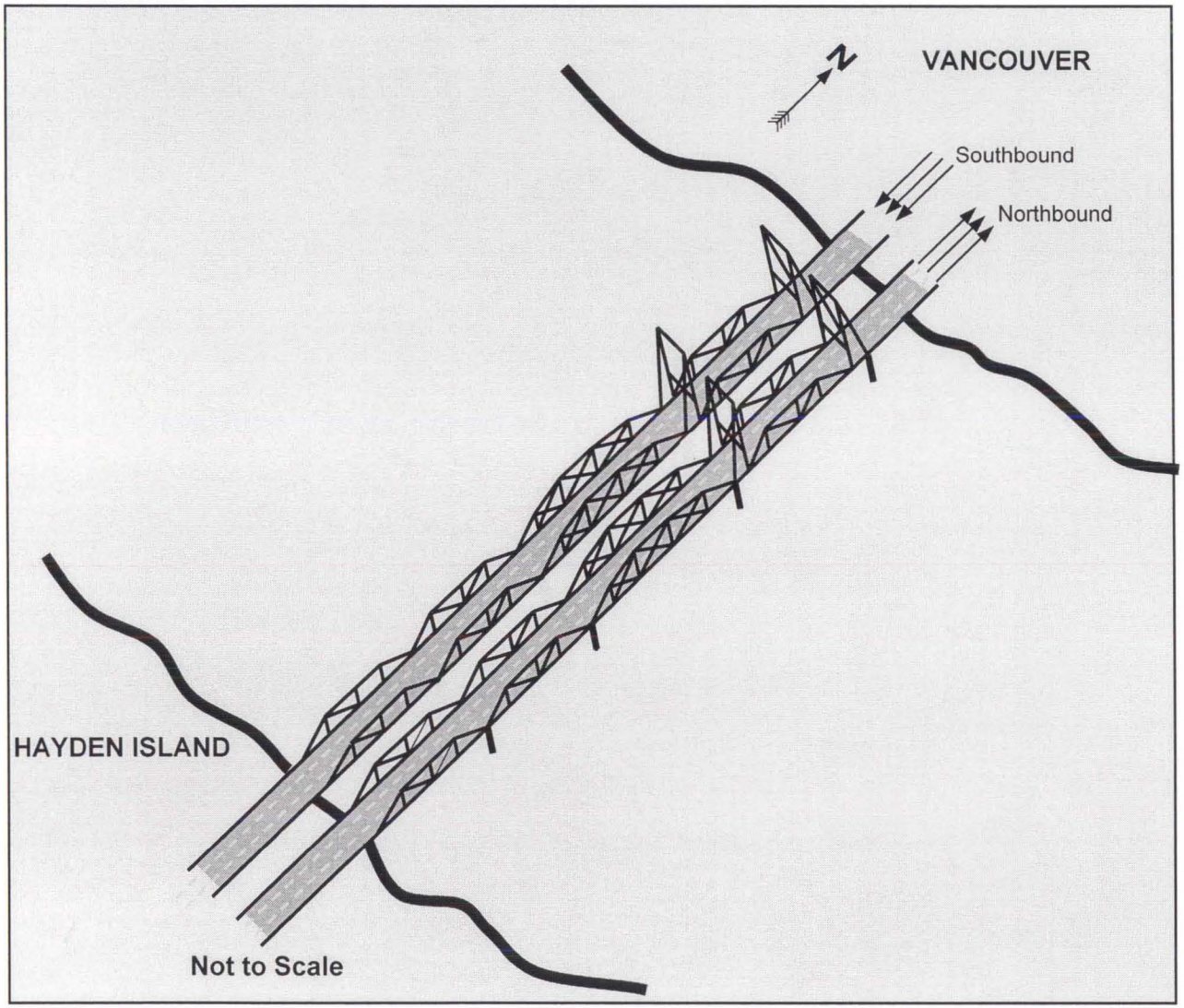
I-5 Transportation and Trade Partnership

River Crossing Options for Analysis



Current configuration: Two three-lane, low-level lift span bridges.

