

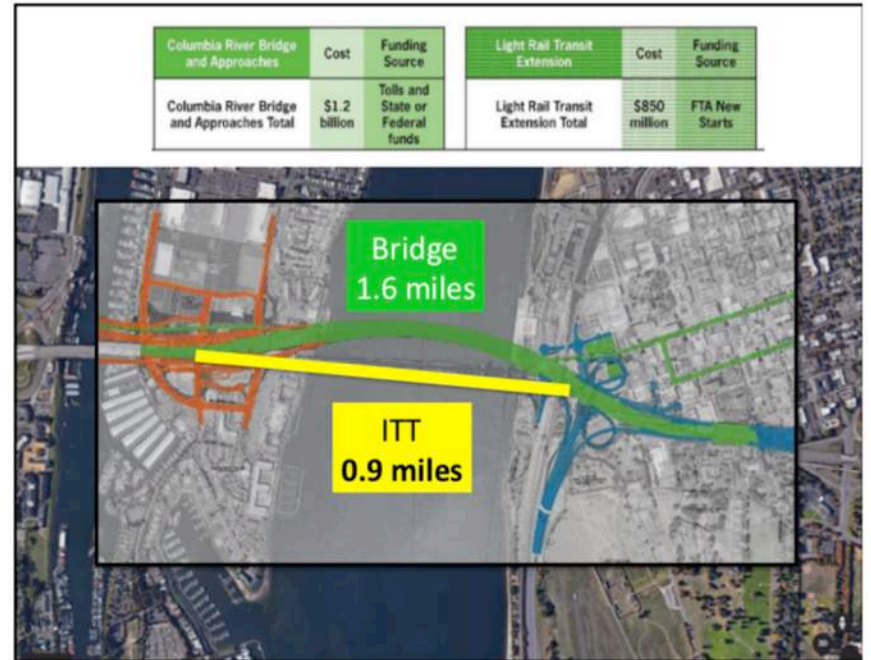
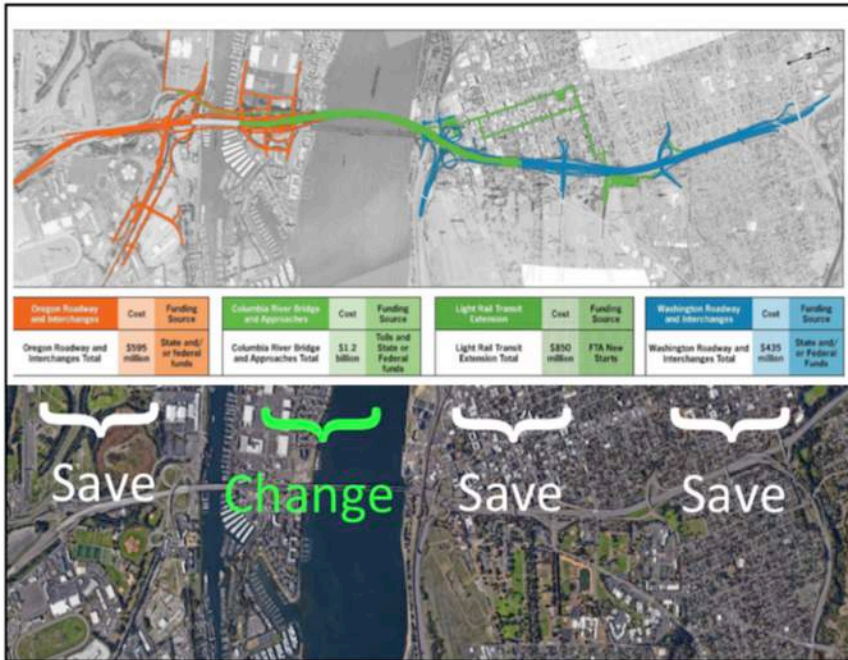
Joint Oregon-Washington Legislative Action Committee

An Immersed Tube Tunnel compared to a bridge can be half as costly, take half as long to build, have twice the seismic-resistant, and be twice as safe for cars, trucks, light-rail, and barge traffic.

