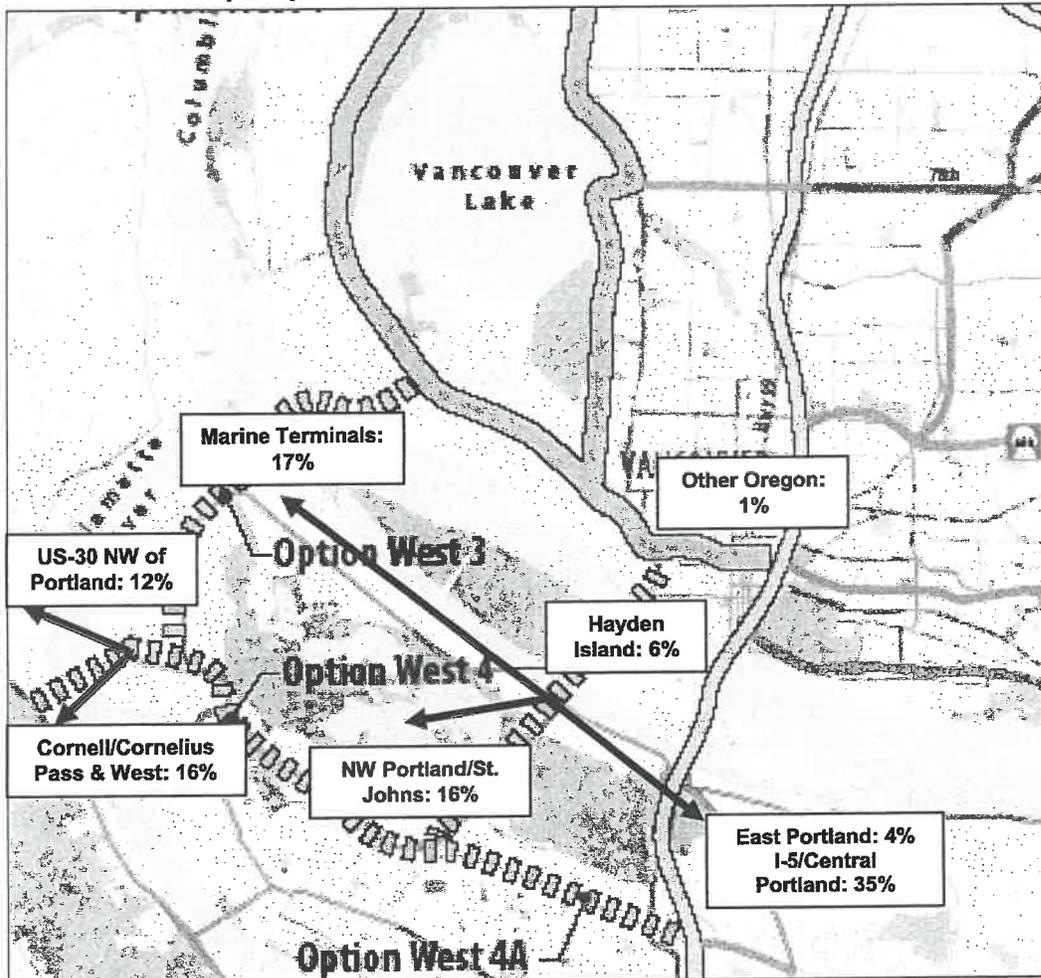


Exhibit E-4 illustrates the Oregon trip capture areas. From the analysis it was determined that the majority of the trips originate from central Portland.

Exhibit E-4 – Trip Capture Area: Oregon Trips



It was determined that the new crossings may provide minor relief to I-5 (about 8% fewer trips). Some I-205 trips backfill onto the I-5 Bridge resulting in minimal relief to I-205 due to this trip shifting.

Land use implications exist on each side of the river, along the corridor. This potential corridor increases cross-river travel about 3-4% due to latent demand. Some Clark County trips shifted off of the I-5 corridor north of the Columbia River. On the Washington side, these corridors exhibit characteristics of both a regional and subregional corridor: half of Clark County trip ends are Ridgefield and north, half are central / west Vancouver area. On the Oregon side, over half of the trip origins / destination are longer distances: central Portland and I-5 south, Cornelius Pass, and northwest along US-30.

Appendix E: Analysis of New Crossing(s) of the Columbia River

A set of potential new crossings of the Columbia River were developed and analyzed as part of this study. The new crossings are located west of I-5 and east of I-205. The new crossings of the Columbia River were modeled as “Parkway” type arterials, with four to six lanes, and were modeled without tolls. The following will provide a summary of the detailed analysis conducted as part of the study.

