

Columbia River CROSSING a long-term, comprehensive solution.



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PUBLIC MEETINGS

Open houses and workshops

November 14, 2012 - Bridge height open house

October 12 and 13, 2011 - Final Environmental Impact Statement Drop-In Information Sessions

May 25, 2011 - Historic and cultural resources open house

March 10, 2011 - Listening sessions on draft recommendation for bridge type

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Frequently Asked Questions



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Bridge height open house

Community members invited to review new findings and discuss options



The results of a comprehensive analysis of various bridge heights for the replacement Interstate 5 bridge were shared and discussed at a public open house Wednesday, Nov. 14, 2012, 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 shared 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.

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, 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.

Couldn't Make It?

Here are the materials we presented:

[Project overview](#) (13M)

Information about the project's goals and elements

[Bridge height history](#) (51K)

Information about how CRC selected a 95-foot mid-level bridge height

[Analysis of Vertical Clearance, 100-125 feet, Vancouver and Hayden Island](#)

(19M)

Information about the effects of various bridge heights on bridge landings in downtown Vancouver and on Hayden Island, including automobile, bicycle and pedestrian access and circulation, and light rail grades and station elevation

[Analysis of Vertical Clearance, 100-125 feet, Replacement Bridge](#) (1M)

Information about the effects of various bridge heights on highway grades and traffic speeds, airspace encroachment and bridge foundation sizes

[Analysis of Vertical Clearance, 100-125 feet, River Users](#) (5M)

Overview of vertical clearance analysis, 100-125 feet

A summary of effects and cost estimates associated with various bridge heights.

Information about the effects of various bridge heights on current and future river users, including conditions affecting river passage, vessels affected at different bridge heights and the process for addressing user impacts

Next Steps (829K)

Information about the project schedule and process with the US Coast Guard to apply for a general bridge permit

