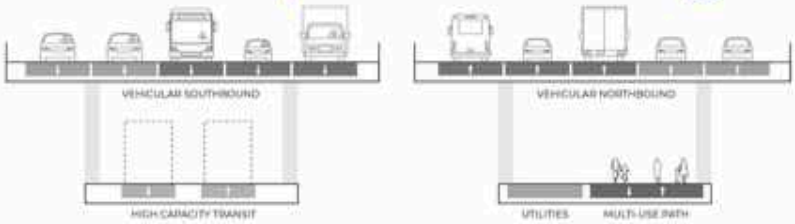
Interstate BRIDGE Replacement Program

Fall 2021 Community Input Survey

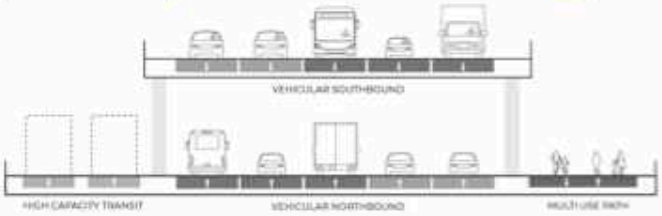
Only options 1 & 2 considered

Columbia River CROSSING

Option 1: Two Bridge



Option 2: One Bridge



Best Option not considered: Immersed Tunnel

A few Immersed Tunnel advantages vs. Bridge

Half as long and the half total grade
Natural earthquake resistance, buoyancy during liquefaction
Simpler and more flexible design, number of lanes
More local labor, materials, and technology, similar to floating bridge construction
Can be built at shipyard (steel shell - Vigor) or graving yard (concrete)
Better freight mobility, half as much grade
Safer, less grade and weather protected
Better access for walkers and cyclists
Less noise, air pollution, and visual impacts
Allows waterfronts for parks
Less energy consumption and green house gases
Better light rail station locations, near Vancouver & Hayden Island riverfronts
Less cost, see Vancouver and Denmark immersed tunnel vs. bridge studies
Better connections to current interchanges at grade level, SR-14 & Hayden island
No need for massive elevated interchanges on Vancouver & Hayden Island, $1 billion savings
No need for expensive drilled shafts, bridge piers, and 500-ton trusses
No air space conflict with FAA
No navigation conflict with USCG
Allows barge channel in center of river, required by USACE

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