



## US 97 Biggs Rapids-Sam Hill Bridge Deck Replacement Project Public Comments Summary

---

Total # of Comments Received: 134  
Full Closure: 83  
Staged Construction: 47  
No Opinion: 4

### February 15, 2005 Open House in Goldendale, WA

- Opt. 1 – If closure is between 1 Nov to 1 June. Least impact to tourism in Goldendale. Worst case Opt. 1 if closure is 1 Jun – 1 Oct. Next worst case Opt. 2 if start time is 1 Jun. Worst impact to tourism.
- #2 is preferred, but somehow in Oregon keep the intersection to 84 & grain elevators & highway 30 open. I do not have a suggestion on how to let the people to turn and go and keep back those who want to cross the Sam Hill bridge.
- We would probably prefer the 18 month option as we are reliant on tourism. However, if the four month option is chosen, it would be preferable if it could be on either side of the peak tourism season, Feb-June or Sept-December if possible. The only other issue would be signage and how it would affect signage.
- I wish the bridge to be totally closed for 4 months. My concern is if it is partially closed for 18 months that increases the possibility for collisions/disabled vehicles, lost vehicles. With the option of a total closure, it reduces the chance of road rage from drivers waiting for flaggers to allow cars to pass.
- Option #1 – Full Closure. Work gets done quicker. Safety concerns for workers. Work done during winter – less impact on tourist season.
- Please keep it open. Too many folks go down 97 and a big detour would be costly time wise and gas wise.
- Option II – with 24 hr 7 day repair for reopen before 18 months.
- Option #2 Staged Construction. We live in Goldendale. Our cable systems are in Sherman and Gilliam County. Going via The Dalles would be very inconvenient and expensive.
- My husband and I would like Plan #1. Because it's a shorter time, but in the long term there won't be any traffic to disturb the cement or what ever. 18 mo is too long. Lets get it done within a short time.
- I would suggest option #1 for a total closure. Min. obstruction would benefit traffic congestion on SR 97/14. Prolonged closure over 18 months increases the risk of collisions, traffic congestion on SR 14, SR 197 (detour) and will also conflict with summer concert series at Maryhill Winery. I'd vote for full 4 month closure.
- Option 2 please. One other thought; get the ferry back in operation for the 18 mos. My business services towns as far south as Kent. To cut me off from points south and east would be a disaster.

- I would rather have the 4 month closure. I believe that it would result in a better quality of work on the bridge and would be much cheaper in cost. Any inconvenience would be much shorter.
- I would like to see the short term (4 month). It would cost less and be done sooner.
- I drive to Sherman County from Klickitat every day. Full closure would be extremely expensive.
- Option 2 – To close the bridge for 4 months would be bad. Bad for the city of Goldendale. Many people shop in G'Dale, use health care services and the hospital. A 4 month closure would cause extreme hardship on both sides. 18 mos is a long stretch, but more do-able than a total closure.
- Option 2 – For people who work in the Biggs, Wasco, Moro area and live in Goldendale, it will become a real hardship to go to work.
- “Do Not Close The Bridge.” I own the Far Vue Motel, Homestead Restaurant, Corner Chevron and Deli. I also own the “Stale Stop,” which is presently shut down for the winter due to lack of business. We are located at corner of Hwy 97 and Simcoe Drive in Goldendale. Our businesses are dependent on Hwy 97 traffic. In the winter months we lose money. We must have Hwy. Traffic to support us in Spring, Summer and Fall to carry us thru winter. I truly believe a four (?) month closure would bankrupt our operations. We employ approx. 18 to 30 people, seasonal.
- This would not be a 45 drive around. It is 1 ½ hr. round trip. Our office sees half of it (unreadable) from Oregon – appx. 20-28 per day. 2 hrs would have a tremendous impact. When are we going to consider 4 lanes for this bridge? And perhaps put a toll back to support the expense. Close bridge during night – ie – 10 p.m. – 6 a.m. Reopen one lane during day. Incentive comp to bridge completion early by running several crews. Do not close completely for 4 mos.