12/5/2002

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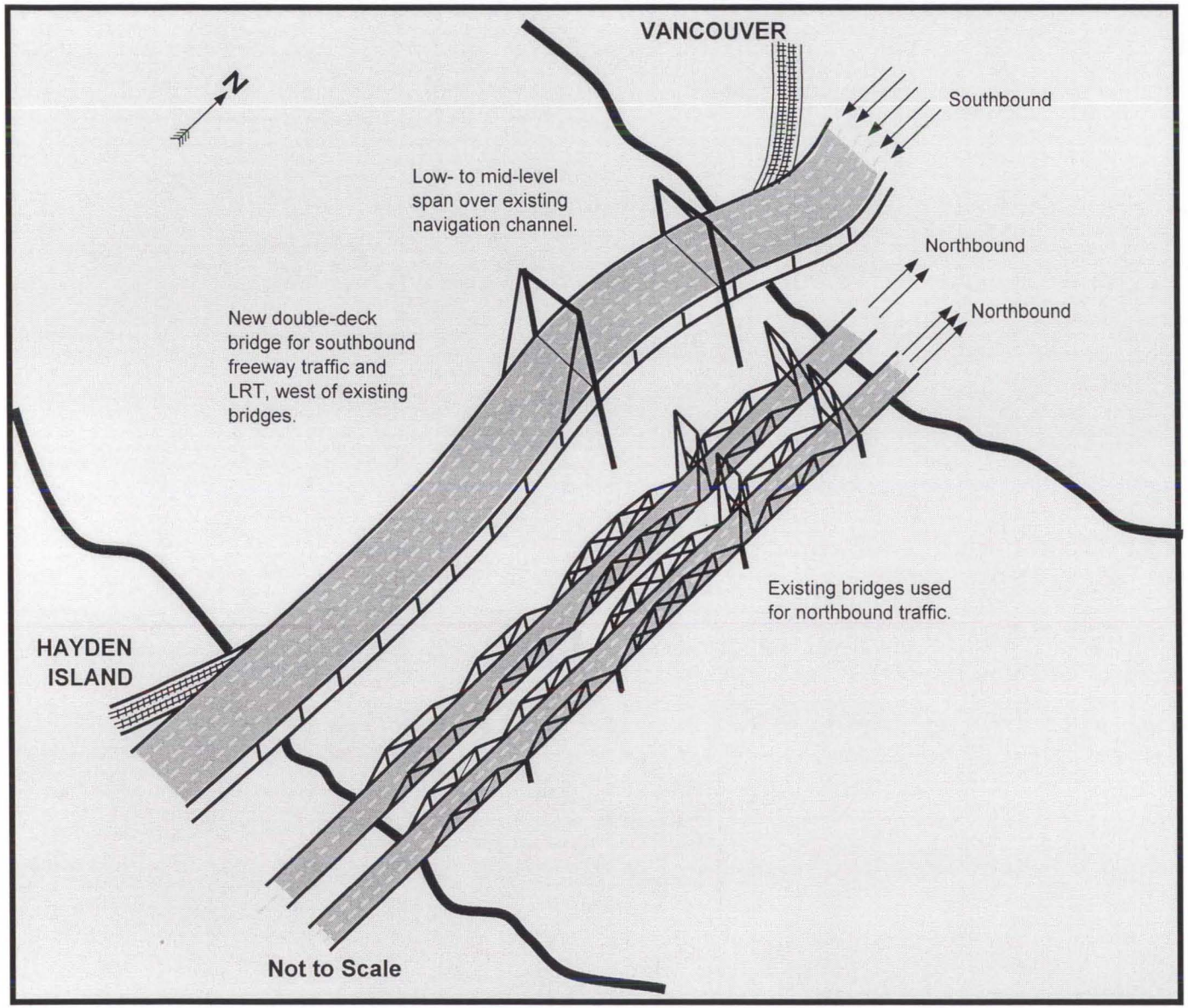
River Crossing Options for Analysis



Concept 1: Five-lane supplemental bridge w/LRT, west of existing bridges.

Notes:

1. Southbound traffic on new five-lane bridge, LRT on lower deck.

2. Low- to mid-level bridge, with lift span over existing navigation channel.

3. Northbound traffic would be split between the two existing bridges.

12/5/2002

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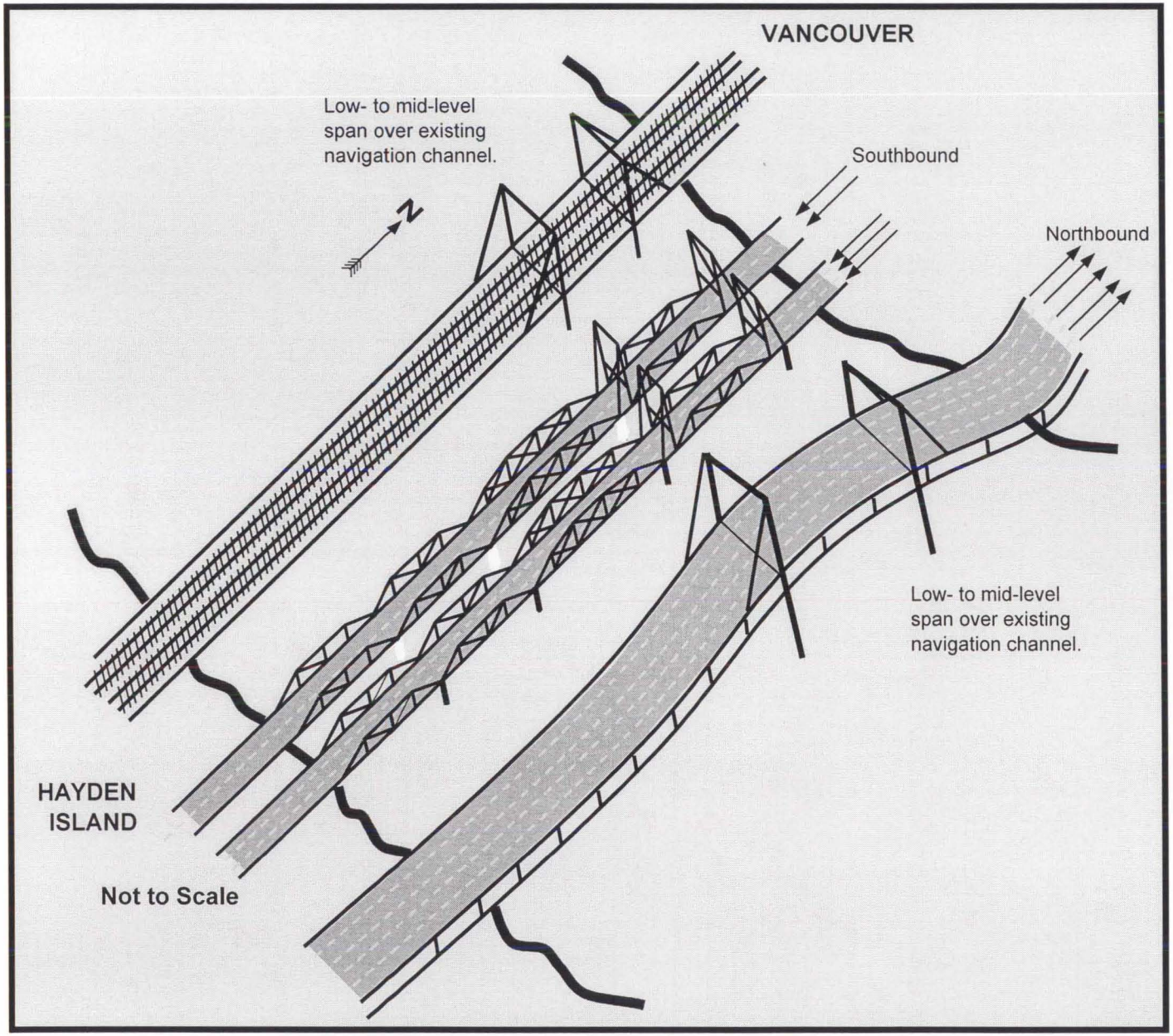
River Crossing Options for Analysis



Concept 2: Five-lane supplemental bridge east of existing bridges, separate LRT bridge to the west.

Notes:

1. Northbound traffic on new five-lane bridge.

2. LRT on new "stand-alone" bridge.

3. Low- to mid-level bridges, with lift spans over existing navigation channel.

4. Southbound traffic would be split between the two existing bridges, providing five to six lanes.

12/5/2002

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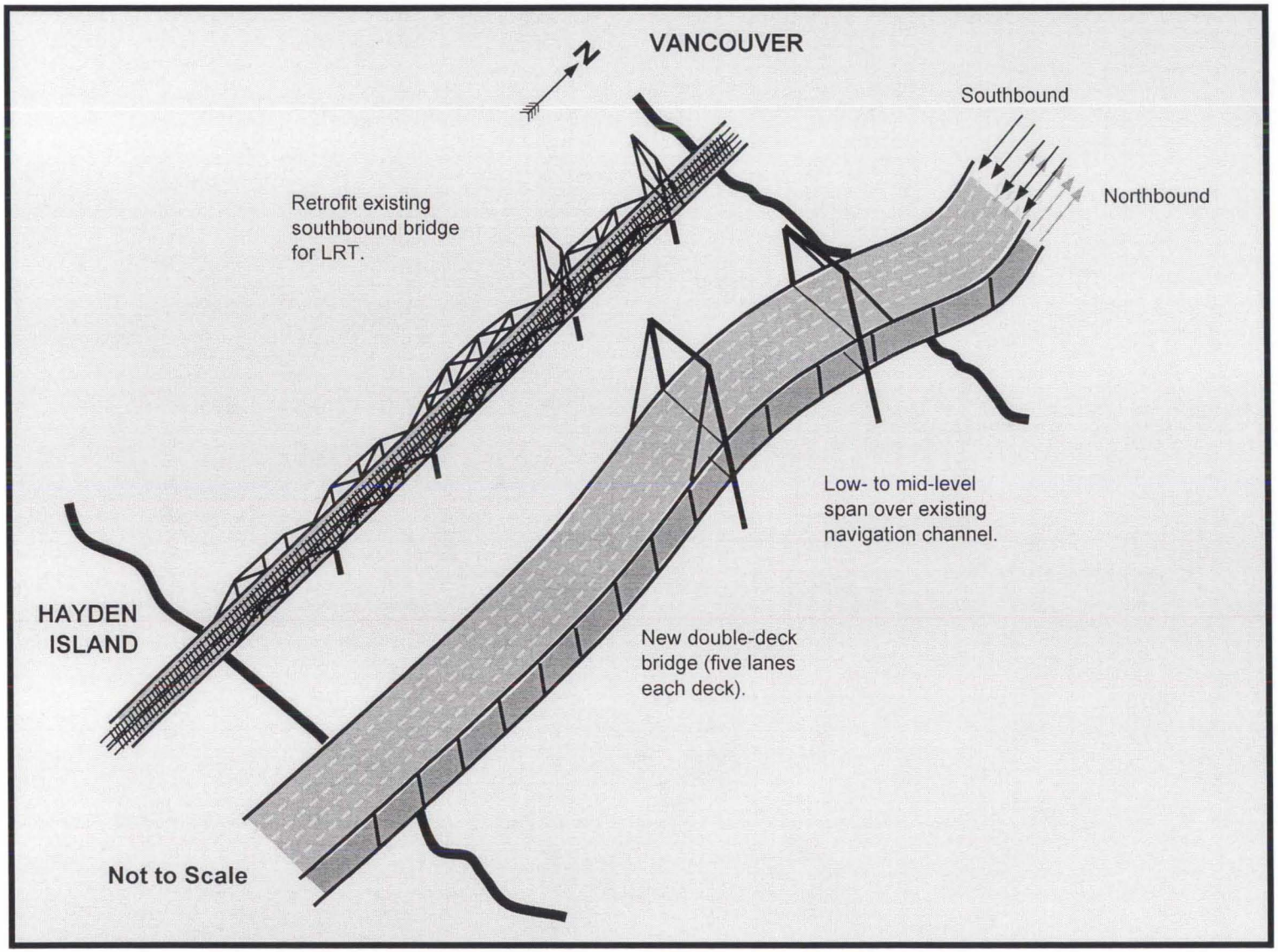
River Crossing Options for Analysis



