



Joseph William Morrison

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability: Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

**Comment Now!**

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0008

**Tracking Number:**

ljx-857u-olj6

Document Information

**Date Posted:**

May 14, 2013

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Submitter Information

**Submitter Name:**

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Comment

I have followed the CRC project closely. I do not understand why the design does not the same vertical requirements as the upstream crossing structures. We have already invested additional money to obtain these vertical clearances for commerce. I hope you will not issue a permit that will not utilize the upstream capacity and negatively impact current and future businesses.



Dennis Ruth

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### Comment

Recommend construction of a tunnel vice a bridge. A tunnel could be dug under the river bottom and would not pose any restriction to navigation whatsoever.

There are locations in the U.S that prove this is a viable solution. Example, Lincoln Tunnel, New York City; Hampton Roads Tunnel, Norfolk and the Chesapeake Bay Tunnel, also in Norfolk.

Users would pay a toll to fund the construction and the continued maintenance costs.

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Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0024

#### Tracking Number:

1jx-8583-datm

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#### Date Posted:

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#### Submitter Information

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Michael Edward Simmons

This is a Comment on the **Coast Guard (USCG)**  
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### Comment

As a nearly lifelong resident of the Willamette valley, and as a Professional Mechanical Engineer currently employed in the high tech industry, I support an updated bridge crossing.

However the current politically driven project proposal is an embarrassment to our region. It's not a matter of the price tag for the project but the need to do it right. I see this as the Coast Guards duty to protect the navigation of the Columbia River for current and future generations and a VETO of any design lower that the current is a must.

Whatever the new bridge is it will have at least a 50 year lifespan but the economic impact will last far longer. The Columbia River is not one of the most important waterways in the United States but critical to the economics of Oregon and Washington.

There are currently three large industries that would be put out of business by the new bridge. The ripple intact of this would be immediate in our already struggling economy: How many more future industries will not be able to be created or forced to find locations downstream?

Again, I see this as the Coast Guards duty to protect the navigation of the Columbia River for current and future generations and a VETO of any design lower

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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### Document Information

**Date Posted:**

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### Submitter Information

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Robert James Calvin Irvine

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;  
Proposal to Replace Existing Movable I-5 Bridge  
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## Comment

I strongly urge the U S Coast Guard to veto any proposed replacement structure for the existing I-5 bridge that is too low to allow free and unimpeded navigation for current and potential river traffic.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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### ID:

USCG-2013-0286-0038

### Tracking Number:

1jx-859f-aeew

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### Submitter Information

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Steven Patrick Smith

This is a Comment on the **Coast Guard (USCG)**  
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## Comment

I do not think the current application should be approved. I think it would be shortsighted to construct a fixed height bridge on the columbia river that is any more restrictive than the lowest existing bridge.

**Comment Now!**

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### ID:

USCG-2013-0286-0079


### Tracking Number:

1jx-85h6-2x58

### Document Information

#### Date Posted:

May 23, 2013

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### Submitter Information

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Roger Neilson

This is a Comment on the **Coast Guard (USCG)**  
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## Comment

Sirs - Please deny this bridge request.

It will limit current commerce on the river. At least three companies have gone on record stating its proposed height (currently 116 feet) will limit their ability to build and ship their products. Mitigation costs are projected as at least \$200 million.

It will restrict future development on the river by limiting the size of ships that can pass the bridge. All other bridges between Bridge of the Gods to the Pacific Coast have 140 or more feet of clearance; building this bridge as a fixed structure puts in a roadblock that currently doesn't exist.

One of the most important arguments presented by the CRC for not building the bridge higher has been that it will impact air traffic at PDX airport. There appears to have been no attempt to obtain an opinion or a ruling from FAA, however. The closest thing we've had in the way of an expert opinion was from the field manager at Pierson Airfield, who told The Oregonian the bridge could go to at least 130 feet before he'd consider the possibility of an impact on his flight paths.

There has been an unreasonable limitation placed on the acceptable style of bridge - all variations of lift bridges were considered unacceptable. This

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#### Date Posted:

May 15, 2013

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### Submitter Information

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#### City:

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#### State or Province:

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limitation places the needs of vehicular and rail traffic above the needs of maritime traffic. A double leaf bascule bridge is an example of one that should be considered preferable, in that it could carry these other forms of transportation while imposing no limitation on river traffic.



Thomas C. Rasmussen

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Comment

This is the best idea I have seen so far.  
[http://www.oregonlive.com/opinion/index.ssf/2013/04/how\\_to\\_build\\_the\\_columbia\\_rive.html](http://www.oregonlive.com/opinion/index.ssf/2013/04/how_to_build_the_columbia_rive.html)

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**ID:**

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**Tracking Number:**

Ijx-8582-vkmf

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Submitter Information

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## **How to build the Columbia River Crossing sooner and save \$2.5 billion: Guest opinion**

By Guest Columnist

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on April 19, 2013 at 5:00 AM, updated April 19, 2013 at 5:12 AM

**By Jim Howell**

If the Washington Legislature does not approve the \$450 million for the Columbia River Crossing project, or if the Coast Guard rejects the current bridge design -- with only 116 feet of river clearance -- all is not lost.

Two simple compromises to the CRC can save \$2.5 billion and still meet all of the project's purposes and needs: Build the bridge so it opens, and forgo a full interchange on Hayden Island. The project could still include light rail and a brand-new freeway bridge built to current traffic and seismic standards.

One of the reasons this project is so expensive is because the height of the bridge requires the interchanges at each end to be extremely high, complex, costly and ugly. These interchanges could be eliminated or vastly simplified if the Interstate 5 bridge were built low and immediately upstream of the existing bridges. This would keep the freeway under the railroad and allow the State Route 14 interchange to remain as it is today. The northbound onramp to SR 14 would have to be relocated, but the Vancouver National Historic Reserve would not be affected.

The bridge could be a straight single deck with eight traffic lanes, but with no bikes,

pedestrians or light rail. It could have a long, 72-foot-high fixed span aligned with the hump of the existing bridges and a double-leaf-bascule draw span aligned with the existing lift spans, which would pose no height limitation to shipping. A bascule bridge opens and closes faster than the old lift spans, and the number of openings could be reduced by about 90 percent if the previously approved modification is made to the downstream railroad bridge. Dynamic speed controls on the freeway approaches to the bridge would further reduce rear-end collisions when the bridge is occasionally opened.

Instead of a massive interchange on Hayden Island, local traffic to and from Vancouver would cross the river on the existing southbound bridge. The existing northbound bridge could be repurposed for light rail, and both bridges could accommodate bikes and pedestrians.

Most of the cost of the light-rail project could be eliminated if it stopped downtown at Southwest Fourth Avenue and Columbia Street at an efficiently designed bus transfer station. This configuration would attract more transit riders and eliminate the expense and traffic impacts that would be caused by building huge park-and-ride garages downtown.

Additional savings could be achieved by postponing or completely eliminating all of the CRC freeway expansion projects north and south of the river crossing, since the aggressive traffic growth projected in 2005 to justify these projects has actually declined.

The elements that remain could be built faster and at much lower cost than the Locally Preferred Alternative. Construction effects would be greatly reduced, and no tolling would be needed.

*Jim Howell is the strategic planning director of the Association of Oregon Rail and Transit Advocates. He lives in Northeast Portland.*



Anonymous

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For related information, **Open Docket Folder**

## Comment

CRC Permit Comment Submittal.

At some point the existing bridge will need to be replaced. The replacement structure should be built to meet a set of specific requirements established by the respective State DOTs and the Federal agencies charged with enforcing requirements such as the USCG. One requirement of specific focus for the USCG is that of clearance over the water. If the CRC organization is unwilling to build a replacement bridge to meet that requirement (indeed all requirements) today, then the permit application should be denied. Billions in funding are available now and billions will be available again. Some projects benefit from a dispassionate and long term view and I believe this is one of them. If any of the agencies involved in this project strayed from their duties in vetting this project for any reason, then they have failed to perform the essential functions of the job they were hired or appointed to do. From a 20 yr Portland resident and user of bridges. Thanks!

**Comment Now!**

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USCG-2013-0286-0039

### Tracking Number:

1jx-859r-7cto

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### Submitter Information

#### Submitter Name:

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Kurt G. Wolfe

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability: Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

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### Comment

I would like to express my opinion that the USCG should not grant a permit to the Columbia River Crossing project. The bridge, as designed is too low. If this bridge is built to the substandard height as design, it will impede river traffic and commerce for the future. Please do not grant this permit.

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Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0070

#### Tracking Number:

1jx-85er-p0nc

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#### Submitter Information

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George J.

This is a Comment on the **Coast Guard (USCG)**  
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**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

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### Comment

It the seems the commercial interests of those private steel companies are getting special treatment by the Coast Guard, over the safety and welfare of the vast majority of the citizens of Vancouver and Portland who use this critical bridge everyday. Please don't forget us!

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0063

#### Tracking Number:

1jx-85cn-doup

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#### Date Posted:

May 16, 2013

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#### Submitter Information

#### Submitter Name:

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#### State or Province:

WA


#### Organization Name:

Private Citizen



Harvey D. Olson

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

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### Comment

During the original design process of the CRC bridge, if the Coast Guard had been involved would they have approved the final design?? PROBABLE NOT So to say yes now would be to compromise the reputation the Coast Guard's integrity has gained with many years of public service, to what appears to be, partisan political pressure to O.K. a bridge design that questionable does not meet maritime height clearance standards.