**Total # of Comments: 18**

**Full Closure: 7**

**Staged Construction: 11**

## **February 24, 2005 Open House in Rufus, OR**

- Mid Columbia Producers would prefer the 4 month closure Feb thru May. This would impact our patrons the least. We operate the grain facility at Biggs July, August and part of September. We have up to 120 trucks per day go through our facility. If you did the 18 month one lane, traffic would be backed up for miles all summer.
- I would vote for the 4 month option if the work would start early in the year.
- Option 1
- I would prefer the full closure for 4 months. 18 months seems too long.
- Prefer the 4 month shut down. Mainly the cash involved in the extended time of 18 months, partial closures and the traffic back up. Biggs is a bottleneck not made to handle back up traffic. No flow from Biggs to separate northbound back up traffic from trucks waiting to enter I-84. There has been so much Hwy 94 construction over the past 6-7 years – one lane stop and wait has gotten pretty tiresome.

- It is my opinion that a full closure (Option #1) would be the best choice. It is my understanding that the closure would take place during the slow season (Feb-May).
- We are the owners and operators of Mid Columbia Producers. We have the grain facility at Biggs Junction where we unload trucks of wheat and load barges. Annually we have 30 to 50 million dollars of revenue go through this facility. Please choose the four month closure option. Otherwise the congestion will make it extremely difficult for us to efficiently operate our farmer owned cooperative.
- Closing the entire bridge for 4 mos. would have the least impact on our business. It wouldn't affect the delivery of grain to our facility at all. Traffic would flow in and out of Biggs causing less stress on everyone. The one lane closure for 18 mos. would affect us and our co-op members the entire time, so I think the 4 mo. closure would cause the least amount of stress on businesses, tourists and residents.
- No preference on the two staging alternatives, just keep the Biggs-Rufus frontage road in mind when dealing with traffic control. I do not want to see increased truck traffic on the frontage road due to this project. If trucks do use frontage road, use enforcement.
- I would opt for option #1 to get it finished and be cheaper to complete. In other words cost us taxpayers less in the long run.
- While it is difficult for commuters and truck traffic, I believe Option #1, full bridge closure, is the best of available options. Ideally, it would be best to expedite a new bridge project at Biggs – then use the new bridge while the old is being reconditioned. Once the old is reconditioned, four lanes would then be available to accommodate our increasing traffic loads. Option 1 is best for now until “Option 3” is considered. A four month disruption in traffic flow seems much better than 18 months of sporadic, costly disruption. The need for flaggers, pilot cars, extra safety measures and the increased risk of accidents makes option #2 less desirable.
- If the closure is during Feb to the beginning of summer, option one the 4 month closure is better.
- I favor the four month closure.
- 4 month closure
- I prefer option #1 – closing the bridge completely for four months. The savings to taxpayers alone would seem to make this option desirable. The “saved” money could be used for other projects. Twenty minute waits over an 18 month period will create many irate drivers who then become a hazard on the roads. I don't believe businesses on Highway 97 will lose “that much” business over a 4-month period if that period is not summer or near-summertime. North-south traffic is likely to use 97 on both sides of the river. Another factor is the safety of the workers on the bridge. Traffic moving on the bridge endangers them.
- I think Option #2 would be the best way to go. If you close it down with the price of gas and it's going up everyday it would cost too much. So I think leaving one lane open would be the best.
- I am the manager of the Tye Motel and Sportsmans Lodge in Rufus. I feel that a full closure would be best as our business would be slowest in December and January. I do not feel it would impact our business that much. We would also give the workers special rates on their rooms.