Concept 3: Ten lanes on double-deck five-lane bridge, with LRT retrofitted on existing bridge.

Notes:

1. Low- to mid-level bridge with lift span over existing navigation channel.

2. Requires retrofitting existing bridge for LRT (feasibility may be questionable).

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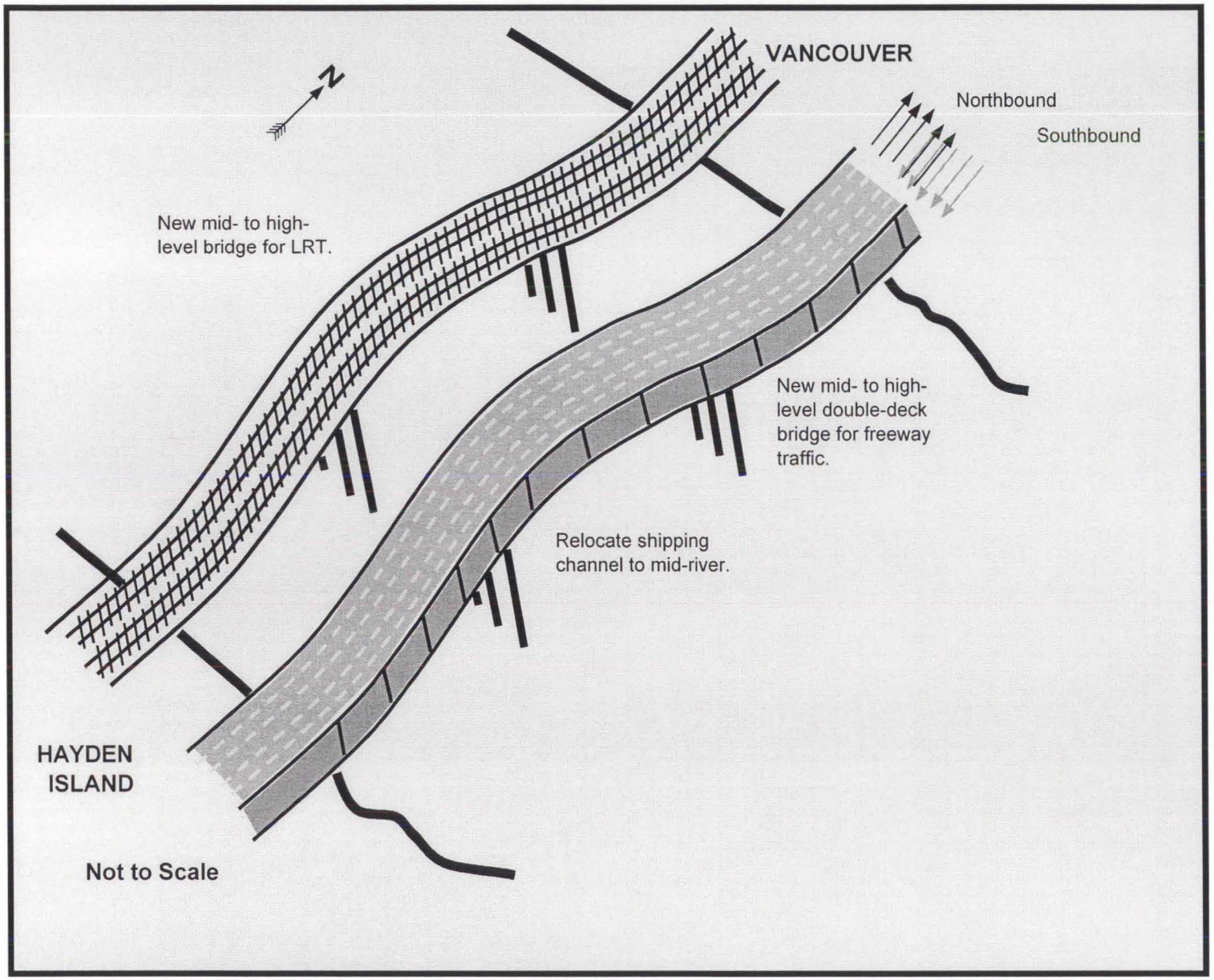
River Crossing Options for Analysis



