Interstate Bridge Replacement: Need

Oregon Department of Transportation

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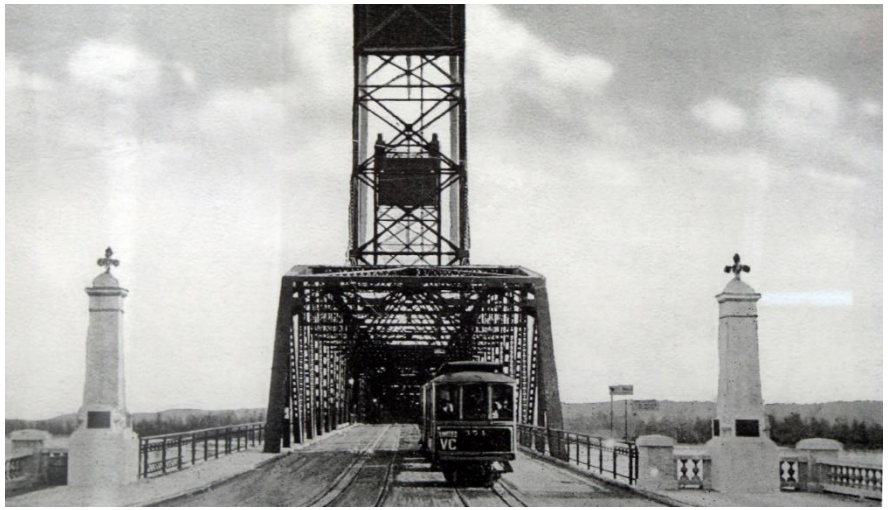
Existing Interstate Bridge

- The northbound span opened in 1917 and the southbound span opened in 1958
- Over 45 million vehicles travel over the bridges annually
- Second-largest metropolitan region in the Pacific Northwest with strong continued growth
- I-5 is a vital trade route for regional, national and international economies
    - Only continuous north-south Interstate on the West Coast between Mexico and Canada
    - Serves as the primary and only direct connection between the downtown areas of Vancouver and Portland



Ongoing Operations and Maintenance Costs

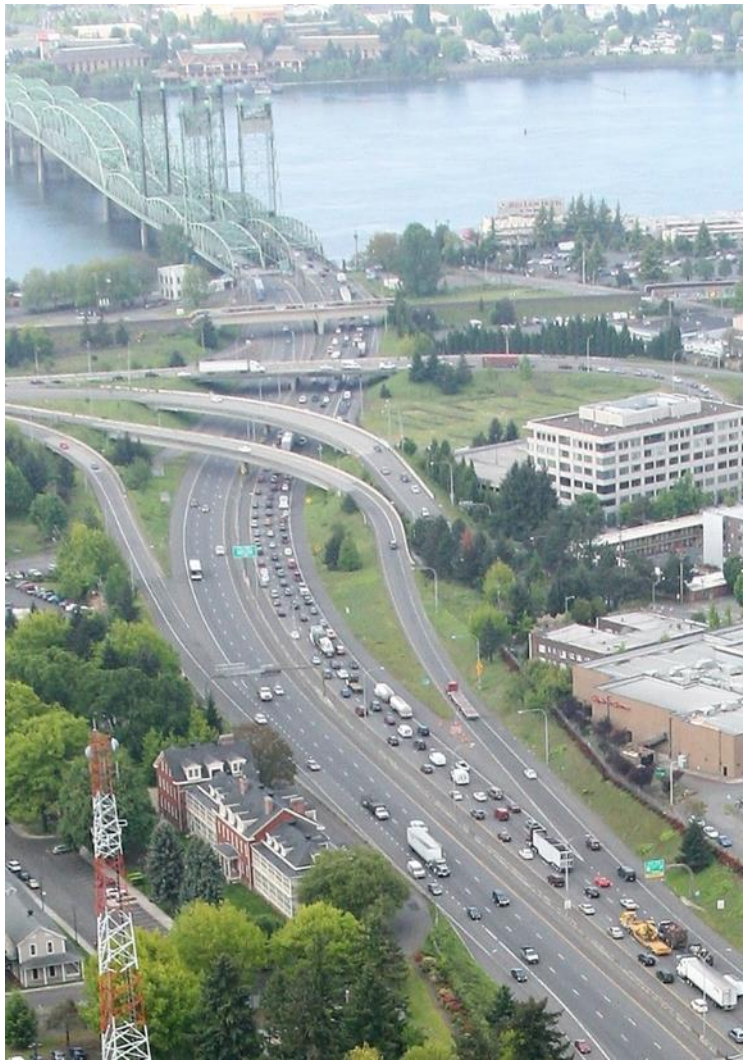
- $1.2 million in annual Operations and Maintenance costs shared equally between ODOT and WSDOT
- Over $280 million in capital maintenance costs are expected to keep the existing bridges in good working order between now and 2040:
  - 2020 trunnion replacement
  - Southbound bridge painting
  - Bridge deck replacement
  - Electrical systems
  - *Estimate does not include seismic upgrades*

