

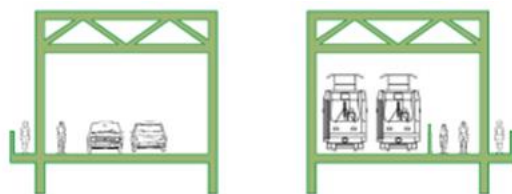
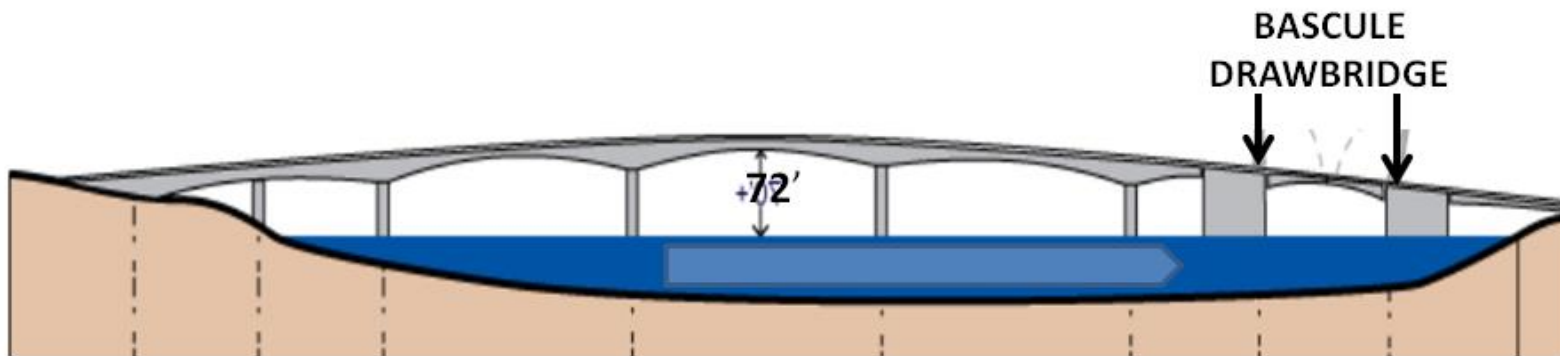


# **The Common Sense Alternative II includes:**

- ❖ building an 8-lane freeway bridge with a bascule draw span;**
- ❖ modifying the Railroad Bridge with a lift span south of the existing swing span;**
- ❖ retaining the existing I-5 Bridges for local traffic, transit, bikes and pedestrians;**
- ❖ building a local bridge across Portland Harbor for local traffic, light rail and bikes;**
- ❖ extending the Yellow MAX Line to either Hayden Island or downtown Vancouver.**

# COMMON SENSE ALTERNATIVE II (PHASE 1)

4. Construct a new I-5 Bridge (upstream, 8-lanes, 72 ft. river clearance, bascule draw-span/align with existing lift-spans)



Local Traffic  
H.I. – Vanc.

