3,000 ft.
6 Sections 500 feet long x 170 feet wide

Columbia River Crossing
I-5 Immersed Tunnel
Advantages Immersed Tunnel

Navigation clearances
Aviation clearances
No freeway noise on river front
No mile-long elevated bridge ramps dividing Vancouver
Aberdeen Casting Basin
165 x 910 feet
Baltimore's Fort McHenry Tunnel
Completed 1985
1.4 miles
8 lanes – 4 tubes
115,000 vehicles/day
I-95
Immersed Tunnel saved Baltimore’s Inner Harbor
1985
1959 freeway plan
Vancouver’s Massey Tunnel under Fraser River
October 14, 2019
Vancouver’s Fraser River Bridge replaced by Tunnel

April 1, 2020
Vancouver’s Columbia River Bridge replaced by Tunnel
Øresund Bridge & Tunnel 1999

20 sections x 577ft = 2.2 miles
138ft wide
Øresund Tunnel Section
20 sections x 577ft = 2.2 miles  138ft wide

Columbia River Tunnel Section
6 sections x 500ft = 0.6 miles  170ft wide
Immersed Tunnels

About six 500 foot immersed tunnel sections could be a simple, elegant, and cost effective solution to the I-5 Columbia River Crossing.

The Aberdeen Casting Basin used to build the SR 520 bridge pontoons would be well suited to casting tunnel sections.

In 1985 Baltimore completed the Fort McHenry Immersed Tunnel and saved its famous Inner Harbor from encirclement by I-95 concrete bridge.

Vancouver, Canada rejected a ten lane bridge over the Fraser in favor of an immersed tunnel.

The 1999 Oresund Bridge & Immersed Tunnel connects Sweden to Denmark.
**Immersed Tunnels**

* **Columbia River Crossing**  
  0.6 miles  8 lanes  2 transit

  I-95 Fort McHenry Tunnel-1985  
  1.4 miles  8 lanes

* **Vancouver’s Massey Tunnel**  
  0.6 miles  6 lanes  2 transit

  Øresund Bridge & Tunnel-1999  
  2.2 miles  4 lanes  2 transit

*proposed*