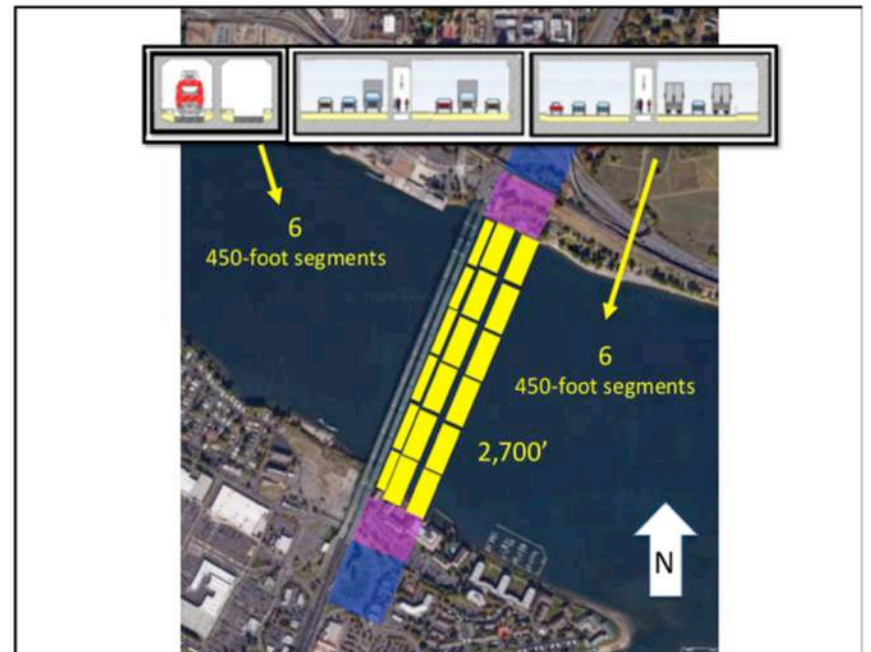
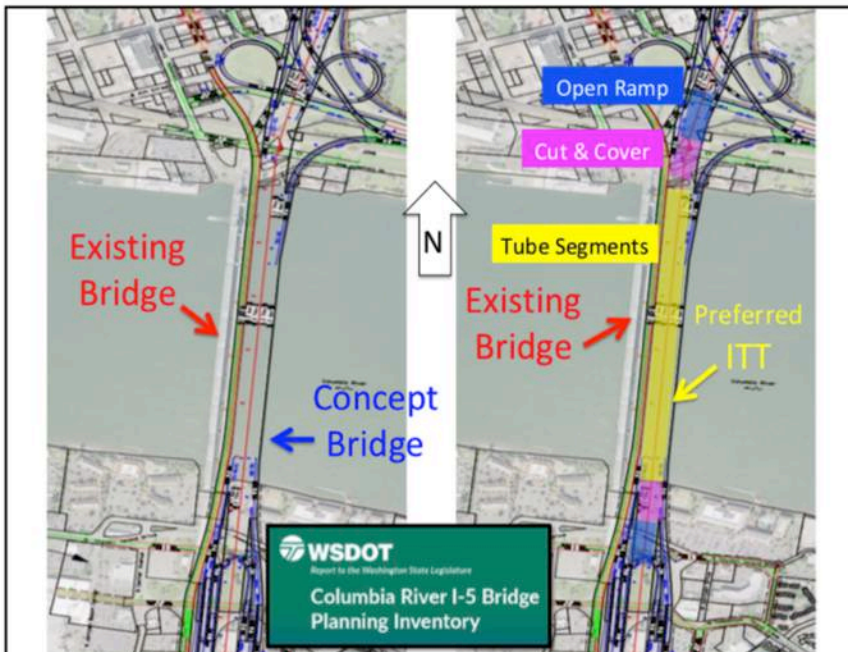
1. An Immersed Tube Tunnel fits in the bridge footprint of the Columbia River Crossing Final Environmental Impact Statement. Much of the FEIS work done on interchanges and transit can still be used.
2. The Columbia River is very shallow east of the I-5 Bridge (17 feet) and an ideal location for an Immersed Tube Tunnel.
3. An Immersed Tube Tunnel will have much less impact on the Vancouver and Hayden Island land use. Short open ramps to tunnel entrances near the riverbanks. A High Bridge requires almost a half-mile of elevated concrete viaducts on both banks to lift traffic to a bridge elevation of more than 150 feet.