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#### Submitter Information

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Benjamin William Ford

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability: Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

The proposed bridge and freeway project, (CRC) should not be approved by the Coast Guard for the simple reason that it is too short. However, there are a host of reasons why the design itself is a horrible idea, from the overall cost, to the practical application of how it would change traffic patterns, to the fact that it will hit Clark County, Washington taxpayers harder financially than Portland taxpayers, even though it will benefit Portland taxpayers more than Clark County taxpayers. According to Tiffany Couch's accounting audit of the CRC's financials, the organization has wasted millions of taxpayer dollars in an effort to force through their preferred design, even though it is not the preferred design of most citizens in Clark County. I know this, because every tax that has been placed on a ballot to fund the light rail part of the design has failed, showing that the citizens on Clark County do not want light rail in Vancouver. It appears that our elected officials and appointed bureaucrats will try and ram this design down our throats, so it is left to the Coast Guard to simply deny the permit, based on the obvious bridge height issue. I urge you to not give in and make an "exception" for the CRC, the jobs that exception

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May 15, 2013

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#### Submitter Information

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#### State or Province:

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would cost from up river businesses, and the millions of dollars it would require to relocate them make this an obvious decision for you.





Eldon Jacobson

This is a Comment on the **Coast Guard (USCG)**  
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**Bridge, etc.; Public Meetings**

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### Comment

I recommend the Coase Guard reject the proposal for the following reasons:

1. The existing opening bridge does not open very often. In fact, in my lifetime I have probably crossed this bridge about 50 times, and I have never had to stop for a bridge opening. This compares to the four bascule bridges across the Lake Washington Ship Canal in Seattle (where I live), where I get stopped by bridge openings a few times every year.
2. Building a high-level bridge will increase gas use and air pollution because of having to drive up a hill. There is no need to have every car drive up a hill when the bridge will not open that much.
3. The proposed high bridge needs to provide as much clearnace as all the other nearby fixed bridges.
4. The proposed high bridge will require tearing down miles of approach roadway that were rebuilt about 20 years ago. It is very wasteful to tear down perfectly good roadway and bridges.
5. The replacement bridge should be built about the same height as the current bridge, with an opening span. From some of the other comments, I've heard that one of the important features of the project should be helping modify the downstream railroad bridge so the bridge channels line up for barge

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May 14, 2013

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#### Submitter Information

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traffic, which I understand is much more frequent than big boats that require bridge openings.

6. Building a lower bridge will make adding light rail much easier, since trains do not do very good going up hills. The flatter the bridge the better for light rail.



Robert Collier Brown

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## Comment

I believe it is the government's responsibility at this time to enhance, if possible, not restrict navigation on the Columbia river. A movable bridge has not seemed a problem up to now and the proposed new Columbia River Crossing doesn't appear to be able to mitigate traffic flows sufficiently to warrant its expense, much less putting future restrictions on traffic on the river. Since no one can know at this time what heights ships & their cargos may attain within the working lifetime of the bridge, I think the Coast Guard should hew to its mission of promoting shipping generally and forbid erecting this barrier across one of America's greatest rivers.

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### ID:

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### Tracking Number:

1jx-85d9-cy35

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#### Date Posted:

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### Submitter Information

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#### State or Province:

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#### Postal Code:

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Paul Mulwitz

This is a Comment on the **Coast Guard (USCG)**  
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## Comment

The proposed bridge will interfere with existing river traffic because of limits in vertical clearance. It will not allow any additional auto traffic to cross the river. It will provide light rail to cross the river which is estimated to allow 2 percent of current commuters between Vancouver and Portland to ride instead of driving or taking a bus.

I think this is a bad bargain. The loss to public interest is larger than the gain.

Besides the river traffic problem, this proposal is incredibly expensive for both states and the federal government. Construction will disrupt traffic in Vancouver and for cross-river traffic for 7 years. A number of businesses will be destroyed by the included tolls on the new bridge. There is no justification for all this trouble and cost except for the extension of Portland's ineffective light rail system to Vancouver and a tiny new commuting capacity for those who ride the tiny trains.

I believe this proposal should be killed as soon as possible.

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### Submitter Information

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Christopher Van Young

This is a Comment on the **Coast Guard (USCG)**  
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## Comment

The proposed bridge design is inadequate in that it unfairly restricts waterborne traffic from the current 178 feet of free passage to a minimal 116 feet. This restriction will limit existing businesses upstream of the proposed bridge to a point where they will have to relocate to other locations in order to meet customer needs.

The Coast Guard should not allow a reduction of free clearance for the bridge as it would be an unfair restriction of trade to existing and future businesses upstream of the bridge site.

Although not (perhaps) part of the Coast Guard decision, there are other options available, at a much less cost, to provide a reduced number of bridge lifts on I5. The number one option would be to have the Railroad bridge downstream of the I5 bridge realign its turntable section to the other side of the river, reducing the "S" turn that current river traffic must negotiate to prevent a bridge lift. By moving the turntable, the river traffic can more easily navigate the river, in both high and low water conditions.

Please deny the Proposal for this bridge as designed.

**Comment Now!**

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### Submitter Information

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Richard Mills

This is a Comment on the **Coast Guard (USCG)**  
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### Comment

I am a concerned taxpayer who has been following the CRC planning process with dismay. The process seems to have conducted with inadequate oversight and insufficient consideration of its impacts. The height of the bridge requires approval by the Coast Guard. As currently designed, mitigation would be required for major industrial companies located upstream from the CRC because the proposed bridge height is too low. This seems entirely unacceptable. The bridge should be high enough to allow all ship traffic to pass under the bridge without requiring either a lift or disassembly of the cargo. I urge the Coast Guard not to approve this project unless the height of the bridge is sufficient to make mitigation unnecessary.

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#### Submitter Information

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Ian Getreu

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

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## Comment

I have enormous reservations (actually I don't think they can do it) about the Oregon supervisory agency's ability to properly manage this project - as evidenced by the enormous amounts of money spent on a non-workable design that has not taken into account the Coast Guard's requirements. The fact that the people who have made these errors are still in charge is reprehensible.

However, that is probably irrelevant to the request for comments by the Coast Guard here. So I will concentrate only on the Coast Guard's perspective. Please make sure that the Coast Guard's needs are clearly stated and met and are not compromised by pressure from anyone on the basis of "We have done a terrible job of specifying the design by ignoring you so don't make any demands on us".

Do your job correctly (as I am sure you will) by representing your legitimate needs and the needs of your constituents and IGNORE ANY OTHER PRESSURES AND DEMANDS. Stick to your guns. You do not need to consider any other requirements than your own. Stay with them and damn the consequences. If people won't do their job properly, that's not your concern - don't let them make it your concern.

**Comment Now!**

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### Submitter Information

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Sandra Lee Blanton

This is a Comment on the Coast Guard (USCG)  
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### Comment

This is in regard to the Columbia River Crossing permit. A new bridge might help but this one is too low for some current industries to continue to use the river. It is ridiculous to deliberately limit the type of business and industry that can come to this area just to speed up getting the money for the CRC. If it is a good project then it will get funded when the questionable decisions made concerning the bridge are corrected. The USCG told the planners the design is too low. They should not issue a permit until that is corrected.

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### Submitter Information

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**Submitter's**

**Representative:**

Jaime Herrera Beutler





Tom Cutter

This is a Comment on the **Coast Guard (USCG)**  
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### Comment

As I understand it, there are currently 3 businesses that would be affected by construction of the new bridge, as proposed. These businesses would have to relocate, a process that entails mitigation at considerable, additional cost to the taxpayer. My preference would be to see a bridge built with sufficient height and clearance that would afford not only current business but future businesses as well unimpeded access to the river.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0047

#### Tracking Number:

1jx-857a-ino0

#### Document Information

#### Date Posted:

May 15, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

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10510 NE 161st Court

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#### Country:

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#### State or Province:

WA

#### Postal Code:

98682



Mary A. Cole

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability:  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

**ID:**

USCG-2013-0286-0064

**Tracking Number:**

ljsx-85cq-eih6

Document Information

**Date Posted:**

May 16, 2013

Show More Details

Submitter Information

**Submitter Name:**

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**State or Province:**

WA

**Postal Code:**

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**Fax Number:**

360-326-1990

**Organization Name:**

## Comment

Document ID USCG-2013-0286-0001

Please do not approve any design to replace the I-5 bridge that will not accomodate the upriver businesses being able to continue to do business in their current locations.

In an area where manufacturing and living wage jobs are already decreasing and that has a double digit unemployment rate, we cannot afford a bridge that takes away more living wage jobs.

The public has voted down the idea of light rail coming into Vancouver at least three times.

The current design will not help with congestion, it will only hurt Clark County.

Thank you.



Christine L. Ruck

This is a Comment on the **Coast Guard (USCG)**  
**Notice: Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

## Comment

My comments are presented as an individual and not as the representative of any organization.

A new bridge is an imperative to maintain adequate transportation infrastructure that supports commerce depending on the Interstate Highway system.

Any new bridge **MUST NOT** be an inadequate height to limit river transportation both now and in the future. The existing bridge has been in service for a century and I marvel at the foresight of those planners to have made sure that unforeseen uses could be accommodated.

The replacement bridge design, with it's low clearance is the product of an inadequate design. It does not even meet the current usage, never mind accommodating any future usage.

The approval by the Oregon Legislature does not constitute

reason to march forward with an in adequate structure.

We must not acquiesce to a poor design at the expense of future industrial use of the upstream portions of the river that would provide for commercial or other uses of the river as a transportation corridor. As a matter of national security, all our major rivers must be fully accessible

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

### ID:

USCG-2013-0286-0014

### Tracking Number:

1jx-857w-5ruh

### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

### Submitter Information

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37170 Rock Hill Drive

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Lebanon

#### Country:

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#### State or Province:

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97355

to all types of vessels, for all purposes of transport, technology and supply.

No matter what politically motivated initiatives market light rail as the future of mass transit, the bridge height must be not become a barrier to upstream navigation on the Columbia River.

How many times have we heard the expression, measure twice, cut once?

The Oregon Legislature took the first measurement and got the wrong number. The Washington Legislature ended its session without getting out a measuring tape.

Before we cut the permit for this bridge to be built, please measure carefully.

I urge the current bridge permit request be denied on the basis of inadequate navigational clearance.



