

5-2-17

Public Comment for May 2, 2017 Submitted by Margaret Tweet, citizen Clark County, WA

If more tax \$ are spent on the CRC I-5 replacement bridge, consider the following

- 1) "An audit of the Columbia River Crossing project reveals that WSDOT mishandled taxpayer dollars and paid "excessive profits" to project consultants. The Legislature originally called for the audit after finding that "\$137 million of the project's \$182 million in expenditures consisted of payments to consultants."

In light of the findings, the audit suggests WSDOT begin to implement many bright—and painfully obvious—cost management solutions. Recommendations include,

- **Limit consultant markups to those specified in the contract.**
- **Pay consultants only once for administrative costs** – and only for costs that are fully documented and consistent with FHWA and contract requirements.
- To increase the likelihood of receiving more than one proposal, we recommend WSDOT **ensure its solicitations, pre-proposal conference comments, and requests for qualifications consistently describe the full scope of work.** <https://shiftwa.org/audit-wsdot-wastes-a-lot-of-money/>

2) A bridge design option with Bus Transit should be considered, vs. costly light rail

Clark County voters rejected light rail in every city in Clark County in 2012, and again voters rejected light rail county-wide in 2013, until and unless a public vote for light rail was held.

Reported in <http://couv.com/issues/crc-too-expensive-oregon>

"CRC Deputy Director Kris Strickler said cost was a driving force behind presenting five different alternatives in the DEIS, some of which offered bus rapid transit instead of light rail.

"At that time, cost was a factor," Strickler said. "It was a driver in the discussion."

- 3) **Accurate up to date water levels for the Columbia River should be obtained, no more bridge too low designs. Is a double deck bridge an optimal design given the railroad and river traffic below, and air traffic above?**

DEIS, CRC Navigation Technical Report exhibit 4-5 is an example of CRC incomplete data.

*Minimum and Maximum water levels are shown only for the years 1987-2006

*The data is not actual river levels, but is averages and should be labeled accordingly.

The highest water level shown on CRC Ex. 4-5 is under **9 ft.**

The highest actual recent water level shown by the Vancouver gage is **27.2 ft in 1996**

http://water.weather.gov/ahps2/crests.php?wfo=pqr&gage=vapw1&crest_type=recent

- (1) 17.60 ft on 03/30/2017
- (2) 17.43 ft on 06/02/2011
- (3) 12.32 ft on 11/26/1999
- (4) 15.00 ft on 12/30/1998
- (5) 19.03 ft on 06/05/1997
- (6) 16.80 ft on 02/02/1997
- (7) 22.55 ft on 01/03/1997
- (8) 17.50 ft on 04/27/1996
- (9) 27.20 ft on 02/09/1996
- (10) 18.50 ft on 12/01/1995

Graph of USACE Columbia River at Vancouver Water Level data

From : Tweet <tweetfamily@comcast.net>

Tue, May 02, 2017 01:43 PM

Subject : Graph of USACE Columbia River at Vancouver Water Level data

3 attachments

To : margaret Tweet <tweetfamily@comcast.net>

from the DEIS, CRC Navigation Technical Report,

:from 3-2 (bold added):

January 25, 2007 CRC meeting with USCG

USCG has jurisdiction over channel modifications. They agreed that **95 feet of clearance** above zero (Columbia River Datum) CRD **was in the ballpark** of what **may be acceptable**.

The **USCG cannot accept or reject proposed clearances until a Record of Decision (ROD) is issued for the project**. Recreational vessels that cannot meet this clearance at all times of year must justify why they need to have this clearance at all times of year. Likewise, cranes unable to make the proposed clearance must justify why they need clearance all times of the year.

from: 4-2

The Primary Channel lies under the bridges lift spans and has a horizontal clearance of 263 feet and a vertical clearance of 40 feet in the closed position and 179 feet in the raised position.

