, July 08, 2010 3:53 PM
To: document.control; Columbia River Crossing
Cc: Francis, Carley
Subject: FW: Collector distributer capacity
Attachments: collector distributor nb volumes.jpg; At SR-14.doc

Categories: Orange Category

Hi Project Controls,
Please file email and 2 attachments as correspondence from Kevin Peterson to Lynn Rust.

Thanks.

Lynn Rust
360-816-2177

From: Peterson Design [mailto:petersondesign@centurytel.net]
Sent: Thursday, July 08, 2010 3:45 PM
To: Rust, Lynn
Cc: Francis, Carley
Subject: Collector distributer capacity

Hi Lynn,

When we met the capacity issue of the collector distributor was questioned. I've been able to compare/interpolate the traffic technical report with information I used when exploring the validity of using two lanes for the collector distributor. The attached diagram is my best guess at intersection needs for MLK, Hayden Island and SR-14/Vancouver CBD intersections and resultant demand for the collector distributor. As the values on the diagram are an interpolation it would be very beneficial to have this reviewed by the transportation planner.

Two things are of concern:

1. I assumed that 8,000 vehicles per hour are indicative of desired design capacities for NB movements just to the south of MLK. This is something like 25% more than accommodated this last decade. This suggests that south of MLK a four lane NB freeway is sensible – but I'd push for four wide lanes that can be retrofitted to five lanes.
2. Intersection volumes are taken from the Traffic Technical Report. SB/NB appropriations of these estimates are an assumption on my part. This assumption is where traffic planners will likely find errors and I encourage taking a critical position with respect to these movements.

Assuming that my interpolation/assumptions are within the 'ballpark' a number of conclusions are possible. These are:

1. Both river crossings appear to need a collector/distributor (CD) capable of moving 2.200vph. Using 'Expressway Lane' capacity of 1,100vph to 1,200vph per lanes the lower NB deck needs two lanes.
2. A 6,400vph need on the upper deck is accommodated in three lanes assuming freeway lane capacities are in the 2,000vph to 2,300vph range.
3. AT SR-14/Vancouver CBD my look suggests that 1,300vph to 1,500vph NB I-5 CD egress movements should be considered. This suggests two lanes as I think the capacity of the sweeping turn is in the range of 600vph to 700vph per lane. My guess is that 20% to 25% of these movements might be headed to downtown Vancouver suggesting that two lanes to EB SR-14 to one lane to downtown Vancouver is a reasonable assumption at this time. (It might be wide to double check what is assumed in the WSDOT/ODOT 'preferred alternative'. The single lane tight loop WB SR-14 to SB I-5 might not be adequate).
4. With 1,000vph to 1,200vph merging into I-5 at the north end of the CD, combined with the slight uphill grade, it makes sense to maximize the merging distance with the upper deck I-5 traffic by continuing two lanes of the CD

so that this stretch of the CD is less likely to be crowded. I also suspect that the Downtown Vancouver to NB I-5 ramp might best continue independently to merge into I-5 north of Mill Plain suggesting that a look at the Mill Plain to East Fourth Plain CD suggested in the 'preferred alternative' might interconnect. This avoids the slower speed smaller demand uphill ramp from competing with the freeway to freeway ramp movements. I've sketched up a couple options for this that look promising. See point 5.

5. Merging the CD into NB I-5 as far south of Mill Plain is very important if I-5 egress to E. Mill Plain is required to weave across the CD lanes to the egress ramp. Now the weave distance appears to be +/- 1,500'. 3,000 feet is much more reasonable – with both assuming that the two CD lanes are free flowing with wide gaps in traffic. Two express lanes with 1,100vph to 1,200vph capacity accommodating 1,000vph helps but the distance is still too short – in my opinion. This then resulted in my sketching up an interesting configuration that has the CD continuing over E. Mill Plain with a ramp onto E. McLoughlin connecting with E. Mill Plain via Ft. Vancouver Way. The CD merges with I-5 after the ramp from NB I-5 to the E. Mill Plain single point intersection. I rather like this as it then completely separates the CD and I-5 merge with the need to egress NB I-5 to E. Mill Plain. If you are interested I'll email you a copy of this.