Doug Foster

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

**ID:**

USCG-2013-0286-0009

**Tracking Number:**

1jx-857u-yn39

Document Information

**Date Posted:**

May 14, 2013

Show More Details

Submitter Information

**Submitter Name:**

Doug Foster

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**Country:**

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**State or Province:**

WA

**Postal Code:**

98682

Comment

As a resident of Vancouver WA and an avid sailor on the Columbia River, I would recommend reviewing a tunnel option. The original tunnel study was done some time ago and should be re-evaluated.

The BEST solution for multiple reasons (cost, traffic disruptions, long term functionality, etc) would be a tunnel for normal I-5 traffic and leaving the existing bridge as is for local traffic.

The southern tunnel exit would be around the delta park area while the northern tunnel exit would be above highway 14.

Existing tunnel technology has proven very successful under rivers such as Simon Fraser in Vancouver and under the English Channel.

Respectfully Submitted

Doug



David N. Norwood

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

### Comment

When the CRC was started, more than a few years back, the Coast Guard stated there were bridge height requirements to be met. I've seen nothing that changed those requirements and I would not want to see them changed simply for the addition of light rail.

Please do not allow the politics of the region change the rules for the Coast Guard.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0051

#### Tracking Number:

1jx-857d-911o

#### Document Information

#### Date Posted:

May 15, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

David Norwood

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3901 NW Sierra Drive

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#### State or Province:

WA

#### Postal Code:

98607



Craig Sayre

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.: Public Meetings**

For related information, **Open Docket Folder**

## Comment

I strongly urge the United States Coast Guard to deny the permit for the Columbia River Crossing. Besides the negative impact on the economy that would result from building a bridge too low, there is also the fact that the current bridge is in good condition and does not need to be replaced. Regardless of the promise of 'federal dollars' for the light rail component of the CRC project, the fact is we cannot afford a multi-billion dollar project. I work in Portland and commute daily. I cannot afford the estimated \$8.00 daily crossing fee. Light rail is going broke in Portland. Portland Metro wants to extend light rail into Clark County in order to qualify for federal interstate transportation dollars and they want to saddle Clark County with millions of dollars in non-related expenses (such as a repair facility in Gresham, OR, and upgrades to a bridge over the Willamette). Regardless of any of the above mentioned concerns though, the fact is that the bridge is lower than both the current I-5 bridge and the Glenn Jackson bridge. To approve a plan which reduces clearance on the Columbia River would be a tragic mistake.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

### ID:

USCG-2013-0286-0078

### Tracking Number:

1jx-85gn-q559

### Document Information

#### Date Posted:

May 23, 2013

[Show More Details](#)

### Submitter Information

#### Submitter Name:

Craig Sayre

#### Mailing Address:

7605 NE 152nd Court

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Vancouver

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98682



Lee Vincent Soder

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

Comment

Thompson Metal Fab Inc., Greenberry Industrial and Oregon Iron works and future potential employers deserve a bridge high enough to accommodate their river traffic.  
Scrap the whole light rail idea.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0019

**Tracking Number:**

1jx-857y-8wsc

Document Information

**Date Posted:**

May 14, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Lee Soder

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3008 NE 141st Street

**City:**

Vancouver

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98686





Jerry L. Williams

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

### Comment

The Coast Guard must not approve this design of the bridge! The bridge is too low for river traffics ability to pass underneath. This impediment to the flow of maritime traffic is unacceptable, and interferes with the ability of up river companies free flow of commerce and the ability of their companies to survive. Ship movement up and down the river should not be impeded in any way by this bridge.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0056

#### Tracking Number:

1jx-857h-5gf7

#### Document Information

#### Date Posted:

May 15, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

Jerry Williams

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912 West D Street

#### City:

Lebanon

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#### State or Province:

OR

#### Postal Code:

97355-1299

#### Fax Number:

NA

#### Organization Name:



Daniel Victor Kent

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability:  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

**ID:**

USCG-2013-0286-0021

**Tracking Number:**

1jx-8580-dht7

Document Information

**Date Posted:**

May 14, 2013

Show More Details

Submitter Information

**Submitter Name:**

Daniel Kent

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18833 SE Alicia Circle

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Vancouver

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98683

Comment

Mr. Dunn,  
Please keep the River open to all traffic. Shipping  
will continue to grow up river and that means long  
term jobs to us. This is my vote for a bridge that will  
pass all vessels at all times. We do not need a  
multi-use bridge if it means we can,t have full use of  
the river.

Thank you,  
Dan



Clark E. Hollingsworth

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

### Comment

I think it would be really stupid to approve a bridge height shorter than any of the other bridges on the Columbia river. Let alone neglect the businesses that need a taller bridge to move their products. I really hope that you are wise enough to understand the real needs of river traffic in the far flung future, especially with the understanding that the needs now are taller than 116 feet. Please do NOT approve the bridge height at 116, it needs to be taller !!!

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0012

#### Tracking Number:

1jx-857w-lbba

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

Clark Hollingsworth

#### Mailing Address:

3716 NE 62nd Avenue

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Vancouver

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98661



Anonymous

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability:  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

Comment

The new bridge should accomadate all existing businesses that use the river now. Not making the bridge tall enough is the same as closing off a major road to street traffic.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

**ID:**

USCG-2013-0286-0020

**Tracking Number:**

1jx-857z-x7q2

Document Information

**Date Posted:**

May 14, 2013

Show More Details

Submitter Information

**Submitter Name:**

Anonymous



Steven G. Waltrous

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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**ID:**

USCG-2013-0286-0040

**Tracking Number:**

1jx-85ae-34b4

Document Information

**Date Posted:**

May 14, 2013

Show More Details

Submitter Information

**Submitter Name:**

Steven Watrous

**Mailing Address:**

1012 SE 125th Avenue

**City:**

Vancouver

**State or Province:**

WA

**Postal Code:**

98683

Comment

I am in favor of a new bridge crossing the Columbia River. However, I am extremely concerned about bridge height limiting river traffic and causing the loss of family wage jobs in our community. I urge you to withstand political pressure and require a bridge height that addresses the current, and FUTURE, needs of ALL river users. Clark County, and it's citizens, can not afford the loss of tens of millions of dollars in wages and tax revenue. 116 feet is not high enough! It is far better to get it right the first time then to get it done quickly.



Sallie Tisdale

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability:  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

### Comment

The planning of CRC has been a fiasco. There is no excuse for the mistakes made so far; they are elementary errors. I no longer have confidence in the planners and designers involved (except for the Coast Guard, which has behaved with admirable reason and patience).

It is painful to recommend throwing away the money, but I think the money has been wasted. Genuinely wasted! We need to start from scratch with a bridge designed for FUTURE needs of mass transit, taking into account CURRENT needs (such as a bridge of an appropriate height!). We need to start over.

What a depressing process this has been.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

#### ID:

USCG-2013-0286-0043

#### Tracking Number:

1jx-85bw-mbm7

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Sallie Tisdale

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 Terrace

#### Mailing Address 2:

#4

#### City:

Portland

#### State or Province:

OR

#### Postal Code:

97213



Kenneth L. Heston

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

**ID:**

USCG-2013-0286-0035

**Tracking Number:**

1jx-8595-j3k9

Document Information

**Date Posted:**

May 14, 2013

**Show More Details**

Submitter Information

**Submitter Name:**

Kenneth Heston

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4630 Columbia Heights  
 Road

**City:**

Longview

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98632-9535

Comment

Hello,

I think that the CRC should be no less then 116-120 feet in height. Yes this would be more expensive and it is hard to find the money in this economy. If the bridge is built higher it would increase the opportunity for larger businesses upstream and over the lifespan of the bridge this would return more money then the initial cost. I believe that there are times when one must simply look at a longer time span and do what is difficult in order to increase the return at a later date.


Larger construction businesses pay better which contributes more to the local economy, have a larger facilities which means more value to the counties in property taxes and the higher wages paid to skilled workers means correspondingly higher housing and personnel property values also increasing taxes collected by the counties and cities.

Please give a greater weight to these considerations in your deliberations. Thank You for Your Time



David Scott Goodyke

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

## Comment

I believe it is a mistake to replace the existing bridge with a lower bridge. This proposal will close successful, existing businesses, and preclude other river-based industry from developing in the future. In an age where other cities are paying to raise their bridges, this proposal would impose a lower bridge that hurts existing businesses and puts a long-term, near-permanent limit on river-based movement on one of the largest rivers in the country. The fact that at least one of these businesses launched and grew into a thriving industry within the planning period for this bridge points to the on-going potential for future river-based opportunity. A lower bridge will cost millions of dollars in mitigation costs as well as the incalculable loss of future development and shipping opportunities. Taken together with the issues that this bridge is not projected to fix traffic problems nor is it estimated to be able stay within the stated budget, the height of the bridge is too low to be considered acceptable and I would support the Coast Guard in a rejecting this application.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

### ID:

USCG-2013-0286-0016

### Tracking Number:

1jx-857x-xalu

### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#) 

### Submitter Information

#### Submitter Name:

David Goodyke

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Portland

#### Country:

United States

#### State or Province:

OR

#### Postal Code:

97227





Bonnie

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

**ID:**

USCG-2013-0286-0029

**Tracking Number:**

1jx-858j-p5kb

Comment

It seems there is a better solution to the issue of bridge lifts and traffic. I drive this section of I-5 multiple times a day, including the morning and afternoon rush hours. The bottle neck occurs prior to SR500 since the removal of the stop light at St. Johns Blvd. There is another small bottle next at the Hwy 14 / I-5 interchange due to no merge opportunity. Both of those issues have nothing to do with the bridge itself. The flow of traffic on the bridge is normally fine, slow at its worse. Bridge lifts are fairly consistant and a temporary interference with traffic. The real traffic issues stem from the "core" Portland area. For the amount of money that is slated to be spent, there just has to be a more affordable, reasonable resolution.