Exhibit 4-2. Existing Columbia River Navigation Clearances

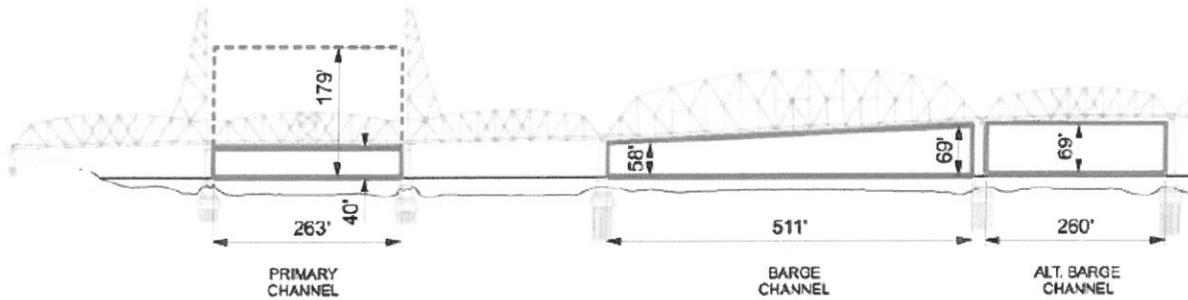


Exhibit 4-6. Existing Columbia River Navigation Channels

Vessel Type	Clearance Requirement	Approximate Annual Frequency
Tugs and Tows	49 feet to 58 feet	> 500 trips
Sailboats/Recreation	76 feet to 88 feet	24 trips
Marine Contractors	100 feet to 110 feet	Infrequent
Marine Industrial	65 feet	6 trips
Cruise/Passenger	50 feet to 60 feet	25 trips

From Page 4-5:

Within the 300 foot horizontal navigation clearance, a vertical dimension of 95 feet (minimum) was established from 0.00 CRD to the soffit (bottom) of the bridge.

Exhibit 4-5. USACE Columbia River at Vancouver Water Level Data (1987-2006)

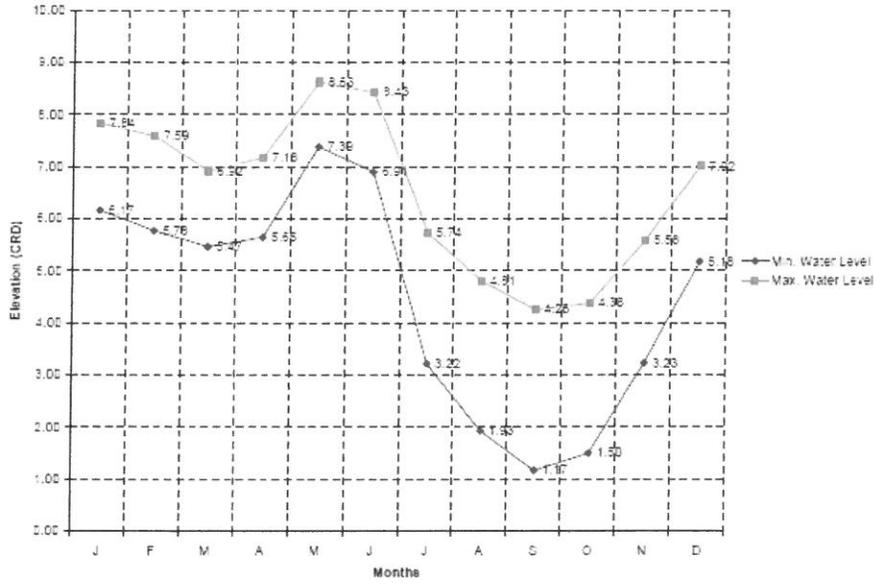


Exhibit 4-2. Existing Columbia River Navigation Channel

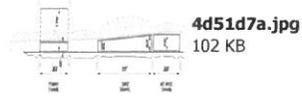
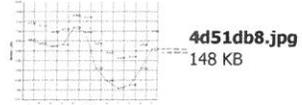


Exhibit 4-4. Existing Columbia River Navigation Channel

Basin Type	Channel Requirement	Navigation Channel Features
Top of Sta	404' 0" to 10'	10' to 12'
Bottom of Sta	5' to 10' to 15'	2' to 3'
Bank to Bank	2200' to 10' to 10'	800 to 900'
Bank to Bank	10'	10'
Channel Depth	1000' to 10'	2' to 3'

4d51d99.jpg
93 KB

Exhibit 4-5. USACE Columbia River at Vancouver Water Level Data (1987-2006)





Fact Sheet

U.S. Coast Guard Preliminary Public Hearing on Bridge Alignment and Pier Placement

OVERVIEW OF BRIDGE PROPOSALS

INTRODUCTION

Oregon and Washington initiated the Columbia River Crossing project to improve both vehicle travel efficiency and safety for people and goods between Vancouver and Portland. The project includes a five-mile stretch of Interstate 5 between SR 500 in Vancouver and Columbia Boulevard in Portland, as well as the Interstate Bridge.

