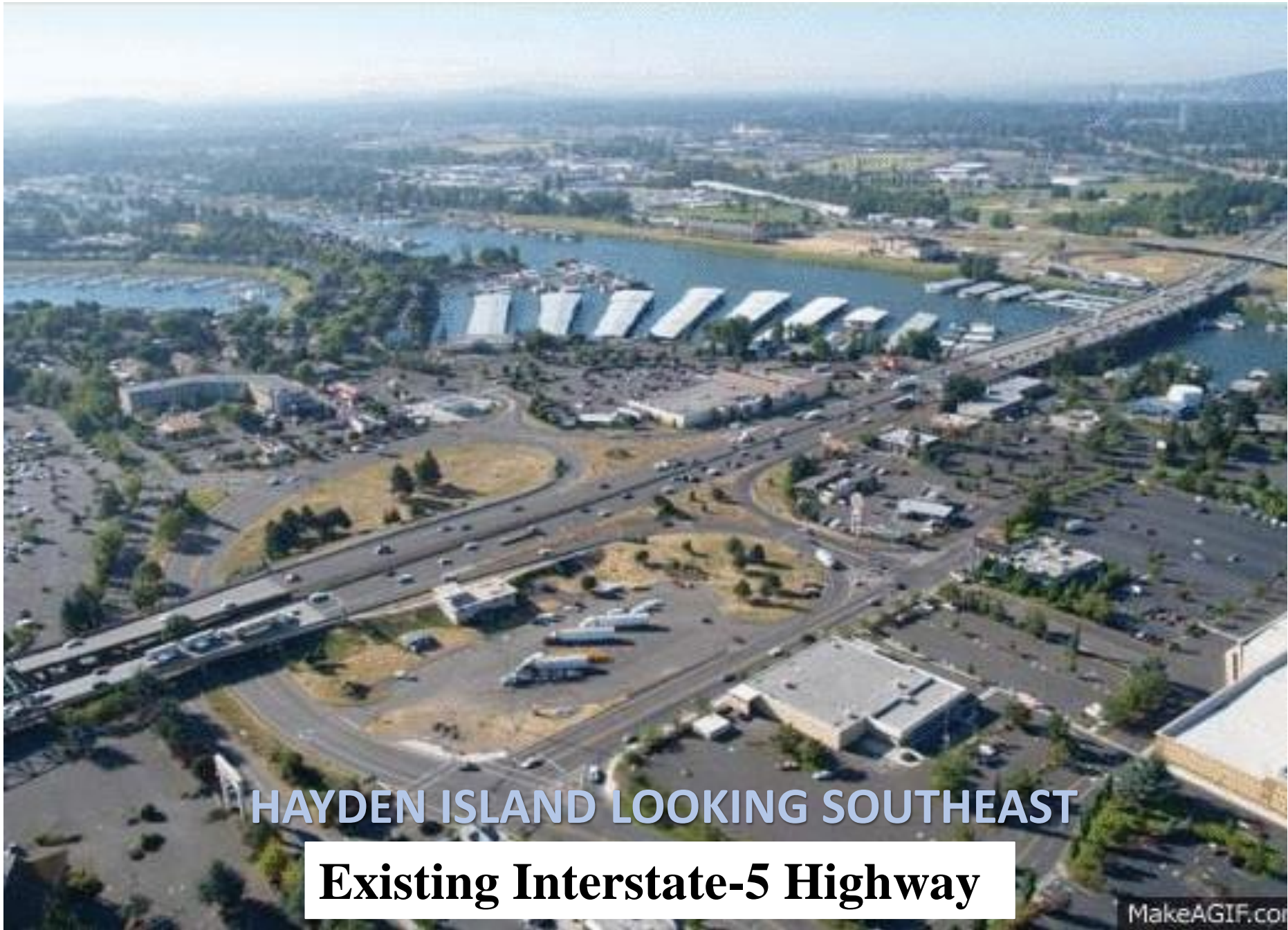


CSA vs IBR on Hayden Island



HAYDEN ISLAND LOOKING SOUTHEAST

Existing Interstate-5 Highway



To New I-5 Bridge

I-5 (8-lanes)

Hayden Is. Traffic (2-lanes)

To Existing Bridges

Lanes From Washington to Fremont Br.