Concept 4: Ten lanes on double-deck bridge, with LRT on separate new bridge.

Notes:

1. Mid- to high-level bridges. Navigation channel relocated to center of river.

2. Potential fixed spans for highway and LRT (with Coast Guard reduction of existing lift requirements), or lift spans.

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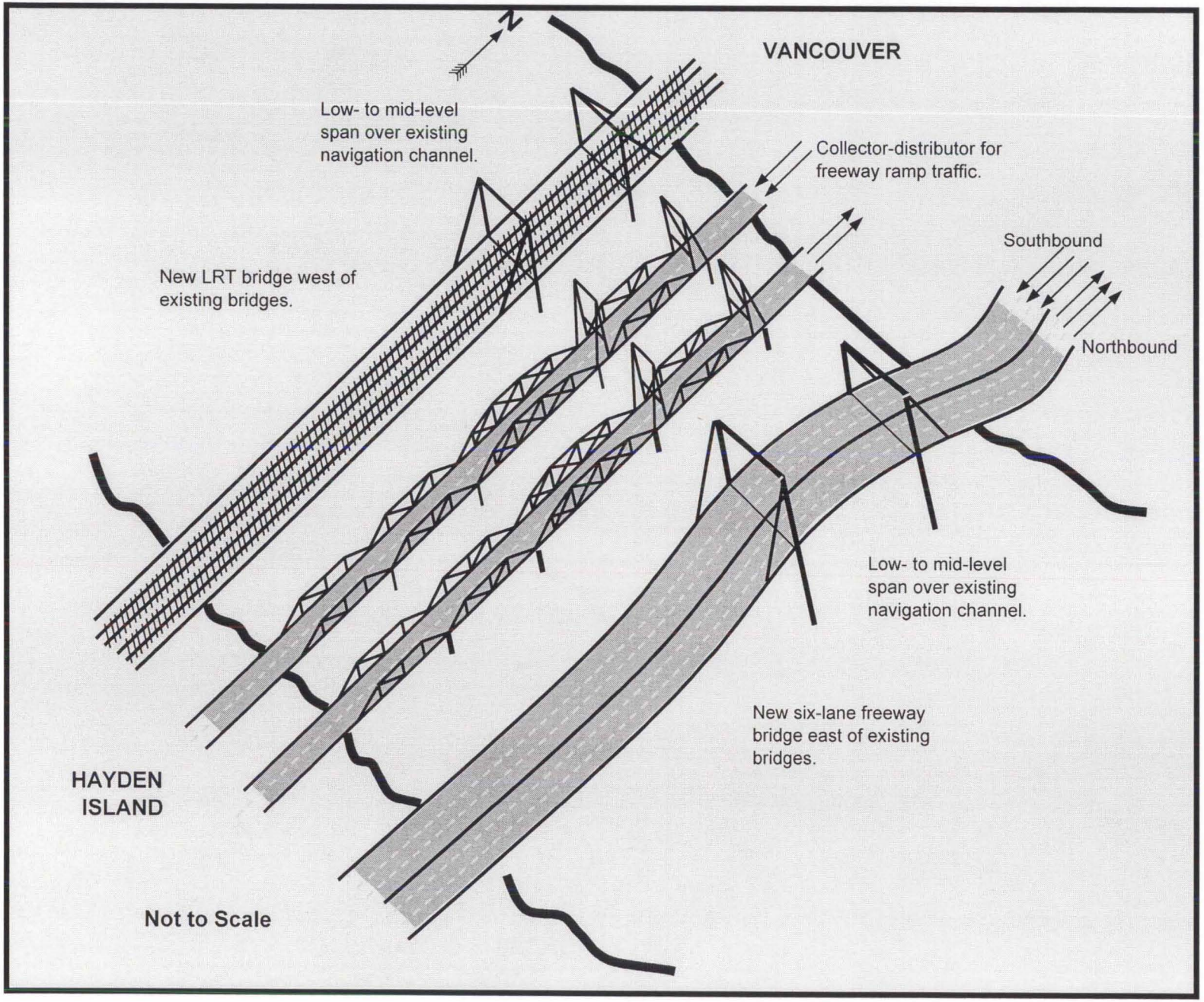
River Crossing Options for Analysis



Concept 5: New six-lane supplemental bridge, use existing bridges for collector-distributor, new LRT bridge.