Document Information

**Date Posted:**

May 14, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Bonnie

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98665



David A. Simmons

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability:  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

Comment

Please do NOT approve any bridge height less than ones currently in use upon the Columbia River.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

**ID:**

USCG-2013-0286-0015

**Tracking Number:**

1jx-857x-sx21

Document Information

**Date Posted:**

May 14, 2013

Show More Details

Submitter Information

**Submitter Name:**

David Simmons

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United States

**State or Province:**

WA

**Postal Code:**

98661



John Bradley Fresch

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

### Comment

Please reject the application on the current CRC bridge design. The design needs to meet the minimum height so that current, and future businesses on either side of the CRC bridge can successfully navigate under the bridge with whatever ship or material that may require the height.

I understand that the Light Rail is the reason for the current bridge design being too low. If this is the case, the Light Rail should be eliminated from the project entirely. I personally don't want Light Rail in Vancouver, Washington. It's much too expensive, and won't meet our current and future transportation needs. The CRC studies and numbers used to justify the Light Rail component of this bridge are at best a fantasy, at worst a lie.

I have an Engineering Degree from Texas Tech University, and I have 30 years of vehicle design experience including a streetcar, transit bus, medium and heavy duty trucks as well as light duty trucks and automobiles. I've also commuted across the current I5 bridge for over 11 years. My preference would be a third bridge instead of a replacement for the current I5 bridge which will disrupt traffic for at least 10 years; assuming it stays on schedule. The maintenance of the Light Rail will cost

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0053

#### Tracking Number:

1jx-857f-yl33

#### Document Information

#### Date Posted:

May 15, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

John Fresch

#### Mailing Address:

1212 NW 25th Avenue

#### City:

Battle Ground

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98604

#### Submitter's

#### Representative:

Jamie Herrera-Beutler

Vancouver and Clark County \$35,000 per day per the current estimate, Vancouver would need to build parking structures and access roads from I5 in anticipation of the traffic which will cost additional \$millions and the tolls are currently "estimated" at \$4.00 per trip which for those of us that currently have no employment options on the Washinton side of the I5 bridge, will take a significant amount of money directly out of our pockets that we need. I suspect it won't take long for our taxes to increase to cover the costs associated with the current bridge design. Portland will be the one tha benefits from the current CRC bridge design; not Vancouver and Clark County.

I say NO to this design based on teh reasons given above, and others.



Jeff Logan

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

For 7 years I used the current bridge daily. Currently several times a week. While I do believe a third bridge is the best solution to the current issue, as seen on the Willamette river, I understand there is basically no chance of this happening.

Per past news articles the 205 bridge has 144' of clearance at low water and the Lewis & Clark bridge at Longview has a clear height of 195'. The Astoria bridge has 196' of clearance @ high tide. The CRC web site does not state at what water level the 116' foot clearance occurs at. The current I-5 bridge offers 176' of clearance.

It does not make sense to block off future development up river from the I-5 bridge due to the height restrictions. Why would anyone with a long term goal of industrial development ham string the river with a bridge that is lower than the current lowest bridge. Adding to the cost of construction by paying companies to relocate and thus remove living wage jobs from this region would appear to be the opposite of the stated purpose of this new bridge. There is no sound justification for the clearance of this bridge being lower than the I-205 bridge other than any FAA regulations. It has been shown more than once that bus rapid transit will do as much or

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0033

#### Tracking Number:

1jx-8592-kuhu

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Jeff Logan

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908 East 7th Street

#### City:

La Center

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98629

more than light rail and does not restrict the slope of the bridge. Bus rapid transit is much less expensive to include than light rail and allows the needed (logical) increase in clearance.

Please save our current and future jobs in this area by requiring a clearance height equal to the I-205 bridge or the highest allowed within FAA regulation. I have no doubt the Port of Vancouver would have a very different outlook on this design if they were up river from the bridge and being cut off from future development by this current design.

If light rail could be included with no height issues that would be fine, however it should not be a deciding factor of this project, jobs & growth should.

Thank you for your time and consideration.



Anonymous

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

### Comment

A fixed bridge providing only 116 feet of vertical clearance above the Columbia River Datum will not accommodate commercial waterway users currently or into the future. To avoid limiting economic growth in this region, I recommend that this bridge permit not be approved.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
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#### ID:

USCG-2013-0286-0026

#### Tracking Number:

1jx-858g-97pz

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#) 

#### Submitter Information

#### Submitter Name:

Anonymous

#### City:

Portland

#### Country:

United States

#### State or Province:

OR

#### Postal Code:

97214



Ronald Neil Swaren

This is a Comment on the **Coast Guard (USCG)**  
**Notice: Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

## Comment

I don't believe that this proposal adequately addresses present and future navigation needs, as required by regulations in DHS Bridge Administration Manual. COMDTINST 16590.5c. It fails in requirements of Chapter 2, Sections H, I, J and K.

The Columbia R. is an "open navigation system" (Chapter 2, F. 2. b.)

There is less ability to maneuver on the Columbia (Chapter 2, F, 6, c.)

There are currents with max. speed up to 3 knots and channel bend in the immediate vicinity (Chapter 2, F, 9, and Table 2-2)

Chapter 2, H applies; "If a federal channel has been established, the authorized clearances for a new or modified bridge should completely span the authorized channel within practical engineering limits."

The Columbia River has a navigation channel of only 600 ft. Further there are intrusions into this channel from existing bridge structures, reducing it considerably. The CRC proposal would place bridge piers in approximately the same spacing, which in the present case leaves only 340 feet between main piers of the I-5 Bridge.

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM  
ET

### ID:

USCG-2013-0286-0082

### Tracking Number:

1jx-85hh-9ea8

### Document Information

#### Date Posted:

May 23, 2013

[Show More Details](#)

### Submitter Information

#### Submitter Name:

Ronald Swaren

#### Mailing Address:

1543 SE Umatilla Street

#### City:

Portland

#### Country:

United States

#### State or Province:

OR

#### Postal Code:

97202



The horizontal clearance should be great because the swept path is considerable (Chapter 2, H, 6. a) "Since the swept path of a vessel making a turn in a bend of the waterway is wider than the path in a straight channel reach, a greater horizontal clearance is required in turns and bends."

The course is further complicated by the pier supporting the swing span of the BNSF RR bridge, which is also placed in the 600ft navigation channel. "Whenever there are multiple bridges along a waterway, the concept of "running the bridges" must be considered."

(Chapter 2, J, 5)

The Vertical Clearance is inadequate for future use. The proposal is 116 ft. "The Coast Guard encourages construction of high-level fixed bridges, whenever practicable, to minimize potential conflict between land and waterborne modes of transportation." The height clearance must also account for lifting from wakes, waves and sea level rise. (Chapter 2, K, 2, c.)



Paul Arthur Huebschman

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

The CRC project with it's lowered height should not be approved by the USCG. The following should be considered:

-there is (or has been) a requirement, that during an emergency or wartime, that bridge clearance shall be maintained for military ships to sail as far upstream as Bonneville Dam. Lowering the height of the I-5 bridge will not allow enough clearance for this requirement.

-bridge engineers have stated that the existing bridge is in operating condition and that it can last another 60 years. They further state that any needed improvements/repairs to the existing bridge would cost in the millions and not come near the cost of the new multi-billion dollar proposed bridge.

-the CRC project should not "negotiate" with the three business who have commented on the low height of the proposed bridge. The CRC calls it "mitigation," but, in reality, it is just "paying off" three companies. The height requirement for the three upstream businesses is what it is. Can this effort (of mitigation) be considered a "taking" issue? On any level, mitigation will decrease jobs upstream of the proposed CRC. What if another firm wants to start business upstream of the bridge? Lowering the

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0077

#### Tracking Number:

ljx-85gk-woke

#### Document Information

#### Date Posted:

May 23, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Paul Huebschman

#### City:

Vancouver

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98683

bridge clearance will prohibit any future companies wanting to relocate or start businesses upstream of the proposed CRC. A low height CRC bridge will decrease/hinder upstream traffic. Upstream traffic should be maintained to the full, existing bridge height.

-by approval of the proposed CRC bridge height, I believe the USCG will be denying the use of the upstream waterway (CRC Bridge to Bonneville Dam) to businesses requiring necessary height clearances (like the three businesses). This seems to be against the USCG mandate to help and improve the waterways of the United States.



Edmund Kent McMillan

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

### Comment

It seems ill-advised to approve this project knowing it will limit the height of upstream vessels presently enjoyed.

This is an economic issue and places the Coast Guard in a position of restricting competition in the maritime industries.

It also eliminates an economic opportunity for maritime growth in Clark County and the State of Washington. It means loss of jobs to our local economy.

The need for Light Rail serving Vancouver, currently seems small and should not dictate the height of the bridge. Light Rail, if justified at all should be incorporated into the replacement of the existing railroad bridge, when it is justified. This would then allow raising the I-5 bridge. Perhaps reducing the necessity to rebuild so much of the roadway approaches (allows steeper roadway grades). Perhaps then reducing the total project cost. Thankyou for the opportunity to comment.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0003

#### Tracking Number:

1jx-857q-hmga

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Edmund McMillan

#### Mailing Address:

1602 NE 102nd Avenue

#### City:

Vancouver

#### Country:

United States

#### Postal Code:

98664

#### Fax Number:

none

#### Organization Name:

none

#### Submitter's



Sharii E. Rey

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability:  
Proposal to Replace Existing Movable I-5 Bridge  
Across Columbia River with Fixed Multi-use  
Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

### Comment

The study by the CRC does not seem to have been either detailed enough or complete. To omit considering the presence of businesses upriver who use the river regularly in their commerce is astonishing. To attempt to rectify the lack by suggesting that a monetary settlement be made with those businesses seems ill-conceived. Apparently, this was not a budget item. Is this a variation of eminent domain resulting from a lack of anyone's glancing up and down the river to include everything that might affect the bridge plans? What about projecting what might in the foreseeable future? Building a new bridge that cannot accommodate vessels traveling underneath the old bridge shows seems like amateur hour. Was no one told to report on the marine traffic? One reason I have read for not delaying the implementation of the proposed bridge is that so much money has already been spent on the planning. Apparently, not enough has.