Bus / LRT /  
Cycle Track

**Existing Bridges**



I-5 Southbound

I-5 Northbound

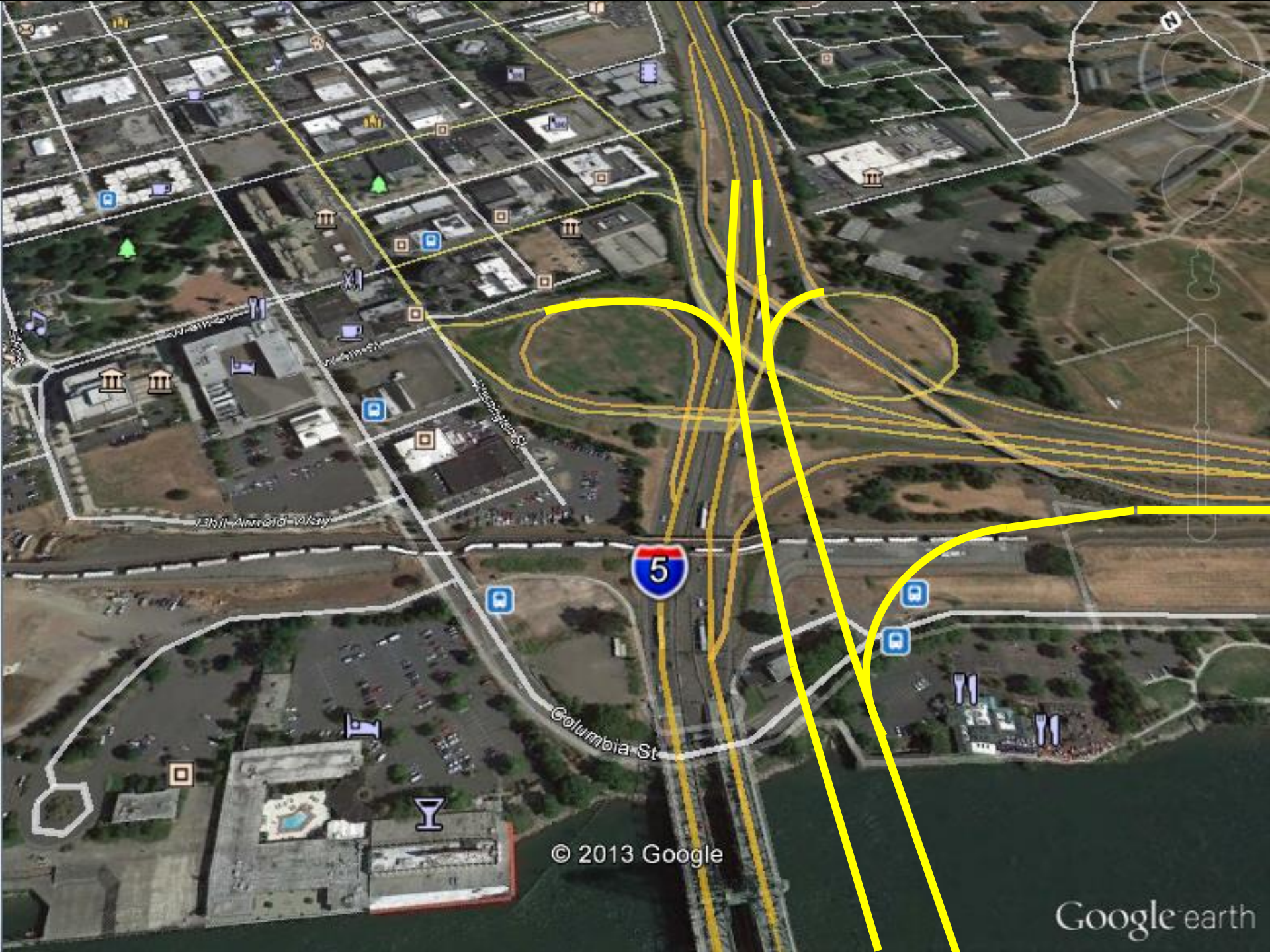
**New I-5 Bridge**





**Bascule draw span similar to this new  
Woodrow Wilson I-95 Bridge in Washington DC**

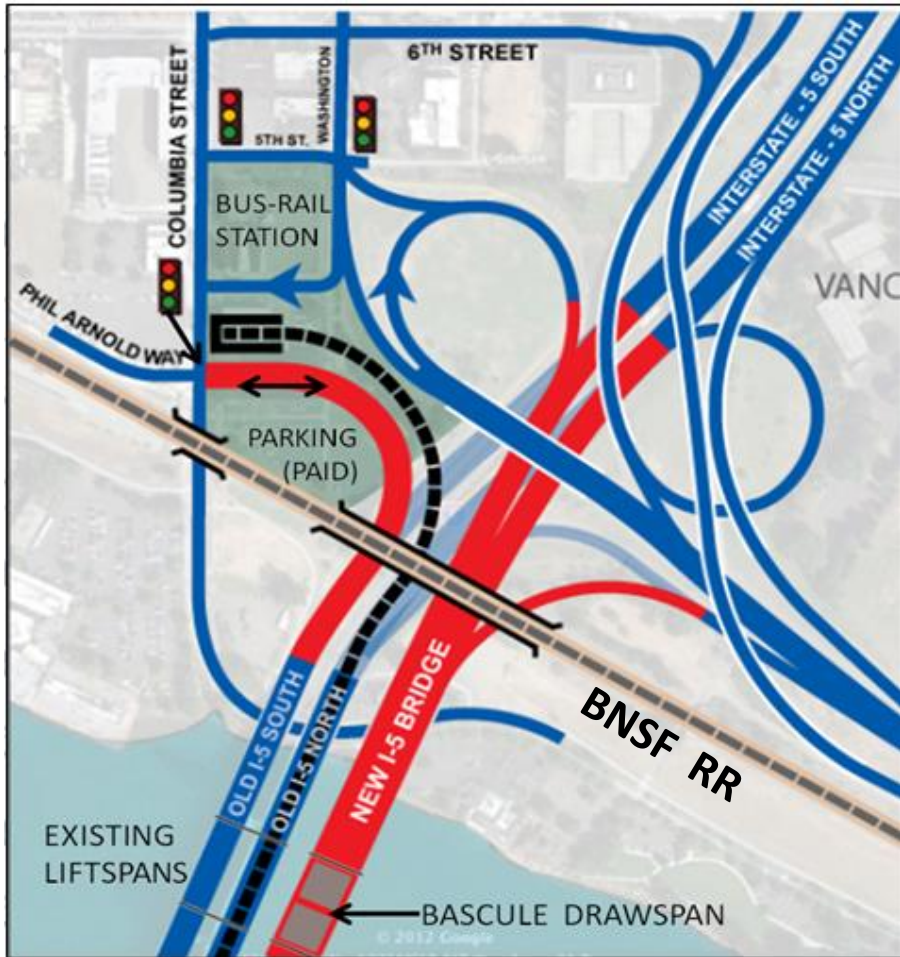




