

Southbound

Characteristics	Movements Allowed
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3 lanes (2 through and 1 HOV)

39th Street on ramp becomes auxiliary lane ending at Fourth Plain

5 lanes (2 through, 1, HOV, and 2 auxiliary)

SR 500 ramp becomes auxiliary lane to Fourth Plain and ends at Mill Plain

Fourth Plain on ramp becomes auxiliary lane ending at Mill Plain

Mill Plain on ramp becomes auxiliary lane to SR14 east

4 lanes (2 through, 1 HOV, and 1 auxiliary)

Washington St. on ramp merge with SR 14 east then merge with I-5

3 through lanes

Movements Allowed

39th Street on ramp traffic weaves with SR 500 off ramp traffic to Fourth Plain

SR 500 on ramp weave with Fourth Plain off and I-5 on

Vancouver City Center

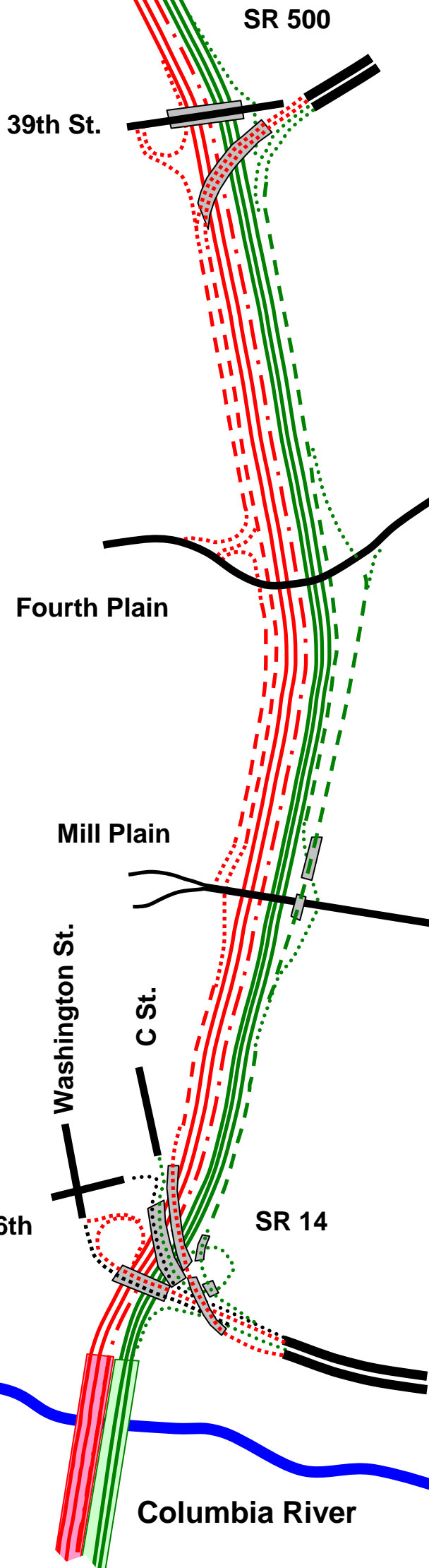
E. 5th/6th

Washington St.

C St.

SR 14

Columbia River



Northbound

Characteristics	Movements Allowed
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3 through lanes

Off ramp choice to 39th St. or SR 500

Auxiliary lane becomes SR 500 off

4 lanes (3 through and 1 auxiliary)

Fourth Plain on ramp weaves with auxiliary lane

5 lanes (3 through, 2 auxiliary lanes)

Mill Plain on ramp becomes auxiliary lane ending at SR 500

Mill Plain and Fourth Plain use auxiliary lane to exit I-5

4 lanes (3 through, 1 auxiliary lane)

Off ramp to C St. - City Center

SR14 on ramp becomes auxiliary lane ending at 4th Pl.

Off ramp SR14 EB

3 through lanes

Key:

- Southbound = Red**
 - HOV Lane
 - Through lane
 - Auxiliary lane
 - On/off ramp
- Northbound = Green**
 - HOV Lane
 - Through lane
 - Auxiliary lane
 - On/off ramp
- Local Street
- Signal
- Light Rail Tracks
- Barrier
- Structures
- CD = Collector-Distributor Lane



I-5 Transportation and Trade Partnership
 Bridge Influence Area Analysis
 Vancouver Existing Freeway and Interchanges System

REVISED #####

Not to Scale