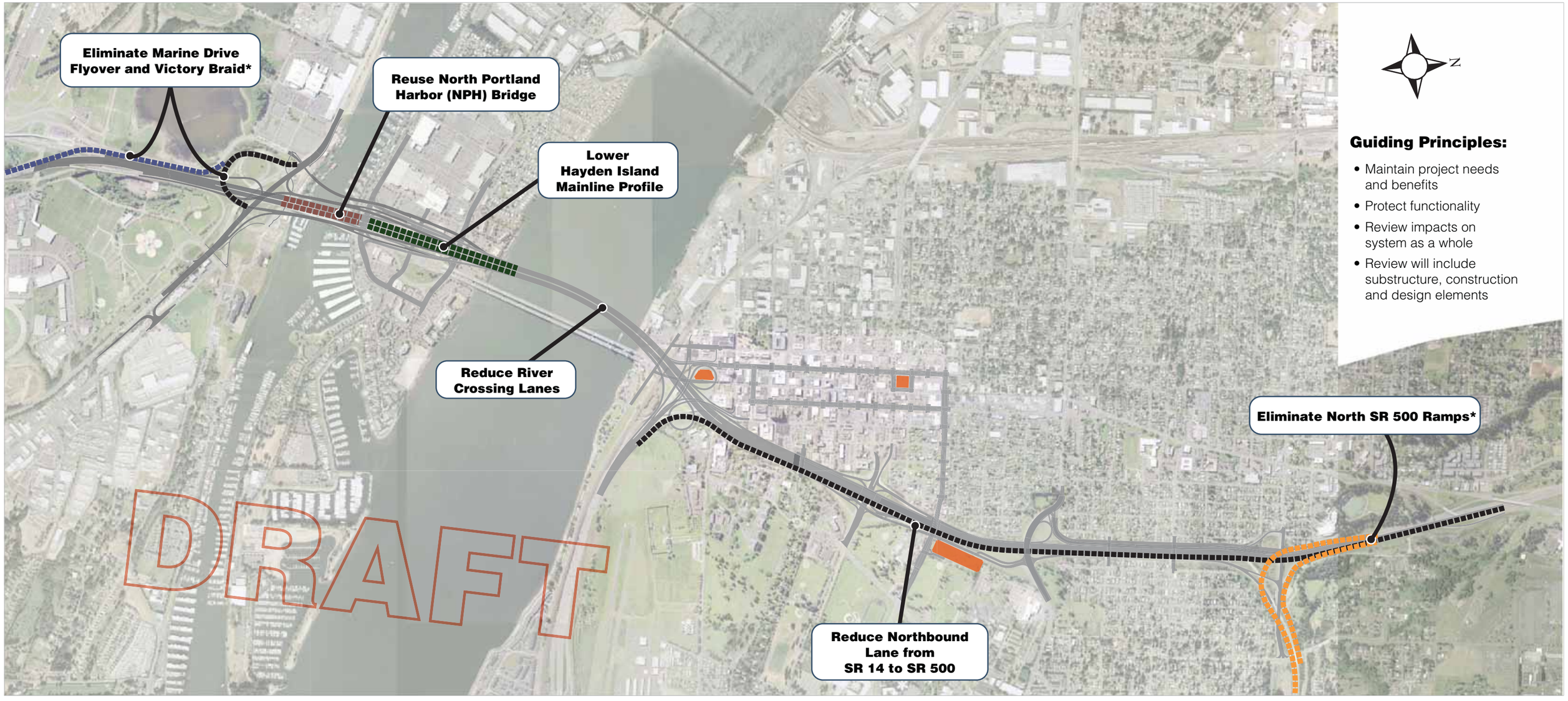
November 2009 Draft Recommendation



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Guiding Principles:

- Maintain project needs and benefits
- Protect functionality
- Review impacts on system as a whole
- Review will include substructure, construction and design elements

FOR DISCUSSION PURPOSES ONLY.

*These elements will be included in the FEIS but are not intended to be part of the initial capital construction project.

