

No Tolls on The Bridge!

 Search

Home

Tolls

Plan Aerial View

Plan Outline

Option A

Cost

Option B

Cost

Tolls?

CRC's_Plans

Proposed Low Cost Version of the CRC I-5 Project negates the need for tolls

The CRC project seeks to address six problems:

1. Growing travel demand and congestion.
2. Impaired freight movement.
3. Limited public transportation operation, connectivity,
4. Safety and vulnerability to incidents.
5. Substandard bicycle and pedestrian facilities.
6. Seismic vulnerability.

[CRC DEIS, S-4](#)

Facts:

- Approximately [81,000 people make round trips](#) across the river each day in cars.
- Approximately [150 people make round trips on bikes](#) each day
- Approximately [30 people make round trips on foot](#) each day
- Approximately [1650 people, per day make round trips on transit](#).
- **[Light rail IS NOT REQUIRED](#)** by any government agency.
- **["High Capacity Transit" IS NOT REQUIRED.](#)**
- **["Both of the bridges are structurally sufficient and meet all of the requirements."](#)**
- [High transit usage projections](#) rely on **Vancouver population density increasing due to development caused by light rail.**

The Current CRC Proposal (**\$2,888 million**):

Build South Bound highway bridges for **81,000 daily users.**Build North Bound highway bridges for **81,000 daily users.**Build light rail for **1650 daily users**

Tear down current bridges

Rebuild SR-14 intersection in Washington.

Rebuild 3 interchanges in Washington.

Elevate Hayden Island section.

Rebuild 1 interchange in Oregon.

Elevate the freeway through Hayden Island.

How to Save **\$2,000 - \$2,300 Million** and Not Need Tolls:

Just Solve the Problem!

Option A: Supplemental Bridge - about \$550

Build South Bound highway bridges for **81,000 daily users.**Build North Bound highway bridges for **81,000 daily users.**Build light rail for **1650 daily users** (and hoped for future users.)

Tear down current bridges (Use for Northbound traffic)

Rebuild SR-14 intersection in Washington. (partial rebuild only)

Rebuild 3 interchanges in Washington.

Elevate Hayden Island section.

Rebuild 1 interchange in Oregon.

Elevate the freeway through Hayden Island.

Add 1 lane Victory Blvd across bridge

Extend Marine Dr. & Hayden Island add lanes across bridge

Run ordinary buses in general purpose lanes.

Option B: Replace existing bridges - about \$850

Build South Bound highway bridges for **81,000 daily users.**Build North Bound highway bridges for **81,000 daily users.**Build light rail for **1650 daily users** (and hoped for future users.)

Tear down current bridges (or keep for local usage)

Rebuild SR-14 intersection in Washington.

Rebuild 3 interchanges in Washington.

Elevate Hayden Island section.

Rebuild 1 interchange in Oregon.

Elevate the freeway through Hayden Island.

Add 1 lane Victory Blvd across bridge

Extend Marine Dr. & Hayden Island add lanes across bridge

Run ordinary buses in general purpose lanes.

Crossed out items can be constructed if the need ever gets to the point of justifying the costs. See the map page for cost estimates of each element.

[PDF of this page and accompanying Map](#)

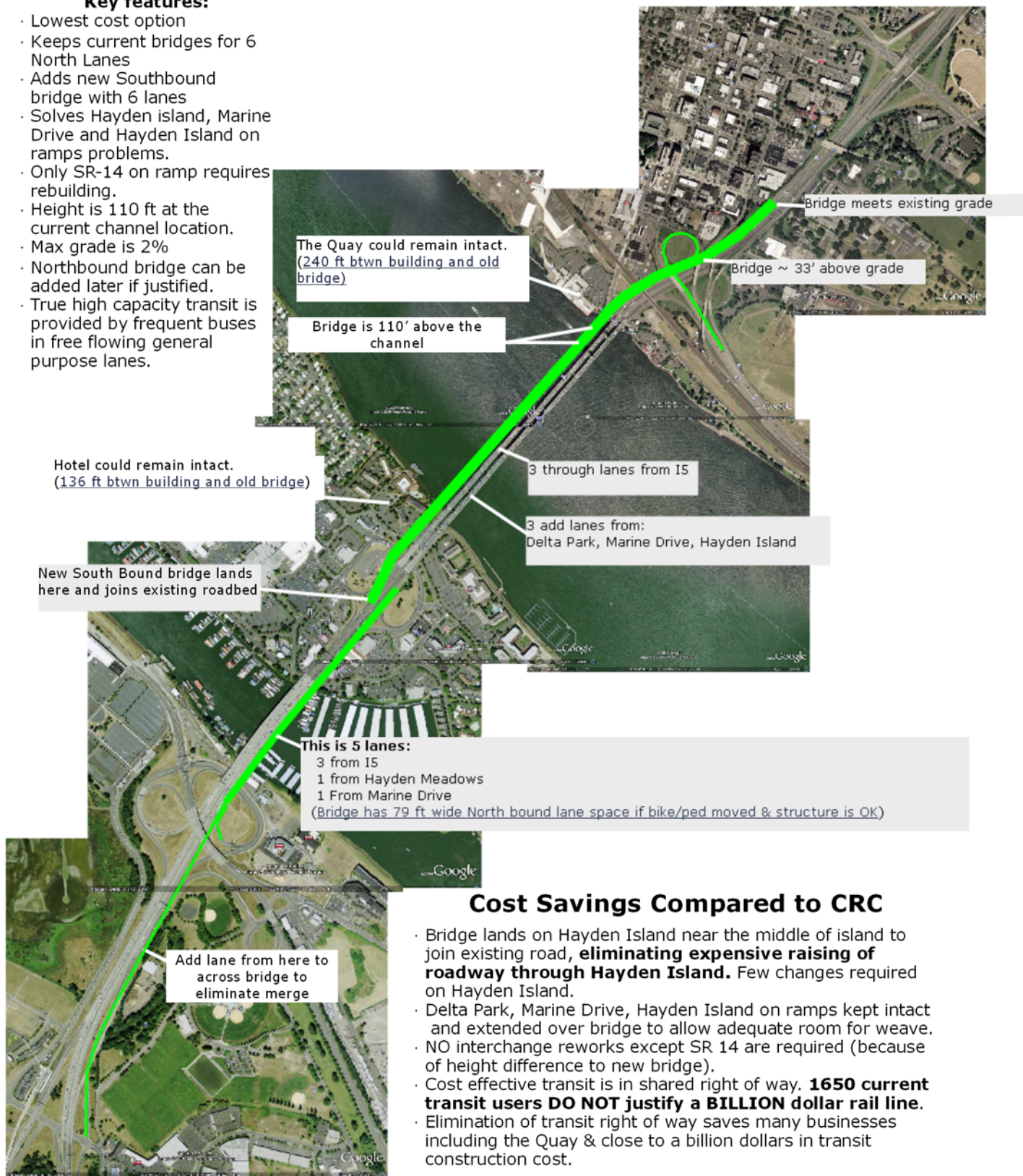
No Tolls on The Bridge!