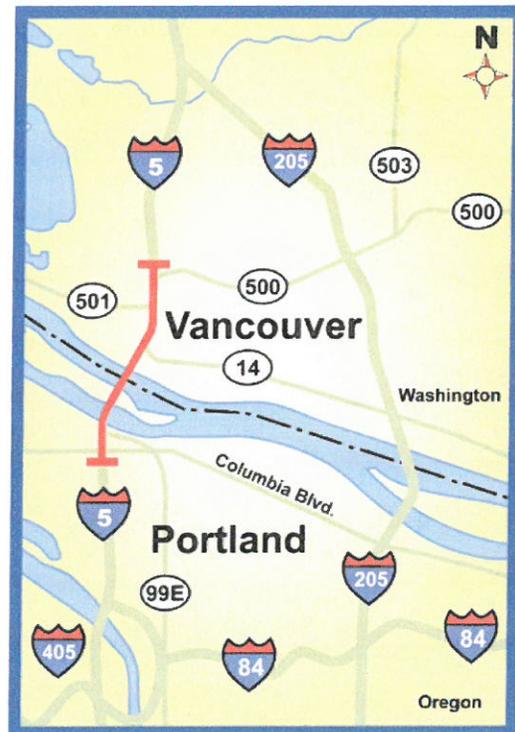
The Interstate Bridge – actually two bridges side by side – clogs traffic and increases safety risks due to the number of cars it can carry, its design and its lift span.

Currently, 12 “preliminary alternative packages” are being studied to determine how well they help meet the project’s goals. Within those packages, three types of bridge proposals are being evaluated: a new downstream bridge to supplement the existing I-5 bridges; a new downstream bridge to replace the existing I-5 bridges; and a new upstream bridge to replace the existing I-5 bridges. Study results are expected before the end of 2006.

The U.S. Coast Guard is holding a preliminary public hearing Sept. 21, 2006, on the bridge proposals because the chosen option may impact to marine navigation on the Columbia River. The U.S. Coast Guard may hold another hearing after the bridge proposals have been narrowed to one in mid-2008. Any new bridge will require a permit from the Coast Guard.

BACKGROUND INFORMATION FOR BRIDGE DESIGN

When developing proposals for a new bridge that either supplements or replaces the existing I-5 bridges, engineers have had to work within a fairly narrow window to avoid the airspace of nearby airports and provide for marine traffic clearance. Additional complexities relate to the existing navigation channels and the seasonal fluctuating river levels.



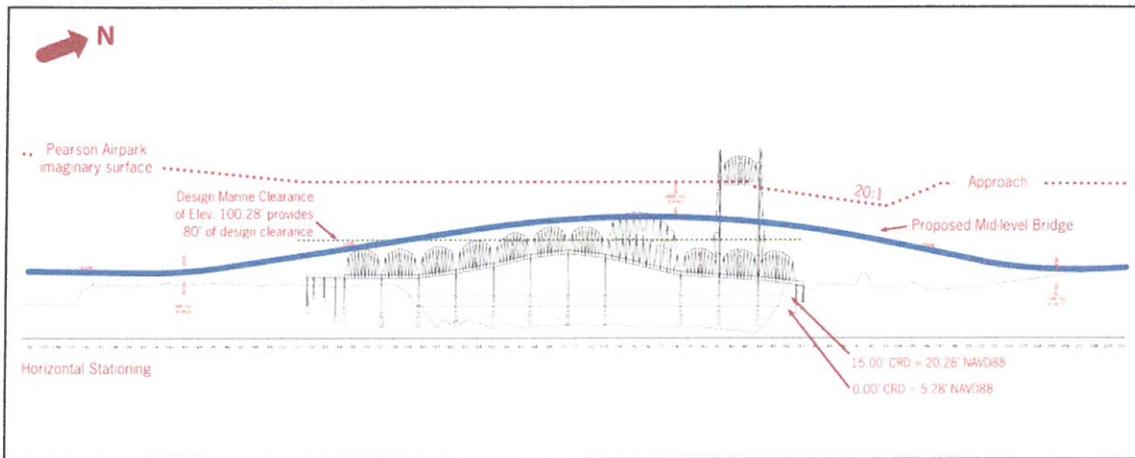
AIRSPACE

Both Pearson Field and Portland International Airport airspace boundaries place constraints on the potential height of a new bridge. Because Pearson is closer to the project area, its airspace has more influence on the design height than Portland International Airport. The existing 230-foot towers on the I-5 bridges intrude into Pearson's airspace.

EARTHQUAKE PROTECTION

Currently, the existing I-5 bridges do not meet modern seismic standards, which puts the structures at risk of failure during an earthquake. If they remain in use for vehicle or public transit use, it is likely they will need to be upgraded to meet minimum seismic retrofit standards. Any new bridge would be constructed to higher standards.

VERTICAL CONSTRAINTS ON EXISTING I-5 BRIDGE



WATER LEVEL AFFECTS NUMBER OF BRIDGE LIFTS

