

# WELCOME

## MEETING PURPOSE IS TO SHARE INFORMATION ON:

- Project background
- Findings from bridge height analyses
- Bridge height recommendation next steps

**CRC staff are stationed throughout the room to answer questions.**



**Washington State  
Department of Transportation**



**Oregon Department  
of Transportation**

## Columbia River CROSSING Safety problems



- About a crash per day occurs due to closely-spaced interchanges, merging and weaving, and poor sight lines.
- Crashes increase significantly with congestion and collisions are projected to increase to 750 per year by 2030.
- During bridge lifts, crashes increase by 3 - 4 times.
- The I-5 bridge does not have safety shoulders or room to move disabled vehicles off the highway.



## Columbia River CROSSING Daily congestion



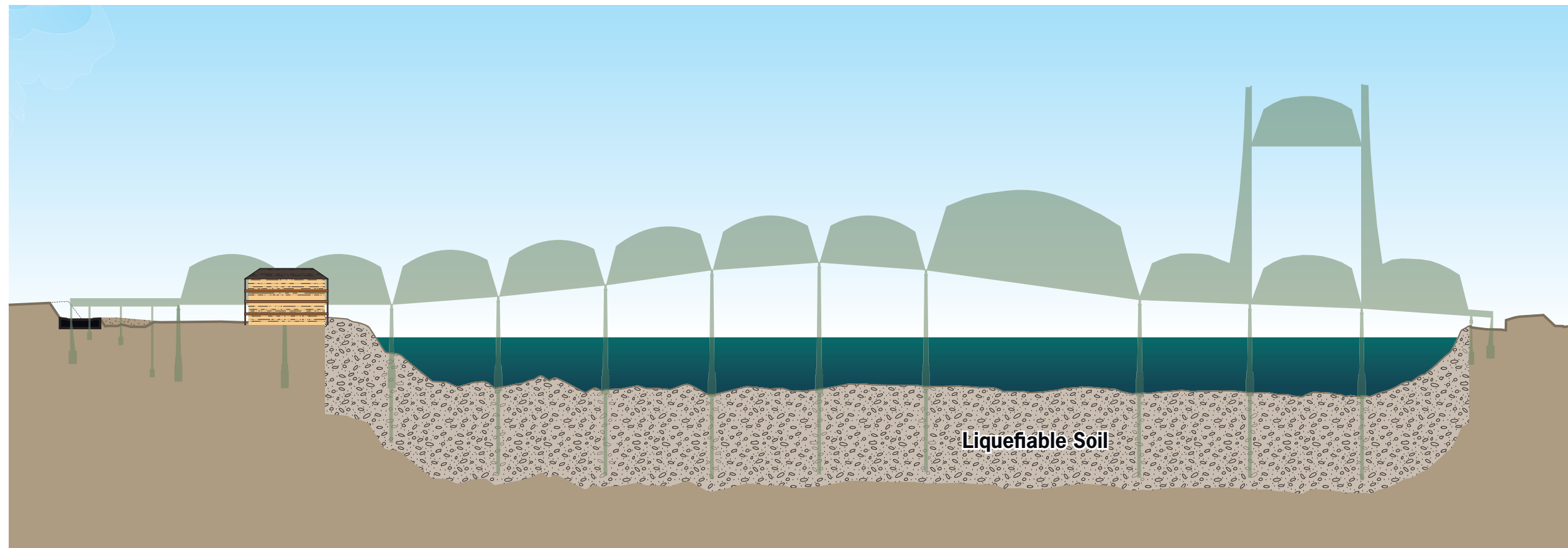
- Four to six hours of daily congestion occurs which will grow to 15 hours per day by 2030.
- Congestion makes travel time unreliable and increases costs for everyone.
- 459 lifts occurred per year on average over the last five years. Bridge lifts cause traffic to stop for up to 20 minutes and the resulting backup can take hours to clear.
- Congestion causes some drivers to cut through neighborhoods on local roads, creating traffic and safety problems.

# I-5 bridge earthquake vulnerability

- The project area is in an active seismic zone.
- Wooden pilings are 70 feet deep where sandy soils are susceptible to liquefaction.
- Bridge could collapse during an earthquake.

## Liquefaction

Earthquakes can induce a process called liquefaction. Liquefied soil loses most of its ability to support structures.





# Columbia River CROSSING Freight immobility



## I-5 is the primary freight corridor for the entire west coast

- Essential access to ports of Vancouver and Portland is in project area.
- The I-5 bridge is one of the worst bottlenecks in the nation.



Volume of freight moving across the U.S. from Oregon—the thicker the line, the higher the volume.

## Freight plays key role in the economy

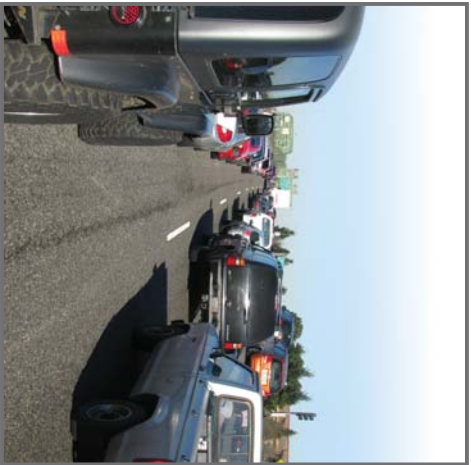
- More than 65% of the region's freight moves by truck.
- In 2005, an estimated \$40 billion in freight crossed the I-5 bridge, expected to grow to \$71 billion by 2030.
- Congestion makes freight travel times less reliable and increases costs, such as fuel and labor.



**Columbia River Crossing will address these six transportation problems:**

**SEISMIC VULNERABILITY:**

Wooden pilings are set in liquefiable soils, which could cause the bridge to fail in a major earthquake.



**FREIGHT IMMOBILITY:**

Congestion and outdated interchange designs disrupt flow of commerce to the ports of Portland and Vancouver, businesses and distribution facilities.



**COLLISIONS:** More than one crash per day occurs in the project area, which is expected to increase by 70 percent by 2030.



**CONGESTION:** 4 to 6 hours of congestion a day; expected to rise to 15 hours a day by 2030.

**LIMITED TRANSIT OPTIONS:**

Buses are the only transit option and get stuck in daily congestion.



**POOR BIKE/PED CONNECTIONS:**

The 4-foot wide path is hard to access, near traffic and discourages use.



# Columbia River **CROSSING** Long-term solution

## PROJECT ELEMENTS

- **Mid-height replacement bridge** over the Columbia River
- **Improvements to five closely-spaced interchanges** along a five-mile stretch of I-5
- **Light rail extension** to downtown Vancouver
- **Improved bike and pedestrian** facilities



The Record of Decision in December 2011 specifies the project improvements and mitigation commitments to be advanced through design and construction. Significant project changes cannot be made without additional design work and environmental analysis.

# Columbia River **CROSSING** Project Schedule