Westside Corridor Options for Crossing the Columbia River

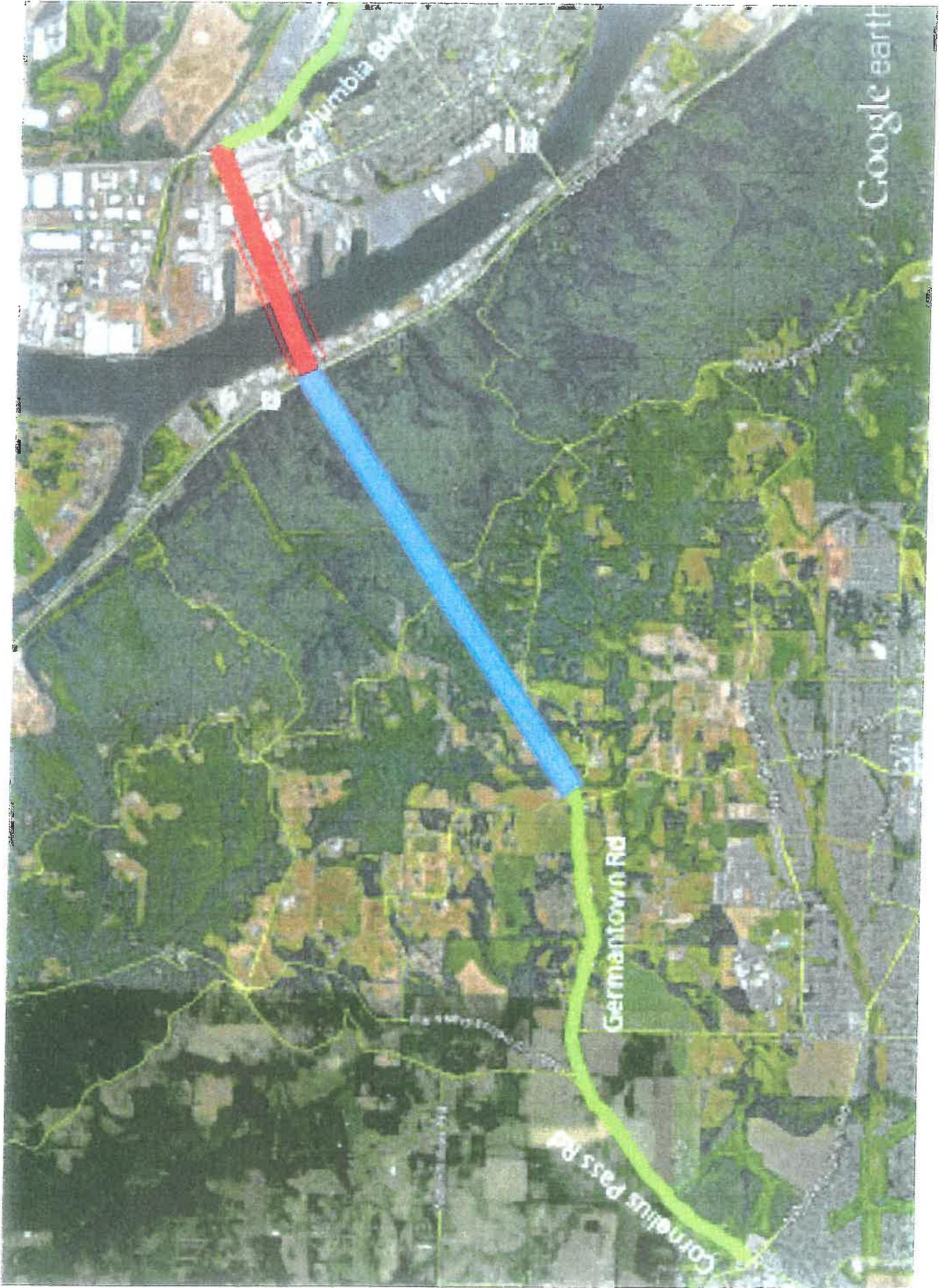
The travel demand model indicated strong intersection between west and central Vancouver, Felida/Lakeshore and Ridgefield with destinations in west Portland, the Port of Portland terminals, St. Johns area, and points northwest and west of Portland along US-30 and Cornelius Pass Road.

Several alignments for the Westside river crossing were evaluated. One alignment would have connected Lake River Road (SR 501 spur) across Sauvie Island and ending at US-30 northwest of Linnton. That alignment was discarded due to the potential impacts of such a corridor on Sauvie Island, as well as that corridor not serving the predominant types or destinations of trip demand as indicated by the regional travel model.

Option 3 would skirt the Gateway area of the Port of Vancouver, cross over onto and through Hayden Island to the marine terminals area and then bypass the St. Johns neighborhood by crossing the Willamette River to the northwest, ending at US 30. The Option West 3 alignment was adjusted during the study to minimize or avoid impacts to the Port of Vancouver’s Gateway area as well as attempting to avoid impacts to Kelly Point Park and to the Port of Portland’s Marine Terminal 6 area.

Option West 4 would follow the “Bi-State Industrial Corridor” alignment from the Columbia River Crossing EIS. This corridor would connect in Clark County at approximately Mill Plain at NW 26th Avenue, while in Oregon would follow the Portland Road and railroad “trench” through Hayden Island and the peninsula. The corridor also follows Columbia Boulevard west through St. Johns, crosses the Willamette River and connects to US-30 northwest of Linnton. Connections with I-5 would be via Mill Plain, Marine Drive, Columbia Boulevard, and US-30. Information generated by the I-5/Columbia River Crossing Draft Environmental Impact Statement project was consulted for setting and evaluating the Option West 4 corridor.

Exhibit E-1 illustrates the final Westside river crossing alignment options.



Northern Connector Concept