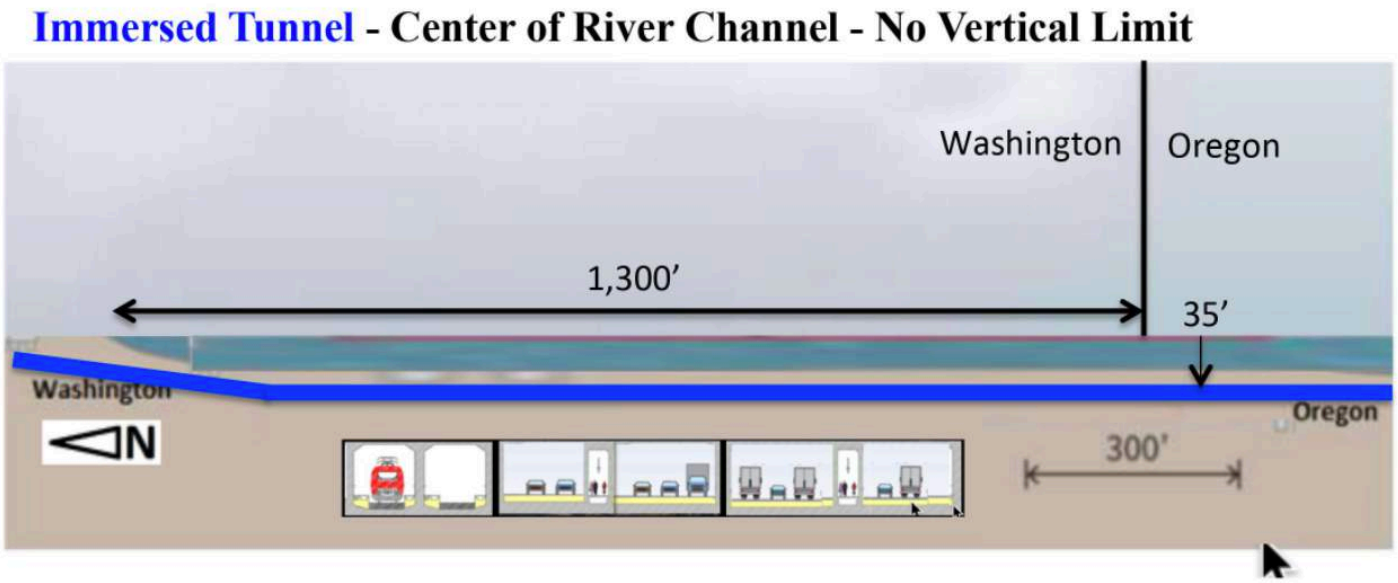
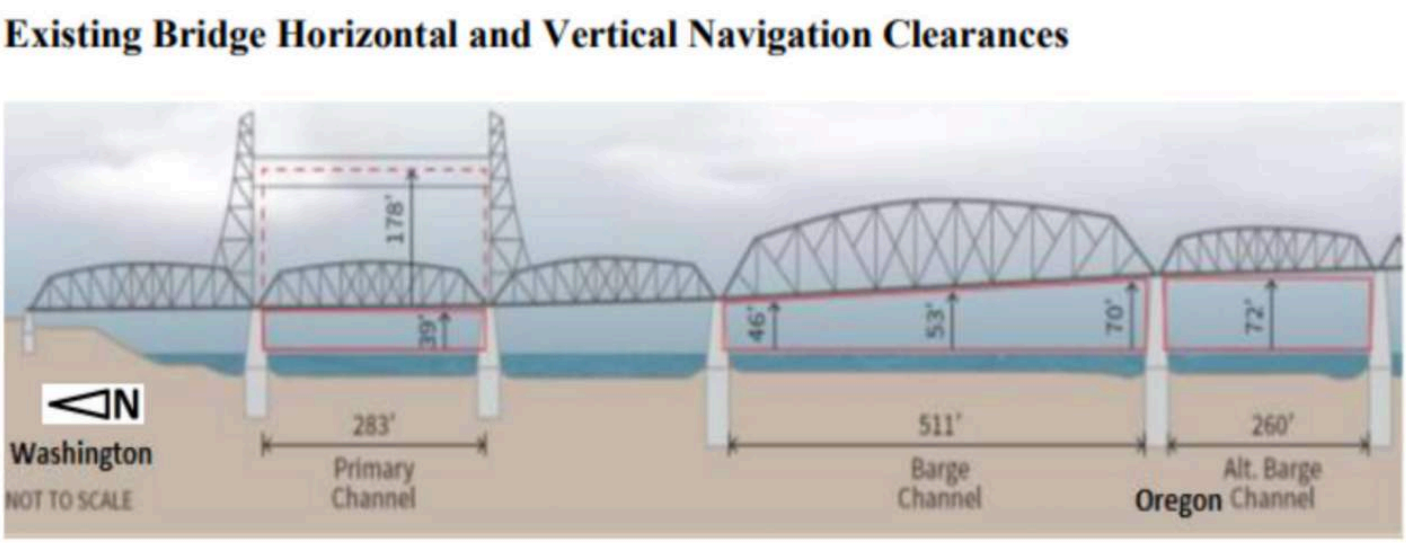
