

Columbia River CROSSING a long-term, comprehensive solution.

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Hayden Island Interchange

Hayden Island Interchange design recommendation sent to governors

In early 2010, CRC began working with members of the community and agency partners to review the design of the Hayden Island interchange. After several months of work by the Integrated Project Sponsors Council Staff (IPS) and input from the community, the Project Sponsors Council unanimously agreed on a set of [recommendations](#) that included a redesigned Hayden Island interchange. Governors John Kitzhaber and Chris Gregoire concurred with these refinements and directed staff to include them in the project's design.

Collaborative process addressed concerns about original design for Hayden Island Interchange

Concerns were raised about the lack of local access to Hayden Island, the overhead structures and elevation at Tomahawk Island Drive, and overall footprint of the interchange on the island. IPS began by drafting concepts for a refined "on-island" Hayden Island interchange while retaining all basic traffic movements and operations presented in the Locally Preferred Alternative (LPA). At the same time, several concepts for an "off-island" interchange were developed and considered. The Hayden Island Design Group (HIDG) was also convened with local residents and businesses to incorporate their perspectives. The HIDG met up to twice weekly to discuss evolving design concepts. Feedback from the HIDG was provided to the work group and IPS to inform these ongoing discussions.

Public process contributed to interchange design refinement

Three public meetings were held to share the evolving concepts with the broader community. Throughout the process, both operational issues and community impacts were considered. One concept emerged as a distinct design that could address many of the concerns expressed regarding previous concepts.

An evaluation found the new design ("Concept D") balances access to Hayden Island, freight mobility, environmental and community benefits and project costs. Concept D carries a consensus recommendation from project partners, Hayden Island residents and other stakeholders involved throughout the process. Concept D is referred to as "Option A" in the Final Environmental Impact Statement.

Hayden Island interchange and connector design

Highway and roadway improvements on Hayden Island include full interchange ramps to access the island, a new structure/bridge to connect Hayden Island to the improved Marine Drive interchange, local road network improvements, a bicycle and pedestrian pathway, and a mainland connector bridge carrying light rail and local traffic between Hayden Island and the mainland.

Estimated cost of these improvements is \$270 million. These improvements are funded primarily with Oregon funds. Fund sources to be used, in the following order, for these improvements are: (1) Oregon state funds, accompanied by a share of the FTA New Starts funding for the mainland connector; and (2) federal highway sources as they become available.

Moving forward

As CRC moves toward construction, the following project design elements related to the Hayden Island interchange will continue to be refined:

- Pedestrian and bicycle path designs
- Light rail extension and transit station
- Local bridge between North Portland and Hayden Island
- Access management
- Stormwater quality design



HIDG found that Concept D provides the best balance of access to Hayden Island, freight mobility, environmental and community benefits and project costs. "Option A" in the Final Environmental Impact Statement. Click the image above to view a PDF of all the concepts HIDG considered.

Phased improvements on Hayden Island

CRC has prepared concepts to reduce upfront construction costs for the Marine Drive and Hayden Island interchanges by about \$145 million, while maintaining essential project benefits of reduced congestion and collisions, improved transit, freight mobility and earthquake protection. Phased improvements respond to Oregon Governor Kitzhaber's request for the project design to reflect current economic realities. The governor requested the project develop and present first phase concepts based on:

- Alternatives to the full build which include a smaller first phase foot print
- A smaller capital investment and a smaller state investment
- Maintaining the project's purpose and need
- Engineering feasibility and limited temporary structures
- The types and timing of funds available (highway, transit, tolls)

Estimated savings have been identified by postponing portions of off-highway improvements:

- Ramps
- Portions of local road network improvements on Hayden Island and Oregon mainland
- Portions of bicycle/pedestrian pathway on mainland and island

The full build of the Hayden Island interchange, as described in the Final EIS, will occur as funding becomes available. The Oregon Legislature is expected to consider construction funding options in the 2013 session.

Related Links

[Recommendations for redesigned Hayden Island interchange](#)

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700 Washington Street, Suite 300 | Vancouver, WA | 98660