A long-term, comprehensive solution

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Overview

• Background
• Problems on I-5 and CRC solutions
• Independent reviews
• Bridge type recommendation process
• Moving forward
• Questions and discussion
A corridor of the future

• Critical link between Canada and Mexico

• Estimated $40 billion in freight crosses the bridge annually

• Designated a Project of National Significance
CRC project area
CRC project area

[Map showing the CRC project area with specific locations marked, including Project boundary at SR 500, Fourth Plain Boulevard Interchange, Mill Plain Boulevard Interchange, SR 14 Interchange, Hayden Island Interchange, Marine Drive Interchange, Project boundary at Victory Boulevard, and MAX Yellow Line.]

[Logos for Columbia River and CROSSING.]
Earthquake risk

• Aging bridges built in 1917 and 1958

• Existing bridges do not meet current seismic safety standards
Safety

• Highest crash location on I-5 in Oregon

• Collisions increase during congestion

• Twice as high for similar urban highways

• 400 collisions a year; expected to increase 80% by 2030
Freight impaired by congestion

- 75% of freight trucks crossing bridge use an interchange in project area

- 1 in 5 Oregon, 1 in 4 in Washington jobs are trade-related
Limited travel options

• Existing bus service is subject to congestion

• Local bus service requires a transfer

• Bike and pedestrian path across bridge is substandard
Critical I-5 problems

- Collisions
- Congestion
- Limited transit options
- Freight immobility
- Narrow bike and pedestrian path
- Earthquake risk
Public process to develop solutions

- **2001 – 2002** I-5 Transportation and Trade Partnership
- **2005 – 2008** 39-member CRC Task Force
- **2008 – today** Project Sponsors Council and citizen advisory groups
- More than 26,000 people engaged at over 875 events
The CRC is a long-term, comprehensive solution to improve safety and reduce congestion

- Replacement I-5 bridge
- Improvements to closely-spaced highway interchanges
- Light rail extension to Vancouver
- Pedestrian and bicycle facility improvements

Cost estimate: $3.2 - $3.6B
Increased safety and reduced congestion by replacing the I-5 bridge
Expanded travel choices with improved bicycle and pedestrian facilities
Increased safety and reduced congestion by extending light rail

- Get people out of traffic
- Connection to more than 70 miles of rail network in the region
- Encourage up to 6 million transit boardings per year
Project outcomes

• **Supports economic growth**
  - Creates or sustains over 20,000 construction-related jobs

• **Eases congestion**

• **Improves safety**
  - Reduces crashes by 70%

• **Protects the environment**
Independent Review Panel

- Convened by governors
  - Asked to review:
    - Project implementation plan
    - Financial plan
    - Key objectives and performance measures
  - Final report sent to governors in July
  - States accept recommendations
Bridge Review Panel

• 2010 Independent Review Panel findings

• 2010 Bridge Panel: 16-members of national and international bridge expertise
  – Multiple meetings over three months
Vertical constraints
Physical constraints - Oregon
Physical constraints - Washington

- Pearson Field
- Land Bridge
- Vancouver National Historic Reserve
- Old Apple Tree
- BNSF Railroad
- Downtown Vancouver
Three bridge types

- Cable-stayed
- Tied arch
- Deck truss
Bridge review panel process

- Panel met several times
  - Public meeting and testimony prior to panel’s report
  - Information session held after release of panel’s report
  - Chair met w/ CRC advisory groups, including Project Sponsors Council

- Draft report from ODOT and WSDOT sent to Governors
  - Two listening sessions held

- Governors receive draft report
  - Review report and public comments received

- Governors’ direction expected soon
Moving Forward
Project schedule

- Independent review panel
- Local agency review
- Preliminary engineering
- Light rail alignment selected

- Bridge Review Panel
- Select bridge type
- Final Environmental Impact Statement
- Federal Record of Decision
- Property acquisition process could begin

PUBLIC OUTREACH

- Soonest construction could begin
- I-5 Bridge Opens

*Schedule may be adjusted, pending selection of the bridge type in early 2011.*
What to expect

• Continued work with partners and advisory committees on urban design, project development and finance plan.

• Continued work to inform public and solicit input on project design, construction planning and mitigation in advance of FEIS.