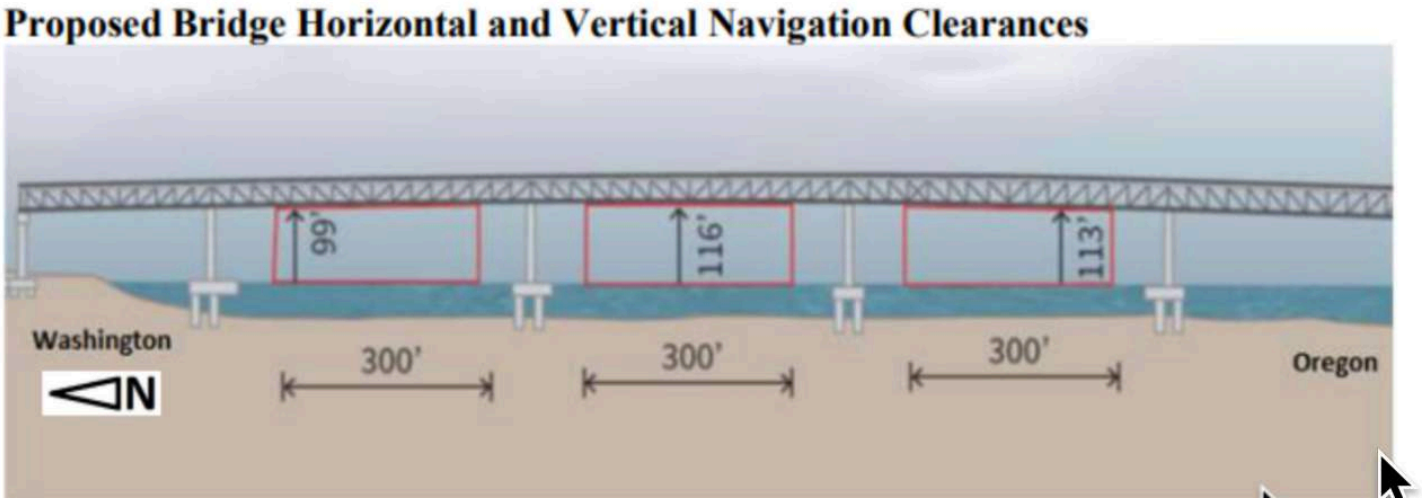
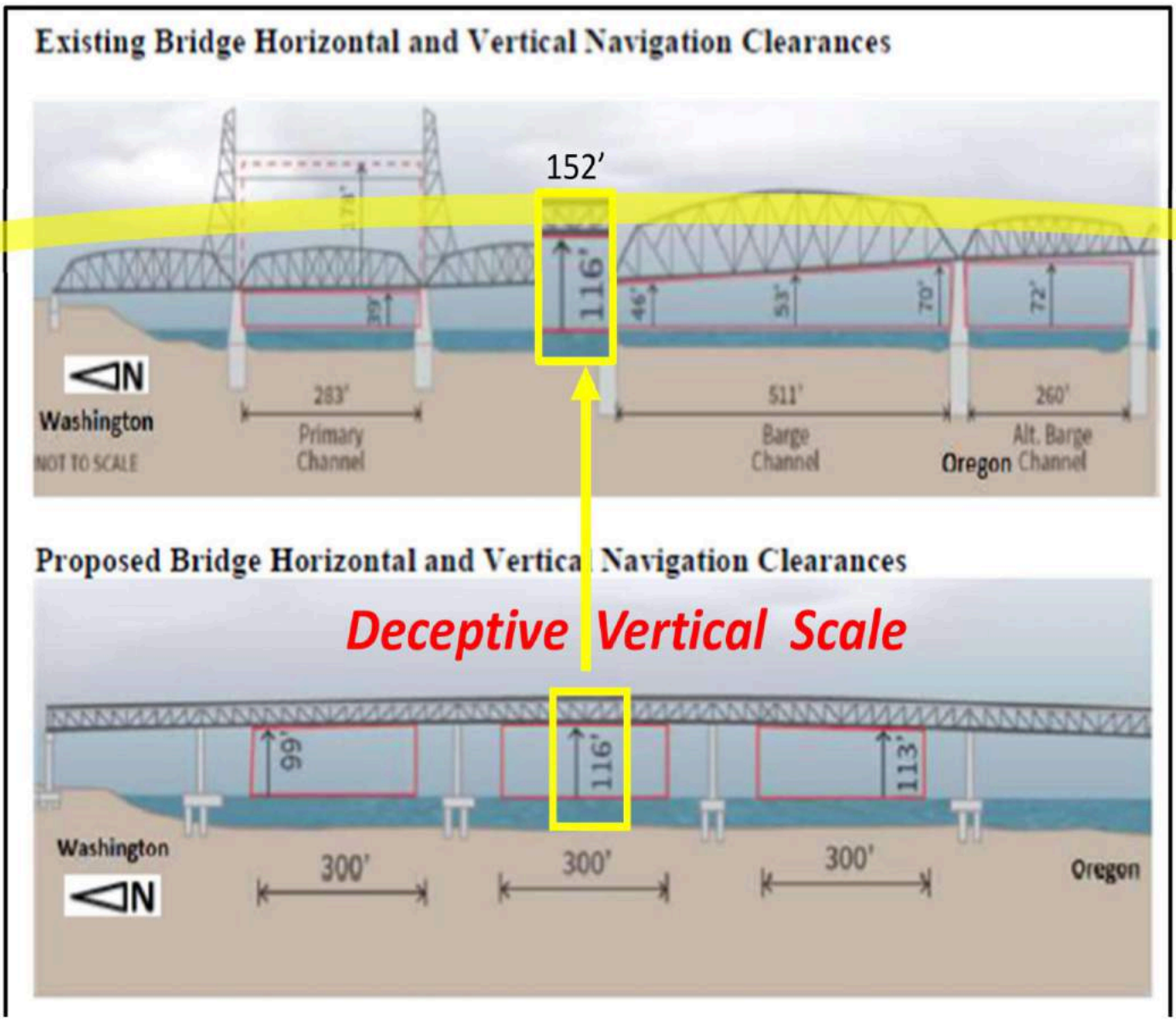
An immersed tunnel gives unlimited vertical clearance and a single channel in the center of the river.





