



Existing Problems

The Columbia River Crossing (CRC) project is a long term, comprehensive solution to address problems on five miles of Interstate 5 between Portland and Vancouver. The project will address six issues that currently affect people's safety, quality of life and the regional economy:

COLLISIONS: An average of more than one crash per day occurs in the project area. Collisions are more likely to occur when the Interstate Bridge lifts and traffic stops.

CONGESTION: Four to six hours of congestion occur on and around the Interstate Bridge each day and could grow to 15 hours a workday by 2030 if no action is taken.

LIMITED TRANSIT OPTIONS:

Buses are the only transit option crossing the Interstate Bridge and they get caught in traffic just like cars.

FREIGHT IMMOBILITY: Congestion and outdated interchange designs negatively impact the annual flow of \$40 billion worth of interstate and international commerce across the Interstate Bridge to nearby ports, businesses and distribution facilities.

NARROW BIKE AND PEDESTRIAN PATH:

The four foot wide path across the Columbia River is hard to access, close to traffic and discourages people from using it.

EARTHQUAKE RISK: The Interstate Bridge pilings sit in sandy river soils which could behave like liquid during an earthquake, causing the bridge to fail.

Transportation and planning agencies are working together at the local, state and federal level to address the problems and maximize environmental, economic and community benefits in the CRC project area.

Project Benefits

Benefits to local residents, the natural environment and the regional economy include:

- Reduced congestion on I-5 and adjacent neighborhoods
- Seventy percent fewer collisions per year
- A more reliable trip for freight, autos, and transit
- About 1,900 supported or sustained jobs per year of construction
- No bridge lifts
- Reduced emissions and improved water quality
- Earthquake protection



The CRC project will provide a safer and more reliable trip for pedestrians, bicyclists, freight, autos, and transit.

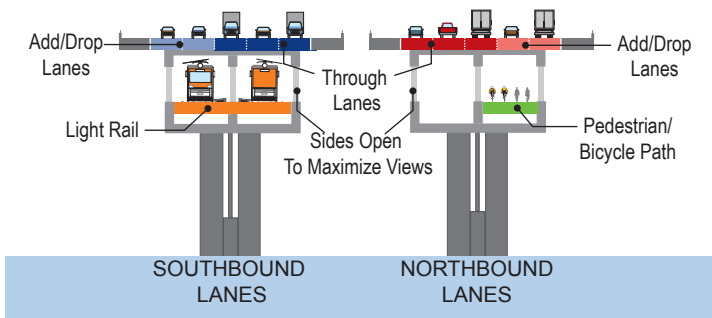
Moving Forward

Columbia River Crossing local partners have reached consensus on the major project elements.

- Replace the I-5 bridge
- Enhance pedestrian and bicycle paths
- Extend light rail to Vancouver
- Improve closely-spaced interchanges



The CRC project area is a five-mile segment of I-5 from Columbia Boulevard in Portland to SR 500 in Vancouver.



Current design calls for two structures with a total of 10 lanes and full safety shoulders.

Replacement I-5 Bridge

A new river crossing will replace the existing Interstate Bridge structures to carry I-5 traffic, light rail, pedestrians and bicyclists. The design currently calls for two structures with a total of 10 lanes (three through lanes plus two lanes to connect interchanges in each travel direction) and full safety shoulders. The new crossing will allow marine traffic to travel without bridge lifts and will meet current earthquake standards.

In April 2011, the governors of Oregon and Washington directed project staff to continue development of the bridge design using a deck truss bridge type. As part of this process an architect will be hired to work with design engineers and stakeholders on bridge aesthetics.

Enhanced Pedestrian and Bicycle Routes

New and improved pathways will meet disability standards and provide a safer trip across the bridge and in the project area. The multiuse path on the I-5 bridge will be widened from its current four feet. The bridge path will have views looking east to Mt. Hood. The pathways, lanes and sidewalks on land in north Portland and in Vancouver will connect to regional trails and facilities.





Light rail station concept for downtown Vancouver.

Light Rail Extension

Light rail will be extended from Portland’s Expo Center MAX station to Clark College in Vancouver. The 2.9-mile extension will include one station on Hayden Island, four transit stations in Vancouver and three Vancouver park and rides. This new extension will provide easier connections to the region’s light rail and streetcar lines, Amtrak passenger rail and C-TRAN and TriMet bus routes. The route runs adjacent to I-5 from the Expo Center to the Columbia River. In downtown Vancouver, trains will travel north on Broadway Street and south on Washington Street in a dedicated lane. Trains will travel east and west on 17th Street. The terminus station will be located at a park and ride near Clark College and the Marshall/Luepke Center. CRC’s community advisory groups are working closely with the project on transit-related issues, including safety, security and design.