HAYDEN ISLAND LOOKING SOUTHEAST

CSA's Hayden Island Crossing Concept

MakeAGIF.com



To New I-5 Bridge

I-5 (8-lanes)

Elevated Transfer Station

BRT

LRT

On Existing Bridges

HAYDEN ISLAND LOOKING SOUTHEAST

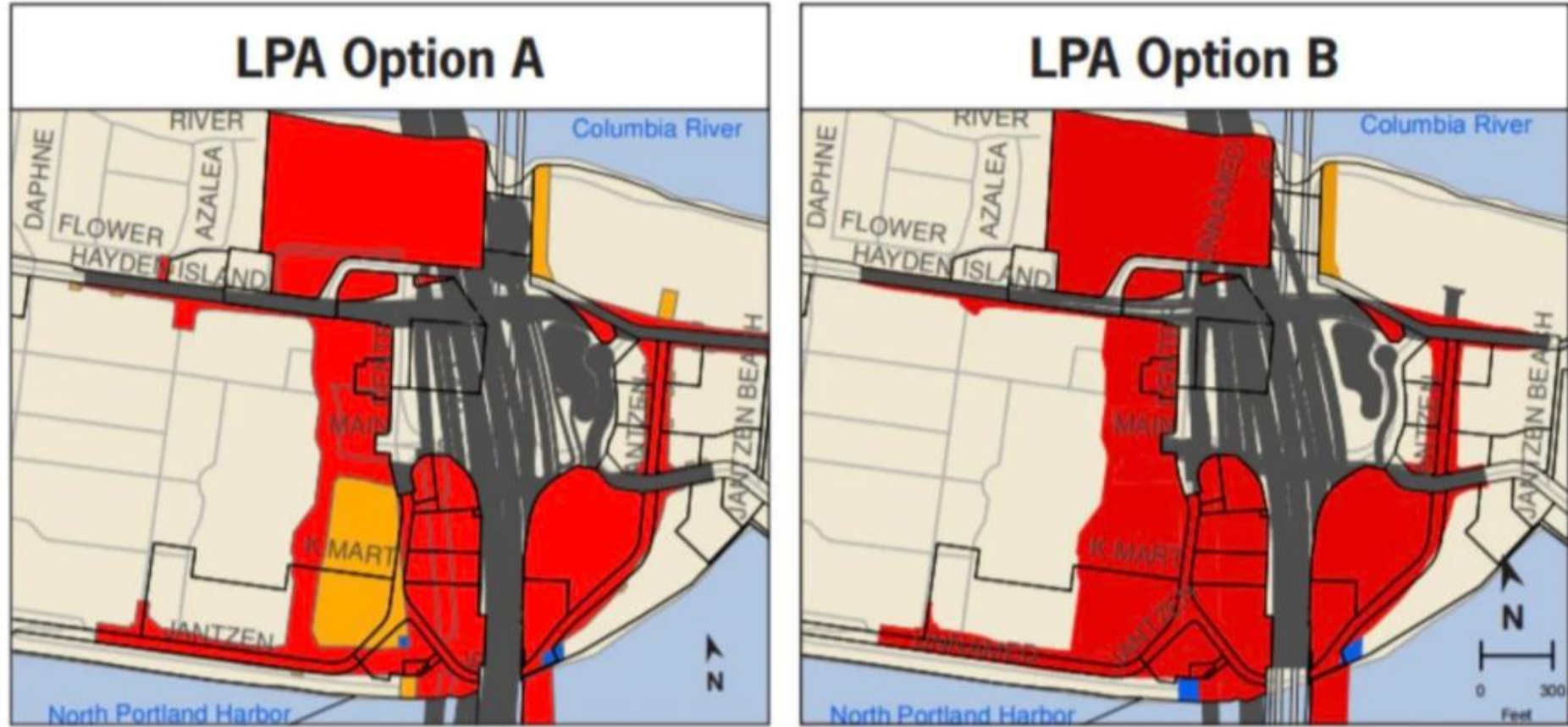
CSA's High-Capacity-Transit



IBR's Hayden Island Crossing Concept

Columbia River Crossing conceptual drawing, looking south, showing the new bridge with light rail access along the west (lower right in drawing) side.