My sense is that the NB CD will have an impact on the suggested layout shown in the 'preferred alternative'. I have not looked at the SB CD as I suspect it has fewer issues associated with it.

I've heard from people south of the border that they would like me to explore where the CD merges with I-5. I've avoided this as I feel a meeting with ODOT/PDOT is wise before preparing any concepts. However, the impact of extending the CD further south is that it may 'flip' the bridge resulting in two lanes on the upper deck with a 3/4 lane CD resulting. This goes hand in glove with the discussion that most of the trips are shore-to-shore or start/stop within the core area of the project. My inclination is to keep the lower deck CD to shore-to-shore movements associated with the key urban areas and bridges.

So far I see no fatal flaws with the straight alignment. If you hear of any other technical reasons please let me know.

Best regards,

Kevin

PS: Attached is a 'constructability' look at the straight alignment merging into NB I-5. This was done a month ago when I was trying to figure out why WSDOT/ODOT thinks it takes an addition couple years to construct upstream. It appears to me as if the time frame for the project is reduced if one larger bridge is built – as compared with two large bridges.

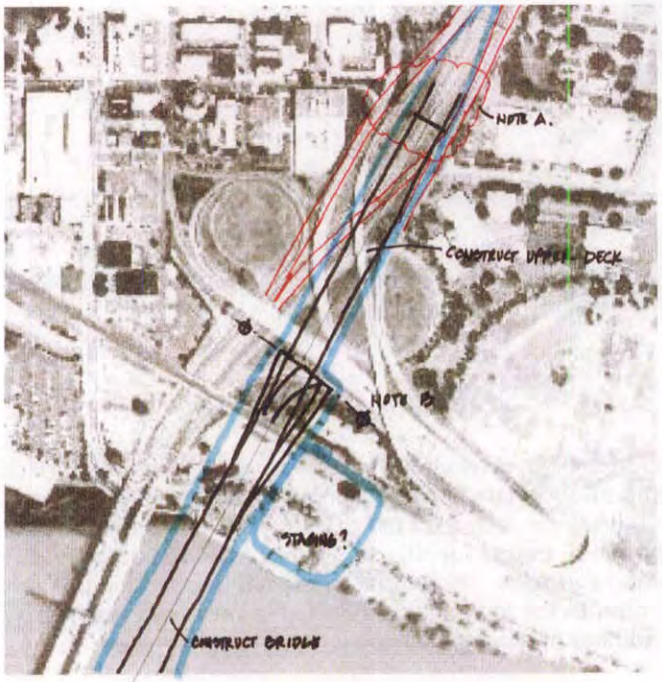
CRC Straight Alignment
Construction Phasing
Vancouver Connection

How might construction influence the design of the north shore SR-14 interchange and connection with I-5?

Construction in this area might involve two distinct phases. These are:

Phase I – Construct Bridge and Upper Deck Activation.

The first phase might involve construction of the bridge to a point where the existing I-5/SR-14 interchange limits continuation of the lower deck. This is represented in the following schematic:

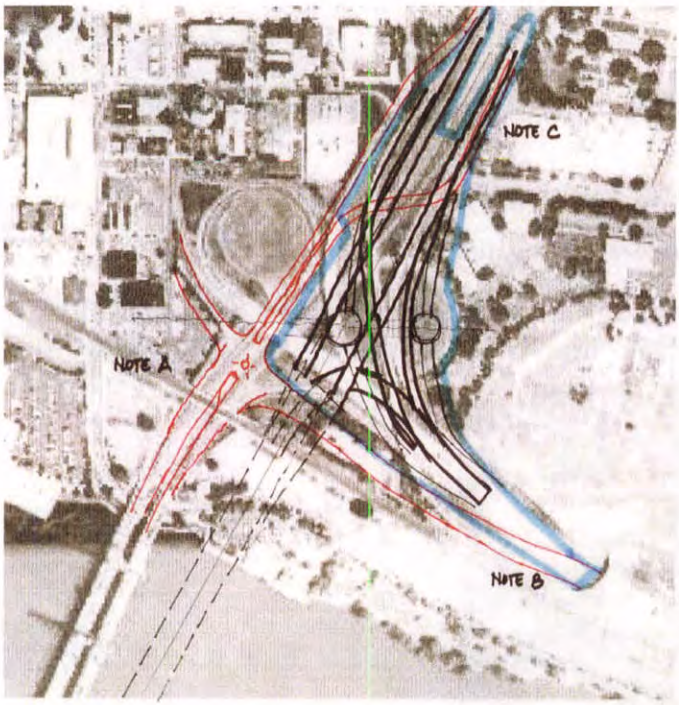


In this picture the lower level is completed to the south edge of SR-14. This is called 'note A'.

'Note B' is the interface between the existing, or improved, I-5 north of 7th. When construction of the upper deck interferes with I-5 it may be necessary to accept temporary widening of the freeway with temporary lanes to the outside of the 125 foot wide 6 through lane upper deck. If three temporary lanes are provided outbound of the center 125 foot wide upper deck connection the total width need at this location may be 260 to 280 feet wide.

Phase II – Complete Lower Deck

Phase two starts with through traffic moving across the upper deck. At this time the need is to connect SR-14 traffic with I-5 and allow access to Vancouver from I-5 and SR-14. With greatly reduced traffic flows in this construction area a signaled intersection just north of the BNSF bridge allows SR-14 and Vancouver traffic to cross while the old bridge continues to operate.



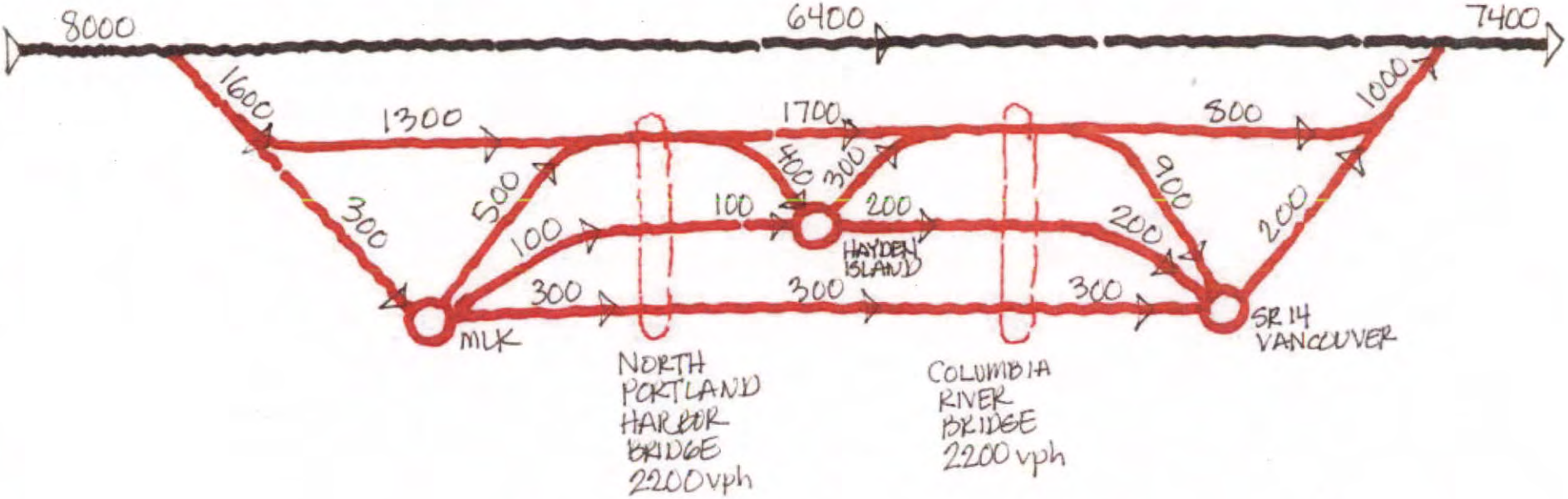
PHASE II
CONSTRUCT SR-14 / VANCOUVER INTERCHANGE