Notes:

1. Through traffic on new six-lane bridge.

2. Existing bridges used for collector-distributor (moving freeway access away from through traffic).

3. LRT on new bridge.

4. Low- to mid-level bridges, with lift span over existing navigation channel.

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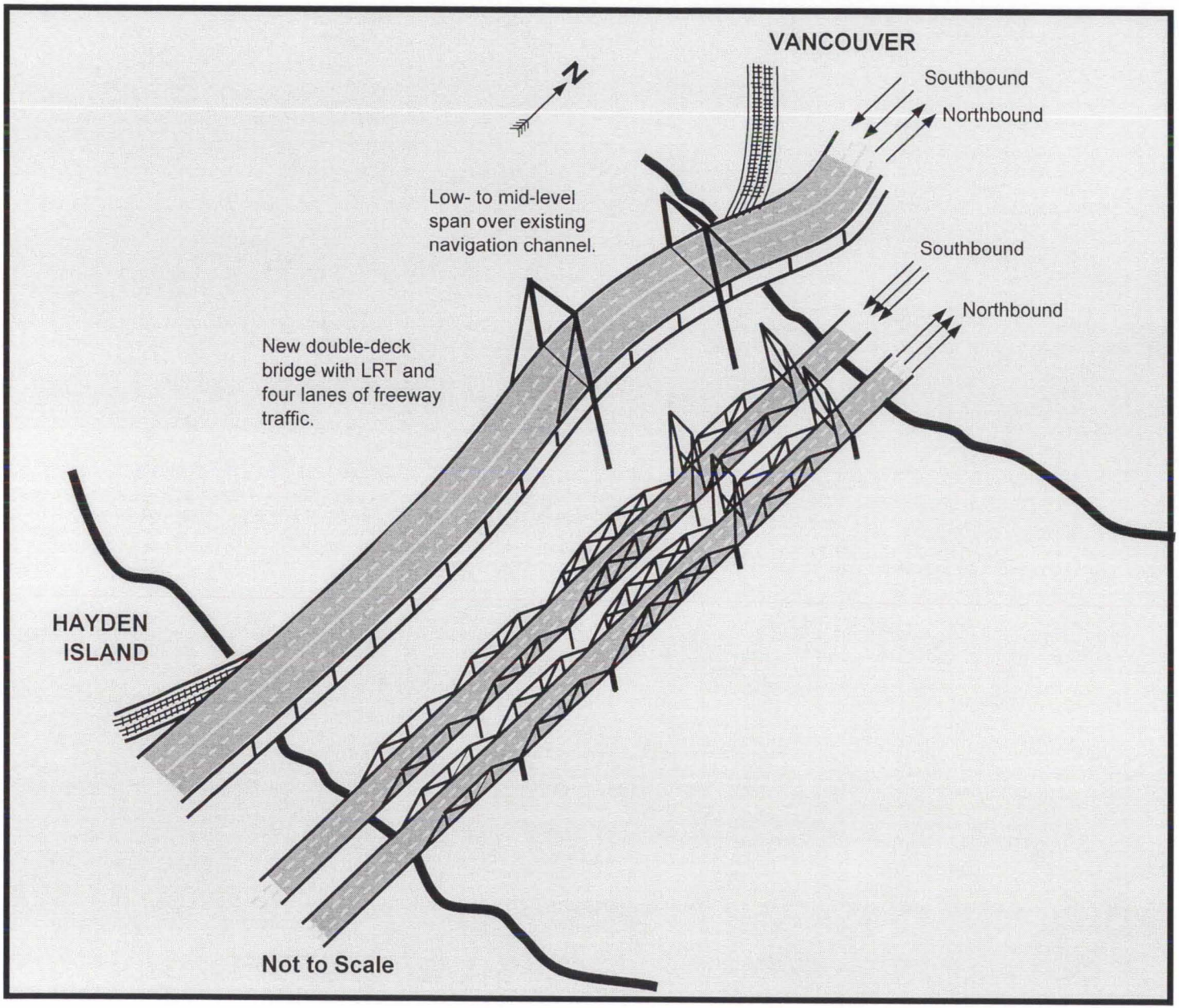
River Crossing Options for Analysis