I hope the Coast Guard either demands a more cogent plan or denies it altogether.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0032

#### Tracking Number:

1jx-858p-oaps

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Sharii Rey

#### Mailing Address:

3517 SE 72nd Avenue

#### City:

Portland

#### State or Province:

OR

#### Postal Code:

97206



Shawn D. Booze

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

Please put a stop to this madness. Having a new bridge would be great, but at the cost of including "Light Rail"? That is insanity! The cost of construction and the maintenance versus the number of yearly ridership just does not compute! What a waste of tax dollars!

Lets not forget they want to charge tolls on top of it!  
 Please put a stop to this madness!

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM  
 ET

#### ID:

USCG-2013-0286-0049

#### Tracking Number:

1jx-857b-rbhw

#### Document Information

#### Date Posted:

May 15, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Shawn Booze

#### Mailing Address:

10800 SE 17th Circle  
 #210

#### City:

Vancouver

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98664



Jerome F. Brown

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

Comment

I strongly urge the Coast Guard to refuse to permit the bridge as designed with its lower than acceptable height. River traffic has the right-of-way and permitting a lower doing so would violate the long held right of primacy of water navigation.

Commercial river users upstream of the proposed new bridge need at least the height of the raised current bridge and SW Washington needs to keep the jobs those companies provide in their current locations.

Both States involved also need to keep the river open to future possible developments that would need unimpeded navigation.

In short, stick to your standards.

Thank you for considering my comment.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0054

**Tracking Number:**

1jx-857g-jah8

Document Information

**Date Posted:**

May 15, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Jerome Brown

**Mailing Address:**

PO Box 1922

**City:**

Woodland

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98674

**Fax Number:**

n/a

**Organization Name:**



Judd J. Greenman

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

Comment

I believe the permit for this bridge replacement should be denied as the new bridge will reduce the navigability of the Columbia River to large river traffic.

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0062

**Tracking Number:**

1jx-85cl-1v6o

Document Information

**Date Posted:**

May 16, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Judd Greenman

**Mailing Address:**

8182 SW 159th Place

**City:**

Beaverton

**Country:**

United States

**State or Province:**

OR

**Postal Code:**

97007





Liz Stewart

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability: Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

Comment

I do not support any bridge improvement that requires tolls to fund that improvement.

[\*\*Comment Now!\*\*](#)

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0081

**Tracking Number:**

1jx-85hd-zmoj

Document Information

**Date Posted:**

May 23, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Liz Stewart

**Mailing Address:**

905 N Harbour Drive, Unit 3

**City:**

Portland

**Country:**

United States

**State or Province:**

OR

**Postal Code:**

97217



Ruth Wundrack

Regulations.gov - Comment

http://www.regulations.gov/#!docketBrowser;rpp=25;po=0;dct=N%

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

**ID:**

USCG-2013-0286-0076

**Tracking Number:**

1jx-85gh-byfg

## Comment

The CRC has already become a money pit. The first question after determining the need for the bridge is "How high does the bridge need to be for river traffic today and into the future? How will it impact future economic growth in the region and benefit current business that depend on the river today as well as tomorrow?" I can't believe no one bothered to find this out before designing the bridge and spending so much money. Some want light rail so bad that they are not thinking about the whole impact or what the population of Clark county wants. Scrap light rail and make the bridge height high enough for river traffic. I would like to see the USCG rule in favor of a bridge that will take our future economic growth into consideration. Thank you.

## Document Information

**Date Posted:**

May 23, 2013

**Show More Details**

## Submitter Information

**Submitter Name:**

Ruth Wundrack

**Mailing Address 2:**

1102 43rd Street

**City:**

Washougal

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98671

**Submitter's**

**Representative:**

Jamie Huerra-Butler



Stephens Griswold

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability:**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

Common Sense dictates building the CRC with the same navigational ability as the existing I-5 bridge. Lowering the span to exclude existing river commerce is a huge step backwards. Our region and country was not built on 'backward thinking'! Please require the CRC span to be the same as the I-5's bridges historical height.

Thank you for giving the Public this opportunity.

Sincerely,

Todd & Meg Griswold

Portland, Oregon

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0042

#### Tracking Number:

1jx-85b4-1cja

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Todd Griswold

#### Mailing Address:

1795 SW Warwick Avenue

#### City:

Portland

#### Country:

United States

#### State or Province:

OR

#### Postal Code:

97225

#### Fax Number:

NONE



Lynn A. Carman

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

RE: Bridge Permit Application

I will request that my comments be included in any current or developed 'Administrative Record' assigned or established for this project.

Please stand your ground on the height needed for all river traffic to safely conduct their business when it comes to this project. The current bridge works just fine and isn't in a failing state, to tear it down to build a new isn't what is needed. How can one citizens complaints about a bridge lift open a can or worms? You have the authority to stop this madness.

Sincerely,

Lynn Carman

Clark County Community Activist

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0018

#### Tracking Number:

1jx-857y-vjch

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Lynn Carman

#### Mailing Address:

11104 NW 33 Avenue

#### City:

Felida

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98685



Katalin Elizabeth Pusztavari

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability:  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder** 

## Comment

I have occasion to drive across the I5 bridge between Portland and Vancouver. As a driver, the current height is not an issue. I rarely see the bridge raised for tall boats. It is with concern that I feel the new bridge design is overpriced and too large. The bottleneck is not the I5 bridge but I84 and all the people that live in Vancouver and work in Portland. This new bridge design will impact current businesses that require the height and will be required to move their business. This will be done by paying them hundreds of thousands of dollars which, as a tax payer, I oppose.

I am hoping this design does not go through. Fix the current bridge. Forget Max light rail - the state of Washington and many of the people in Oregon that do not live in Portland are opposed. In this time of dwindling resources we need to make \*prudent\* decisions, not pie in the sky.

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

### ID:

USCG-2013-0286-0080

### Tracking Number:

1jx-85h7-wmfj

### Document Information

#### Date Posted:

May 23, 2013

[Show More Details](#) 

### Submitter Information

#### Submitter Name:

Katalin Pusztavari

#### Mailing Address:

2913 NW Lincoln Avenue

#### City:

Corvallis

#### Country:

United States

#### State or Province:

OR

#### Postal Code:

97330



Richard Rylander

This is a Comment on the **Coast Guard (USCG) Notice: Bridge Permit Applications; Availability; Proposal to Replace Existing Movable I-5 Bridge Across Columbia River with Fixed Multi-use Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

Comment

I am concerned about the height issue. The bridge needs to be high enough to allow river traffic to occur unimpeded to minimize safety concerns but to also not negatively impact jobs.

As I understand the currently proposed height it would limit traffic causing a loss of jobs, mitigation for neat term impact by payments to affected companies and reduce future growth opportunities. While the bridge needs to meet seismic, transportation and environmental requirements allowing construction lower than optimal would have a negative impact that could not be addressed for the life of the bridge. Thus, for perhaps the following 100 years the limits would be damaging.

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM ET

**ID:**

USCG-2013-0286-0045

**Tracking Number:**

1jx-857a-ml6p

Document Information

**Date Posted:**

May 15, 2013

[Show More Details](#)

Submitter Information

**Submitter Name:**

Richard Rylander

**Mailing Address:**

2210 West Main Street

**Mailing Address 2:**

Suite 107-317

**City:**

Battle Ground

**Country:**

United States

**State or Province:**

WA

**Postal Code:**

98604



Philip Sano

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

### Comment

The question we were asked is will the bridge meet "the reasonable needs of navigation."

The CRC will do a lot:

\*\*\*\* It will limit the height of boats able to cross under the bridge, requiring us to pay for existing businesses and jobs to leave the region. \*\*\*\* It will move a bottle neck of traffic into one of the poorest places in the region, increasing the already high rates of respiratory illness. \*\*\*\* it will cost 3-9 billion dollars, whereas other bridge options that would solve congestion issues would cost 10x less. \*\*\*\* it will deliver traffic to Portland 60-seconds sooner than if we do absolutely nothing. In short the existing bridge meets the reasonable needs of navigation (boats go under, cars go over), and has a higher safety rating than the Marquam Bridge (where I-5 crosses the Willamette). The CRC is just plain unreasonable.

The question I have for you is, who will prevent this behemoth of inept design from crippling our future?

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
 ET

#### ID:

USCG-2013-0286-0002

#### Tracking Number:

1jx-8575-5yqj

#### Document Information

#### Date Posted:

May 14, 2013

**Show More Details**

#### Submitter Information

#### Submitter Name:

Philip Sano

#### City:

Portland

#### State or Province:

Oregon



Jim Foglesong

This is a Comment on the **Coast Guard (USCG)**  
Notice: **Bridge Permit Applications; Availability;**  
**Proposal to Replace Existing Movable I-5 Bridge**  
**Across Columbia River with Fixed Multi-use**  
**Bridge, etc.; Public Meetings**

For related information, [Open Docket Folder](#)

### Comment

Replacement bridge should meet or exceed existing bridge clearances/span openings for upstream industry.

If upstream industrys are impacted, they should be relocated at Trimet expense including land, building, and infrastructure such as rail sidings, road access, and utilities.

Industrial land owners upstream of the new bridge should also be compensated for any possible future loss resulting from decreased bridge clearance.

I concur with Vancouver in their assessment that buses provide efficiency and flexibility to route people to locations in Vancouver that light rail cannot provide.

