two to four new bored tunnels. Activity centers in the Bridge Influence Area would instead have to be accessed by a complex system of frontage roads that would increase out-of-direction travel.

- This component fails Question #2. This component does not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3 related to freight movement because connections to major state highways and freight centers within the Bridge Influence Area (e.g., Marine Drive, SR 14) would either be removed or would, at best, require significant out-of-direction travel.
- This component fails Question #5 because it would not include bike and pedestrian routes in the tunnel.

5.3.4 Components RC-14 through RC-19, RC-21, and RC-22 (New Corridor Components)

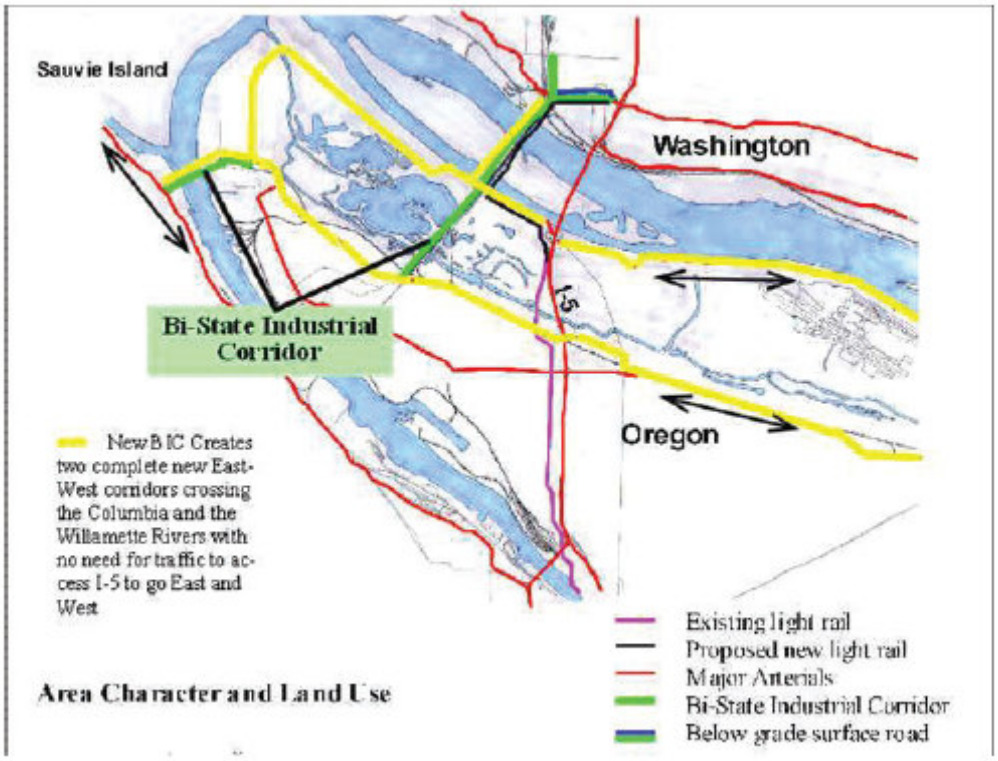
Most of these new corridor components were suggested during the NEPA scoping process and are conceptual in nature. Project staff has not developed detailed alignments or engineering designs for these components. That said, enough is known about their general location and intended function to substantiate the findings.

5.3.4.1 RC-14 New Corridor Crossing

Description:

This component creates a multi-modal bi-state industrial corridor next to the BNSF rail crossing west of the existing I-5 bridges. The north end would start near Mill Plain and Fourth Plain Boulevards in Vancouver and it would travel through Hayden Island connecting to Marine Drive near North Portland Road. This crossing would accommodate freight trains, trucks, autos, bus transit, bikes/pedestrians and potentially light rail. **Figure 5-16** shows this component. shows this component.

Figure 5-16. New Corridor Crossing



Rationale for Not Advancing:

- This component fails Question #2. It would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase over 15 percent over 2005 conditions and without added capacity and re-design of the Bridge Influence Area to meet standards, collisions are expected to increase approximately 40 percent over 2005 conditions.
- This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.
- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.2 RC-15 New Corridor Crossing plus Widen Existing I-5 Bridges

Description:

Similar to RC-14, this component creates a multi-modal bi-state industrial corridor next to the BNSF rail crossing west of the existing I-5 bridges. The north end would start near Mill Plain and Fourth Plain Boulevards in Vancouver and it would travel through Hayden Island connecting to Marine Drive near North Portland Road. This crossing would accommodate freight trains, trucks, autos, bus transit, bikes/pedestrians and light rail. It would also raise 531 feet of the existing I- 5 bridge, decommission the lift span and add two center lanes between the existing I-5 bridges. **Figure 5-17** shows this component.