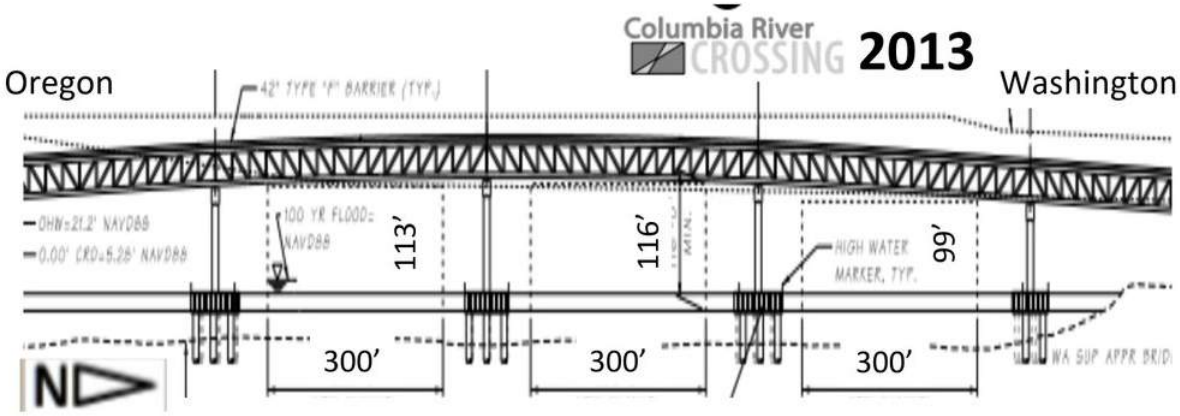


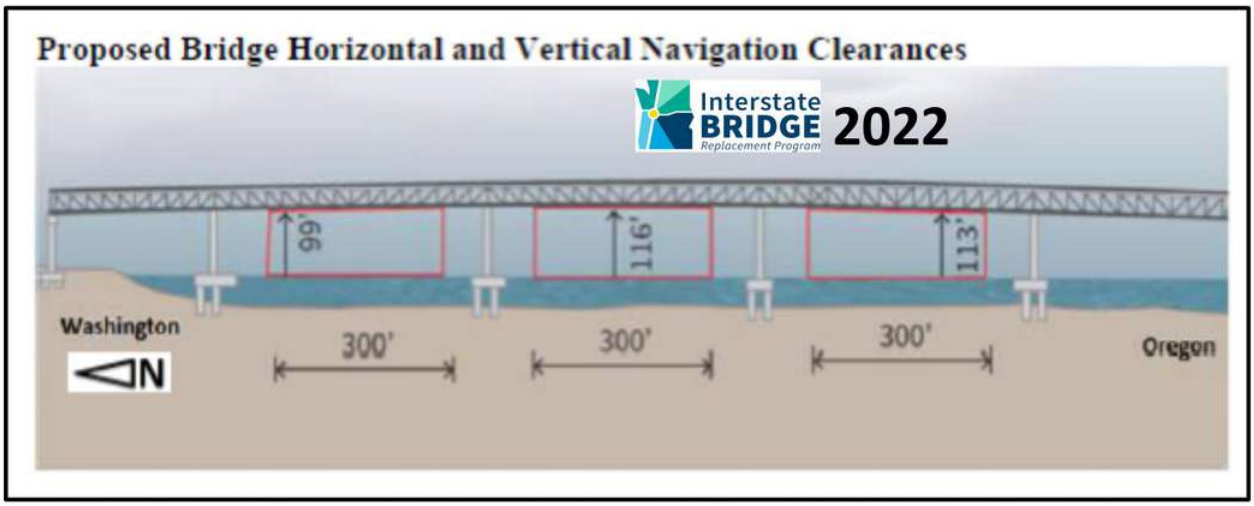
The IBR comparison of “Existing vs. Proposed Horizontal and Vertical Navigation Clearance” distorts the height of a high bridge. Vehicles will need to climb to 150 feet over the Columbia River, the steepest 4% dangerous interstate bridge.



The IBR has spent $35 million resurrecting the CRC design. Bridge clearance submitted to the US Coast Guard is exactly the same as the 2013 CRC design.

The IBR is cloaking the CRC zombie bridge in equity and climate change. Only facts will kill it.