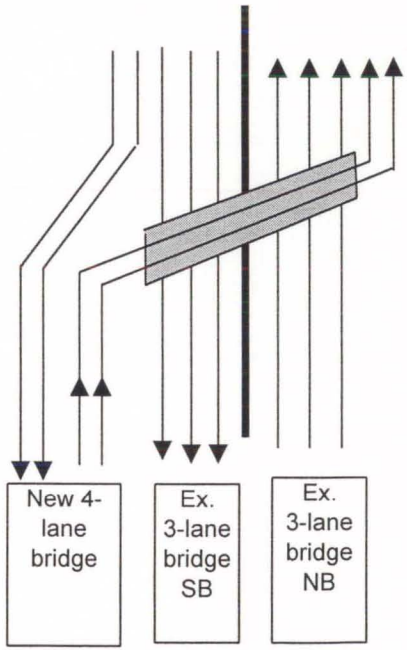
Concept 6: Four-lane supplemental bridge w/LRT, west of existing bridges.

Notes:

1. Provides for new four-lane bridge with LRT.

2. Low- to mid-level bridge with lift span over current navigation channel.

3. Use four-lane bridge as collector-distributor (i.e., ramp access for Hayden Island, etc.). Requires fly-over ramp as shown below.



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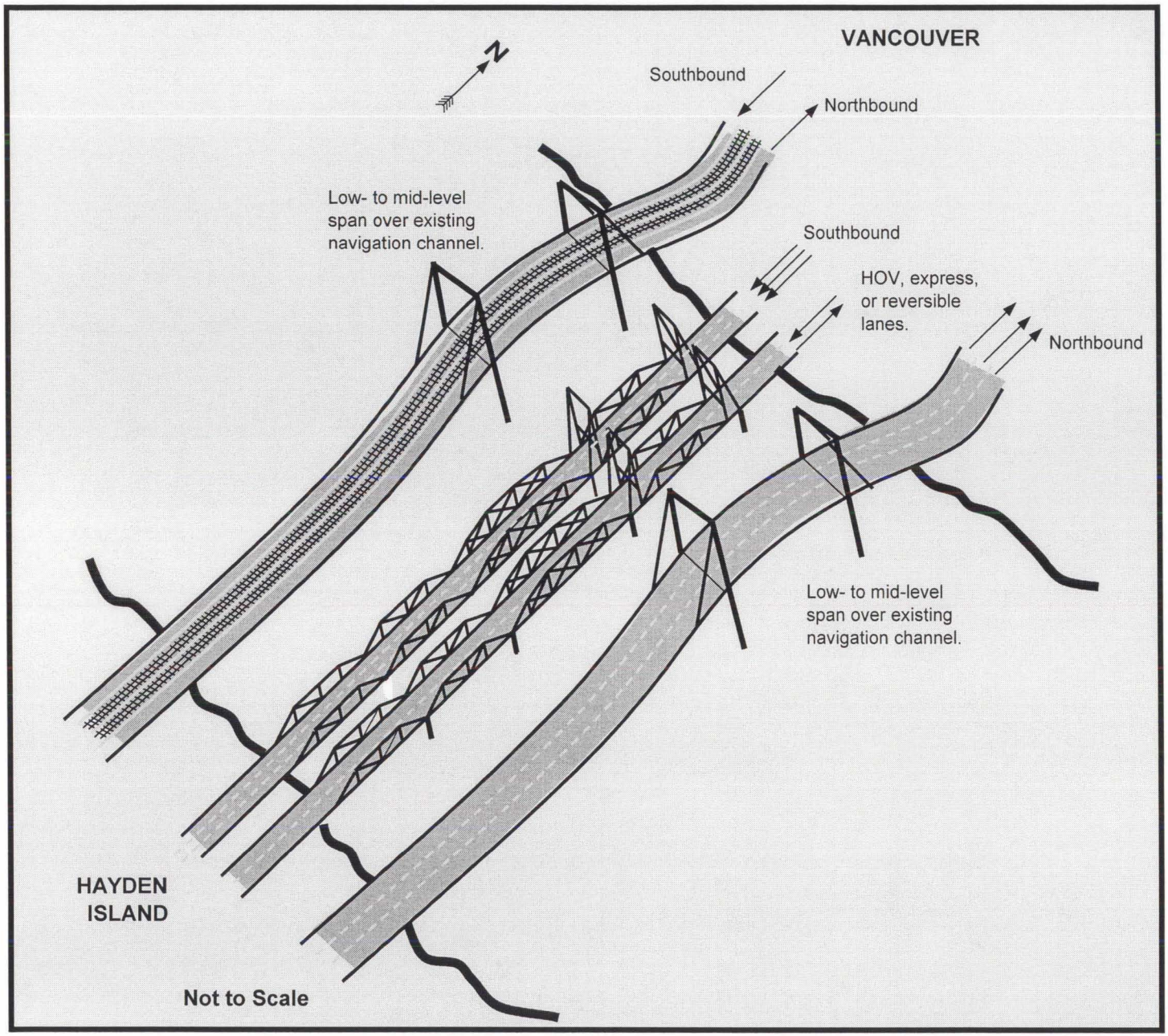
River Crossing Options for Analysis



Concept 7: LRT bridge with two-lane arterial, plus new three-lane supplemental bridge for freeway traffic.