Long-Range Planning

- Addressing deficiencies of the current Interstate Bridge is consistently identified in regional long-range transportation plans
- The bi-state Portland/Vancouver I-5 Transportation and Trade Partnership Final Strategic Plan (2002) identified priority improvements to address bottlenecks in the I-5 Trade Corridor:
  - Vancouver 99th St. to 134th St. — Completed – 2009
  - Vancouver Main St. to 99th St. — Completed - 2002
  - Victory Blvd. to Lombard St. — Completed - 2010
  - I-405 to I-84 (Rose Quarter) — Funded – 2017
  - Interstate Bridge and corridor (SR 500 to Columbia Blvd.) — Not Funded*

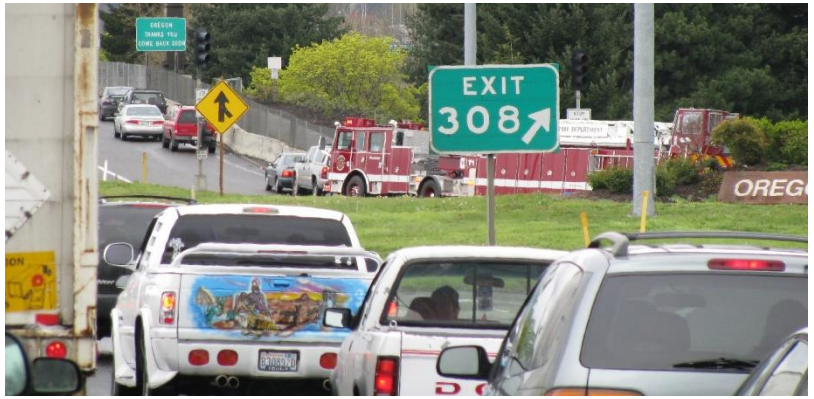
*Exception: Mill Plain Blvd. Interchange funded for 2023 planning start

Previously Identified Purpose and Need



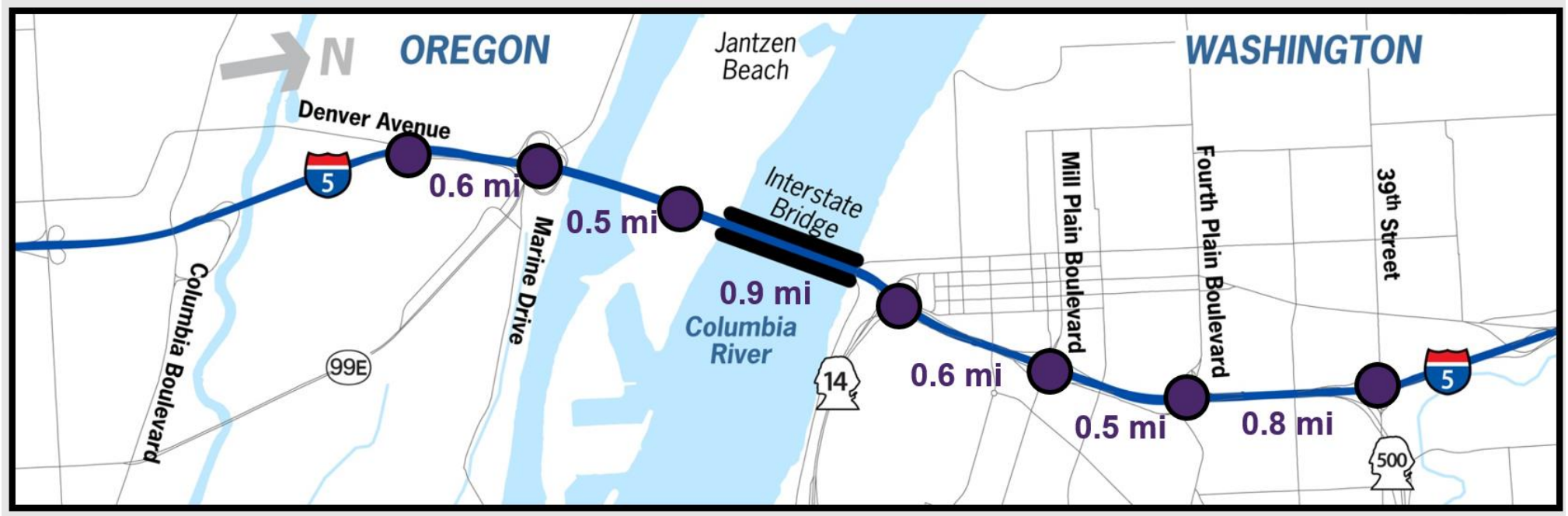
- Safety and vulnerability to incidents
- Impaired freight movement
- Limited public transportation
- Substandard bicycle and pedestrian facilities
- Seismic vulnerability
- Growing travel demand and congestion