[Comment Now!](#)

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0034

#### Tracking Number:

1jx-8593-vg5z

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Jim Foglesong





Joseph Morris McGill

This is a Comment on the **Coast Guard (USCG)**  
 Notice: **Bridge Permit Applications; Availability;  
 Proposal to Replace Existing Movable I-5 Bridge  
 Across Columbia River with Fixed Multi-use  
 Bridge, etc.; Public Meetings**

For related information, **Open Docket Folder**

### Comment

I urge you to reject the proposed bridge permit for a new I-5 bridge over the Columbia River. This has been a poorly thought out project from the beginning. A new bridge is going to do nothing for the overall north/south traffic flow through the Portland/Vancouver area. Until the real 2-lane bottleneck between the Marquam Bridge and the Freemont Bridge (The Rose Quarter Area) is corrected, and an alternate traffic path is created going to the Beaverton/Hillsboro region via I-405 and US-26 through the Vista Ridge Tunnel, It really is not going to matter how many lanes of traffic are created via a new bridge, traffic flow through the region is not going to improve.

The Oregon Legislature has already stated it would only cost +/- \$400 million to fix the bottleneck at the Rose Quarter. That is a whole lot better investment of taxpayer dollars to improve traffic flow than \$3.4 Billion for an unneeded bridge. Couple that with the lack of planning in bridge height, just makes this project a large waste of taxpayer money. It has already been estimated on the low side that over \$100 million dollars would be paid as mitigation for economic damages to three vitally important companies to the areas economy

**Comment Now!**

Due Jun 20 2013, at 11:59 PM  
ET

#### ID:

USCG-2013-0286-0004

#### Tracking Number:

1jx-857s-13k6

#### Document Information

#### Date Posted:

May 14, 2013

[Show More Details](#)

#### Submitter Information

#### Submitter Name:

Joseph McGill

#### City:

Vancouver

#### Country:

United States

#### State or Province:

WA

#### Postal Code:

98686

for oops, we designed the bridge too low, we'll just pay those affected companies off rather than do it right. I worked for over 15 years as an architectural project manager and construction engineer, and if i would have even come close to doing something like that I would have been fired on the spot for such poor planning!!

The compensation money they want to pay for the lack of foresight in planning an appropriate bridge height would cover more than 25% of the cost to fix one of the real issues obstructing traffic flow through the region.

The lack of proper clearance, and the willingness to just try and pay hard working businesses off to possibly relocate out of the area, rather than having a properly designed bridge is reason enough to reject this proposed new bridge.

May 11, 2013

Commandant, US Coast Guard  
Docket Management Facility (M-30)  
US Dept. of Transportation  
West Building Ground Floor, Room W 12-140  
1200 New Jersey Ave., SE  
Washington DC 20590-0001

DEPARTMENT OF  
TRANSPORTATION  
SAFETY OPERATIONS  
MAY 22 10 1:48

**Re: Columbia River Crossing, Oregon-Washington**

Dear Sir:

I would like to submit my comments regarding the proposed new bridge over the Columbia River between Vancouver, Washington and Portland, Oregon on Interstate-5.

As I have been following this discussion over the past several years since a new bridge has been proposed crossing the Columbia River I have had to wonder what the real agendas for this bridge actually are and who is going to benefit. I realize that at some point the bridge currently in place will need to be replaced. That is to be expected. But what I have not figured out is why the bridge needs to include light rail out of Portland.

In the early 1980's the Interstate-205 Glenn Jackson Bridge was built crossing the Columbia River. This bridge due to the topography does not a problem with clearance over the river for major commercial river traffic. It was also built with a structural center lane that was supposed to be used for light rail. It is currently being used as a bicycle lane. (That was a significant waste of taxpayer money!) At some point my understanding is that Metro (the tri-county regional transportation organization on the Oregon side) decided not to bring light rail to Vancouver over the Glenn Jackson Bridge. I would like to know why this option is not being discussed if the residents of Vancouver want light rail. No one is talking about it. I see this as the solution to the bridge height problem over the Interstate-5 Bridge.

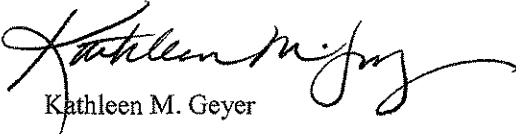
The second issue has to do with the traffic congestion on Interstate-5 between Vancouver and Portland. Currently the Interstate-5 Bridge is 3 lanes. The traffic congestion has to do with the narrowing of the number of lanes from 3 to 2 going south into Portland. A new bridge will not solve this problem as there is no proposal to widen Interstate-5 further south. Many years ago there was a study done about traffic flow on I-5. As it turns out the study conclusions were that the off-ramps into downtown Portland are the limiting factors to the volume of traffic on I-5 into Portland. If there were more than 2 lanes funneling traffic into the traffic signals into downtown Portland, traffic would back up onto I-5.

There are two issues: light rail and bridge height. Proponents of light rail have tried to tie it to the bridge, but in fact the bridge height is a separate and more far reaching decision than local commuter traffic issues. I realize that light rail is not the Coast Guard's concern or purview, but is being forced to deal with it.

My third and most pressing concern has to do with a long term "economic dam" placed on the Columbia River. The Interstate-5 Bridge is at about 100 river miles from the Columbia Bar. The vast majority of the river is upstream of the bridge, includes not just Oregon and Washington, but Idaho and parts of Canada. The Columbia River has been the life line of the Pacific Northwest since Lewis and Clark and the Hudson Bay Company arrived in the area. It will continue to be so. To even consider putting a bridge on the river that does not allow for long term commercial development upstream of the bridge is irresponsible and lacking in any future perspective. It is putting an economic damper on the river and will forever limit what industry or commercial venture might be developed. Currently there are 3 commercial businesses in the immediate area that are affected. The river is navigable up to at least the Tri-Cities of Pasco, Kennewick and Richland and into the Snake River. The lower free-running section of river is dredged to keep this waterway open to deep water ships. This effort is continuous and expensive. The limiting factor to river traffic is not height, but the size of the locks at the various dams on the river. So who is to decide between and option to limit regional economic development with a lower bridge designed to carry a light rail versus using an existing bridge designed for light rail (but not used) and an option to leave greater economic development of the river open for the future?

I personally think that future regional economic development of a major river system that accesses the Pacific is rather important as there are only 4 major US Pacific ports, Portland being one of those. This is an unknown quantity of a high potential. River-side land in the metropolitan areas is currently being developed for housing and parks. Industrial lands with river access will become a premium wherever they are. There are a number of port authority communities upstream of the I-5 Bridge that should have a voice in this decision as it affects their future economic development. This is not about local commuter traffic.

Thank you for your consideration



Kathleen M. Geyer

5910 NE 82 Ave.

Vancouver WA 98662

cc : Governor Inslee  
Rep. Jaime Herrera-Beutler  
Sen. Patty Murray  
Sen. Maria Cantwell  
Rep. Cathy McMorris Rodgers  
Rep. Doc Hastings

The Columbian

May 21, 2013

US Coast Guard

Re: Columbia River Crossing Project - USCG-2013-0286

I am a resident of Camas, Washington that is adjacent to the City of Vancouver. I have followed the progress of the CRC project since moving here in 2011. I have read many of the press releases, reviewed the project's web site, and followed the political discussions.

My 3 biggest concerns with this project are:

1. The restriction on future upstream use of the river due to the insufficient height as proposed.
2. The impact on current businesses and the false premise of mitigation by paying them for lost profits. The mitigation process is secret and it is my belief is that it does not guarantee those businesses will remain increasing the likelihood of lost jobs and other economic impacts.
3. Upstream traffic is also impacted if larger vessels cannot clear the bridge thus further negatively impacting future development.

Recent actions of the CRC and the proponents of the project are directed at forcing the project through by positioning it as too far along to change, fear of losing federal funds, and fear of it taking a decade to make a project that will work.

There are viable alternatives that are workable and can meet the goals of the project while addressing the height issue. The proposed bridge does not meet the required height to maintain navigation. I request that the permit be denied until the proper height is met.

Sincerely,



Mark E Swenson

2335 NW 17th Ave  
Camas, WA 98607  
Ph 360-210-4173  
Email: mswenoflb@aol.com

DEPARTMENT OF  
TRANSPORTATION  
SAFETY OPERATIONS

**To: U.S. Department of Transportation**

**May 15, 2013 13 MAY 23 A 10 07**

**Attention – United States Coast Guard**

**RE : Columbia River Crossing**

**Please find Press Article , ENCLOSED**

**I have a few questions?**

**The CRC Planners have been working on this project for 10 years.**

**To my knowledge no member of their staff has any nautical experience.**

**There is no evidence that they have reached beyond their current group**

**To even consult with the maritime community.**

**I am sure there are retired Navy and Coast Guard Officers that are available**

**To offer expert advice to the CRC planners.**

**I enclose an E-mail between myself and City of Vancouver planners .**

**Thank you for standing watch over Americas Waterways**

**John F. Hilbrands**

**PO Box 2527**

**Vancouver, WA. 98668 - 2527**

USCG Docket 2013-0286

DEPARTMENT OF  
TRANSPORTATION  
WATERWAY OPERATIONS

May 11, 2013  
Vanc. WA

Subject: Opposition To CRC

2013 MAY 16 P 2:13

The proposed channel clearance for the CRC is totally inadequate and puts a permanent cap on potential navigation development upstream from the bridge. The cost of the CRC is also absurd and unnecessary given that the alternative of a bascule design would provide infinite clearance and would cost less than half of the proposed CRC.

I speak with some authority because I am the retired Director of Marine Services for the Port of Portland and was responsible for dredging the Columbia River and work on channel clearance issues involving both the Columbia and Willamete RR Bridges, the Longview Bridge, the Fremont Bridge, the I205 Bridge and the Bonneville Lock. It is inconceivable that the USCG would approve the CRC.

David N. Neset  
15008 SE 35th St., Vancouver, WA 98683  
360-828-7748



DEPARTMENT OF  
TRANSPORTATION  
TRUCK OPERATIONS

30 MAY 14 P 1:43

May 9, 2013

Docket Management Facility (M-30)  
U.S. Department of Transportation  
West Building Ground Floor, Room W12-140  
1200 New Jersey Ave. S.E.  
Washington, DC, 20590-0001

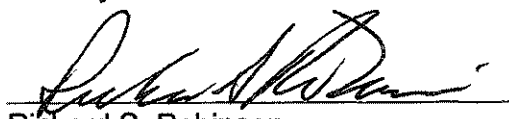
RE: USCG-2013-0286

This letter is in regards to the height of the bridge that the Columbia River Crossing (CRC) organization is proposing for the Interstate-5 freeway between Portland, Oregon, and Vancouver, Washington.