Columbia River CROSSING

November 2009 Refinement Recommendation

	10% Probability	60% Probability	90% Probability
2007 Cost Estimates	$3,100 Million	$3,770 Million	$4,200 Million
2009 Cost Estimates	$2,585 Million	$3,175 Million	$3,550 Million
NET SAVINGS	**$515 Million**	**$595 Million**	**$650 Million**

November 12, 2009

Additions to Cost

	10% Probability	60% Probability	90% Probability
ADDITIONS TO COST	**$160 Million**	**$230 Million**	**$265 Million**

Savings

	10% Probability	60% Probability	90% Probability
Design Engineering			
River Crossing Substructure	$240M	$265M	$275M
Other (Unit Prices, Quantities, Etc.)	$70M	$85M	$95M
Highway Refinements			
Eliminate Victory Braid*	$50M	$60M	$70M
Eliminate Marine Drive Flyover*	$35M	$45M	$50M
Re-Use Existing North Portland Harbor Bridge	$70M	$95M	$110M
Lower Profile across Hayden Island	$80M	$105M	$125M
12-10 Lane River Crossing	$20M	$25M	$30M
Reduce NB Lane from SR 14 to SR 500	$40M	$55M	$60M
Eliminate SR 500 North Ramps*	$70M	$90M	$100M
SAVINGS	**$675 Million**	**$825 Million**	**$915 Million**

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Columbia River CROSSING

November 2009 Recommendations

Traffic Effects of No Build, 10 and 12 Lane Scenarios

	No Build	10 Lanes	12 Lanes
Locations of Poor Service Levels on I-5	**Northbound I-5:** 1. Denver/Victory Boulevard on-ramp merge area 2. Marine Drive on-ramp merge area 3. Hayden Island on-ramp merge area 4. SR 14 off-ramp diverge area **Southbound I-5:** 5. SR 500 on-ramp merge area 6. 4th Plain on-ramp merge area 7. Mill Plain on-ramp merge area 8. SR 14 on-ramp merge area 9. Hayden Island off-ramp diverge area	**Northbound I-5:** 1. Hayden Island on-ramp to SR 14 off-ramp **Southbound I-5:** 2. SR 14 on-ramp 3. Off-ramp north of Hayden Island	None
Local Streets Impacted by I-5 Backups	**Due to northbound I-5 impacts:** 1. Denver/Victory 2. Marine Drive 3. Hayden Island **Due to southbound I-5 impacts:** 1. SR 500 and Main Street 2. 4th Plain 3. Mill Plain 4. SR 14 and City center 5. Hayden Island	**Due to northbound I-5 impacts:** 1. Hayden Island **Due to southbound I-5 impacts:** 1. SR 14 and Vancouver City center	None
I-5 AM and PM Hours of Congestion	15 hours	4.5 to 6.5 hours	3.5 to 5.5 hours
Annual Collisions	750	220 to 240	200
I-5 Traffic	184,000 vehicles (No tolls)	175,500 vehicles (Includes tolling I-5)	178,000 vehicles (Includes tolling I-5)
I-205 Traffic	210,000 vehicles	213,500 vehicles	213,000 vehicles
Total River Crossing Traffic	394,000 vehicles	389,000 vehicles	391,000 vehicles
Diversion to I-205 from No Build	—	3,500 vehicles	3,000 vehicles
Regional Vehicle Miles Travelled (VMT)	56.658 million regional VMT	56.750 million regional VMT 0.16% increase over No Build	56.746 million regional VMT 0.15% increase over No Build
I-5 Transit Riders	8,800	18,500* (16,000 on light rail)	18,200* (15,800 on light rail)
HOV Lane Potential	Very unlikely based on current history in corridor	Some potential for future lane conversion	Highest potential for future lane conversion

Note: All figures are for the year 2030

November 9, 2009

*Ridership is based on DEIS Alternative 3 Light Rail Transit Efficient Operations with a Clark College Terminus. Currently more park and ride spaces are planned as part of the Locally Preferred Alternative, therefore ridership will be somewhat higher. However, differences due to number of lanes will not change substantially.