- Home
- Tolls
- Plan Aerial View
- Plan Outline
- Option A
- Cost
- Option B
- Cost
- Tolls?
- CRC's_Plans

Aerial view of the Our Option A

Key features:

- Lowest cost option
- Keeps current bridges for 6 North Lanes
- Adds new Southbound bridge with 6 lanes
- Solves Hayden island, Marine Drive and Hayden Island on ramps problems.
- Only SR-14 on ramp requires rebuilding.
- Height is 110 ft at the current channel location.
- Max grade is 2%
- Northbound bridge can be added later if justified.
- True high capacity transit is provided by frequent buses in free flowing general purpose lanes.



Cost Savings Compared to CRC

- Bridge lands on Hayden Island near the middle of island to join existing road, **eliminating expensive raising of roadway through Hayden Island.** Few changes required on Hayden Island.
- Delta Park, Marine Drive, Hayden Island on ramps kept intact and extended over bridge to allow adequate room for weave.
- NO interchange reworks except SR 14 are required (because of height difference to new bridge).
- Cost effective transit is in shared right of way. **1650 current transit users DO NOT justify a BILLION dollar rail line.**
- Elimination of transit right of way saves many businesses including the Quay & close to a billion dollars in transit construction cost.

The DELUXE PLAN - 2 Bridges + LRT +5 Interchanges



\$114 DEIS, EIS, Etc

\$31 million 30% Design

\$122 million Right of Way

\$70 million Permitting

\$117 million SR-500

\$129 million Forth Plain

\$288 million LRT, North

\$74 million Mill Plain

\$122 million SR14

\$429 million HWY - NB

\$315 million HWY - SB

\$108 million Demo

\$272 million LRT

\$215 million Hayden Island

\$63 million LRT, South

\$412 million Marine Dr.

\$7 million LRT "Burn Time"

GRAND TOTAL = \$2,888 mil.

(CRC DEIS, page S-17)

From: Columbia River Crossing, Cost Risk Assessment
Table 19: Vancouver Alignment Base Costs with Uncertainties,
Downstream Replacement with LRT

See NoBridgeTolls.com for references & more

Stripping The DELUXE PLAN

How to Save \$2,000 - \$2,300 Million and Not Need Tolls



\$117 million ~~X~~ SR-500

\$129 million ~~X~~ Fourth Plain

\$288 million ~~X~~ light rail, North

\$74 million ~~X~~ Mill Plain

\$122 million SR14 **REDUCE**

\$429 million ~~X~~ HWY - North Bound

\$315 million HWY - South Bound **KEEP**

\$108 million ~~X~~ Demolition

\$272 million ~~X~~ light rail

\$215 million Hayden **REDUCE**

Extend Marine Dr. & J. Beach on ramps across bridge

\$63 million ~~X~~ light rail, South

\$412 million ~~X~~ Marine Dr.

Add one lane

Additional items can be added as money becomes available, but it should be kept cheap enough to avoid tolls.

(CRC DEIS, page S-17)

From: Columbia River Crossing, Cost Risk Assessment Table 19: Vancouver Alignment Base Costs with Uncertainties, Downstream Replacement with LRT

See NoBridgeTolls.com for references & more