

CABLE STAYED OPTION: BUILD A BETTER BRIDGE. FASTER.

Faster to Begin Construction

- The fastest and surest path to complete the bridge project is the Cable Stayed option.
- The Deck Truss option has much less consensus, making it vulnerable to further legal delay and riskier for funding.
- Key federal funding is dependent on strong regional support. The Cable Stayed option has much broader support, including elected leaders; OR and WA neighborhood associations near the river; bike advocates;
- As none of the three current bridge options on straight alignments have gone through the NEPA process, *any* option will likely need additional NEPA evaluation, so the Cable Stayed option will not add delays that other options won't.
- A NEPA evaluation must be done for *all* reasonable alternatives before selecting any one option, according to NEPA requirements. If the Deck Truss option is chosen before this evaluation is done, the decision is highly vulnerable to legal challenges, severely delaying the start of the project.
- The DOT report has contradictions about whether it recommends a curved alignment (12 piers) or a straight alignment (10 piers). These contradictions should be clarified and made public prior to decision. The recommendation cites the straight alignment yet it also alludes to maintaining the current alignment, which is curved (the artist's rendering in the recommendation report depicts 12 piers) which also reflects the curved alignment. The curved alignment may be 8-10% more expensive (\$360-365 million) and have additional piers potentially resulting more environmental impact. The straight alignment absolutely requires a NEPA evaluation.

Easy to Build on Time

- According to discussions by the experts during the Bridge Review Panel, the Cable Stayed construction timeline may be improved by 12 to 18 months through an expedited Design/Build process. Further, a design/build process for the bridge could eliminate many of the design, procurement, and construction risk differences claimed between the Deck Truss and Cable-Stayed options.

Environmental Risks

- The Cable Stayed option has the fewest pylons (3 vs. 10-12) and could likely get a more positive NEPA review than the Deck Truss. NEPA evaluation is necessary to determine the facts prior to our elected officials making their final Bridge selection.
- The Cable Stayed option's three pylons are in deep water, avoiding the shallow water that is critical for fish habitat. The highly-qualified Bridge Review Panel, with much more cable-stayed bridge design and construction experience than the DOT staffs, has confirmed that in-water supports near sensitive shallow water are not anticipated.

- With fewer pylons in the water (3 vs. 10-12) and with longer spans (830 ft vs. 500 ft) the Cable–Stayed bridge provides safer commercial and private marine traffic on the river compared to the Deck Truss

FAA/Pearson Airfield is a Manageable Issue All Options Have to Address

- *Every* bridge option impacts the Pearson Airfield to some degree, but all result in safety improvements compared to the existing I-5 lift bridge towers. However, air space safety requirements for PDX Approaches & Departures already prevent Pearson Field flight conflicts with the Interstate Bridge, making this solvable for all three bridge options.
- The Cable Stayed option is a safety improvement over existing Interstate towers currently allowed by FAA; the Interstate towers have never had an airplane/bridge accident.
- With strong regional consensus, the FAA/ Pearson Airfield issue is not a significant risk for the Cable Stayed option and could be resolved in a matter of months of the locally preferred option’s selection, not years.

There is Little Cost Difference

- For comparison, the final competitive bids for the recent Willamette River Transit Bridge—also a cable-stayed bridge—*2 of 3* final bids came in below the Project Estimates; the winning bid was approximately 12 -15% under budget. Applying a similar 12% savings to the CRC Cable Stayed option could reduce the cost of the Cable Stayed Bridge, making the marginal cost between Bridge Types inconsequential. (*WRTB Project facts: Proposed Budget \$135 million/Final Bid \$119 million*)
- The addition of promised “architectural details” to make the Deck Truss look better, as recently suggested by the DOT’s in the recent Project Sponsors Council meeting, will add additional costs, while the Cabled-Stayed bridge needs no further add-ons. Adding such details requires additional design time and would impact the design schedule.

Better for Commerce/Livability

- The Bridge Review Panel experts determined the Cable Stayed option performs best in a major earthquake, making it the safest and least likely to disrupt commerce.
- River navigation improves with fewer obstructions in the river. Cable Stayed option has only three pylons.
- A Cable Stayed bridge presents many more options for public use/events, such as STP, Bridge Pedal, Sunday Parkways, Cycle Oregon, Portland Marathon etc with the above-deck orientation for bicycles and pedestrians.
- A landmark bridge like the Cable Stayed option will make development more desirable in communities adjacent to the river in OR and WA.

Moore-Love, Karla

From: Jeff Stuhr [jstuhr@holstarc.com]
Sent: Thursday, March 03, 2011 1:21 PM
To: Moore-Love, Karla
Subject: March 9th Council Session

Dear Council Clerk:

I request time to speak to Portland City Council regarding The Columbia River Crossing

I would like to speak on March 9th session please.

Thank You,
Holst Architecture

Jeffrey Stuhr
jstuhr@holstarc.com

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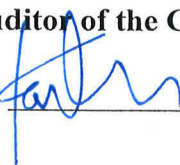
Request of Jeffrey Stuhr to address Council regarding Columbia River Crossing
(Communication)

MAR 09 2011

PLACED ON FILE

Filed MAR 04 2011

LaVonne Griffin-Valade
Auditor of the City of Portland

By  _____

COMMISSIONERS VOTED AS FOLLOWS:		
	YEAS	NAYS
1. Fritz		
2. Fish		
3. Saltzman		
4. Leonard		
Adams		