H. Hayden Island



Property acquisition and highway footprint on Hayden Island, from the Columbia River Crossing's Final Environmental Impact Statement.



New earthquake resistant I-5 Bridge (8-Lanes with Bascule Span)

Reuse Existing Bridge for Local Traffic, Bikes, Transit and Pedestrians

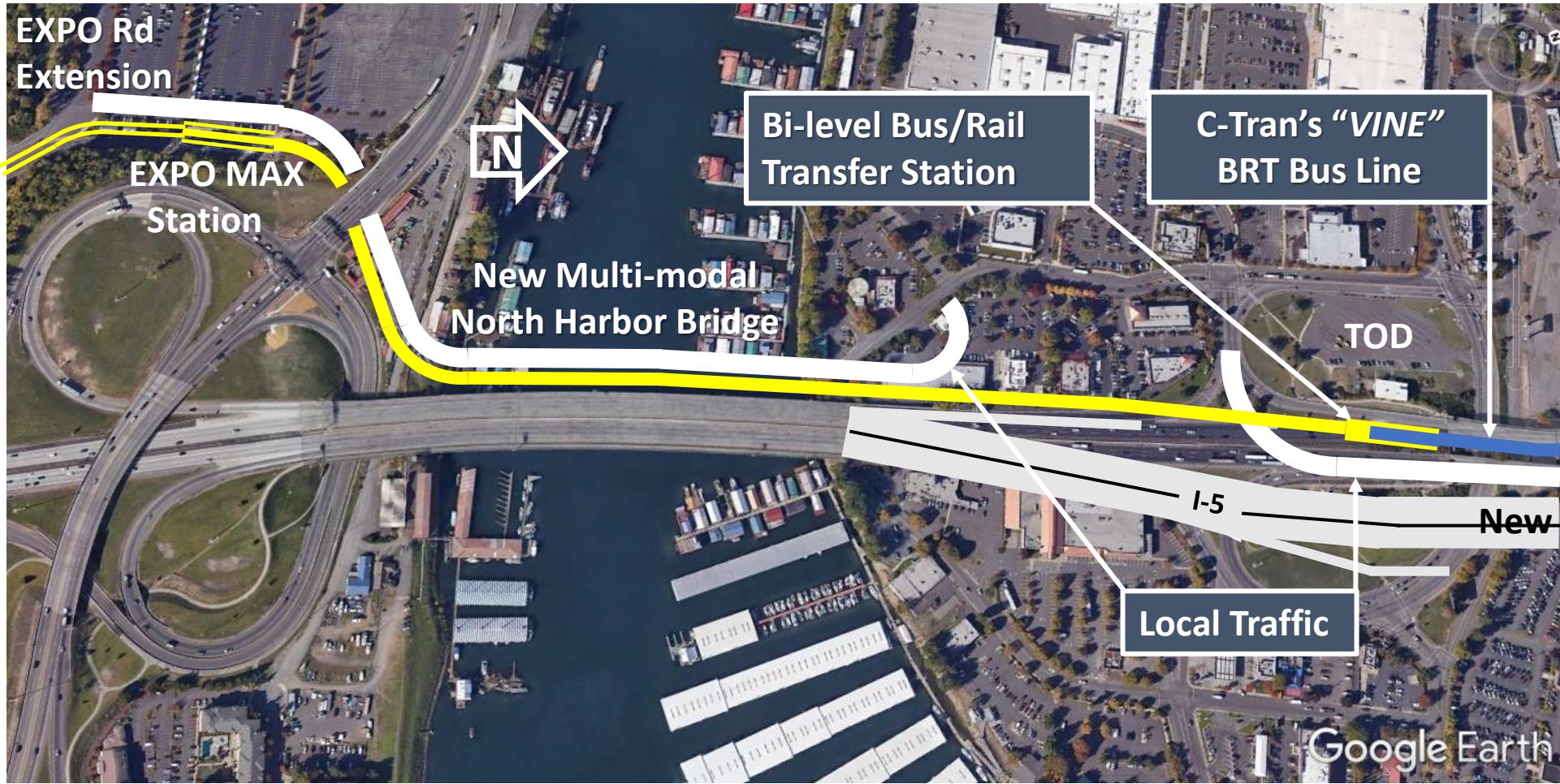
Hayden Island

MAX Light Rail (elevated)

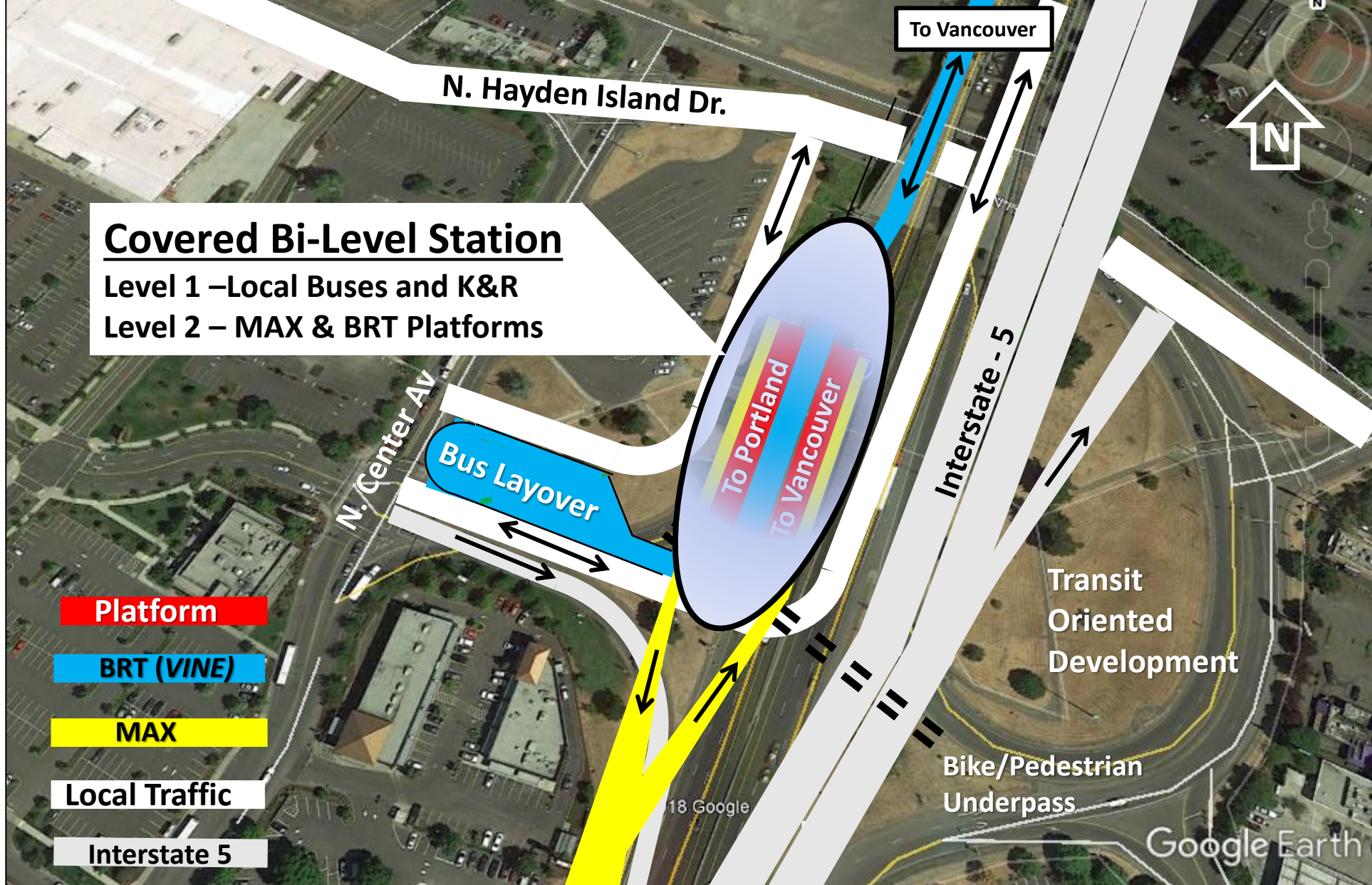
New earthquake resistant North Harbor Bridge for Local Traffic, Light Rail, Bikes and Pedestrians