Notes:

1. Provides for new four-lane bridge with LRT.

2. Low- to mid-level bridges with lift spans over current navigation channel.

3. Two lanes on existing northbound bridge could be used for HOV, express lanes, or (potentially) reversible lanes.

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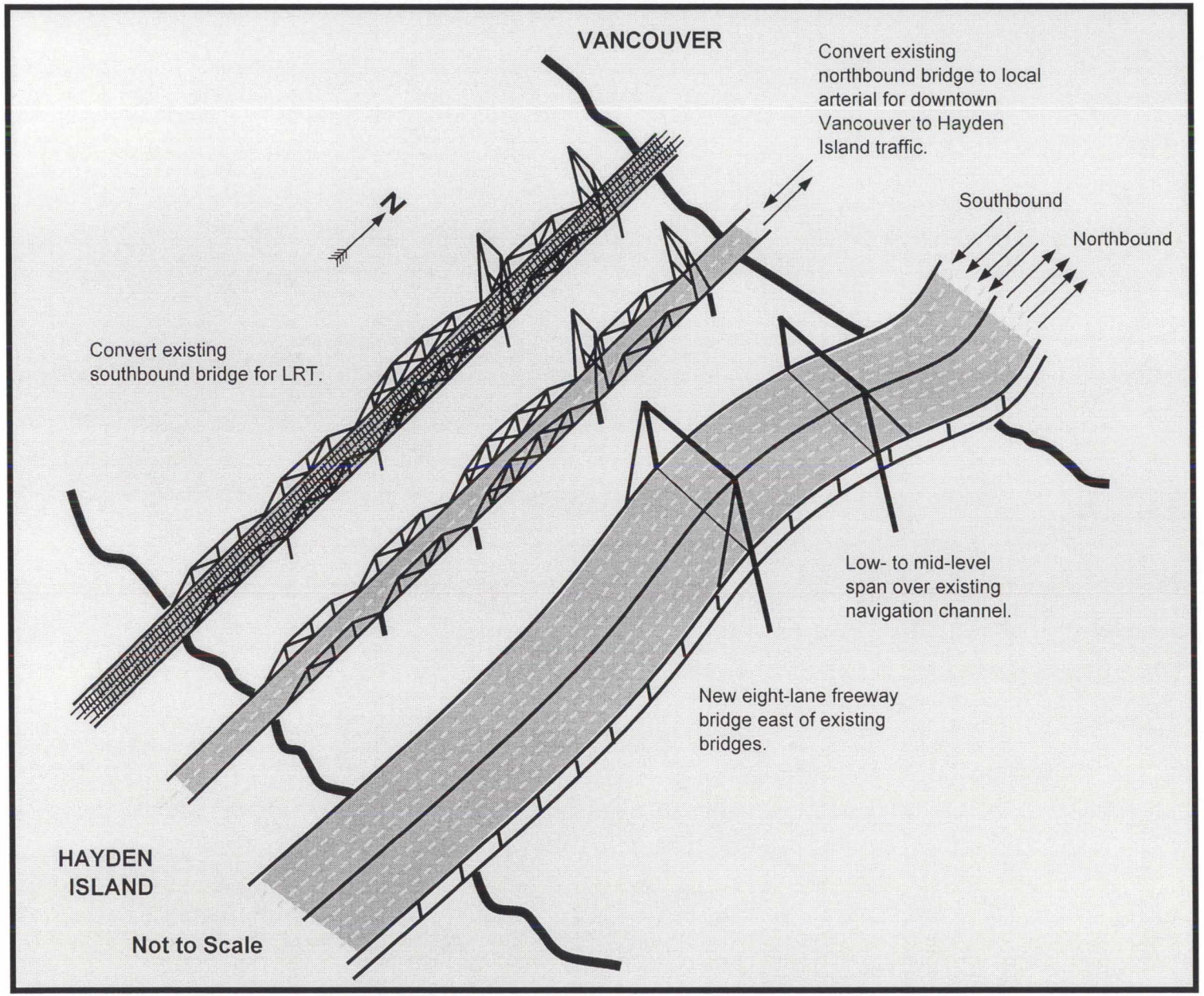
River Crossing Options for Analysis



Concept 8: Eight-lane supplemental bridge east of existing bridges, LRT retrofit and two-lane arterial.

Notes:

1. Through traffic on new eight-lane bridge.

2. Existing northbound bridge converted to local arterial between Hayden Island and downtown Vancouver.

3. LRT on retrofitted southbound bridge.

4. Low- to mid-level bridge, with lift span over existing navigation channel.

12/5/2002