

Columbia River
CROSSING

- 1 Lane Closure
- 2 Main Span Renovation
- 3 Lane Bridge Renovation
- 4 Median Bridge Renovation
- 5 Light Rail

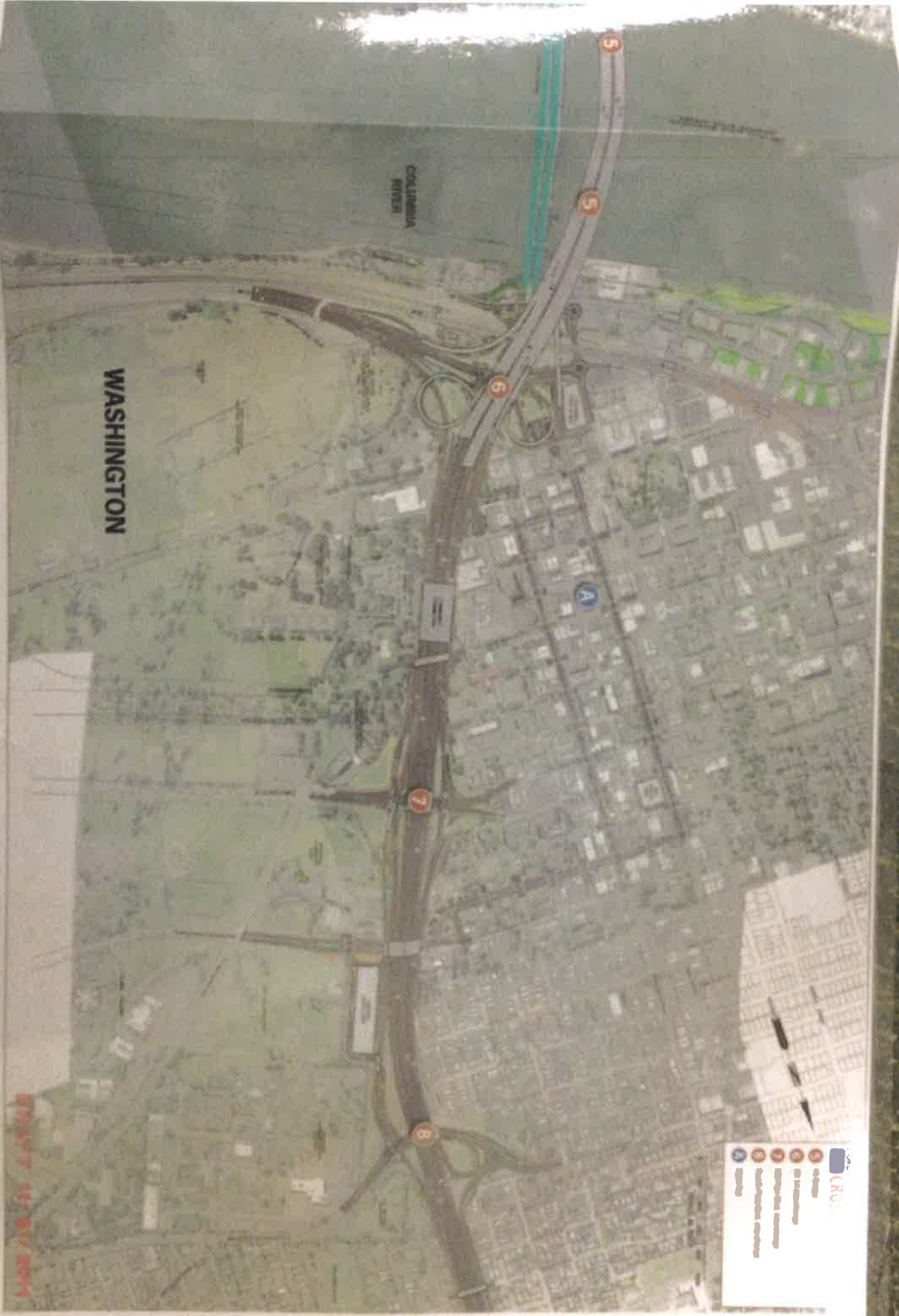
OREGON

NORTH
PORTLAND
TRANSIT

HANCOCK
ISLAND

COLUMBIA
RIVER





WASHINGTON

COOLIDGE RIVER

INDUSTRIAL PARK

Legend:

- CRU
- Light Rail
- Rapid Rail
- Commuter Rail
- Streetcar

CRSSING Key areas corresponding with project area map

More project information is available online at www.CrissCrossing.org

OREGON

1  <small>Photograph of a large industrial building with a flat roof.</small>	4  <small>Photograph of a large industrial building with a flat roof.</small>
2  <small>Photograph of a large industrial building with a flat roof.</small>	3  <small>3D architectural rendering of a large industrial building with a flat roof.</small>

5  <small>Wide-angle photograph of a large industrial building with a flat roof.</small>	6  <small>Photograph of a large industrial building with a flat roof.</small>
7  <small>Photograph of a large industrial building with a flat roof.</small>	

WASHINGTON

8  <small>Photograph of a large industrial building with a flat roof.</small>	9  <small>Photograph of a large industrial building with a flat roof.</small>
10  <small>Photograph of a large industrial building with a flat roof.</small>	

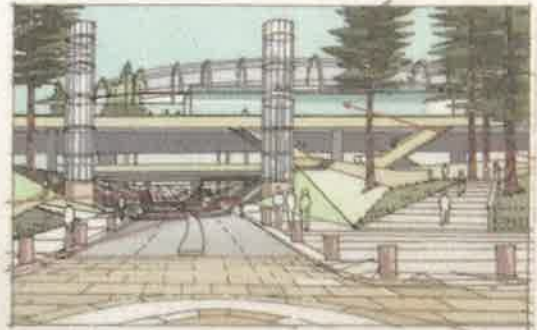
Columbia River **CROSSING** Key areas corresponding with project area

1



Marine Drive west is the main access road for the Port of Portland and the Expo Center in Oregon.

A



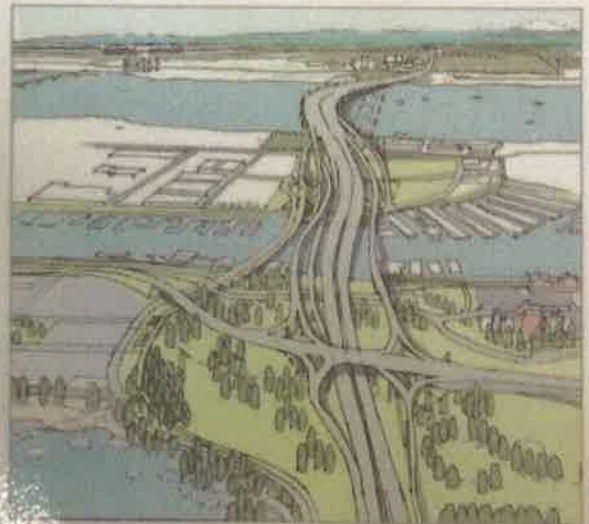
Concept rendering of light rail station on Hayden Island.

2



Marine Drive looking north toward Hayden Island in Oregon.

3



Concept rendering looking north toward Marine Drive and Hayden Island in Oregon. The design calls for two ramps to be used as access to the Marine Drive interchange, with the eastside ramp also carrying a new multiuse path. The third structure is an on-ramp from Hayden Island to I-5 southbound. The fourth structure will be a new neighborhood access bridge for local traffic from Hayden Island to North Portland and the extension of the MAX Yellow Line from the Expo Center to Hayden Island.

