# CRC Project Development: Key Milestones and Decisions

## 2005

Adopted Vision and Values (TF)

EIS Notice of Intent (09/27/05)

Form CRC Task Force (39 Members)

Adopted Problem Definition (TF) (12/05)

## 2006

Approved Purpose and Need (FTA/FHWA)

Screened and narrowed solution concepts - Step A (TF)

Screened and narrowed solution concepts - Step B (TF)

Developed, screened and narrowed preliminary alternatives (TF) - 12 Alternative Packages

Alternative Evaluation Framework 23 River Crossing Ideas:

- 9 Passed screening
- Movable spans/tunnel removed by task force
- 4 Ideas remain for alternative packages
  - Replacement (upstream/downstream)
  - Supplemental
  - Arterial
- 14 Transit Ideas
  - 4 Ideas remain for alternative packages
    - Express bus in G.P./M.L.
    - Bus rapid transit
    - Bus rapid transit - Lite
    - Light rail transit
- 6 Freight Ideas
  - 3 Passed to alternative packages
- 18 TDM/TSM Ideas
  - 10 Passed to alternative packages

CRC recommends 3 DEIS alts:

- No build
- Replacement w/BRT
- Replacement w/LRT

## 2007

Identified DEIS alternatives to analyze (TF)

Proposed and received no conflicting comments on 95' vertical clearance for river crossing structures (CRC, USCG)

Task Force Recommends *Fourth* Alternative w/ Supplemental

- Subcommittee of task force met 3 times between 02/07/07 & 03/27/07
- Recommended 2 new alternatives for DEIS
  - Supplemental w/BRT & incr. bus
  - Supplemental w/LRT & incr. bus

Value Engineering Study

- 13 Highway ideas
- 3 Transit ideas
- 5 River crossing ideas
  - Transit inside a segmental box girder (2-bridge concept)

## 2008

Recommendation of Locally Preferred Alternative (TF)

DEIS (05/02/08) (95' v.c.)

- No build
- Replacement w/BRT
- Replacement w/LRT
  - Upstream or
  - Downstream
  - 3 Bridges (HCT/SB/NB) or
  - 2 Bridges (STHB)
  - 08/10/12 Lanes
- Supplemental w/BRT & incr. bus
- Supplemental w/LRT & incr. bus
  - Downstream
  - Seismic retrofit existing (for NB)
  - New HCT/SB bridge
  - 8 Lanes
  - All transit options (BRT & LRT) had 4 possible segments
    - Lincoln via Main Street
    - Lincoln via I-5
    - Mill District
    - Clark College

Endorsement of Locally Preferred Alternative 06/24/08 (COV, COP, CTRAN, TriMet, SWRTC, Metro)

- Replacement w/LRT
  - Downstream
  - 2 Bridge (STHB)
  - 10 Lanes
  - Clark College M.O.S.
  - Rebuild MD/HI/14/MP/4P/500
  - Replace I-5 NPH Bridge
- Cost: $3.1B to $4.2B

Task Force complete

Project Sponsor's Council Established

## 2009

Recommendation for 2 bridge river crossing (UDAG, PBAC, PSC) 06/05/09

Recommendation for mobility council (PSC)

10 vs 12 lanes

- 3 General purpose lanes on river crossing
- Up to 3 auxiliary lanes

LPA Refinements

- Design
  - River crossing substructure
  - Other (unit prices, quantities, etc.)
- Highway
  - Phase victory braid
  - Phase marine drive flyover
  - Re-use existing I-5 bridge over NPH
  - Lower profile over Hayden Island
  - 10 Lane river crossing
  - Reduce NB lane from SR14 to SR500
  - Phase SR500 NB ramps
- Cost: $2.6B to $3.6B ($3.2 most likely)

Open-Web box girder passed by PSC (09/04/09)

## 2010

Affirmed P&N and recommendations for next steps (IRP)

Recommendation on 10 lanes and refined Hayden Island interchange design (PSC)

Selected LRT route in Vancouver (COV, CTRAN)