Previously Identified Purpose and Need



SAFETY AND VULNERABILITY TO INCIDENTS

- Current bridge lanes narrower than highway standard
- Roadway constraints contribute to frequency of crashes
- No safety shoulders for accidents or broken down vehicles
- Crash rates increase up to four times during bridge lifts



Previously Identified Purpose and Need

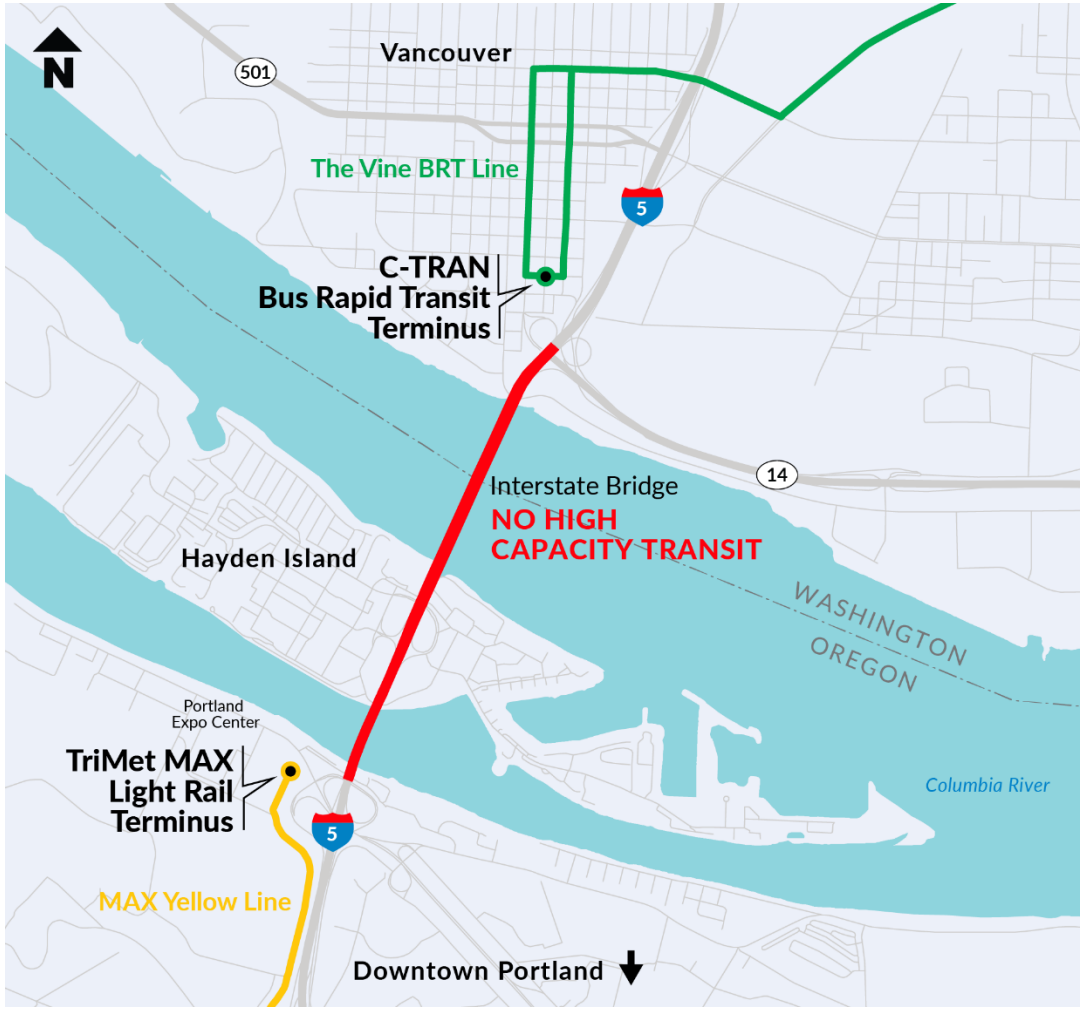
IMPAIRED FREIGHT MOVEMENT

- Provides a critical connection to two major ports, deepwater shipping, upriver barging, two transcontinental rail lines, and much of the region's industrial land
- 300-400 bridge lifts a year stop traffic for maintenance work and river navigation
- Ranked as the 29th worst freight bottleneck in the country in 2019 by the American Transportation Research Institute

Previously Identified Purpose and Need

LIMITED PUBLIC TRANSPORTATION

- There are currently no high capacity transit options across the Columbia River
- Congestion in the corridor negatively impacts public transportation service reliability and travel speed
- Bi-State transit expansion is listed as a key need to address congestion in RTC's 2018 Congestion Management Report