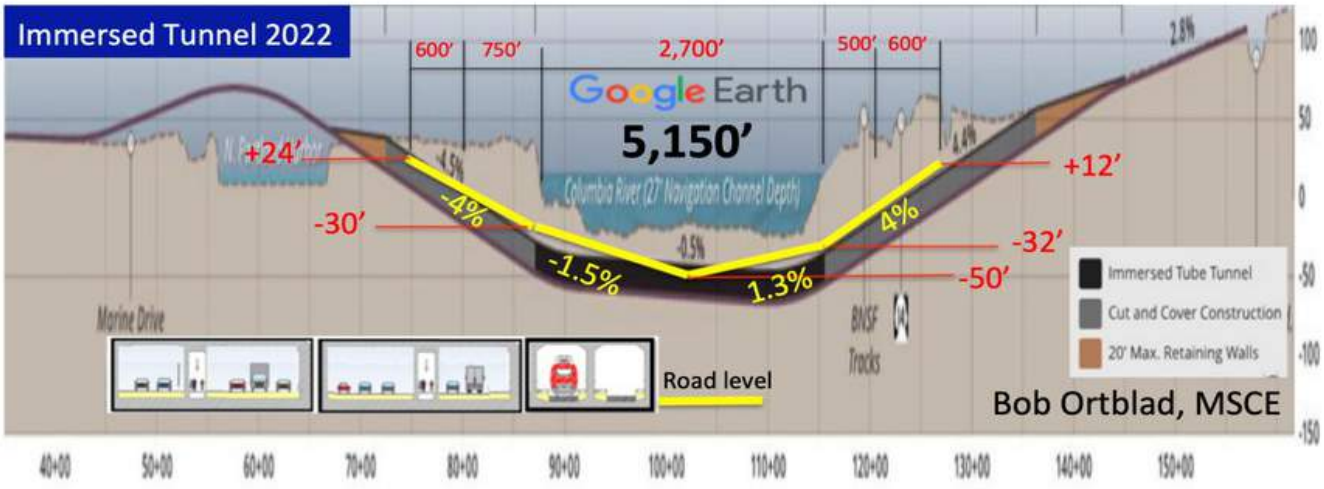




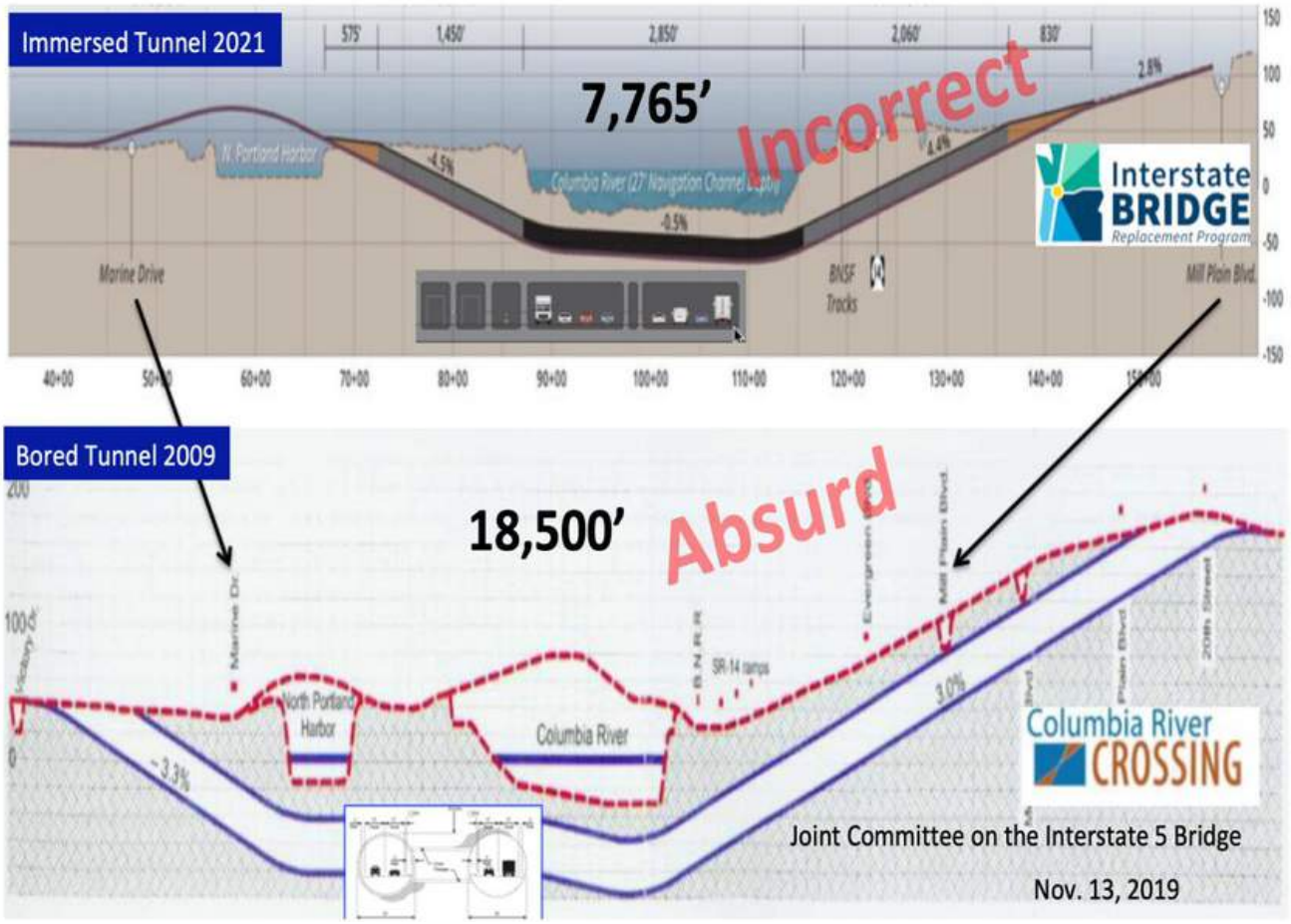
The CRC disqualified a tunnel with an absurd bored tunnel.

The IBR dismissed an immersed tunnel that is a 1,000 ft. from the correct channel location.

An immersed tunnel can be 35% shorter, 65% less cut & cover, and connect to current interchanges.

