

SR-35 Columbia River Crossing Feasibility Study



LONG-TERM ALTERNATIVES SCREENING AND RECOMMENDATIONS

Two screening processes to narrow long-term alternatives were conducted during Tier II. The first screening narrowed the 17 build alternatives to 6. A second alternatives screening was used to select alternatives for evaluation in the Draft Environmental Impact Statement (DEIS). Screening criteria were developed in accordance with technical expertise, the Purpose and Need Statement, and public and agency comments. Baseline information available on a corridor level and the results of technical studies conducted in Tier II were used as the basis for this screening. Alternatives were screened for their potential to have high, moderate, or low impacts associated with each criterion.

The second screening narrowed the alternatives from six build alternatives to one: Existing Corridor Fixed Span Bridge for All Modes. Reasons for advancing or eliminating build alternatives for further study in the DEIS are summarized in following table.

The Existing Corridor (EC) Fixed Span Bridge for All Modes alternative was then differentiated into three alternative alignments that are described below. During the DEIS, alignments may be adjusted as the design is refined.

EC-1 West Connection to Dock Grade

This alternative would be directly adjacent to the west side of the existing bridge until a point north of the shipping channel, where it would shift west to avoid the in-lieu fishing site on the Washington side. It would be grade separated from the railroad mainline on the Washington side. The SR-14 intersection at Dock Grade would be signalized and widened to accommodate turn lanes. The grade of SR-14 would need to be raised, and Dock Grade would need to be realigned at the intersection for safety reasons.

EC-2 West Alignment

This alternative would be directly adjacent to the west side of the existing bridge until a point north of the shipping channel, where it would shift west to avoid the in-lieu fishing site on the Washington side. It would be grade separated from the railroad mainline on the Washington side. The SR-14 intersection would be signalized and widened to accommodate turn lanes.

EC-3 East Alignment

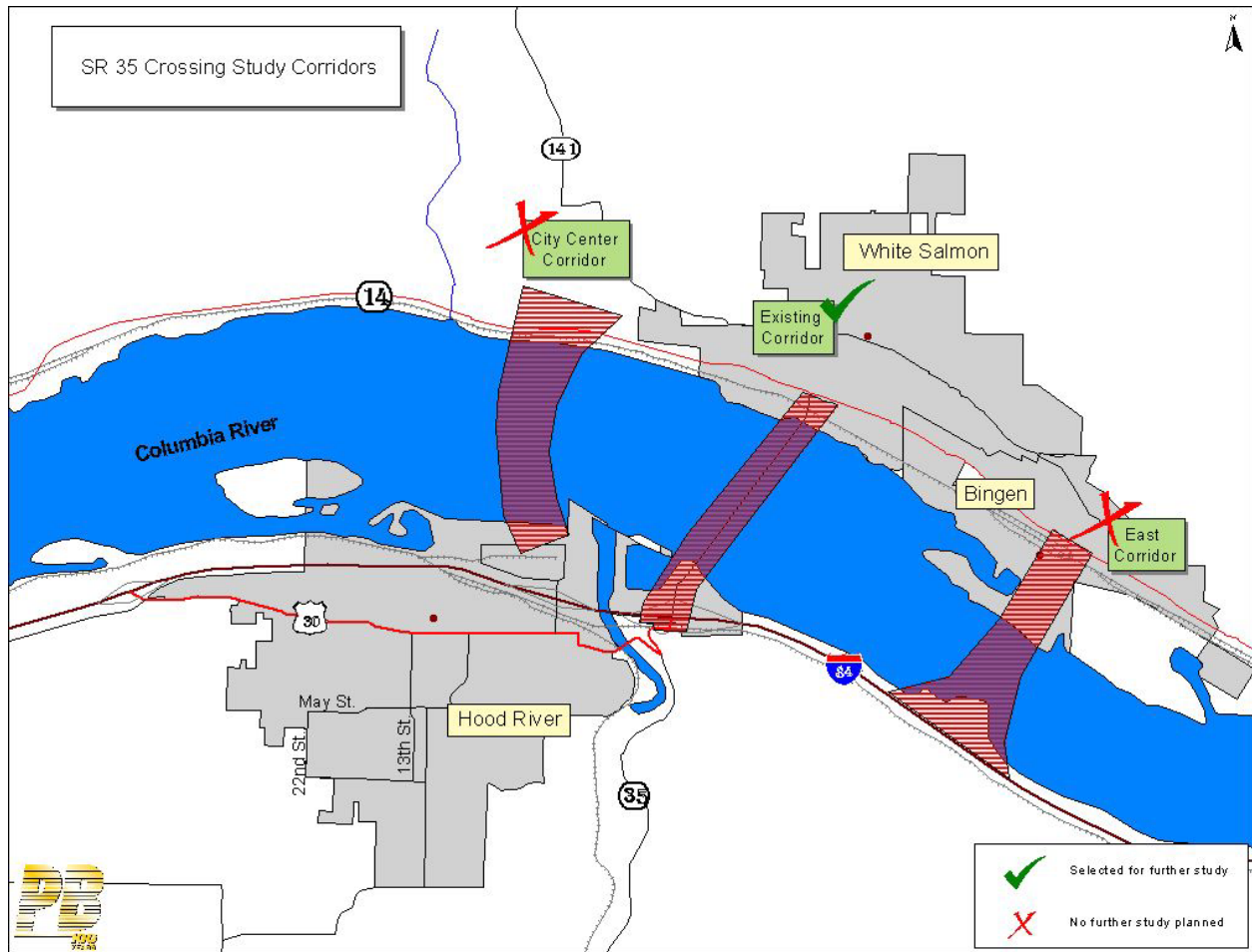
This alternative would be directly adjacent to the east side of the existing bridge. It would be grade separated from the railroad mainline on the Washington side. The SR-14 intersection would be signalized and widened to accommodate turn lanes.