© 2013 Google

Google earth



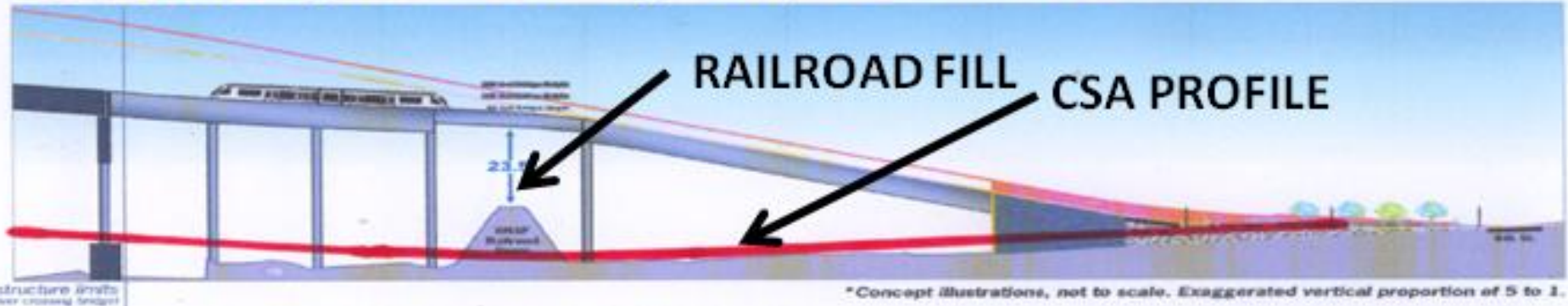


**Vancouver Interchange  
Common Sense Alternative II**



**Vancouver Interchange  
CRC - Preferred Alternative**

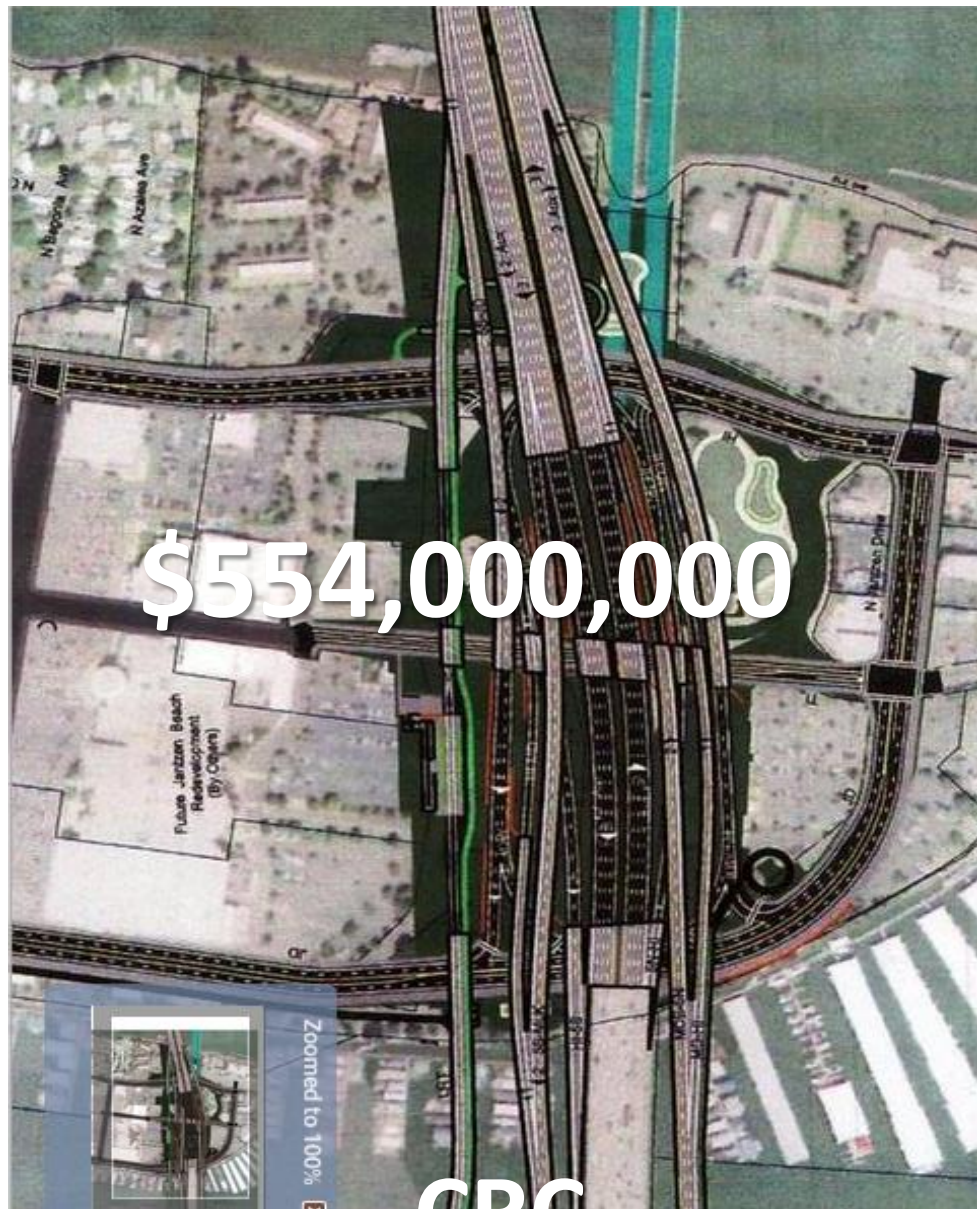
## Vancouver light rail landing - 95, 115 and 125 feet