**Total # of Comments: 17**  
**Full Closure: 15**  
**Staged Construction: 1**  
**No Opinion: 1**

## **Received by Mail in February & March 2005**

- Option #1 – Full bridge closure. 1) For the safety of the workers; 2) Most cost effective.
- I'm a resident of Goldendale. I work at the John Day Dam in Rufus Monday thru Friday, 2 p.m. til 10:30 p.m. I feel that Option #2 would be more appropriate with the cost of gas. I would rather deal with the single lane and 20-min. delays than the extra miles and back tracking and drive time. If Option #1 happens to be the one for us that work at the dam, is there any possibility of entering the dam from the Washington side? That would be an idea.
- Option #1 Full closure. I am retired, so to me it makes no difference which way it goes. But I strongly feel giving the contractor an unobstructed ability to get it done would save much money and also save a long drawn out irritation of everyone concerned. Those that work on the other side of the river from this side would be ahead by renting a place to stay over there Monday night, Thursday night and then come home. When I worked 100 miles from home that is what I did. I believe 18 months would be much too long for everyone's patience. Can truckers looking ahead change pickup places to help?
- We prefer Option #2. We use the bridge several times a week for our Ranch operation and don't want the extra miles of going to The Dalles. Also, Highway #14 is not for the added truck traffic which would be put on the highway. We did not like the vibrations caused by travel on one lane while waiting for the repair in past years. Think the waiting traffic should not be waiting on the bridge with all the added weight to the structure. Thank you.
- I prefer Option 1. 4 months of rerouting traffic is less of an impact to my commuting between Yakima and Portland than 18 months of delays plus 6 24-hour closures. At least I know that for 4 months, I will have to add a consistent 50 minutes to my commute time. The 18 months of delays is very frustrating over a longer period of time.
- I hope option 2 is selected because it provides access north and south, whereas option 1 provides no access. I own a monument firm in Goldendale, which provides product and services to points south and east and west into Oregon. Option one would pretty well kill business and access into Arlington, Condon, Wasco, Moro, Grass Valley, Kent and all of the small cemeteries which provide my livelihood. Thank you for letting us give you an opinion.
- Teach in Goldendale, live in Oregon. Definitely will produce a family hardship. 1 hour and 40 minutes extra/day plus 80 miles on vehicle at a cost of \$20-\$25/day plus time. Cost of \$100-\$125/week on teacher's salary is going to be hard depending on Christmas vacation or not. Could cost me upwards of \$2000 plus 135 extra hours over the 4 months.
- Option #1. Get it done all and once and be done with it!

- #2. Our business is in Biggs Jct, Ore. Our livelihood depends on motorist auto-semi repair on Hwy 97 and I-84 – all 4 directions. Closing the Biggs Bridge would put us out of business. We live in Goldendale, WA and work in Biggs 317 days of the year. Putting an additional 65 miles round trip on everyone who works in Biggs and lives in Goldendale is a financial burden to us, as well as min. wage tax payers. Our repair parts come out of Goldendale at a rate of 1-4 times a day. Customers would take their business elsewhere because of a huge delay in their vehicle repairs due to additional wait on parts. Hwy 14 cannot handle the volume of traffic that the other option requires. There are potential victims unknowingly in line for fatal accidents on Hwy 14 and we do not want to be one of them. 20 minute delays are better than a hospital visit or the morgue. The last bridge repair was supposed to take of these problems that are now being addressed. Fuel prices will sky rocket because of the added distances for tanker deliveries. Low income families will suffer from both sides of the river because of the impact on their min. wage jobs from added fuel expenses, as well as ourselves!
- #2. My business is located in Biggs Jct., Ore. The complete closure of the Biggs Bridge would put me out of business! I depend on every traveler as a potential customer in order to continue to stay in business. My suppliers for customer parts are in Goldendale, WA. A closure of the bridge would not only devastate my business, but that of my suppliers. A 20 min. wait is far better than risking my life on Hwy 14 because of freeway traffic.
- We favor Option #1: Entire bridge closed around the clock for 4 months in a row (no additional bridge closures necessary after 4 month period).
- I can't understand why it would take so long to start/complete this project. I would favor Option 2 Staged Construction. I realize it would cause horrendous traffic back-ups. It could change traffic plans if notices were put out at Shaniko junction and over in Washington.
- We prefer the 4 month shut down and get it over with. The 18 months of delays of unknown length are worse than just dealing with a complete closure. The one lane of limited length also effectively shuts our business off from the bridge for 18 months instead of 4. We ship oversize loads, and 18 months of not being able to use the bridge would hurt our business.
- We prefer Option #2: Staged Construction because 20 to 30 minute delays will be much better for truckers, and regular cars, then having to go clear down to cross The Dalles bridge and then back up to Hwy 97. And, it will be much better for our town, Goldendale. Thank you for this opportunity to express our opinions.
- Option #1: 4 consecutive months, while difficult, gets it over more quickly. Dragging it out for 18 mo. – with long lines waiting for a turn to cross – would be like the last fix and send folks over The Dalles bridge in any case.
- I would prefer option #1 Full Bridge Closure for 4 months rather than option #2. I think it would be more convenient all way around and save time. Option #1 is better in my opinion.
- I would rather get it over with in 4 months than drag it out for a year and a half.
- We prefer option #1, full closure for appr. 4 months. Reasons: Get the job done as quickly as possible, no flaggers needed, saving wages, reducing overall cost of

