Project Background

- The existing bridge has been in service for a long time
- Built in 1924
- Lift span added in 1938 for Bonneville Dam

Shortcomings:

- Narrow Travel Lanes (9’-4 3/4”)
- No Safety Shoulders for Stranded Vehicles
- No Bike and Pedestrian Access
- Vertical Restriction of 14’-7”
- Weight Restricted to 80,000 lbs
- Narrow Navigation Span (246’ wide)
Role of the Bridge

- Provides residents and businesses with cross-river access
- Supports the movement of goods and services in the region
- Provides access to recreational attractions and tourism
- Provides access for emergency services

The bridge provides a vital link to the communities and any disruption of bridge service would have a detrimental impact on the regional economy.
2004 Feasibility Study and Draft EIS

- Basis for current TS&L study
- Recommended bridge alignment is just west of the existing bridge:

- Three bridge types to be evaluated:
  - Steel girder bridge
  - Concrete segmental box girder bridge
  - Steel tied arch bridge
Bridge Type, Size and Location Study

- Collected data to further the engineering:
  - Ground survey
  - Subsurface exploration and testing
  - Geophysical survey
  - Bathymetric survey

- Design criteria defined the section
## Evaluation of Three Bridge Types

Each alternative was evaluated against the weighted criteria:

<table>
<thead>
<tr>
<th>Weighting</th>
<th>Evaluation Criteria</th>
<th>Steel Girder</th>
<th>Segmental Box</th>
<th>Tied Arch</th>
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<tr>
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<td>Risk</td>
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<td>10%</td>
<td>Impact to Recreation Users</td>
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<td>9%</td>
<td>Natural Environment</td>
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100%
Recommendation

- Concrete segmental box girder bridge type
- Two 12-foot travel lanes and 8-foot shoulders
- 12-foot multi-use path on the west side of the bridge
- Concrete deck
- Hourglass-shaped piers
- Two pedestrian overlooks
- Aesthetic treatment at entry points and multi-use path
- 450-foot main span for navigation clearance
Artist rendering of the concrete segmental box girder bridge - from Oregon, looking toward Washington
Artist rendering of the view from the pedestrian path
Project Summary

Next Phase
- Final environmental impact statement (EIS): estimated to cost $1.8-$2.2 million

Next Steps
- Memorandum of understanding between agencies

Construction Cost
- $190-205 million in 2011 dollars

Outlook
- There are no additional funds to proceed: construction could be 20 or more years away.