In my opinion it would be shortsighted to build any new fixed bridge lower than the lowest fixed bridge upstream from the Pacific Ocean, which is the Glenn L. Jackson Memorial Bridge that has approximately 144 feet of clearance. The CRC cites the added expense of building a taller bridge as the reason for the one they are proposing, despite several viable alternatives recommended by other qualified people and organizations.

Please do not allow the CRC to build a bridge that will forever restrict river traffic any more than other existing bridges do.

Thank you



Richard S. Robinson  
2007 North Jantzen Avenue  
Portland, Oregon 97217



126 SW Spruce Street  
Dundee OR 97225-9548  
May 14, 2013

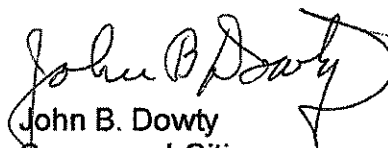
DEPARTMENT OF  
TRANSPORTATION  
COAST GUARD OPERATIONS  
2013 MAY 21 P 1:37

Ref: Docket Number  
USCG 2013-0286

To: Docket Management (M-30)  
U.S. Dept. of Transportation  
Rm W 12-140  
1200 New Jersey Ave.  
SW Washington, D.C. 20590-1

Subj: Columbia River Crossing Bridge

1. This project is extremely expensive and badly politicized.
2. The project Director has refused to recognize the necessity of height clearance and is proceeding as if height clearance is not important.
3. Financing of this project is shaky. The Coast Guard should not permit this project to go forward until the upstream manufacturers are assured that their concerns are met.

  
John B. Dowty  
Concerned Citizen

USCG-2013-0286  
Docket Management Facility (M-30)  
U.S. Department of Transportation  
Room W12-140  
1200 New Jersey Ave S.E.  
Washington D.C. 20590-0001

DEPARTMENT OF  
TRANSPORTATION  
SAFETY OPERATIONS

Jerry W. Logan  
19000 S. W. Olson ave.  
Lake Oswego, OR 97034  
503-638-7065

MAY 23 A 10:07

Stop the music! We've spent how many dollars on engineering on the proposed Vancouver-Portland bridge? What are they thinking? Certainly not long term traffic solution. The proposed location will just add to the congestion in the Rose Quarter down town area of I-5.

Ask yourself, where would we be with out (congestion wise) with out the I-205 bridge and freeway. Let's look at the big picture with future growth in mind. To best illustrate this, bear with me, while I use an example;---Suppose, an engineer planner in his age of 63, just shie of retirement. That person born in 1950, where the only 4 lane road that I was aware of was the toll road Pennsylvania turnpike, as a far different world of transportation. This was before President Eisenhower's push for better road in the USA. The drive with my folk's to New York City in 1950 was all the way on 2 lane roads. The drive from Centraila Washington to Portland through the stop lights of little towns Like Toledo (Washington) and Castle Rock on 2 lane twisting roads took 7 and a half hours. Now consider; that person born in 1950 probably wasn't aware of transportation arrangements until he reached the age of say 10 years. By then in 1960, the 4 - lane hi-way system was mostly in place or being built (such as the Banfield).

The point being made by my illustration, is that (assuming most of CRC planners, more likely in the 30 to 50 yr. Range) those planners don't have a clue as to the needs of our future transportation needs.

Why are we not looking to the future inevitable growth of traffic and putting America back to work building a Western version of I-205—lets call it I-305.

It could start heading south (and west of I-5) somewhere in the vicinity of the fairgrounds., parallel the railroad west of Vancouver, follow the present truck route through St. Johns and into the industrial area of Portland West side. A New bridge crossing th Willamete river would be needed and eventually (possibly) a tunnel through directly to the Beaverton area then rejoining I-5 somewhere near Willsonville.

Any thing short <sup>of</sup> this in view of growing population needs is a short sighted "Head in the sand" short term, non solution. As mentioned further on, the new I-305 bridge near the existing RR bridge would put it far enough away from the air port so that its height would not be a problem

Surely, going back to my illustration of the CRC planners, enough of them are old enough to witness the building of the I-205 bridge and free-way. When it was first built in the 70's it was like a deserted parking lot on Sunday with very few cars ---- Now its bumper to bumper during rush hour and a slow moving parking lot, if some one gets careless and gets in to an accident.

Jerry Logan  
Subject: CRC Crossing

I don't claim to be smarter than anyone involved in the current CRC bridge design, I do however have something that "ACE's" Any thing or any one in that department has and that is the fact that I have been on GOD's green earth longer than any in that dept.

Long enough to see the growth of our population and the necessary growth of the infrastructure necessary to accommodate that growth.

Unless some one back in the coffee room has discovered a magic pill to eliminate people having babies, the population growth of the next 20 or 30 years makes your current "CRC" design and location a "Loser" from day one. What you are dealing with is an already congested area (admittable by your self) and making it worse long term.

By building a west side (of Vancouver) version of I-205 ( let's call it I-305 for this discussion), it will give truckers better access to the west side industrial area and a better route for those Vancouver residence who have jobs in Beaverton area, to say nothing about eliminating the Lloyd center traffic jam.

1. - By putting the new CRC bridge next the current Rail crossing, not only does it gets truckers out of the congested east side area, but gets the bridge far enough away from the small airfield that the height should no longer be a problem.

2. - True, a second St. Johns's bridge may be necessary to eliminate a choke point—so be it—Lets put America back to work, rather than blowing it on ungrateful foreign countries.

3 - Phase 2, in the future, include a tunnel from the west side river crossing through and over to the Beaverton area eventually tying back in to I-5 in the Wilsonville area. We now have amazing tunneling advancements to make that possible.

If all this sounds far fetch, <sup>→ EIP</sup> just stop and think here we would be with out some of the existing improvements, such as the I-205, which in just 30 years has gone to a little used freeway when it was first built to a "moving parking lot", (be it noted, I live out here and use it often.)

This is exactly what the country needs right now, an infrastructure project to stimulate the economy and with a view to deal with future population growth.

## Doing it on The Cheap

Why is it that we, as a nation are losing our competitive edge, using the "quick fix", a less than inspiring solution that in reality is a slow drift to third world status.

We only need to look around us, to Germany and their conversion to solar energy, China with its 200 mph trains, Sweden with their high tech. Bio-gas plant that turns household garbage yard debris and animal waste into usable energy (with out stinking up the neighborhood).(See National Geographic article , Dec. 2012—page 104)

What we have instead is 1960 vintage passenger and freight trains, bridges past their prime, in need of repair or replacement. To solve our (Portland garbage) problem the latest cheap scheme is to throw it in a pile and try to appease irate neighbors for stinking up the air.

A cheap solution to Portland's down town congestion problem is to build a new (CRC bridge) to replace the now existing one, which in reality is a non-solution , with the future increase in population and subsequent traffic .

Another uninspired solution to overproduction of power by the dam system in the winter high water, is to shut the wind generators down, rather than engineering a hydrogen plant to use the excess wind energy, thus providing hydrogen for transportation vehicles .

No, we are in grid-lock by Republican obstruction, urinating our (borrowed) money away in support of Egypt and Israel, with no money or initiative to progress as a country.

It does indeed cost money to rebuild with a thought for the future, but consider what Eisenhower did with the high-way upgrade. It was even good for the economy, putting people to work.

### CRC reasons stated for bridge replacement

- 1.—Relieve truck traffic ( does nothing to address that) Solution;—West side "TWIN" to I-205  
Let's call it I-305.
- 2.—Relieve general traffic congestion—the proposed bridge does nothing to address future  
And in addition a suggested toll booth would only exaggerate the problem.
- 3.—light rail—no reason that couldn't be included in a different placement.
- 4.—Vehicle crashes on existing bridge—(caused by careless or in-attentive drivers)—you can't  
Legislate intelligence, they will be with us forever.
- 5.—Bridge lifts on existing I-5 vs traffic stops— with I-305, 30 to 50 % less traffic problem .
- 6.—who rides a bicycle to work from Vancouver?
- 7.—Seismic vulnerability —an unknown when and if such would occur, if and when it did occur  
The new I- 305 bridge would lessen the traffic problem.

Conclusion; CRC bridge as proposed is a bridge to further congestion.

The older homes in the path of new construction of I-305 expansion would give the occupants an opportunity to move into modern energy efficient housing. It goes with out saying that this suggested freeway expansion would provide much needed construction jobs.

*Put a stop to THE MADNESS*

*Jerry W. Logan*

*MAY 17-2013*

Date: May 10, 2013To: Docket Management Facility M-30  
Company: U.S. Dept of TRANSPORTATION  
Fax #: 202-493-2251From: Joyce Brown  
Company: Concerned Voter  
Fax #: 360-892-0376  
Phone #: 360-892-4292Number of Pages (including cover sheet) 4**Comments:**

Please help us save the I-5  
bridge. We really need  
2 more bridges. The Third Bridge  
to the west of I-5 and another  
to the east. As an extension of  
192nd Ave thru Washougal to  
East Portland area.

Joyce Brown

**Hit reset on Columbia River Crossing Project**Liz Pike, Washington State Representative  
18th Legislative District

Citizens expect government to be fiscally responsible. Regarding the Columbia River Crossing (CRC), legislators are being asked to allocate \$450 million toward a \$3.5-billion mega-project. The CRC has spent \$170 million so far on a \$50-million "maximum" contract to design a replacement bridge. We've not purchased the first steel I-beam or poured any concrete footing. \$170 million could have built almost half the I-5 bridge today. (I-5 bridge cost \$170 million in 1982, or \$400 million in today's dollars). In spite of growing opposition, the CRC is moving forward, now spending more than \$3 million per month.

