

Columbia River
CROSSING a long-term,
comprehensive solution.



Project update

November 7, 2012

Interstate 5 bridge height considerations and study results are subject of open house Nov 14.

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



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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.

CRC collects bridge user data for traffic analysis

As part of the CRC's investment grade traffic and revenue analysis, staff collected bridge user data this fall. Crews near the Interstate Bridge recorded license plate numbers of vehicles crossing the bridge. Registered vehicle owners will receive a postcard in November or December inviting them to participate in a short, online travel pattern survey.

Questions in this survey will ask about trip frequency, trip purpose, travel time, and start and end locations. Survey results will be anonymous and not connected to any personal information such as license plates or addresses. Data from this survey will be used to verify and refine traffic patterns for use in forecasting toll revenue as the CRC moves forward to secure construction funding.

The CRC project is seeking construction funding from three major sources: federal funds, the states of Washington and Oregon and user fees (bridge tolls).

Toll rates and policies will be set by the Oregon and Washington state transportation commissions following a public process. The finance chapter for the Final Environmental Impact Statement examines the potential funding contribution from multiple toll rate scenarios ranging from \$1.00 to \$3.00 (2006 dollars).

Prior to setting toll rates, CRC will develop an investment grade traffic model; work with the states, transportation commissions and legislatures to refine toll scenarios; and finalize an investment grade traffic and revenue report. The completed report will allow the project to sell bonds secured by toll revenue and to take advantage of low borrowing costs from a federal loan program (TIFIA).

Vancouver Downtown Association receives construction planning update

CRC directors, Kris Strickler and Nancy Boyd, presented a progress report and information about construction planning to nearly 140 members of the downtown business community at the [Vancouver Downtown Association's quarterly meeting](#) last month. After the moderated discussion, CRC staff answered guests' questions at project maps and displays.

This meeting is one of many steps the project is taking to engage the community as engineering plans and construction strategies are refined. Advanced planning by CRC, the City of Vancouver and the business community will begin once the funding is in place and more detailed construction schedules are developed.

These partnerships will help lead to construction management plans that comply with mitigation commitments contained in the [Record of Decision \(ROD\)](#). These commitments include:

- Implement programs for business planning assistance, marketing and promotions.
- Operate a telephone hotline and information system throughout the duration of project construction.
- Concentrate work areas that minimize disruptions to vehicular traffic, walkways and business access.
- Provide access to businesses with signage for detours and temporary routes.
- Relocate affected loading zones, property access, bus stops, and other specially designated parking and access points before construction begins.

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