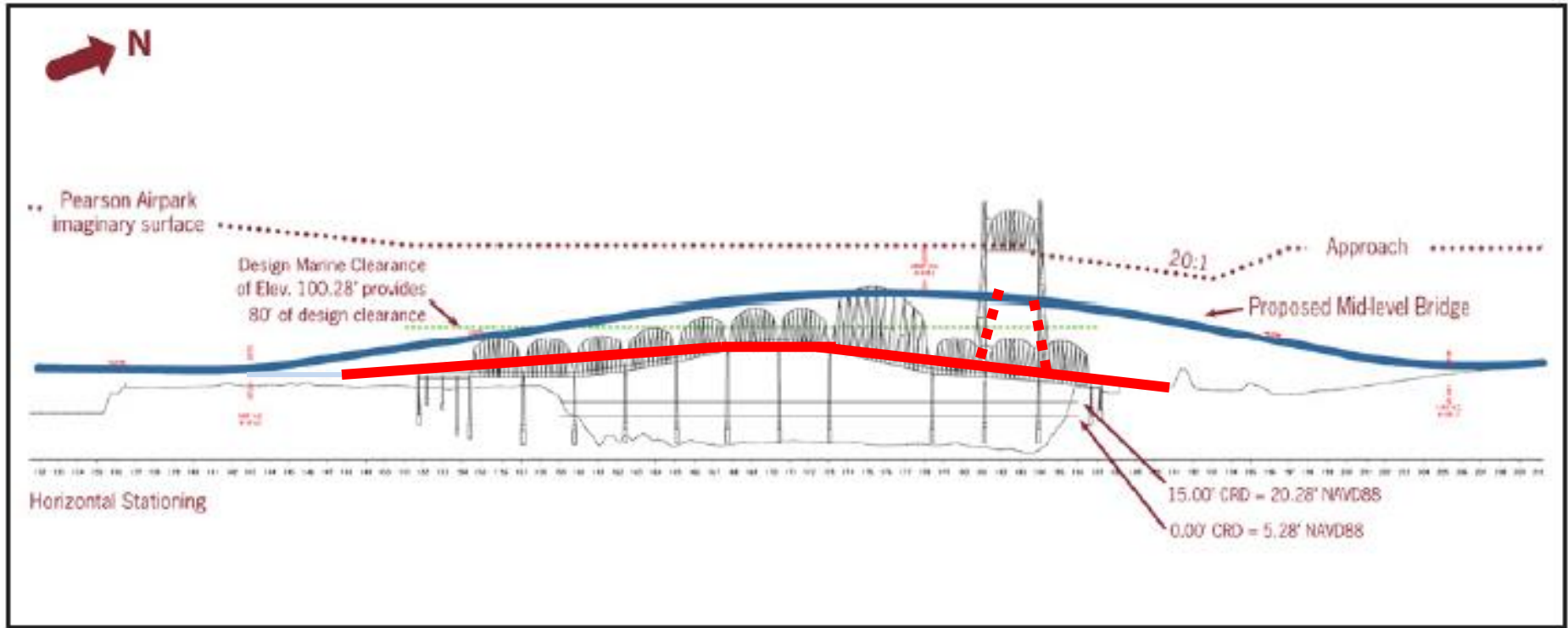


**Hayden Island  
Common Sense Alternative II**



**Hayden Island  
CRC - Preferred Alternative**



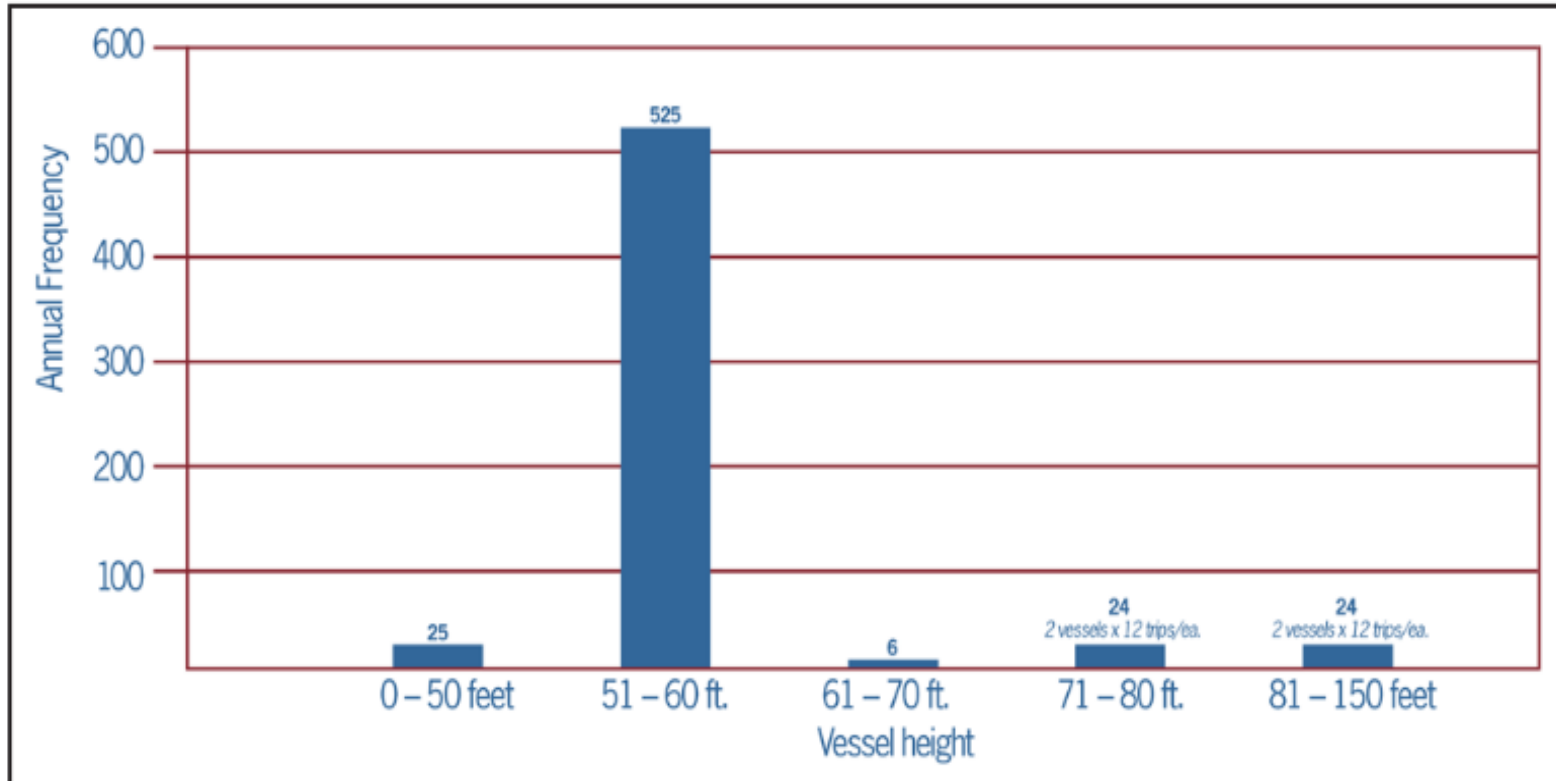


# CRC Profiles

- Locally Preferred Alternative (95')