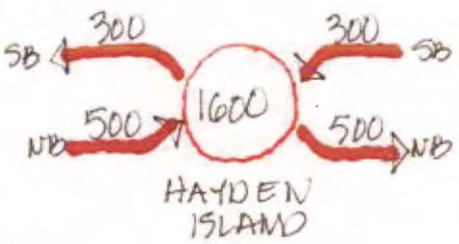
In this picture a large triangular area, shown in blue, is available for construction of the lower deck and SR-14 ramp. 'Note A' is where a temporary signaled intersection exists between SR-14 and Vancouver traffic. 'Note B' is where SR-14 traffic is routed off the existing road to a temporary pavement running on the north side of the BNSF berm. Ideally, the interface between new and old SR-14 occurs just west of the pedestrian overpass. 'Note C' is where NB I-5 merging traffic will need to route within the construction area as the lower deck is built. It's very likely that this NB I-5 ramp will need to shift location a number of times as the lower deck is constructed.

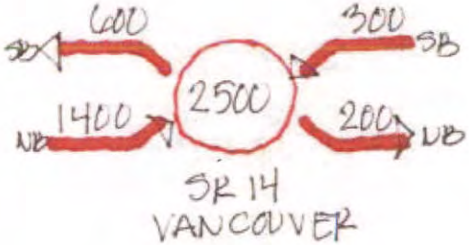
Phase II may require six months to complete suggesting that the existing I-5 bridge continues in use during this period. However, the total construction period is likely to be less than what is needed with the WSDOT/ODOT two bridge preferred alternative as only one bridge is needed with the straight alignment. Assuming the first bridge takes 2.5 years and the second bridge 2 years the WSDOT'ODOT bridge may require 4.5 years total duration to build. The straight alignment bridge may require 3.5 years to construct the more complicated bridge and one half year for the SR-14 phase II construction for a total construction period of 4 years. This is one half year less than the WSDOT preferred alignment.

N.B. PEAK HOUR

WITH LOWER DECK COLLECTOR/DISTRIBUTOR
FROM MLK TO SR-14 - "THE BRIDGES"







Michael J. Lilly
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Facsimile: 503-746-5970
Email: mikelilly@michaeljlilly.com

May 28, 2010

Project Sponsors Council
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Council:

Pursuant to the Oregon Public Records Law (ORS 192.410 - .505) and Washington Public Records Act Chapter 42.56 RCW, I am hereby requesting copies of all of the following documents in your possession or control related to the planned Columbia River Crossing Bridge (the "Project") for Interstate 5. I will pay for actual reasonable copying costs upon requests. If the copying costs will exceed $500 please contact me before proceeding.

1. Documents concerning costs associated with debt financing of the Project, including but not limited to debt issued in the form of bonds secured by tolls, as well as bonds issued in anticipation of federal or state revenues. Include documents regarding issuance costs, bond insurance, underwriting fees and discounts, debt service reserves, and schedules of interest and principal payments to be made over the life of the bonds.

2. Documents concerning any sensitivity analysis or alternative projections done to test the robustness of estimates in the financial analysis for the Project, including but not limited to variations in economic conditions, population or employment growth rates, traffic levels, and other pertinent factors.

3. Documents concerning any analysis of financial and schedule risks to the Project, including but not limited to errors in estimating costs, costs associated with accidents and unforeseen natural resource or environmental issues, and delays associated with obtaining regulatory approvals or litigation.

4. Documents identifying who will have the financial responsibility for any cost-overruns or revenue shortfalls. Documents providing estimates of the probability and magnitude of cost-overruns or revenue shortfalls for the Project costs and the basis for such estimates.

5. Documents concerning any underlying population estimates and employment estimates used to produce the travel forecasts for the Project, including but not limited to estimates disaggregated to the county level, and including the estimates of origins and destinations by county.

6. Documents concerning any sensitivity analysis, and alternative projections of population and employment estimates used or considered in financial analysis of the project.

Thank you for your cooperation.

