

APPENDIX D

FEIS ERRATA

Columbia River Crossing FEIS Errata and Clarifications

December 2011

The following is a list of errors or points of clarification in the I-5 Columbia River Crossing (CRC) Final Environmental Impact Statement (FEIS) that was released for public review and comment on September 23, 2011. These errata for the Final EIS are printed and included with publication of the Record of Decision.

CHAPTER	PAGE	CURRENT TEXT/REFERENCE	CORRECTED TEXT/CLARIFICATION
Summary	S-35	Chapter 3 and Appendix M of the FEIS provide more detail on proposed mitigation or compensation measures.	Chapter 3 and Appendix L of the FEIS provide more detail on proposed mitigation or compensation measures.
3.1 Transportation	3-59	<ul style="list-style-type: none"> “Add a third eastbound left turn at the Mill Plain interchange when needed in the future. The third eastbound left-turn lane should be added when eastbound left-turn volumes have increased to a level that causes the interchange to fail to meet acceptable operational standards. Monitor and adjust ramp meter rates at Mill Plain Boulevard on-ramps, if/when these are installed in the future. When queuing from the ramp causes either ramp terminal to fail to meet the operational standard, ramp meter rates should be adjusted. Due consideration, but not equal weight, will be given to the local system to minimize queuing from the ramp meter. Emphasis will be on avoiding significant adverse impacts and traffic operational failures on the freeway system.” 	<p>This paragraph should be two bullet points:</p> <ul style="list-style-type: none"> “Add a third eastbound left turn at the Mill Plain interchange when needed in the future. The third eastbound left-turn lane should be added when eastbound left-turn volumes have increased to a level that causes the interchange to fail to meet acceptable operational standards. Monitor and adjust ramp meter rates at Mill Plain Boulevard on-ramps, if/when these are installed in the future. When queuing from the ramp causes either ramp terminal to fail to meet the operational standard, ramp meter rates should be adjusted. Due consideration, but not equal weight, will be given to the local system to minimize queuing from the ramp meter. Emphasis will be on avoiding significant adverse impacts and traffic operational failures on the freeway system.”
3.2 Aviation and Navigation	3-72	“The project team, in consultation with the USCG and industry representatives, established a vertical minimum of 95 feet clearance for the new bridge, so that the new structure could be built without a lift span.”	“The project team, in consultation with the USCG and industry representatives, established a vertical minimum of 95 feet clearance above 0 on the Columbia River Datum (CRD) for the new bridge, so that the new structure could be built without a lift span.”
3.2 Aviation and Navigation	3-74	“As shown in Exhibit 3.2-4, only marine contractors, which travel this portion of the river infrequently, may have vertical height requirements greater than the available clearance.”	“As shown in Exhibit 3.2-4, only marine contractors, which travel this portion of the river infrequently, may have vertical height requirements greater than the available clearance. In addition, other vessels or loads taller than 86 feet could be seasonally restricted during high water levels. ”
3.11 Noise and Vibration	3-293	<p>“What City Noise Standards Affect the Project?”</p> <p>The City of Portland has restrictive noise regulations that apply to construction from 7:00 p.m. to 7:00 a.m. and all day on Sundays. The full regulations are given in the City of Portland Municipal Code, Title 18, Noise Control. Under the City’s noise control ordinance, virtually all major construction projects require a noise variance if work is planned during nighttime hours or on Sundays.”</p>	<p>“What City Noise Standards Affect the Project?”</p> <p>The City of Portland has restrictive noise regulations that apply to construction from 6:00 p.m. to 7:00 a.m. and all day on Sundays. The full regulations are given in the City of Portland Municipal Code, Title 18, Noise Control. Under the City’s noise control ordinance, virtually all major construction projects require a noise variance if work is planned during nighttime hours or on Sundays.”</p>