- Common Sense Alternative II

# 91% OF LIFTS COULD HAVE BEEN AVOIDED

## VESSEL HEIGHT VS. ANNUAL FREQUENCY



Data based on  
2004 averages

**(CURRENT "HUMP" ALLOWS 72 FEET OF CLEARANCE)**

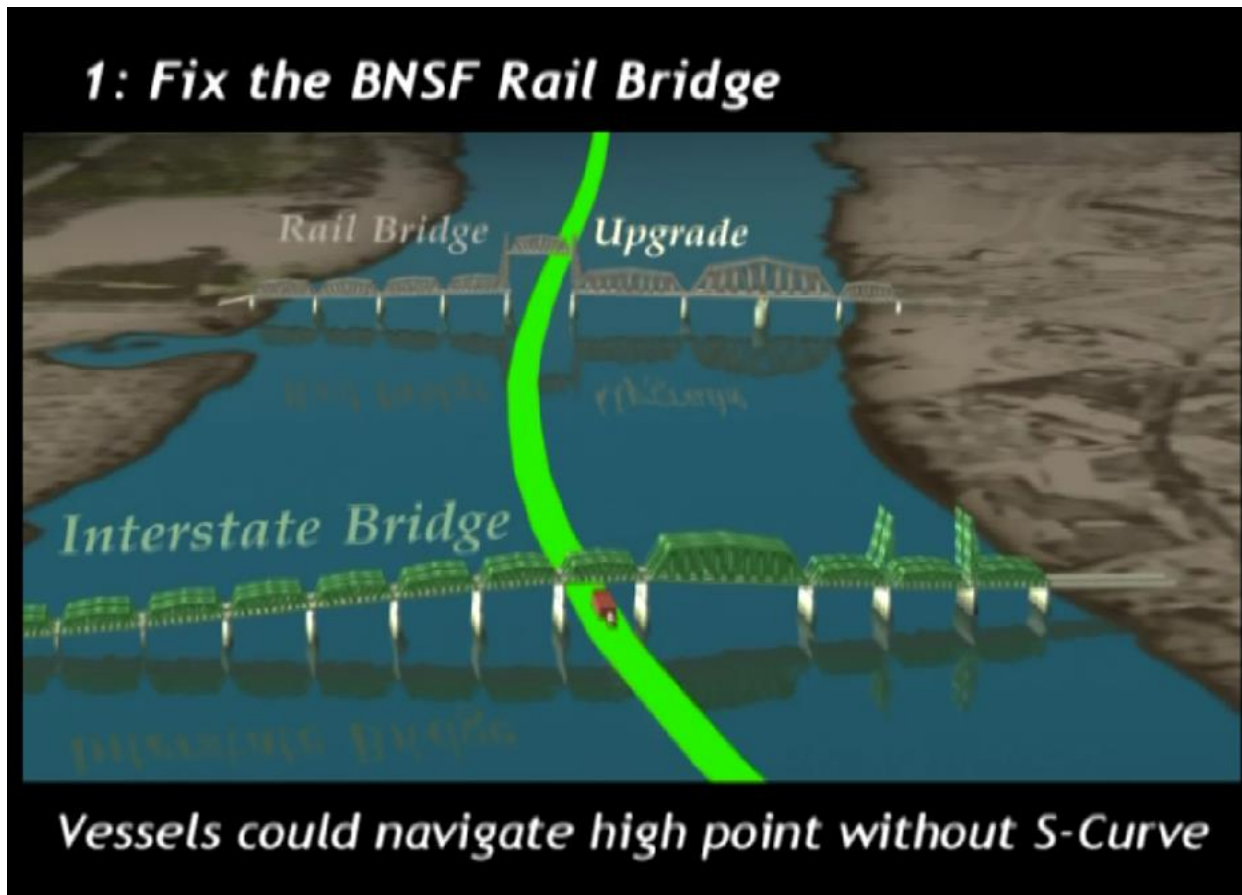