Michael J. Lilly

Michael J. Lilly
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Email: mikelilly@michaeljlilly.com

June 21, 2010

Project Sponsors Council
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, WA 98660

Dear Council:

Pursuant to the Oregon Public Records Law (ORS 192.410 - .505) and Washington Public Records Act Chapter 42.56 RCW, I am hereby requesting copies of all of the following documents in your possession or control related to the planned Columbia River Crossing Bridge (the "Project") for Interstate 5. I will pay for actual reasonable copying costs upon requests. If the copying costs will exceed $500 please contact me before proceeding.

1. The most current version of the CRC Project Schedule.

2. The documents that are listed below and are referenced on pages 3 and 4 of the "Columbia River Crossing, CRC Project Schedule: 11-30-09 Update," presented to the Independent Review Panel on June 17, 2010

a. Refined Cash-Flow Financial Plan Memo – AF 3008

b. Financial Plan for FEIS – AF 3022

c. Funding Risk Analysis Memo – AF 3009

d. Funding Demand Schedule – AF 3010

e. State Funding Document -- AF 3012

f. Memo to CRC EMG to Support Policy Decision – AF 3011

g. Memo on Agreement Status Between DOTs on Fund and Bond Responsibilities AF3025

h. Draft Agreements between DOTs AF 3026

i. Draft Agreements between DOTs, Transit & Cities for Financial and Project Development Responsibility AF 3027

If the above documents have been amended, renamed or renumbered please send the most recent versions. Thank you for your cooperation.

Michael J. Lilly

Columbia River CROSSING

700 WASHINGTON STREET
VANCOUVER, WA 98660
360-737-2726 | 503-256-2726

Answer enclosed

July 01, 2010

Dear: Michael Lilly,

In response to your request for records dated June 22, 2010:

" 1. *The most current version of the Project Schedule*

2. The documents that are listed below and arc referenced on pages 3 and 4 of the "Columbia River Crossing. CRC Project Schedule: 1-30-09 Update: ' presented to the Independent Review Panel on June 7, 2010

a. Refined Cash-Row Financial Plan Memo -AF 3008
b. Financial Plan for FEIS -AF 3022
c. Funding Risk Analysis Memo -AF 3009
d. Funding Demand Schedule -AF 3010
e. State Funding Document -AF 3012
f. Memo to CRC EMG to Support Policy Decision -AF 3011
g. Memo on Agreement Status Between DOTs on Fund and Bond Responsibilities AF3025
h. Draft Agreements between DOTs AF 3026
i. Draft Agreements between DOTs, Transit & Gties for Financial and Project Development Responsibility AF 3027 "

Please find the most current version of the project schedule as you requested.

Your requested document list 2 (a) through 2 (i) are documents that have not yet been produced by the project and therefore are not included.

With this package, your request for records dated June 22, 2010, is complete. If you have any further questions you may contact me at 360.816.2188.

Sincerely,

Tonja Gleason
Public Disclosure Coordinator
Columbia River Crossing Project

Piedmont Neighborhood Association
c/o North Portland Neighborhood Services
2209 N. Schofield
Portland OR 97217
(503) 823-4524

www.PiedmontNeighborhood.com

July 15, 2010

RE: I-5 Interchange Options for Hayden Island

The Piedmont Neighborhood Association and other North Portland neighborhoods as well as numerous residents strongly supported an I-5/ Hayden Island interchange design that included a separate arterial connection for local traffic.

In solidarity with the Bridgeton Neighborhood Association, Piedmont Neighborhood continues to strongly support an interchange option that includes a local arterial connection. That option would minimize the many negative impacts a large I-5 intersection would have on the residents of the adjacent North Portland neighborhoods.

We believe that the local arterial connection would be the most neighborhood friendly plan and would foster strong community ties and long term intelligent neighborhood development in North Portland.

The CRC Project will have a major impact on the Kenton, Bridgeton, East Columbia and Hayden Island neighborhoods for the next 100 years. We must see to it that this project helps to build strong Portland neighborhoods, not destroy them.

Sincerely,

Shaun Sullens
Chair, Piedmont Neighborhood Association