

# Columbia River CROSSING a long-term, comprehensive solution.



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## PROJECT INFORMATION

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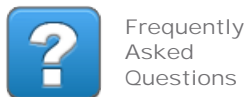
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## Construction Planning

Construction of the five-mile CRC project will occur in segments. The first section to be built will be the Columbia River Bridge, its touchdowns to land, and the light rail transit extension. Once the bridge and transit construction is underway, work will begin on the interchanges and other improvements. The sequence of construction will ensure that I-5 remains open for travel. As sections are complete, they will provide safety and mobility benefits to the traveling public.

Construction of all project elements will be closely coordinated, and will be managed through [multiple contracts](#). The sequence of the work is shown in the graphic below. More information on construction methods can be found in [section 2.3](#) of the Final Environmental Impact Statement (EIS).



Click on the above maps to see full sized PDF.

This schedule assumes that [project funds](#) are available when needed. If funding is available in phases, then the construction of the project could be phased and the schedule would be adjusted if needed. In either case, the first elements to built will be the bridge and touchdowns, and light rail.

### Weekday I-5 traffic and access to be maintained

We will work to minimize effects but some construction activities will disrupt traffic. For I-5, it is anticipated that three southbound and three northbound lanes will be maintained during all weekdays, except when the final changeover occurs between the old bridges and the new bridges. When temporary lane closures are needed for construction and safety, they will typically occur at night and on weekends. It is expected that all of the current access at each interchange will remain open during construction, with the exception of those movements that will be permanently changed.

Typical construction methods will require shifting I-5 traffic onto temporary alignments, narrowing lanes and shoulders to accommodate equipment and workers, shortening merge and exit distances, reducing posted speed limits, and closing or detouring some traffic movements. All traffic changes or temporary lane/ramp closures will be publicized in advance.

More information on road closures and detours can be found under temporary effects in [Chapter 3.1](#) of the Final EIS.

### CRC will work to minimize construction impacts

Construction-related noise, dust and traffic disruptions will be avoided and minimized whenever possible, per specific actions identified in project construction plans. The project and its contractors will work proactively with those potentially impacted by construction activities, listen to neighbors' concerns and make reasonable adjustments to minimize construction-related disruptions.

CRC will provide regular, timely updates on construction activities. Information about construction activities will be available online, by telephone, through mailings and public meetings.

Construction contractors who are interested in CRC's process and schedule for contracting opportunities can [learn more here](#).

### Construction phasing

In response to a request by Governor Kitzhaber and Oregon legislators, CRC provided [information](#) about how the Oregon section of the project could be built in phases, to meet the current economic conditions with a conservative funding approach and a smaller first phase footprint. Under the scenario presented, some non-highway improvements in Oregon would be postponed to future phases. All phasing options would include building the replacement bridges and extending light rail transit to Vancouver. The state of Washington may also consider phasing some improvements. Final decisions are dependant of funding decisions made by the Oregon and Washington legislatures.

#### Related Links

[Project Schedule](#)

[Construction Contracting page](#)

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