# **BNSF Railroad Bridge Swing Span**

# COMMON SENSE ALTERNATIVE II (PHASE 1)

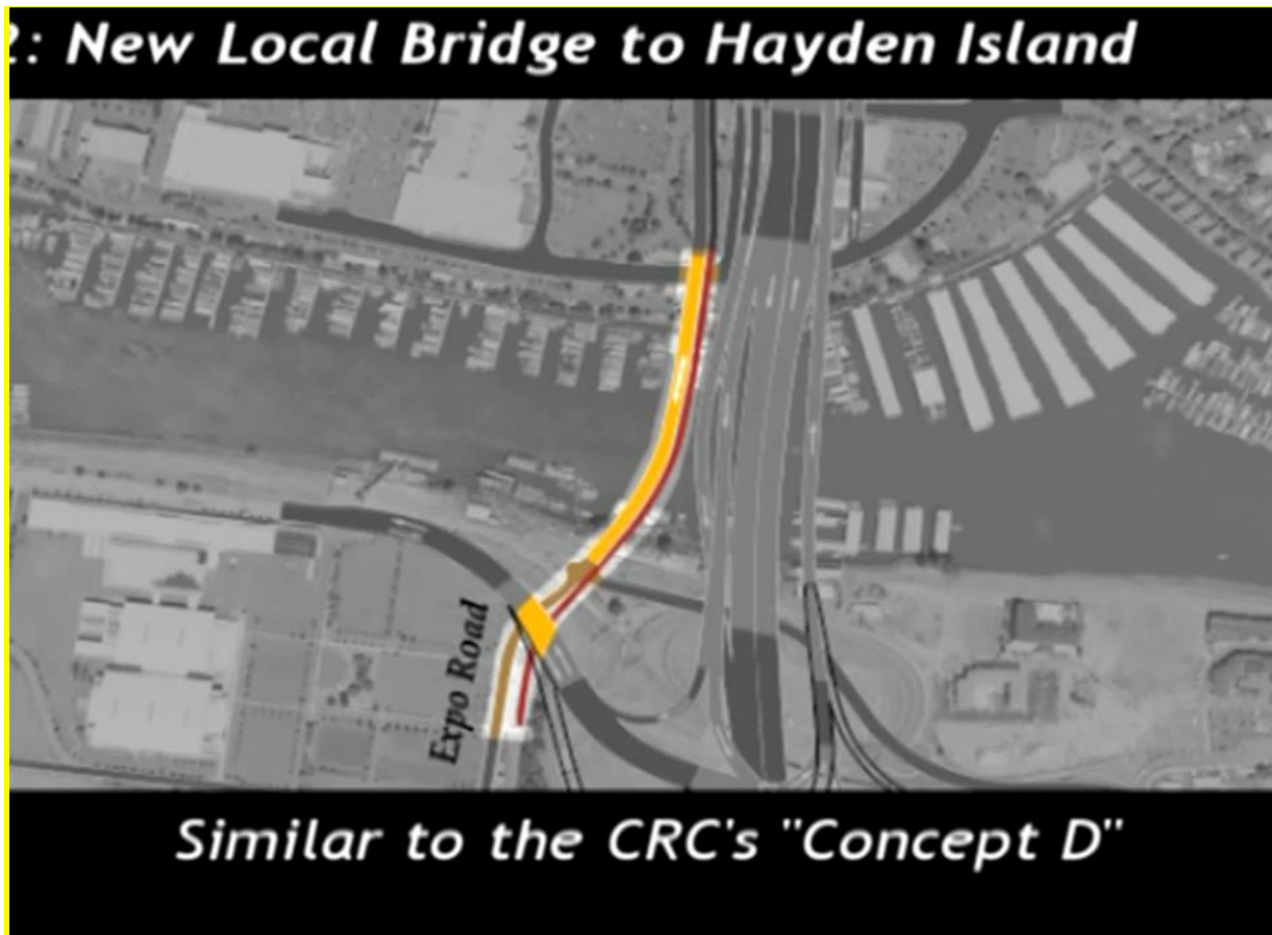
3. **Modify the BNSF Railroad Bridge with a lift span in a new location to minimize I-5 bridge openings**