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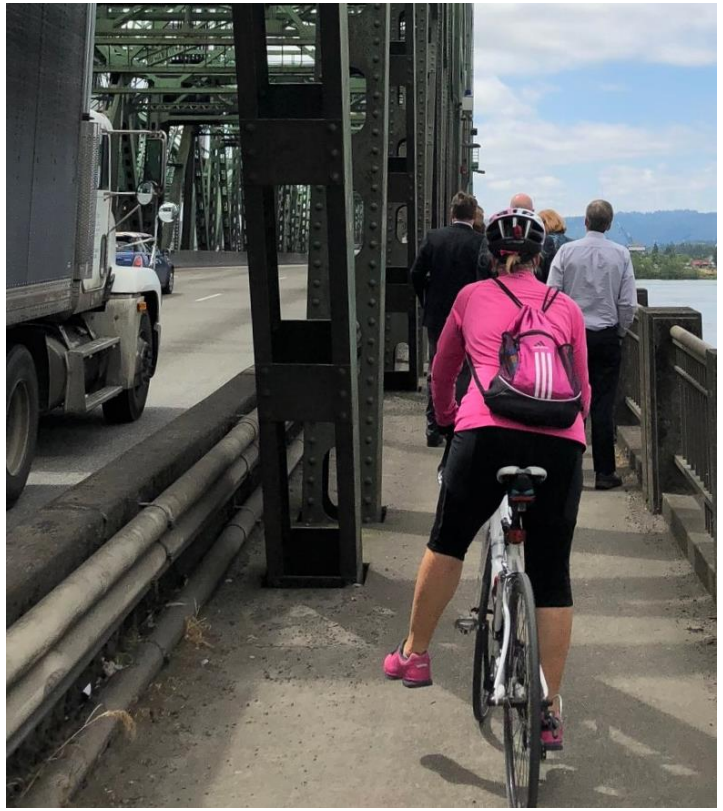


SUBSTANDARD BICYCLE AND PEDESTRIAN FACILITIES

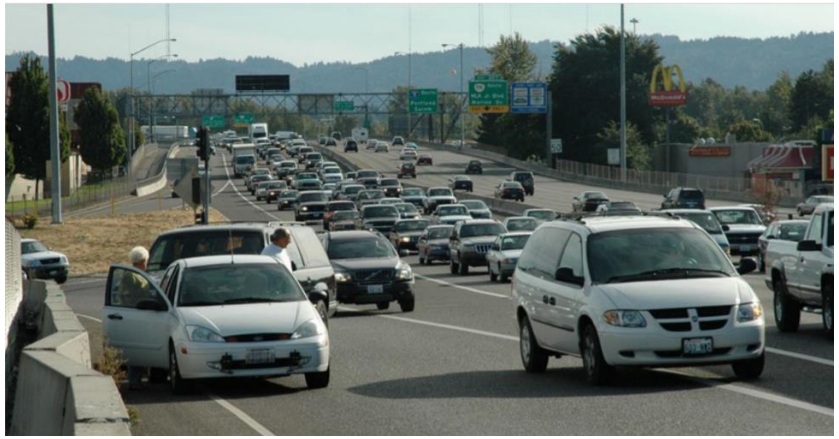
- Direct pedestrian and bicycle connectivity are poor throughout the Bridge Influence Area
- Bicycle and pedestrian lanes are narrow and difficult to access
  - Current shared-use paths are 3.5-4 feet wide, compared to a standard of 10 feet
- Shared-use paths are located extremely close to traffic lanes, thus impacting safety for pedestrians and bicyclists

Previously Identified Purpose and Need

SEISMIC VULNERABILITY

- Northbound bridge is over 100 years old and southbound bridge is over 60 years old
    - Existing foundations are set in sandy soils and don’t reach bedrock
    - Piers are susceptible to liquefaction in the event of an earthquake
- There is no way to retrofit the existing bridges to meet current seismic standards

Previously Identified Purpose and Need



GROWING TRAVEL DEMAND AND CONGESTION

- Over **300,000** vehicles cross the I-5 and I-205 each weekday:*
  - Interstate Bridge: over 138,000 daily crossings
  - Glenn Jackson Bridge: over 165,000 daily crossings
- Duration of weekday congestion continues to increase:
  - **4 hours** southbound during the morning commute
  - **7 hours** northbound during the afternoon/evening commute**
- Average traffic speed averages **below 15 mph** on I-5 southbound during morning peak**

*Source: RTC Traffic Counts – Columbia River Crossings
**Source: RTC Congestion Management Report 2018

Questions?

www.wsdot.wa.gov/projects/i5/interstate-bridge/home