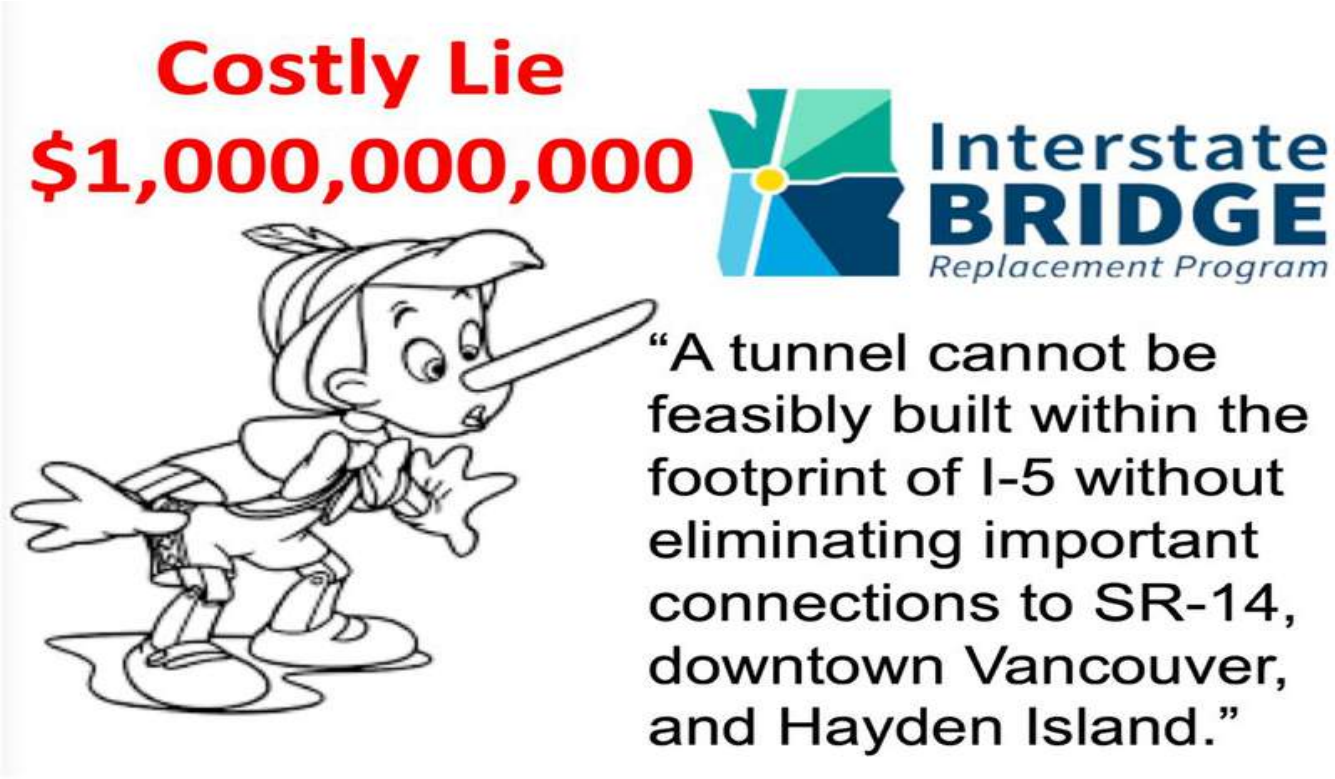


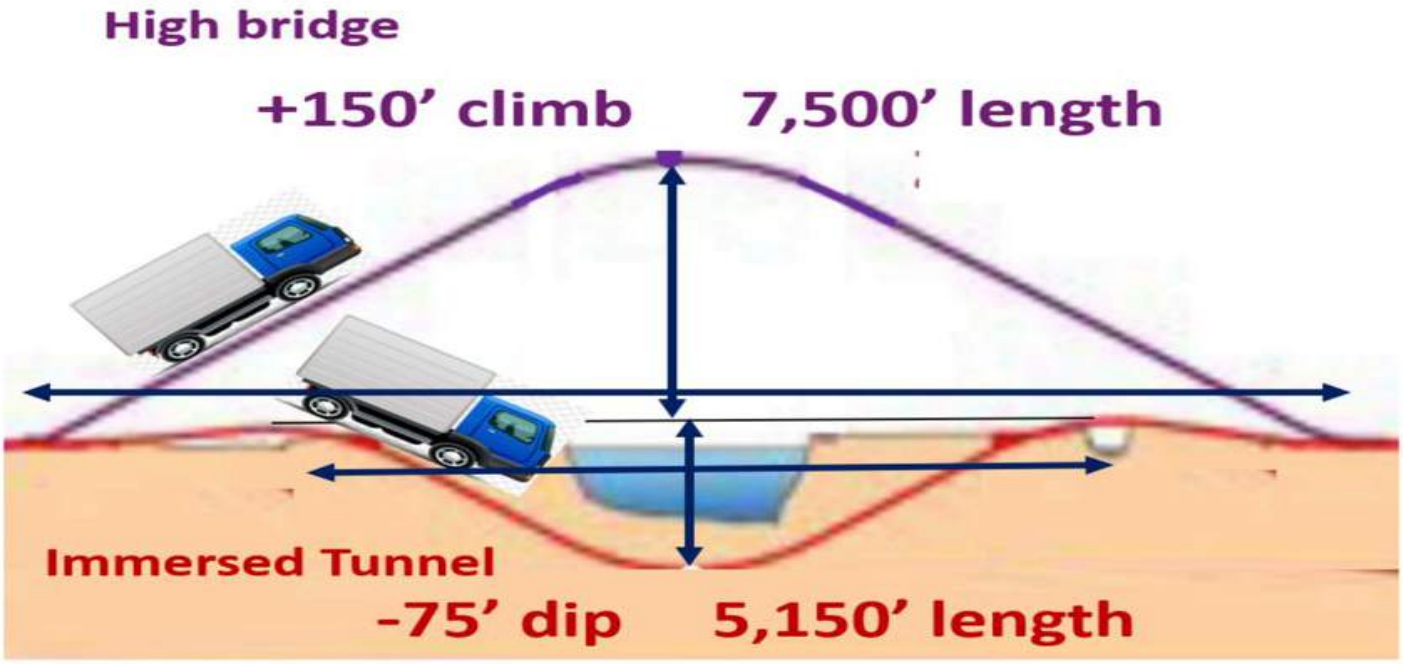
Negligent engineering or intentional deception



IBR's lie will increase costs by $1 billion for unnecessary half-mile elevated bridge interchanges connecting +100' at the riverbank.