# COMMON SENSE ALTERNATIVE II (PHASE 1)

1. Construct a Portland Harbor Bridge for local traffic, light rail, bikes and pedestrians.



# Comparative Costs

Oregon only

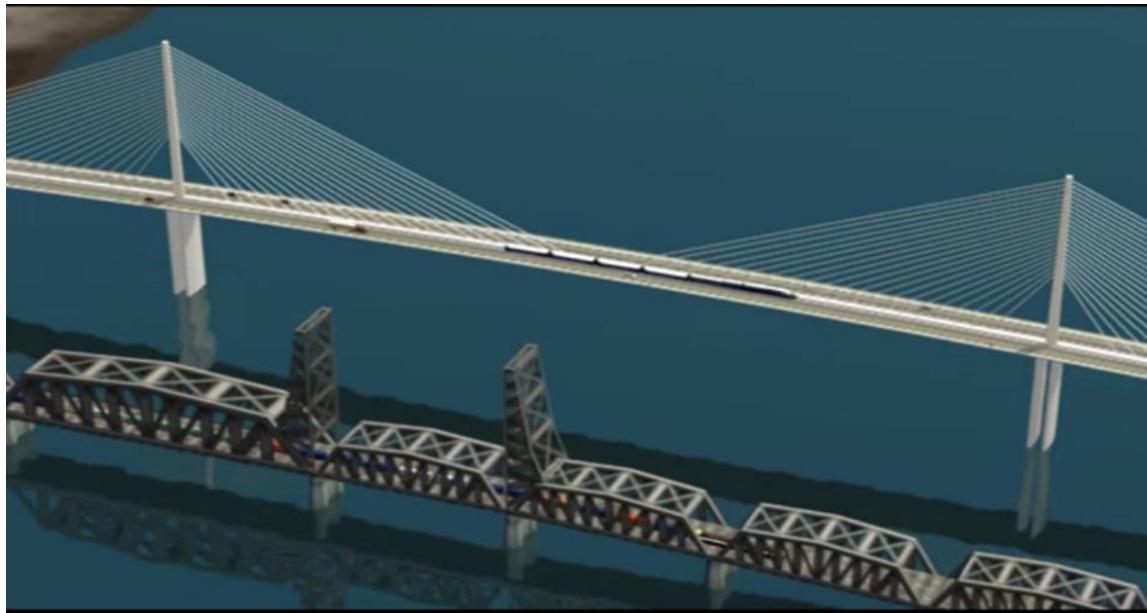
CSA II

BNSF Railroad Bridge Lift Span	NA	\$100
Replacement bridge and approaches	\$1094.8	\$600
Demolition of existing bridge	\$78.5	NA
Highway - other than bridge construction/ demolition costs	\$695.1	\$50
Transit - other than bridge construction/ demolition costs	\$709.9	\$150
Bicycle/Pedestrian improvements	\$37.6	\$10
Toll Bond Issuance Cost, Capitalized Interest, Bond Reserves	\$32.7	\$11
Interim Borrowing Costs	\$63.1	\$21
Bridge height mitigation	\$86.4	NA
<b>TOTAL EXPENSE</b>	<b>\$2798.1</b>	<b>\$942</b>

Project Expenses as of 11/2013 (Source: ODOT)

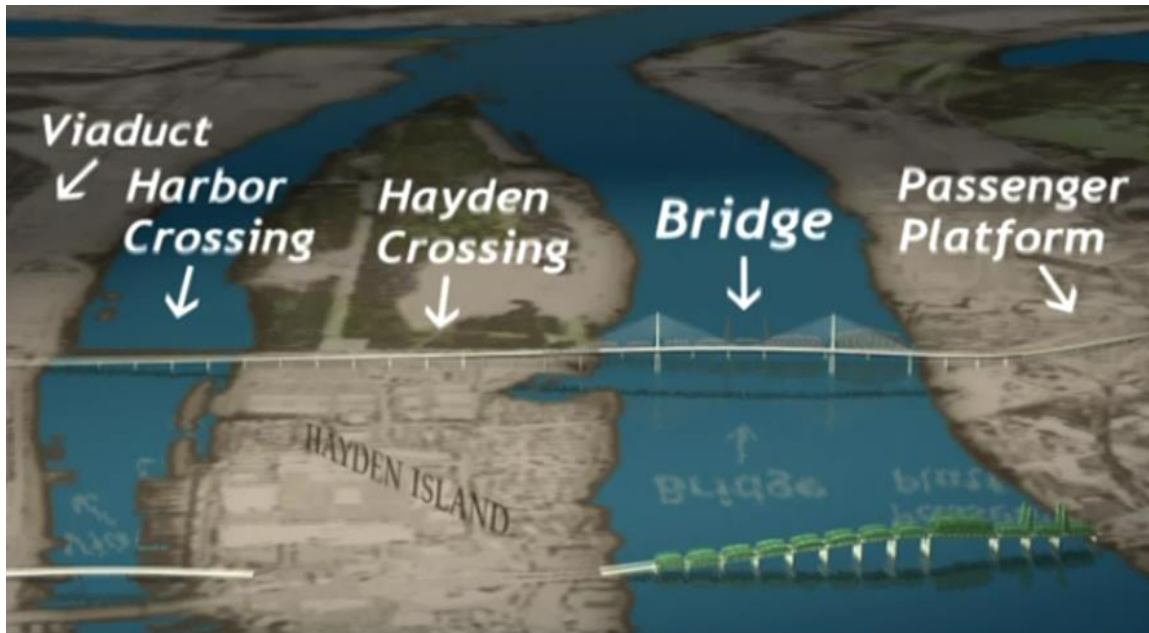






## **COMMON SENSE ALTERNATIVE II (PHASE 2)**

**Construct a high-level bridge adjacent to the BNSF RR Bridge, with an auxiliary 2-lane roadway, cycle-track and walkway - as part of a 3-mile bypass of the freight congestion between North Portland and Vancouver junctions for regional passenger and commuter rail.**