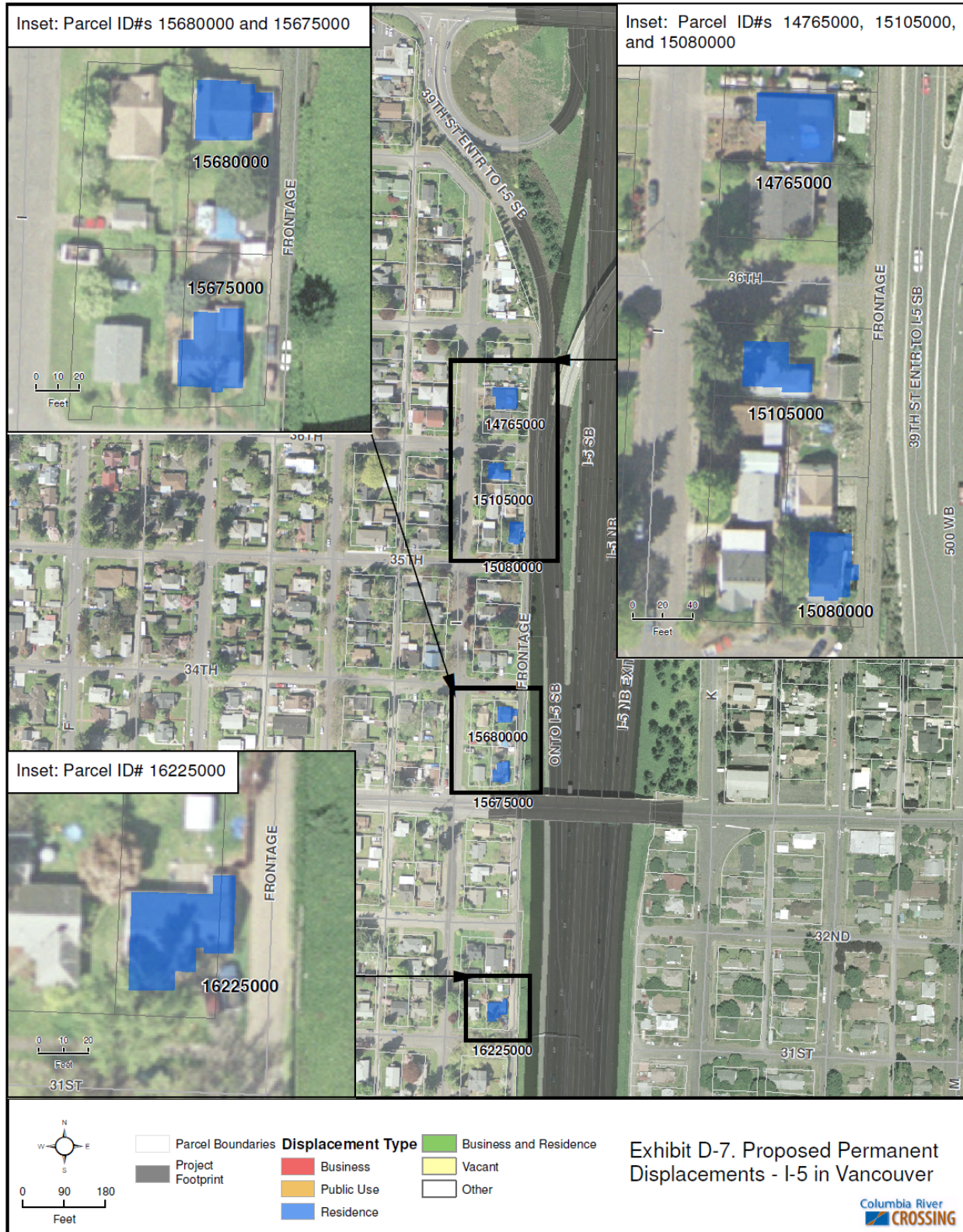
CHAPTER	PAGE	CURRENT TEXT/REFERENCE	CORRECTED TEXT/CLARIFICATION
3.11 Noise and Vibration	3-292, 3-316, 3-317	"ODOT Standard Specifications Section 292.32"	Each occurrence of "ODOT Standard Specifications Section 292.32" should read " 2008 Oregon Standard Specifications for Construction Section 290.32 "
3.14 Water Quality and Hydrology	3-334	The TSSA report is also included as Appendix E of the Hazardous Materials Technical Report.	The TSSA report is also included as Appendix E of the Hazardous Materials Technical Report.
3.19 Cumulative Effects	3-434	" West Hayden Island – The City of Portland is in the process of developing a concept plan for the Port of Portland–owned West Hayden Island (WHI). The Port requested this planning as part of their proposal for a combination of marine terminal facility development and open space uses on WHI. The Port's conceptual plans for the future development of WHI include an arterial road connection between WHI and Marine Drive as well as rail infrastructure improvements. In this FEIS, the analysis of Hayden Island local roads and the Hayden Island interchange includes estimated auto and truck trips that would be generated by the Port of Portland's proposed WHI marine terminal development. Based on current assumptions regarding the Port's proposed facility, the additional traffic generated would not significantly impact the roadway facilities that would be constructed as part of the CRC LPA Option A or Option B. This is because the marine terminal facilities under consideration rely mostly upon access via barge and railroads, not trucks."	" West Hayden Island – The City of Portland (the City) is in the process of developing a concept plan for the Port of Portland–owned West Hayden Island (WHI). The City asked the Port to participate in this planning effort and will consider a combination of marine terminal facility development and open space uses on the island . The City's conceptual plans for the future development of WHI will evaluate an arterial road connection between WHI and Marine Drive as well as rail infrastructure improvements. In this FEIS, the analysis of Hayden Island local roads and the Hayden Island interchange includes estimated auto and truck trips that would be generated by the Port of Portland's proposed WHI marine terminal development. Based on current assumptions regarding the Port's proposed facility, the additional traffic generated would not significantly impact the roadway facilities that would be constructed as part of the CRC LPA Option A or Option B. This is because the marine terminal facilities under consideration would largely be served by rail and marine transportation . In the event that an additional arterial connection is needed to provide access to the western portion of the island, it is currently reflected in the Financially Constrained portion of the 2035 Regional Transportation Plan. "
3.19 Cumulative Effects	3-436	"If proposed CRC improvements are not constructed, economic development planned for the area may occur more slowly, as business owners may be more reluctant to locate in an area with poor access and mobility for employees and customers. Customers may elect to shop in other areas with easier access and better mobility."	"If proposed CRC improvements are not constructed, economic development planned for the area may occur more slowly, as business owners may be more reluctant to locate in an area with poor access and mobility for employees and customers. With increased congestion, existing market areas will decrease thus impacting business competitiveness. The Portland/Vancouver region behaves as a single market benefiting from synergies between two states. Viable connections between southwest Washington and the Portland Metro area are critical to the economy of both Oregon and Washington. For the retail sector , customers may elect to shop in other areas with easier access and better mobility."
3.19 Cumulative Effects	3-459	"For example, bridge construction activity for this project will need to be coordinated with other in-water work that could occur simultaneously, such as the Columbia River Channel Deepening project, as well as with construction immediately	"For example, bridge construction activity for this project will need to be coordinated with other in-water work that could occur simultaneously, such as the maintenance dredging on the Columbia River or North Portland Harbor , as

