SR-35 Columbia River Bridge Feasibility Study

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First Phase Now Complete

All the public input received to date has been combined with the study team's technical research. The result is an outline for conducting the SR-35 Columbia River Crossing Feasibility Study. The study outline is organized by tasks. Each task identifies goals, objectives, actions, and expected products leading to a set of solution recommendations for resolving both short and long term river crossing issues. The plan is built specifically to meet the purposes and needs expressed by the public during this first organizational stage of the project.

Highlights of the Study Outline

Vision Statement
Preserve the natural beauty of the Columbia River Gorge with a new or improved bridge that supports the region's diverse economy and provides safe travel capacity for automobiles, trucks, recreation vehicles, river traffic, pedestrians and bicycles.

Mission Statement
The SR-35 Columbia River Crossing Feasibility Study will provide information concerning the operation and maintenance needs necessary for the current bridge by drawing upon existing studies and information. The study will also provide improvement alternatives to build consensus on an implementation approach that will ensure a suitable Columbia River crossing for the 21st century.

Study Area
The study will be focused on the roughly four mile stretch along the Columbia River between the West Hood River Interchange of I-84 and the east city limits of Bingen.

Transportation Solutions
Public input defined both short and long term needs. The study is organized to assess and screen potential solutions for immediate problems and for future river crossing needs.

Crossing Corridors
Four corridors have been identified for developing long term crossing ideas. They are:

- Stanley Rock – connecting Koberg State Park to Bingen Point
- Low Corridor – using approximately the same alignment as the current bridge
- High Corridor – using approximately the same location as the current bridge but at a much higher elevation connecting from Button Junction to Jewett Boulevard (SR141)
- West Hood River Interchange – connecting this Interchange on I-84 across the river to SR14

Three-Tiered Approach

The study process will be broken into three tiers to ensure that data collection and solution analysis meets the public's needs without over studying the problem. At the conclusion of each tier a decision will be made whether or not to progress on to the next level of analysis called for in tiers II and III. Public input will be sought before any final decision is made.

- Tier I – Use available data and limited engineering to develop schematic level analysis. Up to 12 long term and short term (existing bridge) crossings to be addressed.
- Tier II – Advance the engineering and planning efforts from Tier I to refine no more than 4 long term and short term crossings.
- Tier III – Use field reconnaissance and more sophisticated engineering and planning to develop the best ideas from Tier II. Development of a recommended long term solution.

Questions or comments?

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Outcomes

Feasibility study expected outcomes are:
1) increased understanding of the current and future river crossing conditions and needs
2) agreement on short term status and recommendations
3) local consensus and momentum to work toward long term crossing solutions

The feasibility study will be implemented in phases with each phase containing clearly defined decision criteria on whether or not to proceed with the next phase.

Project Schedule

Feb 1999	Scoping Phase Kick-off
March 1999	Stakeholder Interviews & Open House
July 1999	Feasibility Study Scope of Work Outline
Sept1999	Scoping Phase Complete
Jan 2000	*Feasibility Study Kick-off*

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