These three build alternatives plus the No Action alternative are recommended for further study in the DEIS.

Summary of Rationale to Forward or Eliminate Alternatives

Corridor	Alternative	Recommendation for Further Study	Reason
City Center	New fixed span bridge for all modes	Eliminate	<ul style="list-style-type: none"> • Adverse impacts associated with water-based recreation, and • Severe geologic constraints on Washington side bridge landing.
City Center	New tunnel with existing bridge retrofit for pedestrian and bicycle use	Eliminate	<ul style="list-style-type: none"> • Substantial increase in vehicle-miles-traveled, • Substantial excavation in steep slope on Washington side portal, • High cost, and • High level of business displacement in Hood River.
Existing	New fixed span bridge for all modes	Advance	<ul style="list-style-type: none"> • Lowest impacts to transportation, • Lowest impacts to environmental resources, • Lowest impacts to recreation, and • Lowest cost.
Existing	Retrofit of existing bridge for all modes	Eliminate	<ul style="list-style-type: none"> • Identical low impacts as existing new fixed span, except it has higher capital costs and higher construction impacts.
East	New fixed span bridge with existing bridge retrofit for pedestrian and bicycle use	Eliminate	<ul style="list-style-type: none"> • High impacts to fish from in-water work associated with two bridges; • High environmental impacts associated with Bingen Pond, nearby peregrine falcons and bald eagles, and wetlands on Oregon approach; • High visual impacts associated with two bridges; • Four goal exceptions to Oregon statewide planning goals; • Potential encroachment on Koberg State Park; and • High cost (two bridges, new I-84 interchange, BNSF railway bypass).
East	New fixed span bridge for all modes	Eliminate	<ul style="list-style-type: none"> • High travel distances for pedestrians and bicyclists; • High environmental impacts associated with Bingen Pond, nearby peregrine falcons and bald eagles, and wetlands on Oregon approach; • Four goal exceptions to Oregon statewide planning goals; and • Potential encroachment on Koberg State Park.

Map of Corridors Considered in Tier II



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