- project. Yes, since I work across the river it would be an inconvenience, but I'll take that for 4 months over 18 months any day. We'll be happy to detour.
- Option #1: Full Bridge Closure. Do it right. Do it quickly. 4 months would be easier to deal with than 18 months.
  - I believe a four month closure is best for optimum work accomplished. Truckers would have a problem, but locals will adapt. If the trucking industry were notified I believe (worker safety) time best used to accomplish goals are utilized with the least discomfort.
  - Option for us would be 18 months and not to close the bridge for four months.
  - I think that option #2 would work best for the traffic having to use the Biggs route the most. Thank you for asking our opinion.
  - Full bridge closure. Do it right, get it over with. Do not listen to Oregon. They have broken bridges all over the state. Go north of B.C. check "Port Mann Bridge" summer and winter. Good luck. Have fun.
  - Our feelings are to close it completely for the 4 months needed to complete the job. This allows you a better chance to work freely without traffic hassles. We would be somewhat inconvenienced for only 4 mos. as opposed to being in a traffic hassle for an entire year and a half! A suggestion for locals who work in Biggs and live in Goldendale might be for you to pay their extra mileage (about 40 miles a day or so) or set up temp. housing so they could live in Biggs during the week and go home on weekends during the 4 months.
  - Option #1 – I use the bridge to go to my dentist, for some shopping and for entertainment. I don't have to use Hwy 97 and can go to Goldendale when I would also have to go to The Dalles.
  - Option #2 – In case of emergency, full closure should be minimized. Also, a possible 20 min. delay is preferable to commuters than going around.
  - Option #1 – Full bridge closure.
  - I'm in favor of the Biggs bridge. I live in Goldendale and use the bridge in going to The Dalles. Freeway is a better road to travel than 14. Besides that, the main road to the Yakima Valley on 97. It is a bridge that gets a lot of truck as well as car travel. It's a main road for people to travel without being detoured around.
  - Option 1 preferred. 99% of the time we use the bridge we are going west so using highway 14 and The Dalles bridge is no hardship for us. Get it started, get it done!
  - Option #1 – Full Bridge Closure. We think it would be more convenient and manageable for use to take alternate routes for 4 months than to wait in long lines of trucks and vehicles to cross for 18 months. It is a steep grade for trucks to stop on Wash. side and it ties up freeway ramps on Oregon side. Good luck.
  - Option #2. Essential to keep road open all the way on Hwy #97 and to keep access to freeway (Hwy #84) open. Delays caused by bridge closure could affect traffic both northbound and southbound all up and down #97 corridor.
  - Option 1 is the most effective way to repair bridge. My question is, why repair the bridge surface? It was just replaced a few years ago. If those repairs were not adequate, then the company who did them should be responsible to pay for the repairs that need to be done now. Something just does not seem right.
  - We prefer the one lane closure option of the 2 construction options for the Maryhill bridge. As farmers, it would be a great inconvenience for us to drive all the way to

Dallesport and back when we need a part in Wasco. It would also be detrimental to the small family orchards that have fruit stands in Maryhill and depend on tourist traffic. As far as we're concerned, the full closure should not be an option at all!

