

----- Forwarded Message -----

From: O'Hollaren, Sean (GovPA) <sean.o'hollaren@nike.com>
To: Ronald Swaren <rswaren2002@yahoo.com>
Sent: Thursday, June 28, 2018, 12:11:38 PM PDT
Subject: RE: <External>Fw: Western Arterial Highway/Northern Connector

Super helpful. Thank you! Hopefully my comment were considered supportive.

-----Original Message-----

From: Ronald Swaren <rswaren2002@yahoo.com>
Sent: Thursday, June 28, 2018 11:37 AM
To: O'Hollaren, Sean (GovPA) <Sean.O'Hollaren@nike.com>
Subject: <External>Fw: Western Arterial Highway/Northern Connector

> Commissioner O'Hollaren,
>
> I will give you some details about what
> I called the Western Arterial Highway:
>
> 1. Identified as "Northern Connector"
> in 2017 Washington County Transportation Futures Study. See page 2 of
> Executive Summary from
> study:https://urldefense.proofpoint.com/v2/url?u=http-3A_wctransportationfutures.org_files_library_finalreport_executive-2Dsummary-2Dfinal.pdf&d=DwIFaQ&c=7DfhQjPWzR3PmWBQVpi-kw&r=vHOgJR64HVOjV0w0rn03WpDovqqLhz1ezKU32dk0v78&m=jPN9eQYJqfQBw1C1zFwFBRQEjAKgBB4L1HN5ZrX0jql&s=nHq8Xmf6qlrtXubvt97PglpazPjcQN9UIJRWF2X8MrE&e=
>
> 2. Not an Interstate System Freeway
> 3. Would relieve a great portion of
> commuting traffic on I-5 and US 26, thus lessening impact to Portland
> core. Interstate freight traffic would function normally. Also would
> be a new route for freight to Washington Co.
> 4. Shortens distance between Vancouver and West Union Junction of US
> 26 by six miles.
> 5. Facilitates public transit. Would
> intersect six Tri Met routes and three MAX stations. CTRAN may also
> run express bus service on this route.
> 6. Would facilitate Vancouver to PDX
> bus service
> 7. Is close to METRO West Side trail
> system
> 8. Uses NW Cornelius Pass Rd, N.
> Columbia Bv. Plus US Hwy 30 as interchange.
> 9. Has been identified as future High
> Capacity Transit corridor
> 10. Would need tunnel under Skyline Bv.
> New Austrian method is cost effective, with systematized, incremental
> tunneling and construction methods.
> 11. Would need bridge across
> Willamette just upstream from Multnomah Channel. Probably a high
> clearance, bascule type draw bridge.

> 12. Would provide an additional route
> for Washington County industries, augmenting overtaxed US 26, and I-5.
> Port of Portland recommends added routes.
> 13. Would support a modest toll.
> Commuters would save 1/2 hour or more vs. I-5 and US 26 route. Demand
> on I-5 has already caused Speed Flow Delay conditions and will only
> worsen.
> 14. Cost effective alternative to
> tolling I-5.
>
> This route could also connect to
> Washington by a cost effective Network Tied Arch bridge.
> ODOT has experience in these with: Alsea Bay Bridge (1993), Depot
> Street Bridge (2015). Similar designs: Sauvie Island Bridge (2008),
> and METRO Three Bridges project over Hwy 99E.
> Very cost effective. In use in 27 countries, first design was in
> Germany in 1962. Has been built in US by HNTB company, Flatiron
> Constuction, and GarverUSA. Recent
> projects: Blenerhasset Island, Whittier Memorial, Lake Champlain,
> Amelia Earhardt Memorial, Little Rock Broadway Bridge, I-74 project
> Iowa-Illinois. Smaller projects have been in the \$100 million range,
> but Columbia conditions are more stringent.
>
> This cost effective design could be
> replicated at Troutdale to Hwy 14 location and is same distance as
> AMTRAK bridge area---2300 ft. Columbia River bridges bring business to
> Oregon, due to absence of Oregon sales tax. Expanding the Oregon
> Northern Connector to an interstate western highway would ultimately
> be economically advantageous as it would result in added revenue in
> Oregon.
>
> I believe that the OR Legislature
> should fund an indepth study of this. I don't know whether ODOT or OTC
> could produce a study without that funding or not. I think this is the
> easiest solution to Portland and
> I-5 congestion, at this point, but growth is happening rapidly here.
> Adding tolls to I-5 will not significantly help I-5 congestion as
> other factors will continue to increase it.
>
> Thank you for taking the time to
> consider this. I have quite a lot of information pertinent to the
> Network Tied Arch bridge design should the question of interstate
> crossings develop in the future. And have communicated with the
> original designer who is Professor Emeritus in Norway. These are the
> most feasible solutions I think that are available to us.
>
> Sincerely,
> Ron Swaren
> Portland, Oregon 97202
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