Figure 5-17. New Corridor Crossing plus Widen Existing I-5 Bridges

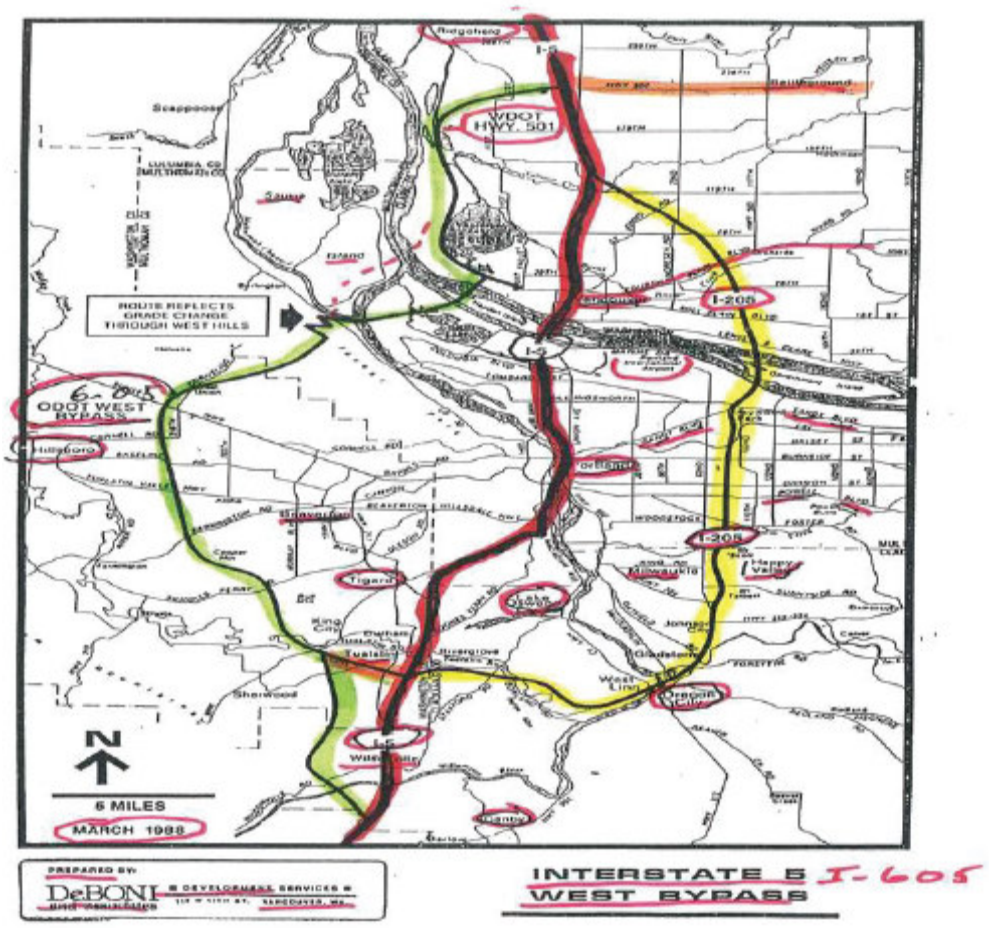
Rationale for Not Advancing:

- It is not feasible to widen the existing I-5 bridges to accommodate additional travel lanes.
- Without improvements to I-5, this component has similar findings as RC-14.

5.3.4.3 RC-16 New Western Highway (I-605)

Description:
This component creates a new western bypass connecting suburban Clark and Multnomah Counties. **Figure 5-18** shows this component.

Figure 5-18. New Western Highway (I-605)



Rationale for Not Advancing:

- This component fails Question #1. Year 2020 I-5 peak traffic demands are projected to increase about 20 percent over 2005 conditions and without added capacity in the Bridge Influence Area, significant traffic congestion will result (e.g., 7 to 8 hours during the midday-evening period).
- This component fails Question #2. This component would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3. Year 2020 I-5 peak traffic demands are projected to increase about 20 percent over 2005 conditions and without added capacity in Bridge

Influence Area, significant traffic congestion will result during key freight travel periods (e.g., 7 to 8 hours during the midday-evening period).

