

Columbia River CROSSING a long-term, comprehensive solution.



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[Interstate 5 bridge height considerations and study results are subject of open house Nov 14.](#)

Published 11/7/2012 6:07:38 PM

Community members invited to review new findings and discuss options

VANCOUVER – The results of a comprehensive analysis of various bridge heights for the replacement Interstate 5 bridge will be shared and discussed at a public open house Wednesday, Nov. 14, in Vancouver.

As part of the Columbia River Crossing project's ongoing [work](#) to prepare a bridge permit application for the replacement I-5 bridge, project staff conducted further analysis of a mid-range (95-110 foot) bridge identified in the Locally Preferred Alternative. In addition, staff completed new analyses of the feasibility of 115, 120 and 125 foot bridge options.

The analyses considered river use, vessel impacts, freight mobility, highway safety and efficiency, transit efficiency, landside impacts, air safety, economic impacts and costs associated with various bridge heights.

CRC project staff will share information about the bridge height analyses and answer questions about the permitting process and timeline at the Nov. 14 open house. The [report](#) containing the findings has been submitted to the U.S. Coast Guard and is available online.

Bridge Height Open House

Wednesday, Nov. 14, 2012

4-7 p.m.

Red Lion at the Quay, River Room

100 Columbia Street

Vancouver, WA 98660

Through November, CRC staff will continue to refine the technical analysis on the number of vessels impacted, river users, costs and potential solutions. A bridge height recommendation is expected in December 2012. The bridge height recommendation will be central to the general bridge permit application to be submitted to the U.S. Coast Guard in January 2013.

Technical work on the permit began with receipt of the federal Record of Decision in December 2011. The bridge height must balance the interests of river users, freight mobility, needs for flight paths over the bridge to Portland International Airport and Pearson Airfield, connections to downtown Vancouver, and cost and schedule of the project. Changes in the character of river traffic in the past two years led some river users to request a bridge taller than the current design of about 95 feet.

Tags: [Bridge design](#) [Public meetings](#)



[CRC project outlines bicycle-pedestrian safety and access improvements under first construction phase proposal](#)

Published 9/27/2012 2:33:04 PM

The Columbia River Crossing's proposed plan for the initial construction phase would postpone a suspended multi-use path under a bridge over North Portland Harbor, which would reduce the initial construction cost of the project in Oregon by \$12.4 million. Even with the postponement of this improvement, the project will spend more than \$28 million on the multi-use path elements in Washington and Oregon and additional sums on bike lanes and sidewalks (which are included in the roadway improvement cost estimates). Bicycle and pedestrian elements of the initial construction project include:

- A covered multiuse path across the Columbia River up to 20 feet wide, separated from highway traffic.
- Bike lanes and sidewalks on a local bridge between North Portland and Hayden Island which also carries light rail and two lanes of auto traffic. These elements will provide a significantly improved connection to Hayden Island for those on foot or riding a bike, even with the postponement of the suspended multi-use path.

- Sidewalks and bike lanes on Hayden Island and North Portland local roads that are improved during the first construction phase.
- Improved sidewalks associated with the light rail extension.

Postponements to bicycle and pedestrian elements of the project are just a small portion of the overall proposed savings for the initial construction phase of the project; most of the savings have come from roadway elements. In 2010, the Oregon and Washington governors directed the adoption of other highway refinements and phasing decisions to reduce about 20 percent (about \$650 million) of the highway costs. These included:

- Phasing an elevated ramp (braid) from Marine Drive across the Victory Boulevard off-ramp from I-5 southbound
- Phasing an elevated ramp (flyover) across I-5 as part of the Marine Drive interchange
- Phasing the ramps to I-5 northbound from SR 500 and from I-5 southbound to SR 500
- Reusing the existing highway bridge over North Portland Harbor
- Minimizing elevated structures over Hayden Island and lowering the profile of the interstate
- Reducing the width of the I-5 bridge to accommodate 10 traffic lanes instead of 12
- Removing one planned highway lane northbound between SR 14 and SR 500

