

# SR-35 Columbia River Crossing Feasibility Study



## SR-35/COLUMBIA RIVER CROSSING STUDY

### Range of Alternatives

The following list contains the range of alternatives that were developed based on the corridors and facility types that were carried forward from Tier I. At the September 13 Local Advisory Committee meeting, we will present the consultant and Management Team's evaluation of these alternatives using the draft evaluation criteria listed in a separate memo.

Following is a definition of the three corridors which advanced from Tier I:

Stanley Rock (East A Corridor): connecting Koberg State Park in Oregon east of Hood River to Bingen Point along SR-14 in the town of Bingen.

Existing Low Corridor: approximately the same alignment as the current Hood River bridge.

City Center Corridor: connecting the Hood River City Center/I-84 interchange with a point in Washington on SR-14 approximately ½ mile west of the existing bridge.

Additionally, a "No-Action" alternative and corridor, which consists of the existing bridge plus scheduled maintenance projects, was also advanced from Tier I and is the basis of comparison for the "action" alternatives.

One note: some "action" alternatives use the existing bridge for bikes and pedestrians. To fully meet the Purpose and Need Statement and other requirements, this would still require a significant retrofit of the existing bridge, to accommodate river navigation to the current guideline of 300 feet of horizontal clearance, and to bring the bridge up to current seismic standards, and to enable it to meet accessibility and surface standards for bicycles and pedestrians.

The alternatives are listed below, by corridor:

#### City Center Corridor

- Floating Movable Bridge
- High Level Fixed Span Bridge, with bikes and pedestrians either on the new crossing or using the existing bridge
- Low Level Movable Bridge, with bikes and pedestrians either on the new crossing or using the existing bridge

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- Tunnel, with bikes and pedestrians on the existing bridge.

## Existing Corridor

- Low Level Movable Bridge, with bikes and pedestrians either on the new crossing or using the existing bridge
- High Level Fixed Span Bridge with bikes and pedestrians either on the new crossing or using the existing bridge
- Tunnel with bikes and pedestrians either on the new crossing or using the existing bridge
- Intelligent Transportation System/Traffic Management/ Reversible Lane Operations: the existing bridge would be converted to one standard travel lane, with reversible traffic operations, plus a bike/pedestrian pathway on one side.
- Retrofit of Existing Bridge: this would consist of widening the existing structure to improve to existing lane width standards, provide for bikes and pedestrians, increase the river navigation channel clearance to 300 feet, and to provide for long-term seismic retrofits.

## East A Corridor

- Low Level Movable, bikes and pedestrians either on the new crossing or using the existing bridge
- High Level Fixed Span Bridge, with all modes.