Introduction of Selection Criteria
THIS STEP
Selection/Screening- “All Types” to “Many Types”

Engineering- “Pass-Fail”
Architectural- Opportunities and Challenges

NEXT STEP
Selection/Screening- “Many Types” to “Some Types”

Engineering- Performance of types against Engineering criteria
Architectural- Performance of types against Aesthetic criteria
Baseline Assumptions

Clearance Diagram

75’ V. for 150’ H.
65’ V. for 300’ H.
### River User Survey and River Levels

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Vessels</th>
<th>Standard Vert Clr [ft] aka &quot;Vessel Height&quot;</th>
<th>Proposed 7° Clr (CRS)</th>
<th>% of Days of Closure Level</th>
</tr>
</thead>
<tbody>
<tr>
<td>Johns Landing Boat Club</td>
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<td>Larson's Marine Services</td>
<td>Tugboat</td>
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<td>City of Portland-Pe For and Rescue</td>
<td>Fireboat Campbell</td>
<td>20</td>
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<tr>
<td>Shaver Transportation</td>
<td>Vancouver Tug</td>
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<td>75</td>
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<td>Portland Spirit</td>
<td>Outrageous</td>
<td>22</td>
<td>75</td>
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<td>Portland Rose</td>
<td>Portland Rose Steamer</td>
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<td>Crystal Dolphin</td>
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<td>Clearwater Tug</td>
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<td>Steamer Portland</td>
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<tr>
<td>Larine A Linker</td>
<td>Sailboat Prospector</td>
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<td>Bernard's Mooring</td>
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<td>Promise Charters LLC</td>
<td>Sailboat Promise</td>
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<td>75</td>
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<td>Crane Barge</td>
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<td>75</td>
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<td>Hawaiian Chiefess</td>
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</tr>
</tbody>
</table>

### Clearance Diagram

**Portland – Milwaukie**
**LIGHT RAIL PROJECT**
Baseline Assumptions

Grades

4.75% max. for all modes
ALTERNATIVES TESTED

Grades

4.75%  4.75%
ALTERNATIVES TESTED-Different Grades

Portland – Milwaukie
LIGHT RAIL PROJECT
ALTERNATIVES TESTED-Ramps and Landings Grades
Baseline Assumptions

Grades-No Vertical Exaggeration

4.75% max. for all modes
Baseline Assumptions

Bridge High Point and Navigational Route

Not In Same Location
Baseline Assumptions

Bridge High Point and Navigational Route

Not In Same Location
ALTERNATIVES TESTED-Same Point w/ Elevated SWF

Bridge High Point and Navigational Route
ALTERNATIVES TESTED - Same Point wo/ Elevated SWF
Bridge High Point and Navigational Route
Baseline Assumptions

Section Width

SDEIS-Concrete Segmental

SDEIS-Cable-Stayed

66’ (maximum)
Transit Component Alternatives

Section Width
Baseline Assumptions

Number of In-Water Piers

4 (maximum)
P2M Bridge Study-Working Mtg 080708

Issues- Shallow Water
Number of In-Water Piers