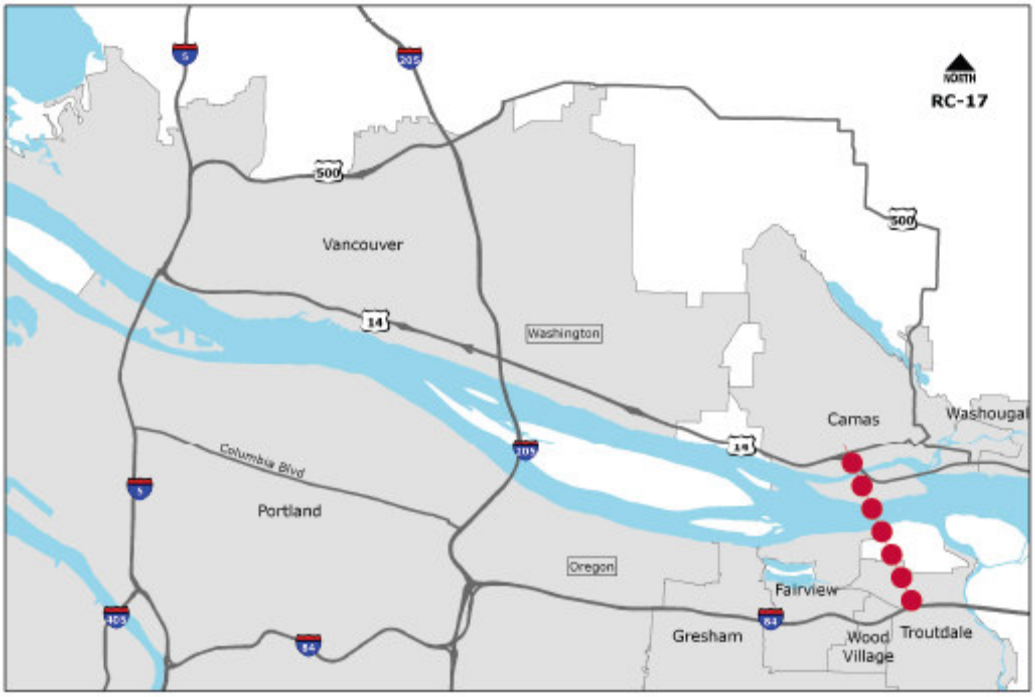
- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase about 20 percent over 2005 conditions and without added capacity and re-design of the Bridge Influence Area to meet standards, collisions are expected to increase approximately 45 percent over 2005 conditions.
- This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.
- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges, and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.4 RC-17 New Eastern Columbia River Crossing

Description:

This component is a new bridge east of I-205 from Camas/East Clark County to Troutdale. One possible connection is from the 192nd Street exit on SR 14 in Vancouver to the Woodfield Village area near I-84 in Oregon. **Figure 5-19** shows this component.

Figure 5-19. New Eastern Columbia River Crossing



Rationale for Not Advancing:

- This component fails Question #1. Year 2020 I-5 peak traffic demands are projected to increase at least 30 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result (e.g., at least 10 hours during the midday-evening period).
- This component fails Question #2. This component would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3. Year 2020 I-5 peak traffic demands are projected to increase at least 30 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result during key freight travel periods (e.g., at least 10 hours during the midday-evening period).
- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase at least 30 percent over 2005 conditions and without added capacity and re-design of the Bridge Influence Area to meet standards, collisions are expected to increase at least 65 percent over 2005 conditions.
- This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.
- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges, and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.5 RC-18 I-205 Improvements

Description:

Improvements in the I-205 corridor between Vancouver and Portland. **Figure 5-20** shows this component.

Figure 5-20. I-205 Improvements

Rationale for Not Advancing:

- This component fails Question #1. Year 2020 I-5 peak traffic demands are projected to increase 30 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result (e.g., 9 to 10 hours during the midday-evening period).
- This component fails Question #2. This component would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3. Year 2020 I-5 peak traffic demands are projected to increase 30 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result during key freight travel periods (e.g., 9 to 10 hours during the midday-evening period).
- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase 30 percent over 2005 conditions and without added capacity and re-design of the Bridge Influence Area to meet standards, collisions are expected to increase approximately 65 percent over 2005 conditions.
- This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.

- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges, and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.6 RC-19 Arterial Crossing without I-5 Improvements

Description:

Adds new Columbia River crossing adjacent to the existing I-5 bridges for arterial-use only, connecting downtown Vancouver to Hayden Island with potential connections to Marine Drive and Columbia Boulevard. No improvements would be made to I-5. **Figure 5-21** shows this component.

Figure 5-21. Arterial Crossing to Supplement I-5

Rationale for Not Advancing:

- This component fails Question #1. Year 2020 I-5 peak traffic demands are projected to increase over 20 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result (e.g., 7 to 8 hours during the midday-evening period).
- This component fails Question #3. Year 2020 I-5 peak traffic demands are projected to increase over 20 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result during key freight travel periods (e.g., 7 to 8 hours during the midday-evening period).
- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase over 20 percent over 2005 conditions and without added capacity and re-design

of the Bridge Influence Area to meet standards, collisions are expected to increase at least 50 percent over 2005 conditions.