- Option #1 – Full Bridge Closure. We think the shortest time period of disruption would be best for all concerned.
- Close the bridge for 4 months.
- I prefer Option #2: Staged Construction. Complete closure would put too much traffic on Highway 14. At least under Option #2, people heading East on 84 could still use the bridge, whereas those heading west could use Highway 14. Too many big trucks come down Highway 97 to Biggs Junction to have them all on a detour on Highway 14.
- I think it's best to close the bridge while under construction. Saving cash and time. Use The Dalles bridge until Biggs Bridge is completed.
- My vote would be Option #1. Full closure appx. 4 months.
- We prefer Option #1, Full Bridge Closure for 4 months. Reason: A 4 month inconvenience is far better than an 18 month inconvenience. The work crew can better concentrate on the job with out the interruption of traffic constantly going by. No flaggers and no pilot cars means less cost to build.
- I would opt. full closure of four months until finished using The Dalles Dam. Opt 1.
- Option #1 – close bridge and get the job done.
- We believe for all businesses and employees of businesses involved option #2 would be best. Closing the bridge full time would result in people coming from either OR or WA working across state lines would cause them extra time and fuel money to get to work.
- I prefer Option #2 in lieu of Option #1.
- We prefer Option #2. A detour to the 197 bridge with the high cost of fuel would be a hardship for most people. Almost 2 hours extra for a round trip would be most inconvenient also.
- I prefer Option #2 – one lane open on bridge between Goldendale and Biggs Junction.
- We are opposed to Option #1 for the following reasons: 1) Why will it take more than 4 times the time for a single lane construction? 2) Hwy 97, if closed, would not only cost the taxpayers of both states more than 50 minutes but the cost of gas. 3) \$10 mil to \$16 mil is quite a dollar spread, why? 4) We do agree the bridge needs to be reconstructed, but feel Option #1 is a bad idea (emergencies, business, etc.) and needs to have further study if this is the best you can come up with.
- My option preference is #1 Full Bridge Closure. This will not affect my wife and I if done during summer or dry season. All shopping and medical needs are in The Dalles and Highway #14 is OK. We like to refuel at the Pilot station in Biggs, but Goldendale is usually competitive in price.
- Option 1 will be all right with us.
- Option #1 would be far better. We would rather go around for 4 months and get it done.
- Do what you have to do, when you have to do it!

- The 4 month closure would be the least disruptive. It should also be the less costly of the two. We are willing to drive “around” to get parts from Wasco for our tractors and implements. Thank you for taking our comments.
- Opt 1 – Full Bridge Closure.
- We would prefer the Option #1 Full Bridge Closure.
- Option #2 Staged Construction. Less traffic on Hwy 14.
- Doesn’t matter to me. I’m retired and can work around either.
- Go with the one is least cost and faster done time.
- Option 2 would be the better choice. I would much rather wait 20 minutes than drive the extra miles and use expensive gas doing so! Also there are a number of trucks using 97 S and if they are re-routed through The Dalles, it would mean a big loss of business for Goldendale.
- Option #2. 1) Many people commute back and forth between Goldendale and Sherman County – full closure would be a great hardship for these people; 2) US Hwy 97 is a major truck route – complete closure would be a huge inconvenience and drive traffic to other roads – specifically Hwy 197 which is not an appropriate truck route – causing undo traffic through the town of Maupin – Biggs Jct. survives on traffic through Hwy 97 and would suffer with a complete closure. In sum – a 20 minute wait is workable – while a 50 mile detour would be a significant hardship to many.
- Prefer Option #2 – Costs too much time and money to drive The Dalles and back.
- Please do not shut down access to Biggs from Goldendale or return. We use the services across the river daily. We choose Option 2.
- Option #1 should lower construction cost.
- From our perspective, Option #1 is far superior to Option #2. Closing the bridge entirely for four months allows the construction crews to come in, get the job done, and return the bridge to public service in a relatively short time. Option #2 offers 18 months (4 ½ times as long) of unpredictability and delays. Our guess, too, is that this option is considered more expensive.
- Option #1 Full Bridge Closure.
- I would prefer to have Option #1 only if it is during the summer months. If done during winter, the ice would cause problems along Hwy 14. At least having it closed for 4 months would get the job done and ready for winter.
- I think that Option 1 would be the smart move. Get it done and over with in the shortest time. I believe that it would also be cost effective by saving on the cost of 24/7 flaggers and pilot cars. I suppose that the cost of fuel in the year 2010 will be out of sight and the commuters (Goldendale/Biggs Junction) will not be very happy at all. Good luck!
- I prefer Option #1 – Full Bridge Closure. Why drag it out? The other would entail more expense with pilot cars and flaggers. I’ll probably not see this in my lifetime, but for others coming after I think #1 is the better.
- Option #1. Better to just get it done sooner. Also the 20 min. delay wouldn’t be a whole lot longer than going around.
- Because we have a little store on Hwy 97, which is the main source of income for our Monastery we would prefer the bridge project to be done over the 18 mo. period with

one lane remaining open. We feel that if the bridge was closed for 4 months during high peak season for our store we would be put in a very difficult situation economically as most travelers would probably choose a different route other than Hwy 97. Thank you for your consideration.