4

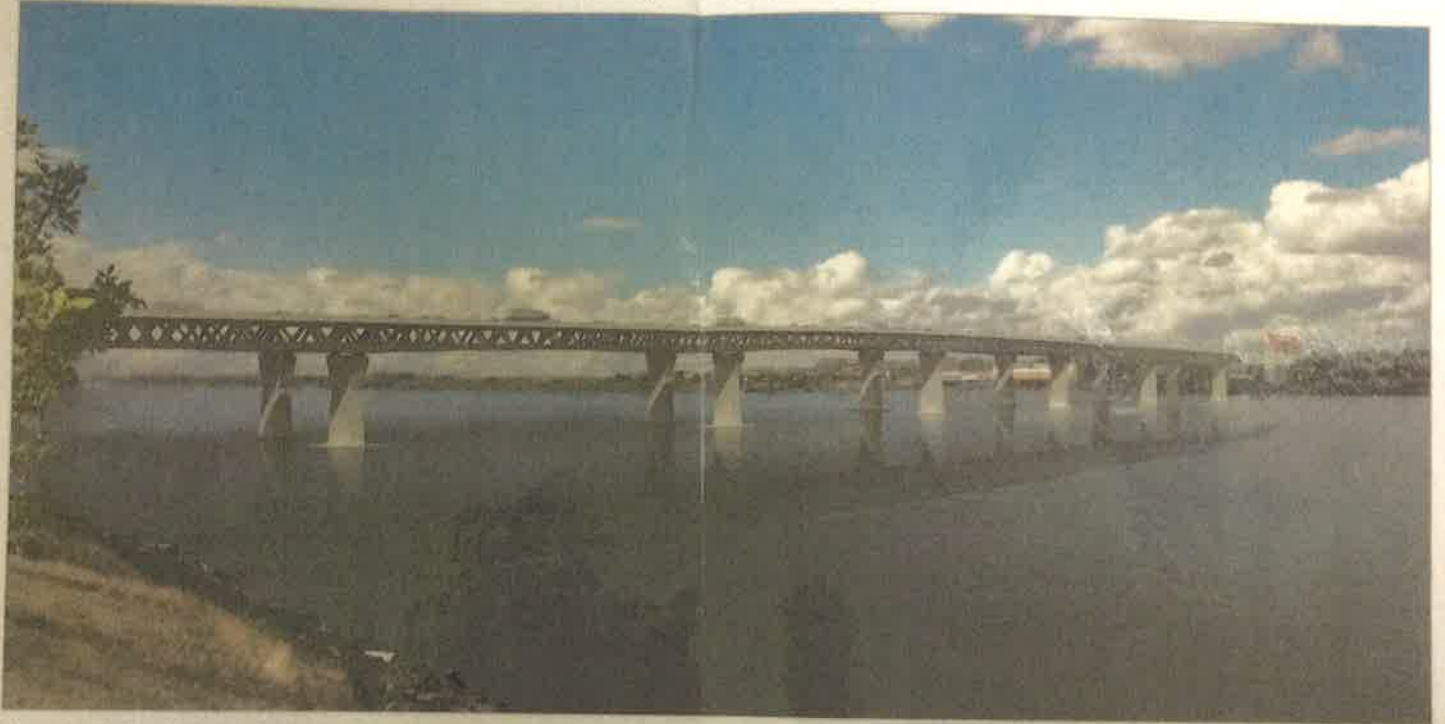


I-5 looking south at the short northbound merge area on Hayden Island.

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area map

5



Concept rendering of deck truss bridge type viewed from the southeast.



Bridge lifts cause people and vehicles to stop on I-5 for up to 20 minutes for passage of marine traffic on the Columbia River. Depending on the time of day, it can take hours for traffic to recover from the backup caused by a lift event. Bridge lifts occur about once a day. This is the last moveable span anywhere on I-5.

More project information is available online at www.ColumbiaRiverCrossing.org

6



Concept rendering looking north toward SR 14 interchange in Vancouver, WA.

A



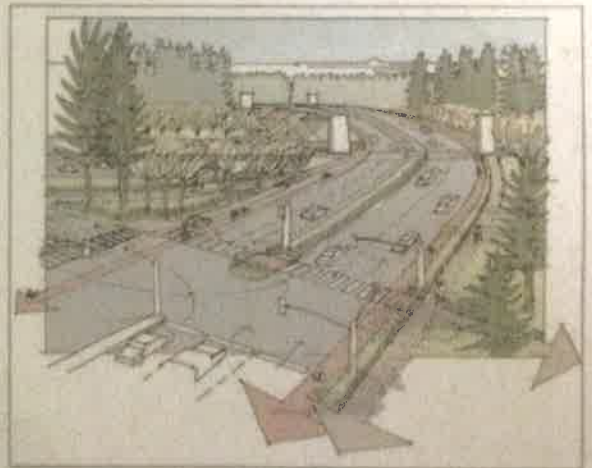
Concept rendering of light rail station at 9th St. and Washington St. in Vancouver, WA.

7



Mill Plain Blvd. interchange in Vancouver, WA is the primary Port of Vancouver access for freight.

8



Concept rendering of Fourth Plain Blvd. interchange in Vancouver, WA. Design enhances pedestrian and bicycle travel by adding eastbound and westbound sidewalks and bicycle lanes, along with connections to the Central Park and Ride.

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