In 2011-12 an additional \$145 million in postponed improvements in Oregon have been proposed:

- Local roads around Hayden Island interchange (approximately \$10 million)
- Bridge over N. Portland Harbor and Hayden Island bridges over Tomahawk Island Drive and Jantzen Drive (approximately \$100 million)
- Local roads around Marine Dr. interchange (approximately \$20 million)
- Eastside suspended bicycle/pedestrian path over N. Portland Harbor (approximately \$15 million)

Tags: [Bridge design](#) [Pedestrian and bicycle](#)



[Just completed preliminary findings inform general bridge permit work plan](#)

Published 8/16/2012 5:27:50 PM

Additional technical analyses occurred this year related to the replacement I-5 bridge following an extensive user survey. The ongoing analyses have looked at technical feasibility, costs and environmental impacts of avoiding, minimizing or mitigating negative effects to current and future river navigation.

The preliminary findings and work plan may be found [here](#).

Tags: [Bridge design](#) [Columbia River](#)



[Governors announce plan to deliver CRC project on schedule](#)

Published 5/9/2011 1:12:03 PM

Washington Governor Chris Gregoire and Oregon Governor John Kitzhaber announced on April 25 their plan to take advantage of federal funding opportunities and break ground on the Columbia River Crossing project in 2013.

"Our timing is important – we are seeking nearly \$1.3 billion in federal funding for this project. We must secure a federal Record of Decision on our design this year to ensure the best chance of receiving full funding," said Governor Gregoire.

"Our decision today is a strategic commitment to make transportation investments that reflect the realities of the future, not the past," said Governor Kitzhaber. "Moving this project to completion in the most cost effective way possible is critical to providing a safer, less congested transportation system."

Standing with community leaders, the two governors identified the deck truss bridge as the best replacement structure for the aging Interstate 5 bridge because it provides the most certain path to keep the project on schedule and on budget. The other bridge options under consideration would require delays for additional design work and environmental analysis, which would add time and cost to the process.



Project next steps include:

- Update project cost estimates to incorporate deck truss design (Spring 2011)
- Add architect(s) to the project team and establish architectural specifications for a bridge design contract (Spring 2011)
- Work with Project Sponsors Council to publish the Final Environmental Impact Statement (Summer 2011)
- Receive federal Record of Decision (Late 2011)
- Start construction (2013)

Additional information about the Governors' decision and the project's next steps is available [online](#).

Tags: [Bridge design](#) [Press conference](#)



[DOTs submit draft bridge type recommendation to governors](#)

Published 3/2/2011 6:00:00 AM

The Oregon and Washington transportation departments have issued a draft recommendation to the Oregon and Washington governors for a deck truss bridge for the Columbia River Crossing.

Washington Transportation Secretary Paula Hammond and Oregon Transportation Director Matt Garrett made the recommendation following a three-month review by a [16-member panel](#) of national expert bridge designers and engineers, and additional technical review of the panel's report released in February. The report offered three bridge types (tied arch, cable-stayed and deck truss) that panel members found to be less risky and potentially less expensive to construct than the proposed CRC bridge type.



The governors responded to the report by adopting the panel's recommendation to discontinue any further design work on the current CRC bridge type. They also asked their state transportation departments to perform an expedited review of the panel's three recommended bridge types.

Hammond and Garrett said the deck truss design is the only one of the three designs offered by the panel that meets the needs of both states and the criteria established by the governors, because it:

- Is the most affordable,
- Allows the project to stay on schedule,
- Adheres to the current environmental commitments,
- Builds on the resources spent to date,
- Has the least impact in the river,
- Will attract multiple contractors, thus giving the public the most competitive prices, and
- Provides the overall least risky path forward.

The draft recommendation is posted online [here](#).

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