

Comparison of Tunnel vs Bridge

April 23, 2007

	Consistency with Purpose and Need	Cost ¹	Connectivity	Bike/Ped	Right-of-way Impacts	Safety/Security	Operations	Staff Recommendation	Reasons to Eliminate
Bridge	Yes	\$30,000,000	Direct connections to Hwy 43 for auto and transit travel	Accommodated	Impacts near bridge approaches.			Advance	
Tunnel	Yes	\$450,000,000	<ul style="list-style-type: none"> ● Westside - Out-of-direction travel for Sellwood/Lake Oswego traffic. ● Eastside - Substantial changes to Sellwood traffic patterns to access tunnel entrance near 17th. 	Not accommodated. Separate bike/ped bridge required.	Impacts at entrances and exits to tunnel near 17th/Tacoma and Macadam/Taylor's Ferry.	<ul style="list-style-type: none"> ● Length and access points restrict emergency responses to accidents. ● Restrictions on certain types of freight. ● Complex ventalization systems for fire incidents/exhaust. 	Additional maintenance costs due to complexity of ventalization, lighting, and drainage.	Eliminate	<ul style="list-style-type: none"> ● Cost ● Right of way impacts are shifted but not eliminated ● Bridge for Bike/Peds still needed

¹ Does not include right of way, interchange, or local street improvement costs. Tunnel cost based on a 2 lane, bored tunnel. Bridge cost based on a 2 lane, pre-stressed girder bridge