# COMMON SENSE ALTERNATIVE II (PHASE 1)

2. **Build a Light Rail Station and provide local connecting bus service on Hayden Island.**







Variable speed-limit signs stare down at drivers heading north along Interstate 5 in the Seattle area. The signs, coming soon to Portland, are intended to help improve the flow of the commute. *(Mike Siegel/Seattle Times)*



An aerial rendering of a proposed multi-lane highway interchange. The highway has several lanes in each direction and is shown with cars and trucks. To the left of the highway is a marina with several boat slips and a building. In the background, there is a city with various buildings and a large body of water. The sky is clear and blue.

**Hayden Island  
CRC – Preferred Alternative**



95' clearance version



*Rendering is for discussion purposes only and is subject to change. Transit alignment could be used for bus rapid transit or light rail. -11/27/07*



# **COMMON SENSE ALTERNATIVE II (Phase 1) DOES NOT REQUIRE THE FOLLOWING:**


- **Over 6-years of disruptive construction**
- **Further obstruction of river traffic**
- **Demolition of the existing structurally sound bridges**
- **A huge new Hayden Island Interchange**
- **A high, noisy SR-14 Interchange in downtown Vancouver**
- **An expensive rebuilt Marine Drive Interchange**
- **Freeway modifications north of SR-14**
- **Freeway modifications south of Marine Drive**
- **Light rail development through downtown Vancouver**
- **Expensive (\$176,000,000) subsidized park and ride facilities**
- **Tolling**
- **Subsidized light rail operation by Washington State citizens**
- **Any more than \$1 billion of taxpayers' money**

# Approximate Closure Durations for the 6.3 years of Columbia River Crossing (CRC) construction.

FROM THE CRC FINAL ENVIRONMENTAL IMPACT STATEMENT - ENVIRONMENTAL CONSEQUENCES • 3-55



1. 39th St Overpass  
CLOSED 1 YEAR
2. 39th St to I-5 South  
CLOSED 1-2 YEARS
3. 33rd St Overpass  
CLOSED 1 YEAR
4. 29th St Overpass  
CLOSED 1 YEAR
5. Evergreen Blvd Overpass  
CLOSED 1 YEAR
6. 5th St (between WA & Main)  
CLOSED 4-5 YEARS
7. Washington St to I-5 South  
CLOSED 5 YEARS  
Washington St to SR14 E.  
CLOSED 1 YEAR
8. SR14 West to City Center  
CLOSED 5 YEARS
9. I-5 and SR 14 access  
CLOSED 5 years  
\*During reconstruction of the SR 14 interchange, it is estimated that connections between SR 14 and downtown Vancouver, and between I-5 and downtown Vancouver, could be closed for nearly 5 years. Connections between SR 14 and downtown Vancouver and between northbound I-5 and downtown Vancouver would be rerouted to Columbia Way or the Mill Plain Boulevard Interchange.\*
10. I-5 North to City Center  
CLOSED 5 YEARS
11. Hayden Island to I-5 North  
CLOSED 2 YEARS

 Light Rail \*Construction within downtown Vancouver would likely require full or partial closure of sections of Washington Street, Broadway, 7th Street, and 17th Street, and a short segment of McLoughlin Blvd, with impacts to both local and through traffic movement. Detour routes are available; however, there is a potential for traffic intrusion into the residential areas adjacent to 17th Street.\*

# Concern Over Safety Grows as More Oil Rides the Rails



Bruce Crummy/Associated Press

Near Casselton, N.D., on Monday, a train carrying crude oil crashed into a train carrying grain that had derailed.

By MATTHEW L. WALD



# Comparative Costs

<b>Components</b>	<b>CRC</b>	<b>CSA II (Phase 1)</b>
RR bridge modification	0	100,000,000
Hayden Island Interchange	554,000,000	50,000,000
SR 14 Interchange	463,000,000	50,000,000
Marine Drive Interchange	328,000,000	0
Portland Harbor Bridge/Approaches	0	50,000,000
Fourth Plain Interchange	134,000,000	0
Mill Plain Interchange	74,000,000	0
SR 500 Interchange	9,000,000	0
Columbia River Bridges	818,000,000	500,000,000
Demolish Existing River Bridges	74,000,000	0
Light Rail	646,000,000	50,000,000
Local Approach Roads	0	20,000,000
Professional Services	292,000,000	80,000,000
Right-of-Way and Utilities	162,000,000	50,000,000
<b>TOTAL PROJECT COST</b>	<b>\$3,554,000,000</b>	<b>\$950,000,000</b>