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		adjacent to the project, such as the Riverwest project.”	well as with construction immediately adjacent to the project, such as the Riverwest project.”
Appendix L, Mitigation Matrix	L-7	<p>“Mitigating circumstances include project support for redevelopment through:</p> <p>*Provision of light rail station *Completion of Tomahawk Island Drive *Addition of direct access to island”</p>	This text should be removed. These items are not listed mitigation.
Appendix L, Mitigation Matrix	L-1	Column headers	There should be a key that clarifies that in the column “L/T”, “L” refers to long term and “T” refers to temporary. The column “Cert” refers to certainty of the impact occurring, “1” being most certain and “3” being least certain.
Navigation Technical Report	5-4	A clarification on assumptions of bridge design was omitted.	The following paragraph should be inserted after the bullet points: <u>“It is important to note that the clearance estimates in Exhibit 5-2 for marine contractors and high mast sailboats are based on a bridge design that uses haunched trusses, in which the trusses are thinner near the center of their spans and gradually thicker toward either end of the span. This results in higher vertical clearance near the center than toward the sides of the navigation channel passing under the bridge span. If the trusses are not haunched, then the vertical clearances would be generally uniform across the span, and all vessels or loads (whether barges, contractors or sail boats) taller than 86 to 88 feet but not taller than 90 to 94 feet (depending on the year) would only be able to pass under the bridge during parts of the year. For a bridge with non-haunched trusses, seasonal clearance for all vessels would be essentially the same as shown for tugs and tows in the first graph in Exhibit 5-2.”</u>
Navigation Technical Report	5-6	“Cranes typically used by marine contractors may not be able to pass under the bridge year round. However, the Boat Survey indicated that Marine Contractor vessels travel under the Interstate Bridges infrequently and, in the future, it may be possible for them to lower or disassemble crane gantries, reducing their height meet clearances.”	“ <u>Large</u> cranes used by marine contractors may not be able to pass under the bridge year round. However, the Boat Survey indicated that Marine Contractor vessels travel under the Interstate Bridges infrequently and, in the future, it may be possible for them to lower or disassemble crane gantries, reducing their height <u>to</u> meet clearances.”

The following preparer of the FEIS was omitted from Appendix H, List of Preparers:

Name, (Registration)/ Affiliation	Project Role	Education	Years of Experience
<u>John Replinger, PE/DEA</u>	<u>Author, Traffic Technical Report, Transportation Demand Management and Transportation System Management Technical Report</u>	<u>BS, Civil Engineering</u> <u>BA, Liberal Arts and Sciences</u>	<u>37</u>

This following Exhibit was omitted from the Property Acquisitions and Displacements Technical Report. This information was included in Exhibit 3.3-4 on page 3-87 of FEIS Section 3.3 Property Acquisitions and Displacements.



Analysis by J. Koloszar; Analysis Date: 04 Nov 2011; File Name: F:\Transfer\071911\ACQ\ACQ_MT213_NPortHar.mxd