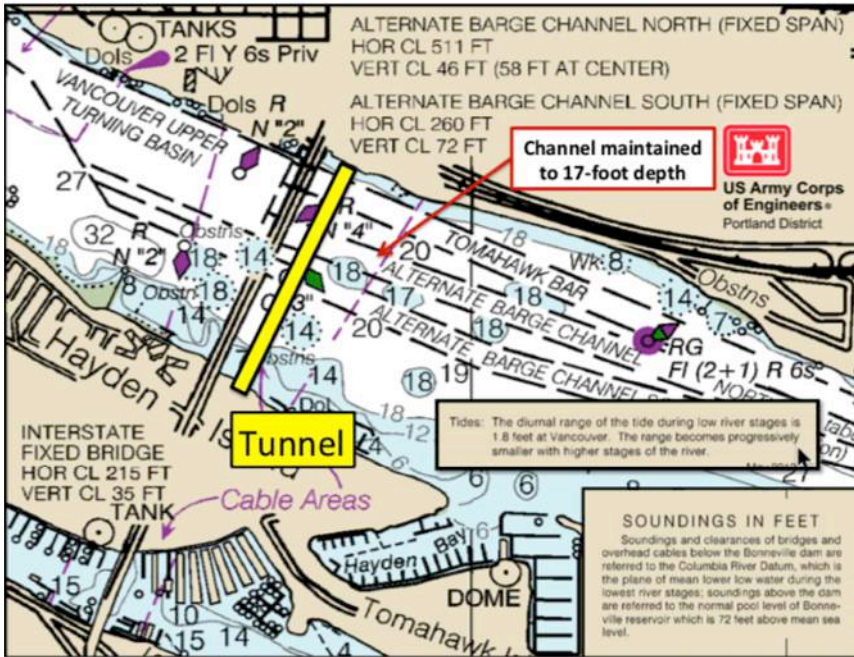
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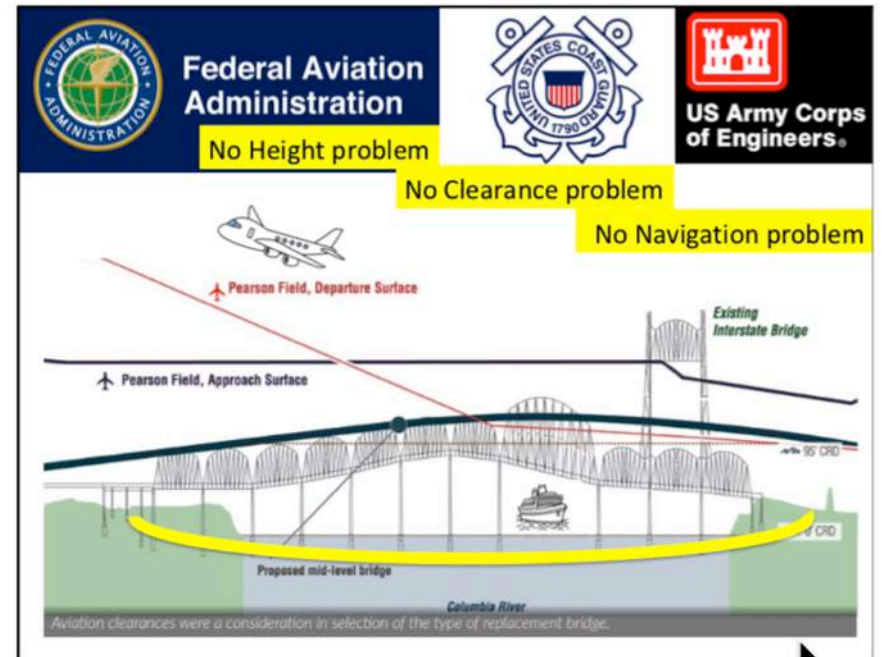
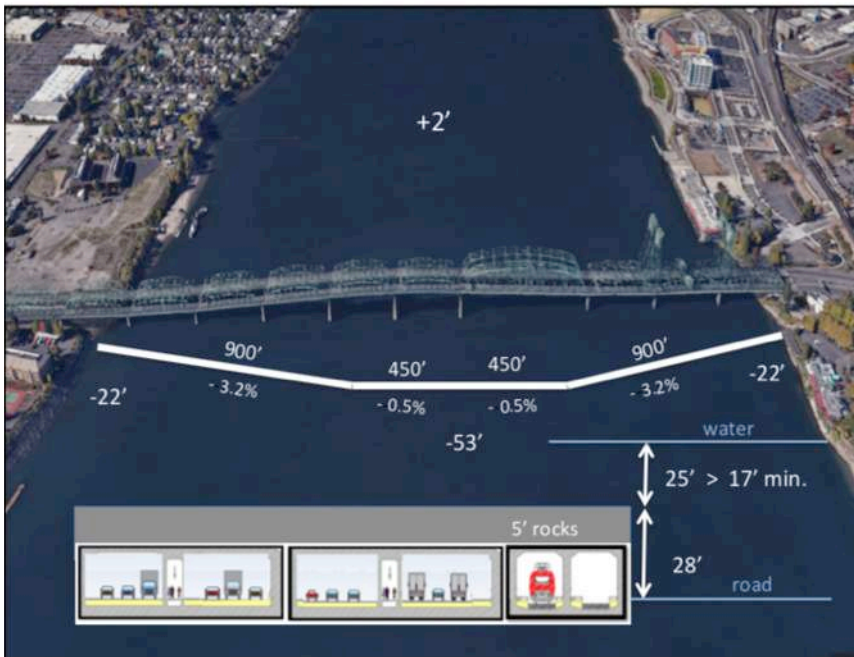


1. An Immersed Tube Tunnel fits in the FEIS Bridge's footprint





2. The shallow Columbia is idea location for an Immersed Tube Tunnel





3. An Immersed Tube Tunnel has less land impact than a High Bridge