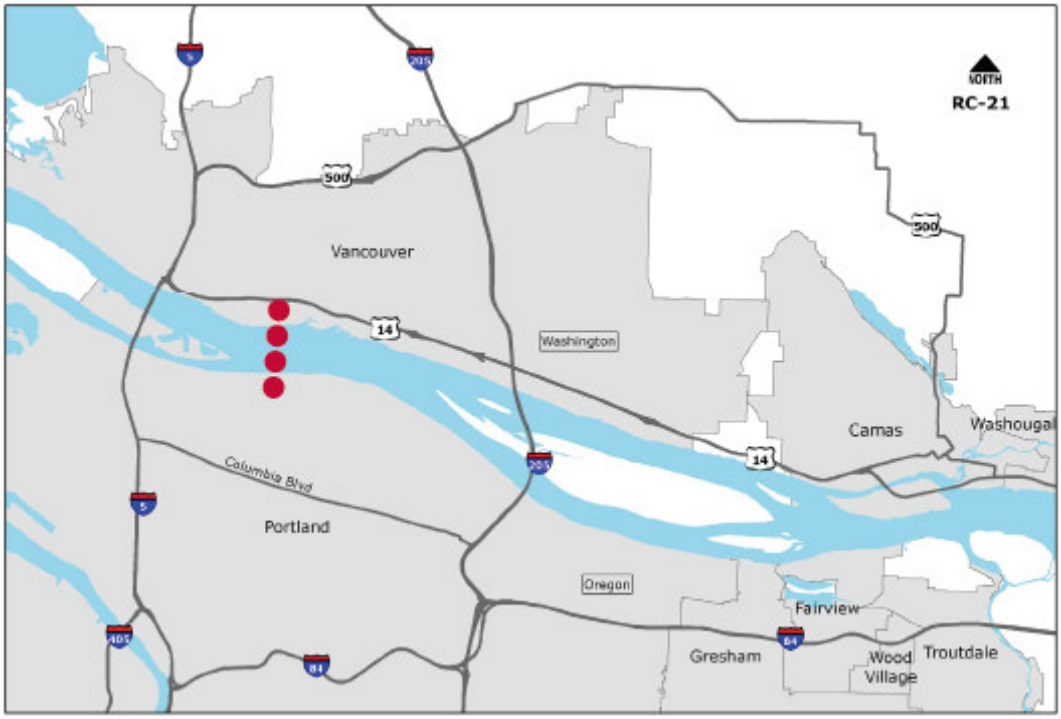
- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges, and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.7 RC-21 33rd Avenue Crossing

Description:

Adds a new crossing east of I-5, connecting Vancouver and Portland near the 33rd Avenue corridor in Portland. **Figure 5-22** shows this component.

Figure 5-22. 33rd Avenue Crossing



Rationale for Not Advancing:

- This component fails Question #1. Year 2020 I-5 peak traffic demands are projected to increase about 25 percent over 2005 conditions and without added capacity in Bridge Influence Area, significant traffic congestion will result (e.g., 8 to 9 hours during the midday-evening period).
- This component fails Question #2. This component would not improve transit service to the identified I-5 corridor transit markets, nor does it improve the performance of the existing transit system within the Bridge Influence Area.
- This component fails Question #3. Year 2020 I-5 peak traffic demands are projected to increase about 25 percent over 2005 conditions and without added capacity in Bridge

Influence Area, significant traffic congestion will result during key freight travel periods (e.g., 8 to 9 hours during the midday-evening period).

- This component fails Question #4. Year 2020 I-5 peak traffic demands are projected to increase about 25 percent over 2005 conditions and without added capacity and re-design of the Bridge Influence Area to meet standards, collisions are expected to increase at least 60 percent over 2005 conditions.
- This component fails Question #5. This component would not improve or provide a new multi-use pathway across the Columbia River in the I-5 corridor, nor does it improve bike/pedestrian connections.
- This component fails Question #6. River crossing components that locate new structures outside of the I-5 corridor are not assumed to upgrade the existing I-5 bridges, and therefore the seismic risk of the I-5 bridges would not be reduced.

5.3.4.8 RC-22 Non-Freeway Multi-Modal Columbia River Crossing

Description:

This component would add a new multi-modal crossing downstream (west) of the existing I-5 bridges accommodating two to four lanes of local traffic, light rail, a southbound auxiliary lane, and bicycles/pedestrians. Interstate traffic would remain on the existing I-5 bridges, and the I-5/Hayden Island and I-5/SR 14 interchanges would be reconfigured to eliminate the on-ramps leading to the existing bridges. In addition, the bridges would be raised to meet clearance requirements for most vessels, and the lift spans would be decommissioned. **Figure 5-23** shows this component.