

Mitigation Planning

Columbia River Crossing (CRC) is a bridge, transit and highway project to improve safety, congestion and mobility on I-5 between Vancouver and Portland. This needed project will incorporate principles of sustainability and improve bicycle, pedestrian and community connections.

Environmental Analysis

As a federally funded project, CRC must meet the requirements of the National Environmental Policy Act (NEPA). The NEPA process includes analysis and public input on project alternatives before a decision is made. The Draft Environmental Impact Statement (EIS) is the report that describes the potential environmental and community effects of the

alternatives being considered. The document also explores measures to mitigate the potential negative effects of the build alternatives.

Design Refinements and Mitigation Planning

After a Locally Preferred Alternative (LPA) is selected in summer 2008, additional design and engineering work will continue. By fall 2009, the Final EIS is expected to be published. It will document the refined LPA design and will address comments received on the Draft EIS. A refined design will make it possible to more accurately describe project effects and measures for avoiding, minimizing, or mitigating negative effects. These measures will be described in the project's mitigation plan which will be confirmed when the Federal Highway Administration and Federal Transit Administration issue the Record of Decision for the project in late 2009. Construction on the project cannot begin until the Record of Decision is received.

Mitigation Opportunities

Potential mitigation is discussed by topic throughout the Draft EIS; some opportunities are highlighted below. A list of pages that discuss mitigation can be found in the Draft EIS index, Appendix J.

Potential mitigation: Neighborhoods and community cohesion effects

- Refine replacement bridge design to avoid Hayden Island Safeway
- Relocate the Wellness Project in Vancouver
- Provide relocation assistance for all displaced businesses and households
- Provide noise mitigation to reduce impacts below existing levels
- Reduce traffic and visual impacts of park and rides

What is mitigation?

Measures taken to reduce negative effects on the built or natural environment are referred to as mitigation. Mitigation may include:

- Avoiding a specific impact altogether by not taking a certain action or parts of an action
- Minimizing impacts limiting the degree or magnitude of the action and its implementation
- Rectifying the impact by repairing, rehabilitating or restoring the affected environment
- Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
- Compensating for the impact by replacing or providing substitute resources or environments

Potential mitigation: Noise and vibration effects

- Build or improve sound walls to decrease highway-related noise levels
- Install residential sound insulation and/or vibration absorbing materials to decrease transit vehicle related noise and vibration effects

Potential mitigation: Water quality effects

- Create or restore habitat
- Expand stormwater retention ponds to reduce runoff to Burnt Bridge Creek

Potential mitigation: Historic properties effects

- Refine designs to minimize or avoid impacts
- Reduce noise and visual impacts with landscaping or sounds walls
- Relocate or restore buildings

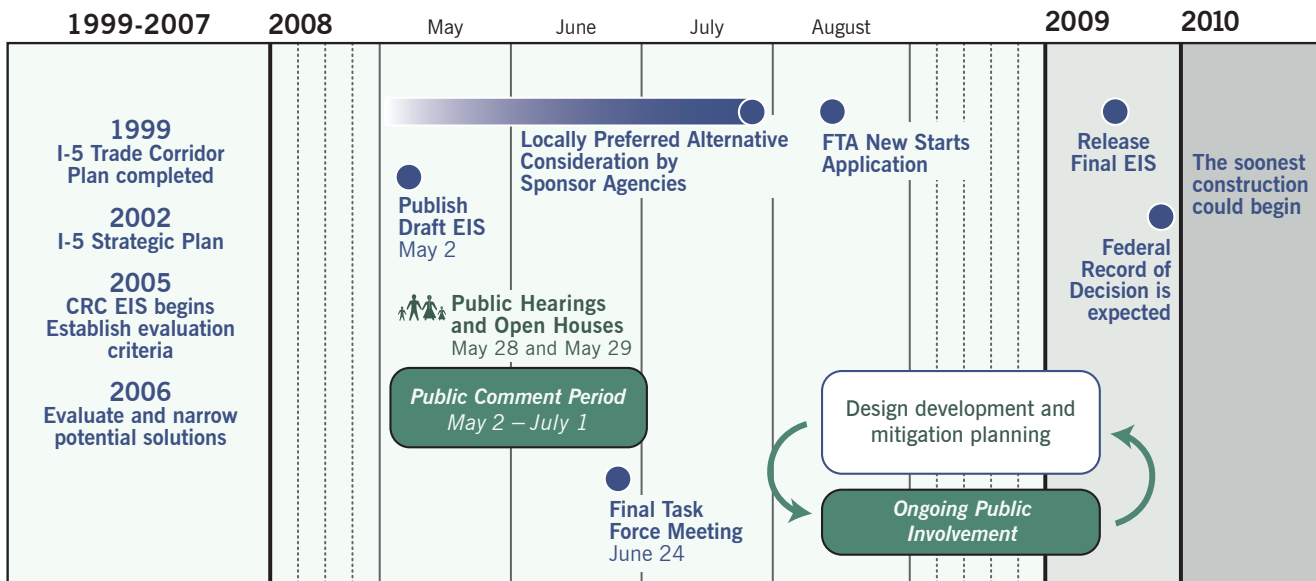
- Support educational programs or develop interpretive sites and materials
- Improve connections between facilities

Potential mitigation: Construction effects

- Minimize detours and road closures
- Maximize access to businesses during construction
- Ensure continued freight movement and river navigation
- Install temporary sound barriers
- Minimize noise and vibration impacts to fish during construction
- Use best practices to reduce spill, erosion or sediment deposit risk

May 28, 2008

Project Schedule



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