- I prefer closing the Biggs Bridge for 4 months. I know this would be a real hardship for the truckers, but I think closing it completely would be more cost effective, a much better repair job, a safer environment for the workers.
- I am very much in favor of the four month plan. I think it will be less of an impact on the town of Goldendale. I am a businessperson in Goldendale and we rely on summer traffic on Hwy 97 to support our business. This work needs to be done during the months of Feb thru May.
- My wife and I live in Goldendale, WA and work at John Day Dam. We both would like to have the bridge completely shut down, repaired and then returned to service. We both remember the last time the bridge surface was repaired sitting waiting to get across never knowing how long you would have to wait before they could let us cross. Complete closure would be better for our commuting needs. We can enter the Dam on Washington.
- We prefer Option #1 Full Bridge Closure. Get it done in 4 months. Dragging the work out over 18 months would be a lot more expensive.
- Option #1 – Shut it down and do it right. I think the last project didn't turn out right due to traffic and bridge movement.
- I would prefer Option #1 Full Bridge Closure, providing closure would not involve summer months (preferably spring or fall).
- Option #1. Get it done and over with.
- Option #1 please, thus maintaining a safer and more consistent traffic pattern. This also allows a much safer and efficient work environment.
- Option #2. A complete shut-down for four months in a row would be a bit long, don't you think? A large number of people in Goldendale have to work out of town in all directions. Adding to their mileage everyday could be very costly.
- I would prefer Option #2. I own a gas station and Subway on 97. Hwy traffic is very important for our business. If the bridge is closed, traffic to Seattle would take I-5 instead of 97 and this is a very large customer count.
- I believe a full bridge closure could be devastating to business in Biggs, Maryhill and Goldendale. Some people are more than willing to wait 20 minutes, it's better than going around. Also too much traffic on the WA hwy with only 2 lanes. Any accidents on Hwy 14 would clog up traffic even more. However, it may be beneficial to those in Wishram and Dallesport. Also too much traffic on Dalles bridge and area may be clogged or congested.
- Option #2. I work in Biggs Jct and completely closing the bridge down would hurt my place of work drastically. People would possibly be laid off due to the drop in business.
- Option #2. It would be very inconvenient for me to travel all those extra miles everyday.
- I consider a full bridge closure to be the only viable option. It is far more structurally sound, and efficient, to replace full-width sections, versus a single lane-per-section replacement of the bridge deck. You estimate that this approach would take

approximately four months to accomplish. If you were to consider two crews starting at the center, it is likely, this project's time would be reduced by 50 per-cent. (With appropriate performance incentives.) Even at four months duration, there would be far less inconvenience for the public, versus 18 months of one-lane travel. And certainly less expense for the project. The majority of the traffic on US 97 has ties to the west. They would suffer no inconvenience during this time. SR 14 is more than adequate passage to and from The Dalles Bridge. The only significant north/south traffic passing through Biggs, is mainly heavy truck transport. Obviously, undesired, on a bridge under repairs. Their hardship/inconvenience would be less significant for them during detour versus 18 months of bottleneck and restrictions. During the recent piecemeal rehab of this same bridge, the disruption of traffic was significant. The more knowledgeable travelers, opted for this detour on SR 14 rather than enduring the bottleneck at the bridge. Considering anything less than full closure of this Bridge, would result in inferior structural integrity, and be fiscally irresponsible. Thank you for taking the time to consider my opinion.