Independent review panel

- 18 Findings
- 30 Recommendations
  - Resolve tech. issues Re: CRC bridge
  - "Solve" Hayden Island
  - Finish NEPA related requirements
  - Reinvigorate public involvement process
  - Establish a goverance structure
  - Consider phasing plan for project delivery

Hayden Island Design Group

- On island I-5 interchange
- Off island I-5 access (via Marine Dr)
- IPS recommended Concept D
  - On island I-5 I/C
  - Arterial between MD & HI (shared LRT Br)

PSC re-confirms 10 lane br. w/full shoulders (09/09/10)

Bridge Review Panel

- 6 Recommendations
  - Discontinue work on open-web box
  - Select a new bridge type
    - Cable stay
    - Arch
    - Deck truss
  - Public process to select bridge type
  - Work w/FAA to allow cable stay/arch
  - Develop a tangent alignment for cable stay/arch
  - Replace I-5 NPH bridge (Final report 02/03/11)

Vancouver working group selects Vancouver LRT align

- Couplet (Washington/Broadway)
- 17th Street (under I-5 @ McLoughlin)
- PNR @ Clark College/Mill District/SR 14

## 2011

Biological opinion (01/19/11)

- Established in-water work window
  - Impact pile driving 09/15 - 04/15
  - Debris removal 11/01 - 02/28
  - Pile driving only for temp work bridge
  - Piles shall be vibed/oscillated if possible
  - Pile driving requires bubble curtain
- CRC recommended a bubble curtain test project in the Columbia River

OR/WA governors select deck truss CR bridge

FEIS (09/23/11)

- LPA w/refinements
- MD to victory braid, MD to NB flyover and SR 500 North ramp analyzed but not part of LPA phase 1
- River crossing type: Deck truss
- Cost: $3.1B to $3.5B

ROD (12/07/11)

Columbia River bridge temporary test pile program

- Confined and unconfined bubble curtain
- 6 Total piles (3 - 24"/3 - 48") (Contract 8078)

## 2012

Drilled shaft and driven pile program

- O-Cell tests on 3 shafts to determine capacity
- 3 Shafts
  - 6' diam x 120' deep
  - 8' diam x 130' deep
  - 10' diam x 215' deep
- 5 driven pile (24"" diam x 140' deep)

Project packaging and phasing *See table below*

Initial construction package Cost: $3.2 Billion

## 2013

General bridge permit issued (USCG)

CR bridge height re-eval

- Evaluated impacts to vessels, env. and design for clearances between 95' and 125'
- Selected 116' vertical clearance
- NEPA re-eval found no significant impacts

Develop procurement docs for CRBA project

- Request for qualifications
- Request for proposals
  - Chapter 1 (w/WSDOT as admin)
  - Chapter 2
    - Key docs: Geotech baseline, geotech data

WSDOT close-out (07/01/13)

ODOT continues to pursue CN

USCG general permit (09/27/13)

CRC first phase

- ICP w/phased WA elements:
  - I-5 NB to Vancouver
  - I-5 over McLoughlin
  - Community connector
- Cost +/- $2.8 Billion

## 2014

Tolling investment grade analysis report

ODOT close-out (05/2014)

### Proposed Packaging Summary

| Package Title | Procuring Agency | Delivery Method |
|---|---|---|
| River Crossing (RC) Package | WSDOT | DB |
| Columbia River Interstate Bridge Removal (BR) Package | WSDOT | DBB |
| Mainland Connector (MC) Package | ODOT or TriMet | DBB |
| Marine Drive (MD) Package | ODOT | DBB |
| Oregon Transit (OT) Package | TriMet | DBB |
| Washington Transit (WT) Package | WSDOT | DBB or GC/CM |
| Park-and-Ride (PR) Package | WSDOT | DB |
| Transit Systems (TS) Package | TriMet | DFI |
| Transit Other (TO) Package | | |
| Ruby Junction Maintenance Facility Modifications | TriMet | DBB |
| Steel Bridge Modifications | TriMet | DBB |
| Light Rail Vehicle Procurement | TriMet | DFI |
| Command Center Upgrades/Modification | TriMet | DFI |