A private citizen hired forensic accountant Tiffany Coult to investigate and to date, CRC planners have not produced financial statements required by state or federal law. Six of her reports indicate the CRC project will cost taxpayers more than \$5.5 billion once the cost of tolls, interest on debt and maintenance and operation is considered. SW Washington committee telling will pay for a large portion of Oregon interchanges (more than \$200 million), which have been allocated toward bridge costs. The project includes additional upgrades in Oregon including \$50 million towards the Gresham light rail maintenance facility and upgrades to Portland's Steel Bridge.

From 1926 to 1982, four major bridges were built across the Columbia River with heights ranging from 140-210 feet. The CRC is designed at just 95-116 feet in order to accommodate Portland's light rail that a majority of Clark County citizens rejected four times at the ballot. Three Southwest Washington businesses representing thousands of good-paying jobs presently located upriver from

the proposed CRC location are seriously threatened due to inadequate bridge height. Any new crossing must accommodate current and future river users.

If we accept light rail, we'll be financially tied to TriMet which has a \$1.1 billion deficit in their retirement/pension obligations. If light rail comes to Clark County without an operating agreement with TriMet, how much of their deficit would our citizens be expected to pay?

The CRC plan includes \$3.3 billion in tolls. Since up to 70 percent of traffic using the I-5 bridge are residents of SW Washington, it is unfair that \$2.3 billion (70 percent of \$3.3B) will come from the pockets of our local families. That's \$2.3 billion unavailable for spending at local businesses. Tolls are estimated at \$2,000 per year per car for the next 45 years.

For these reasons and more, a majority of legislators representing Southwest Washington have expressed concerns with this design.

Bridge proponents are telling us it will take a decade, at additional cost, for a redesigned bridge. This is a myth. Kris Strickler of Oregon Department of Transportation (ODOT) testified in Salem last February stating it's a 6- to 18-month process to perform a Supplemental Environmental Impact Statement (SEIS) at which time the CRC project would be back in line for funding. The I-35 bridge in Minneapolis makes this point. The original bridge collapsed in August, 2007. Thirteen months later a \$234 million replacement bridge was opened to traffic.

Earlier this session, I introduced HB2022 that would direct WSDOT to prepare a new CRC design alternative and SEIS. The majority party in the House refused to hear the bill. I also offered the intent of



the bill in amendment form to the House Transportation Operating Budget. It failed along a party line vote.

Here are important alternatives to consider:

- ODOT indicates the current I-5 bridge is good for another 60 years

- Existing span can be upgraded to current seismic standards (\$100 million)

- Construct a third bridge (\$400-\$500 million)

- CRC's own documents indicate actual bridge cost is just \$528 million

- Align swing span on BNSF rail bridge with high point of I-5 bridge to eliminate 95 percent of bridge lifts (\$200-million)

Given the significant financial needs of our state, there's little support for a \$3.5 billion mega-project with questionable accounting practices and \$70 million of undocumented, non-allocated spending. A proposed audit by the Senate will reveal more to taxpayers and Legislators. Answers are needed before we spend more of the people's hard-earned money on THIS bridge project.

Liz Pike is a legislator serving her first term in the Washington State House of Representatives serving the 18th Legislative District. She has been an independent business owner in Clark County for the past 17 years. Liz can be reached via email at Liz.Pike@leg.wa.gov.

## Docket Management Facility (M-30)

I am deeply concerned about the misleading Columbia River Crossing determined to waste a lot of tax money to destroy the existing interstate bridge which is stronger steel than their plan, lower the height, force light rail into Vancouver despite the voters voting against it more than once.

Their plan would destroy down town business. Rail is inflexible will take twice the time as busses. Busses keep constant communication to be routed around backed up streets. when an additional bus is needed, one is immediately sent, not with rail.

The CRC is pushing for light rail in order to collect tolls forever. They have already taken almost \$200 million for studies that prove destroying the I-5 bridge to put another the same place isn't what is needed.

To solve the stop & go problems caused by lack of ability for traffic to flow on the Oregon side, we need the Third Bridge Now plan. Please see the following 2 pages.

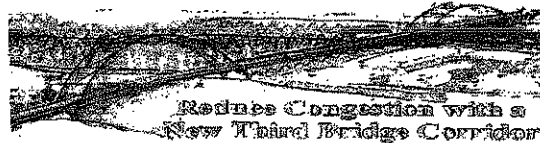
We also need to realize there is a growing need to plan for a bridge from east Clark County. I-5 and I- 205 aren't capable of handling the increasing traffic. Destroying the existing bridge to build another at the same place is a huge mistake and terrible waste of tax money.

Louise Clair  
11407 NE 119th St.  
Vancouver, WA 98662

DEPARTMENT OF  
TRANSPORTATION  
SAFETY OPERATIONS

2013 MAY 10 A 3 12

JOBS  
NOW



JOBS  
IN THE  
FUTURE

## Third Bridge Now

The Third Bridge Corridor

**Third Bridge Now** is here to let people know about a plan to give us a third bridge between Vancouver and Portland, now rather than demolish the historic Columbia River (I-5) Bridge. The goal is to add to Washington's and Oregon's road systems now rather than take away. What it does:

- It creates a new freeway on mostly, bare, vacant, and publicly owned land
- Connects freeways to Ports in Vancouver and Portland to keep and attract business
- Relieves I-5 traffic and removes spillover traffic from neighborhoods
- Removes non-local St John freight traffic
- Provides efficient north-south route from Vancouver to Jantzen Beach, Portland, and Hwy 30
- Extends public transportation bus and heavy rail transit from Vancouver to Portland
- Creates and extends bike and pedestrian route from Vancouver to our ports and industrial areas, to both Vancouver and Portland city centers, and connects to 40 mile loop
- Preserves Columbia River historic bridge along with many other businesses and homes in Vancouver and Jantzen Beach businesses and residential neighborhoods
- Gives better access to public lands, recreation sites, and creates parks, saves historic sites
- Creates a new bridge system without interrupting traffic or adding to congestion of I-5 during construction and gives us jobs now
- Money is spent on infrastructure not removing homes, businesses, streets, or existing utilities.

### Cultural & Historic Resources

The Third Bridge Now infrastructure does not harm or interrupt Vancouver's historical resources such as Fort Vancouver, Pearson Airport, or Columbia River Historic Bridge. There is no interruption to Pearson Airport (built in 1905) or the beautiful Columbia River Crossing Bridge which still has 80 years left of life. And Fort Vancouver would not lose 1.5-to-2 acres to accommodate a parking lot. Third Bridge Now would not remove or affect the 20 historic buildings and archeological sites slated for disruption or removal as the CRC infrastructure would. How many of the almost 200 properties currently effected by CRC are historical or will be historical and are not on the Federal Register yet?

[www.Thirdbridgenow.com](http://www.Thirdbridgenow.com) / [Thirdbridgenow@aol.com](mailto:Thirdbridgenow@aol.com)

Third Bridge Now Headquarters: 2003 N. Lombard St., Portland, OR 97209  
Mail: 1701 Broadway St., RMB #154, Vancouver, WA 98663

Call for the Third Bridge Now Political Action Committee **503 278-7495**

U.S. DEPARTMENT OF  
TRANSPORTATION  
2013 MAY 15 P 1:52

Gene E. A. Johnson  
5565 E. Evergreen Blvd, #3309  
Vancouver, WA 98661  
May 10, 2013

Docket number USCG-2013-0286  
Docket Management Facility (M-30)  
U.S. Department of Transportation  
West Building Ground Floor, Room W12-140  
1200 New Jersey Avenue SE.  
Washington, DC 20590-0001.

Dear Officials:

I urge you to turn down the permit for the project known in Vancouver, WA as the Columbia River Crossing (bridge) until the minimum height equals the I-205 (aka The Glenn Jackson) Bridge connecting Washington and Oregon.

Let us not commit a similar type of folly in building the CRC that was made when Grand Coulee was built. For all our future generations, we need to make wisest possible decision regarding CRC.

In hindsight, a catastrophic mistake was made in not providing fish ladders at Grand Coulee Dam in Washington. No fish ladders meant that all the spawning grounds upriver from the Grand Coulee Dam were lost in perpetuity. The June hogs (salmon weight over 60 pounds) and all other salmon spawning upstream from Grand Coulee were extinguished along with their spawning grounds.

In hindsight, a disastrous mistake was made in not providing a navigation lock at Grand Coulee Dam. No navigation lock meant that all potential downriver barge, boat and ship traffic was forever stopped at Grand Coulee Dam. Now there is no inexpensive water transportation for industrial and agricultural products upstream from Grand Coulee Dam.

The same type of colossal mistake will repeat itself if the CRC bridge height does not match the height of the I-205 Bridge. A lower bridge height will forever close the Columbia River at Vancouver to industries that produce products of a height of greater than the I-205 Bridge. The same is true of shippers whose height of vessel or cargo are less than the proposed 119 feet.

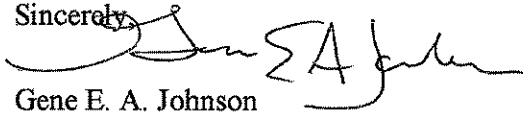
We don't need to repeat the same type of mistake that happened when Grand Coulee Dam was built without fish ladders and navigation lock.

Once the height of the CRC is set, all future generations and we will be condemned to it in perpetuity.

The money spent so far on the CRC is a sunk cost. It cannot be recovered. It is better to correct the height error when it is still possible than for future generations to have to suffer a disastrous idiocy.

The height of the bridge can and should be increased to the height of the I-205 Bridge.  
We don't need to repeat the recklessness of the past..

Sincerely,

A handwritten signature in black ink, appearing to read "Gene E. A. Johnson". The signature is fluid and cursive, with the first name "Gene" being the most prominent.

Gene E. A. Johnson