An immersed tunnel emerges near the riverbank & connects to current interchanges for SR-14, Vancouver, & Hayden Island



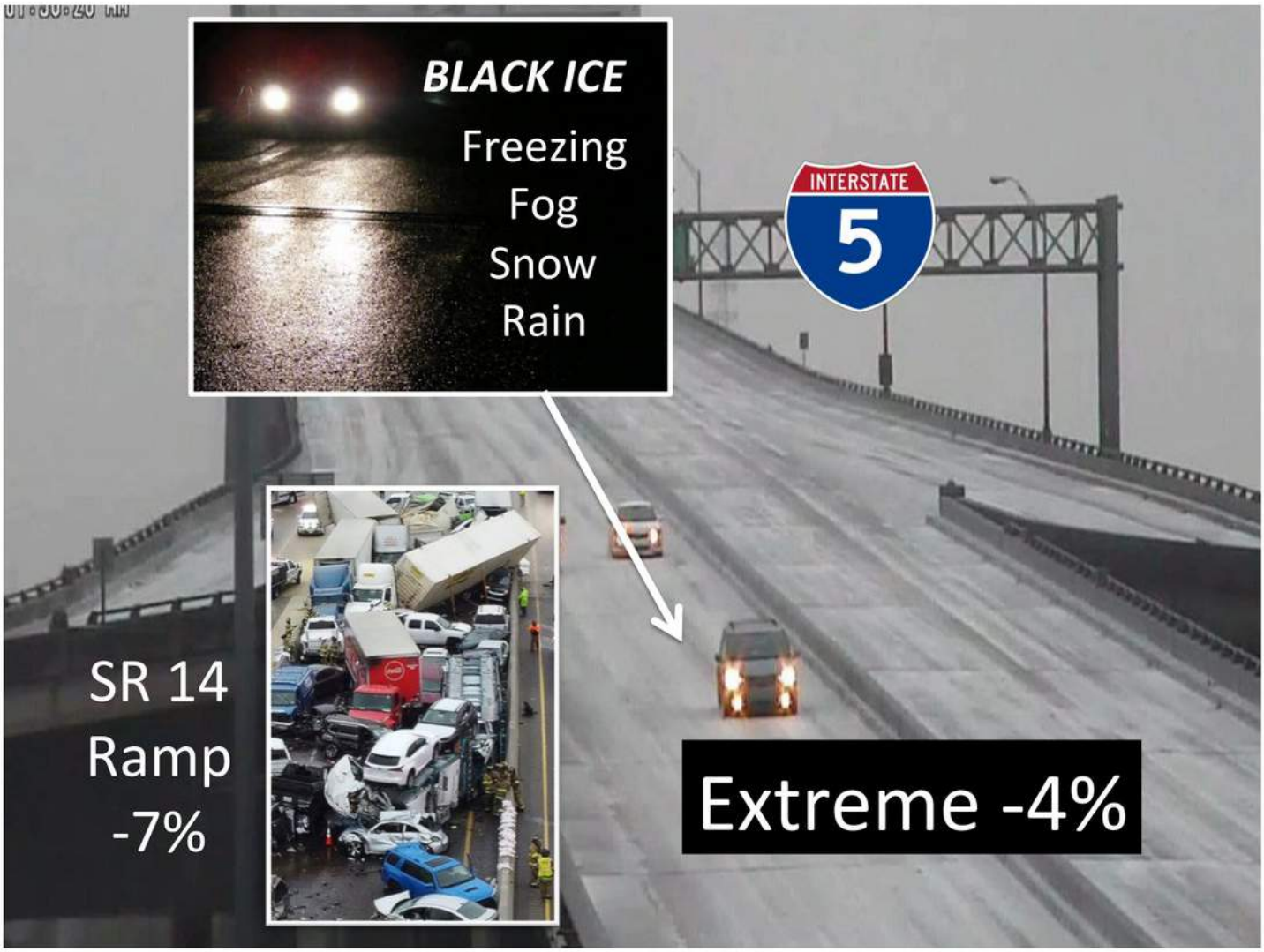


The IBR released graphics of Hayden Island & Vancouver interchanges. They look just like the 10 yr old CRC designs.

These massive elevated interchanges are unnecessary. An immersed tunnel emerges at ground level and can connect to current interchanges.

