

Project Summary

Current Alternatives Under Study

The Columbia River Crossing project is studying two bridge options and two transit options in a process to identify the best combination of options that improve mobility and safety and decrease congestion in the five-mile project area. The result of this study will be a report called a Draft Environmental Impact Statement (DEIS), which is required under federal guidelines.

In late 2006, the project staff recommended one bridge option and two transit options move forward for further analysis. An additional bridge option was added in March 2007 as a result of the CRC Task Force recommendation.

The bridge and transit options have been packaged into five different alternatives. The CRC project team is working to define the details of the alternatives to allow additional study and analysis during the next phase of the project. Results of the analyses will be available for public discussion in late 2007. A formal public comment period is expected in the spring of 2008 on the selection of one alternative.

A Brief Overview of the Alternatives

Replacement Bridge with Bus Rapid Transit

The Interstate Bridge would be replaced with a new bridge with five or six lanes in each direction. It will have three “through” lanes in each direction and two or three on/off lanes (in each direction) to allow vehicles to safely enter and exit the highway. The new bridge also would have a lane for bus rapid transit.

Replacement Bridge with Light Rail Transit

The Interstate Bridge would be replaced with a new bridge with five or six lanes in each direction. It will have three “through” lanes in each direction and two or three on/off lanes (in each direction) to allow vehicles to safely enter and exit the highway. The new bridge also would have a lane for light rail transit.

Supplemental Bridge with Bus Rapid Transit

The existing Interstate Bridge would be re-striped into four lanes with wider shoulders for northbound traffic. A new bridge would be built to carry southbound traffic and bus rapid transit.

Supplemental Bridge with Light Rail Transit

The existing Interstate Bridge would be re-striped into four lanes with wider shoulders for northbound traffic. A new bridge would be built to carry southbound traffic and light rail transit.

No Build

A No Build alternative is required by the National Environmental Policy Act (NEPA) and serves as a baseline for comparison with other alternatives. The existing Interstate Bridge and public transit systems would remain. Only improvements reasonably anticipated for funding and construction in the Metro and Southwest Washington regional transportation plans would be considered.

The Draft Environmental Impact Statement

A Draft Environmental Impact Statement is a summary of the expected impacts each project alternative is likely to have on the surrounding area. This process is required of all federally funded projects. The National Environmental Policy Act (NEPA) is a federal law that regulates the decision-making processes of federally funded projects. The purpose of NEPA is to help ensure that public projects address the needs of the community while avoiding, minimizing or mitigating for negative impacts on human and natural environments.

As part of the DEIS process, the following issues will be addressed in each of the build alternatives. The alternatives will be rigorously analyzed to determine their ability to solve the congestion, safety and mobility problems defined for I-5.

Issues to be Addressed in the DEIS


- Public transit (route, stations, and park and ride locations)
- Freight improvements for connections and safety
- Efficiencies (such as ramp meters, incident response, ridesharing and telecommuting)
- Bicycle and pedestrian improvements
- Air quality and noise reduction
- Environmental effects
- Cultural and historical resource protection
- High Occupancy Vehicle lanes
- Tolling
- Bridge type, appearance, and alignment (upstream or downstream)


About the Project



Columbia River Crossing is a bridge, transit, and highway improvement project of the Oregon and Washington departments of transportation. The project is charged with solving the congestion, mobility, and safety problems on a five-mile segment of Interstate 5 stretching from State Route 500 in Vancouver to Columbia Boulevard in Portland, including the Interstate Bridge across the Columbia River.

HOW CAN I FIND OUT MORE *or* COMMENT ON THE PROJECT?

WEB www.ColumbiaRiverCrossing.org 

E-MAIL feedback@columbiarivercrossing.org 

MAIL 700 Washington St., Suite 300, Vancouver, WA 98660 

PHONE 360-737-2726 or 503-256-2726  **FAX** 360-737-0294 



Americans with Disabilities Act (ADA) Information

Materials can be provided in alternative formats: large print, Braille, cassette tape, or on computer disk for people with disabilities by calling the Office of Equal Opportunity (OEO) at (360) 705-7097. Persons who are deaf or hard of hearing may contact OEO through the Washington Relay Service at 7-1-1.

Title VI Notice to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin and sex, as provided by Title VI of the Civil Rights Act

of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. For language interpretation services, please contact Paul Krueger, Environmental Manager, WSDOT, at (206) 770-3519. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For Title VI complaint forms and advice, please contact OEO's Title VI Coordinator at (360) 705-7098.