- Option #1 Full Bridge Closure. It will save all of us money in the long run.
- Option #1: I favor full bridge closure! I believe it would be much safer. Full closure would save lives, accidents, time and money. I recognize that extra traffic on highway 14 will happen, but I still think it is preferable to 18 months of single lane work on the bridge, with all of its complications.
- Use Option One Full Bridge Closure for 4 months. Just close it all and multi task the work to complete it in a timely manner. One option to explore is to use the bridge top of the John Day Dam for the locals in Rufus, Biggs and Wasco or for Moro County or Sherman County to access the WA side and vice versa.
- Favor Option #1. Reasons – Should be less cost (no flaggers will be needed). No waiting in line – one would know of a certainty bridge was closed and would plan accordingly.
- Stage One is best. 1 ½ yrs would hurt tourism a lot more than a 4 month total closure. 50 min. delay is better for 4 months than 18 months. 20 min. delay each way is a 40 min for 18 months.
- Excerpt from a letter from Washington state Sen. Jim Honeyford, Rep. Bruce Chandler and Rep. Dan Newhouse: “Of the two alternatives now under consideration by the DOT, full bridge closure or staged construction with at least one lane of traffic available, we urge you to select staged construction. We understand a full bridge closure would expedite this project, but we also feel the state cannot ask this depressed area to bear additional burdens to their already fragile economy, which a bridge closure would surely bring.”
- Excerpt from a letter from the Klickitat County Board of Commissioners: “The Klickitat County Board of Commissioners requests that the Department of Transportation consider Option 2 – Staged Construction as the preferred alternative for traffic control during the redecking project proposed for the Biggs Rapids-Sam Hill Bridge. As you are aware, this bridge provides a vital link for Oregon and Washington commuters as well as truck commerce...Rerouting traffic to another crossing for any period of time will place an extreme financial hardship on individuals many of whom are employed in the service industry earning little more

than minimum wage. That, coupled with the high cost of fuel, would be an unbearable burden to expect.”

**Total # of Comments: 89**  
**Full Closure: 54**  
**Staged Construction: 32**  
**No Opinion: 3**

### **Phone Calls Received in February and March 2005**

- Customer requested the 18 month staged construction option. She considers US 97 a vital link.
- Owner/operator of the Maryhill Winery and Amphitheater would prefer the four-month full closure (option 1). Does not like the idea of additional traffic on SR 14 or traffic back ups at the ends of the bridge during their concert season, which starts in July.
- Owner/operator of the Ponderosa Motel in Goldendale strongly prefers option 2.
- Jim Stroud, owner of Dinty’s Market in Biggs Junction called to state that his opinion about how DOT should build the project had changed. He now prefers the four month full closure over the 18 months of single lane closures. He said that after considering the fact that both options will have a negative impact on business, he would prefer we get in and get out of there as quickly as possible.

**Total # of Comments: 4**  
**Full Closure: 2**  
**Staged Construction: 2**

### **E-mails Received in February and March 2005**

- Unfortunately your public meetings concerning the Biggs Bridge project were in conflict with the Association of Washington Cities Legislative Conference in Olympia and the meeting tonight is in conflict with a local meeting. However, we as a city wanted to give the DOT our opinion on the construction repair of the bridge. It is our opinion that the bridge should be closed during the updating. Of course, the signing on both I-84 and Highway 14 will be critical for those traveling but we believe that shutting the bridge down for the duration will have less impact on everyone. Sincerely Mark Sigfrinius, Mayor, City of Goldendale.
- My vote would be for complete closure, especially if the finished project can be put back in service prior to winter. I own trucks, and the shortest amount of time for traffic problems would be a plus. The last time bridge work was done with the 20 minute delays, they turned into 30 sometimes, but more importantly, you could not get to the freeway, businesses, etc. when there was large backups. I just think with ample time for notification, close it, and repair it.
- If you shut the bridge down. That means that I have to travel a extra 70 miles. With today gas prices that means twice as much for gas or more. And a extra 2 hours on the road. I think a single line would work better for everyone.

- We think the 4 month closure is the common sense way to go. It will hurt the Maryhill Businesses, perhaps compensation for them could be worked out. The idea is to get it done, done right & maybe with the lack of fighting traffic, an early done. If its done in spring summer its not as hard on the trucks, its going to put time pressures on some, but adjustments can be done. Main thing that worries us is the sides of the bridge..better wind barriers so no more semis can get blown off. The wind has cought us & we have barely slid by getting side swiped by other vans..even when we went to flatbeds we had narrow escapes. Prob. scared some 4 wheelers out of years growth.
- Our two cents: We will be minimally impacted by a closure. However the project will cost less is the way to go. Thank you.
- I'm for the 4 month Closure to complete the project in a much shorter time. Unforeseen problems would possibly take a extra 1-2 months. 6 months of start to finish of this project is not very long. 2 years is a long time.

**Total # of Comments: 6**

**Full Closure: 5**

**Staged Construction: 1**