SR-14 Off Ramp - dangerous

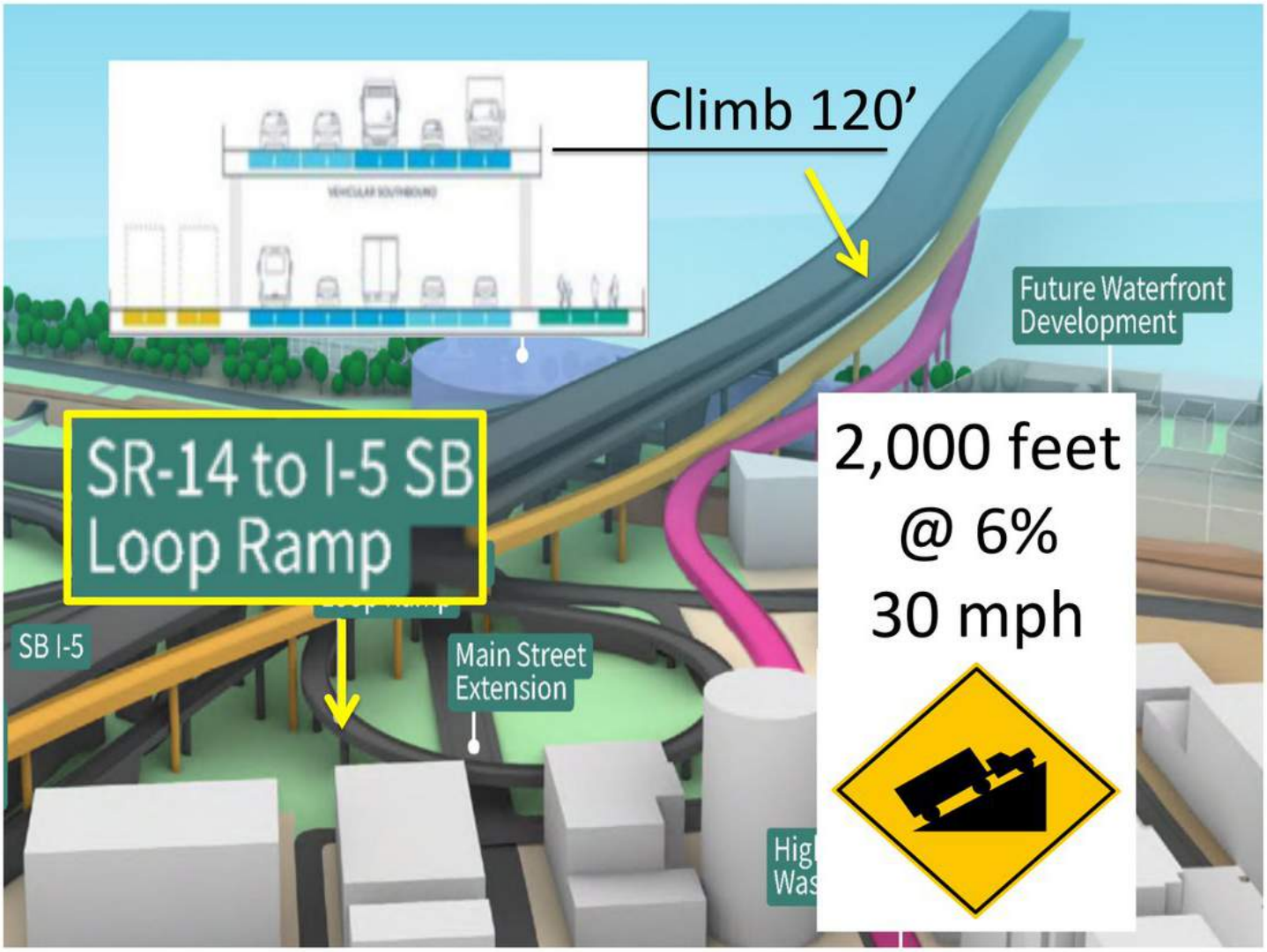
The IBR's bridge will be deadly, the steepest 4% interstate bridge in the country. More deadly will be the 7% downhill off-ramp to SR-14 with possible black ice 6 months a year.



SR-14 On Ramp -dangerous

Today SR-14 traffic to I-5 South Bound has a downhill Loop Ramp helping trucks accelerate

Both IBR bridge designs will rebuild this Loop Ramp, at 2,000-foot, 6% uphill grade, decelerating trucks to 30 mph, dangerous!



The IBR's Two Bridge or Stacked Option will devastate downtown Vancouver.

IBR's (LRT) station at Columbia St./ Columbia, at 110 feet will be one of the tallest buildings on the Vancouver waterfront, and require an eight-story elevator. Not practical.

I have submitted comments for a Columbia immersed tunnel to DOT's Non-Traditional and Emerging Transportation Technology (NETT) Council.

https://www.regulations.gov/document/DOT-OST-2022-0016-0014

U.S. Department of Transportation

The Office of the Secretary of Transportation (OST) invites public comment on projects, issues, or topics* that DOT should consider through the Non-Traditional and Emerging Transportation Technology (NETT) Council. Public comments will inform the Department's future efforts with the NETT Council.

*** Columbia I-5 Immersed tunnel**