Reuse existing 8-lane I-5 Bridge

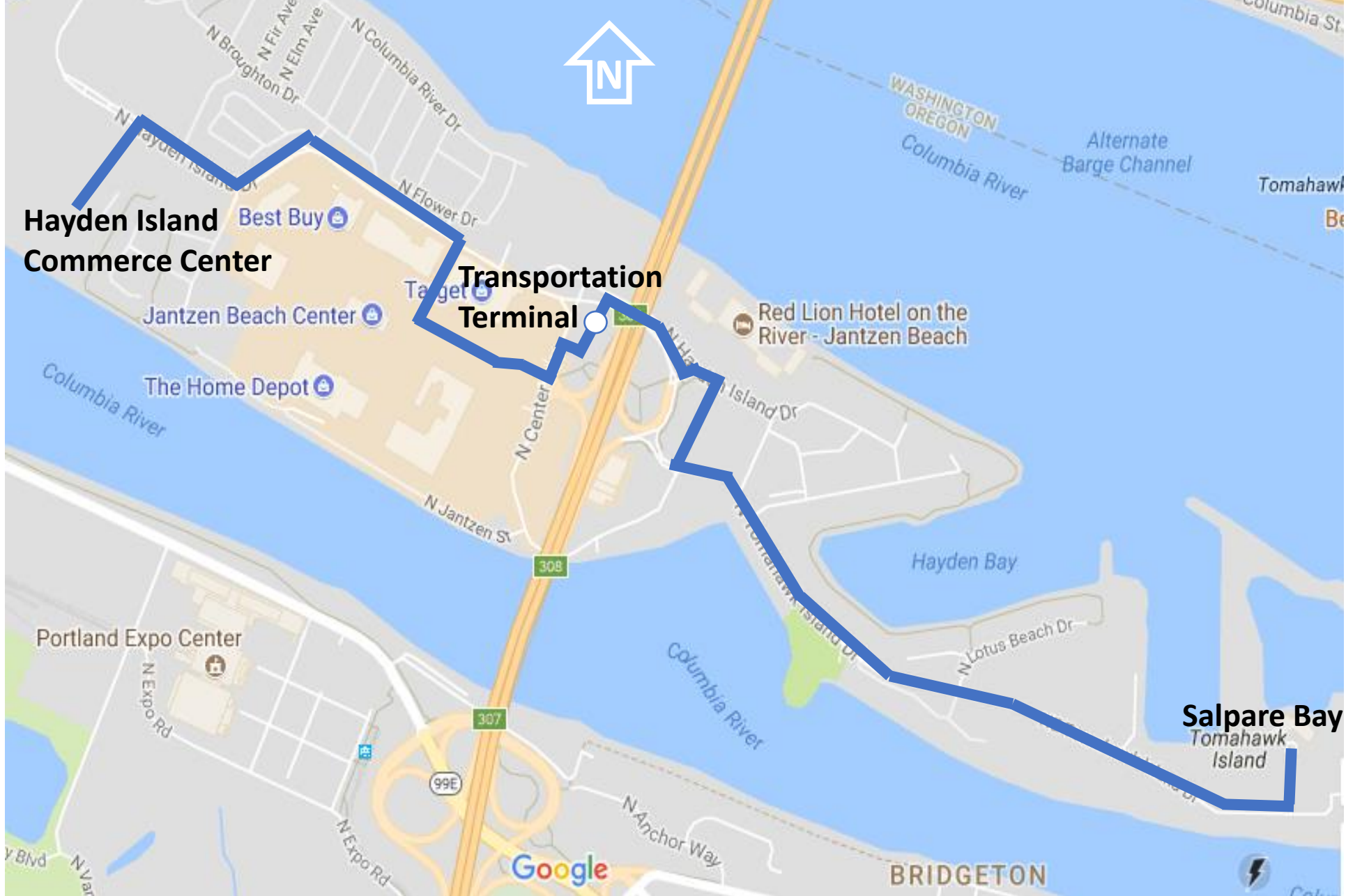
CSA II Bridges



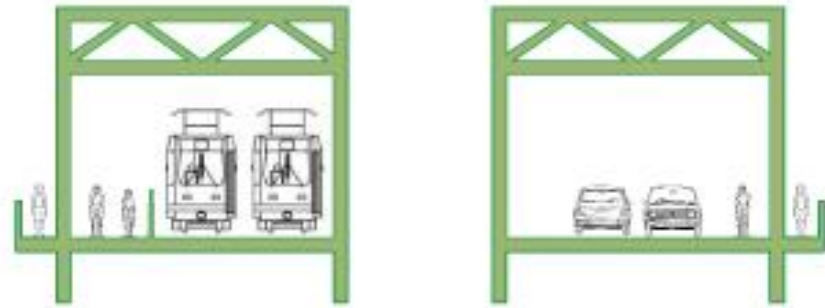
CSA with no full I-5/Hayden Island Interchange



CSA's Hayden Island Bus to Rail Transfer Station



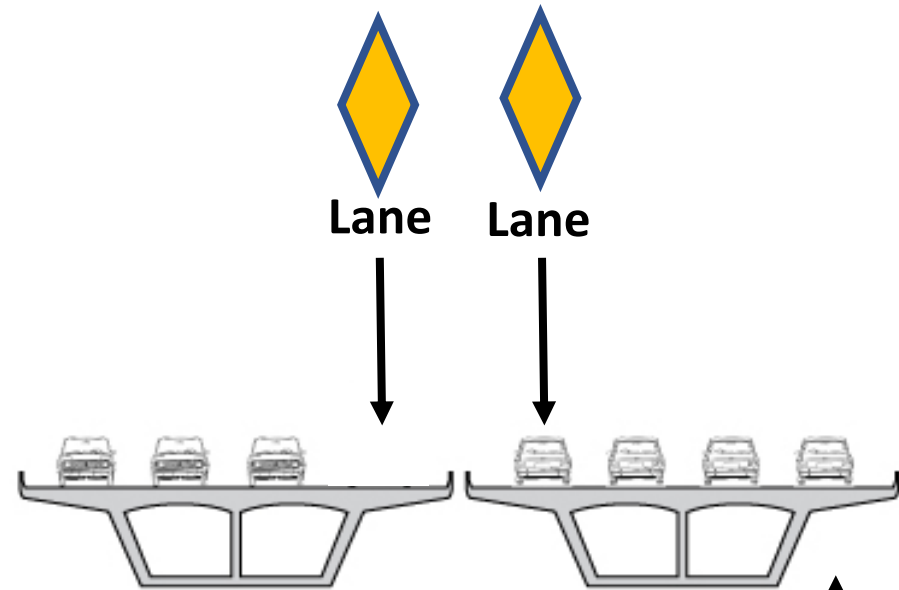
CSA's Hayden Island Shuttle Bus



Transit (Buses/LRT)
Cycle-Track & Ped.

Local traffic
& Pedestrians

Existing I-5 Lift Span Bridges



Interstate #5 (6-through lanes
Plus 2- R.H. auxiliary lanes)

New I-5 Bascule Bridge

72' River
Clearance

Columbia River

(CSA's Cross-Section looking North toward Vancouver)



Common Sense Alternative



Views of concepts looking northwest toward downtown Vancouver from the ()
(Source: Interstate Bridge Replacement Program)

Interstate Bridge Replacement