Interchange Improvements

I-5 will be improved for safety and freight mobility within the five-mile project area. Plans call for improving links to and

from arterials and state highways, connecting interchanges via merge lanes and lengthening on/off ramps. The following interchanges will be improved: Marine Drive, Hayden Island/Jantzen Beach, SR 14/City Center, Mill Plain and Fourth Plain. The Hayden Island interchange has undergone recent design refinements developed in conjunction with island residents and businesses that minimize impacts. The design provides I-5 access, as well as local access via an arterial bridge over North Portland Harbor.

Cost and Funding

Construction is expected to cost \$3.1 to \$3.5 billion (in year of expenditure dollars). Funding is expected from federal and state sources and tolling.

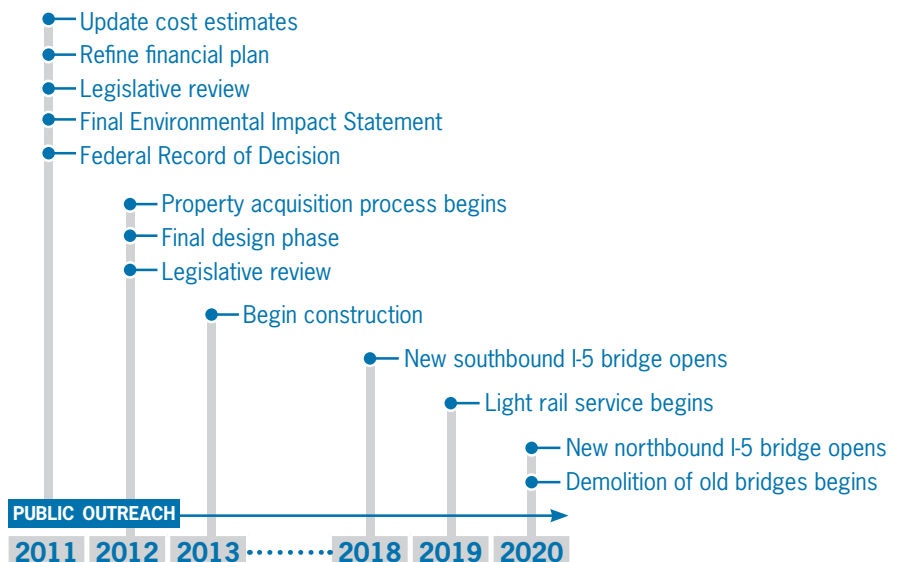
Electronic Tolling

Tolls will be collected electronically, without the use of toll booths, to keep traffic moving. In addition, the project assumes the toll amount would vary by time of day with drivers traveling outside peak hours paying a lower toll. Toll rates and policies will be set in the future by the state legislatures and transportation commissions.

Schedule and Next Steps

In July 2008, local project partners reached consensus that a replacement bridge and light rail extension would best meet project goals and community needs. Since then, partner agencies have worked collaboratively to review and refine designs to move the project closer to construction.

Analysis of the project’s environmental and community effects are included in a Final Environmental Impact Statement, which is required to request a Record of Decision (ROD) from the federal government. With a ROD, the project may begin final design and property acquisition.





Concept rendering of deck truss bridge for replacement I-5 bridge.

Project Sponsors Council

The governors of Oregon and Washington formed the Project Sponsors Council (PSC) in 2008 to advise the departments of transportation on project development. Members include two citizen co-chairs; the directors of the Oregon and Washington transportation departments; elected officials from the governing boards of Portland, Vancouver, Metro, RTC and C-TRAN; and the TriMet executive director. This group is charged with advising the departments of transportation on: completion of the Environmental Impact Statement, project design, project timeline, sustainable construction methods, compliance with greenhouse gas emission reduction goals and the financial plan.

Tribal Consultation

CRC is committed to government-to-government consultation with tribes that may be affected by this project. The CRC tribal consultation process is designed to encourage early and continued feedback from, and involvement by, tribes potentially affected by the project and to ensure their input is incorporated into the decision-making process.

Community Involvement

Since October 2005, CRC staff has had over 28,000 face-to-face conversations at more than 950 events on evenings, weekends and work days. Public comments received

as a result of this comprehensive outreach program were, and will continue to be, considered by local partners to inform project development.

CRC has received advice from several community advisory groups over the course of project development that represent diverse interests to inform decision-making. A Bi-State Citizen Advisory Committee is being formed in fall 2011 to advise the project on design refinements and pre-construction planning.

HOW CAN I GET INVOLVED?

- Visit www.ColumbiaRiverCrossing.org to sign up for updates and view the project calendar
- Attend an advisory group meeting
- Invite CRC staff to your group to discuss the project
- Contact the project office to talk with a staff member

E-mail: feedback@columbiarivercrossing.org

Mail: 700 Washington Street, Suite 300
Vancouver, WA 98660

Phone: 360-737-2726 or 503-256-2726

Fax: 360-737-0294



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UPDATED: September 30, 2011

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