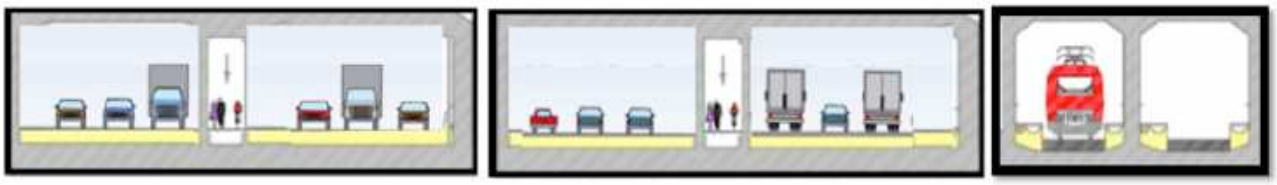
An immersed tube tunnel (ITT) will take advantage of local labor, materials, technology, and geography.



Let's Buy Local Labor & Materials

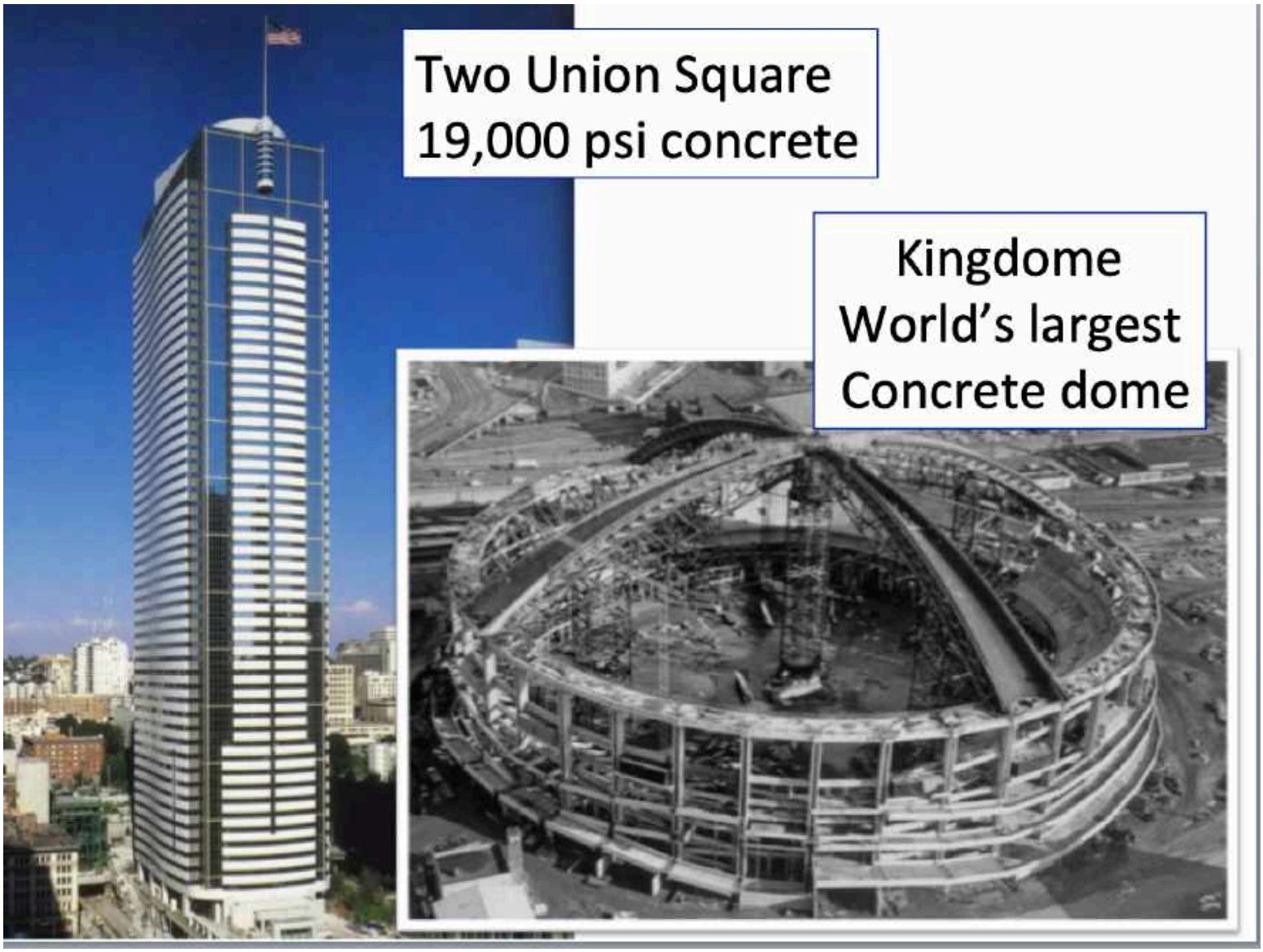
The 2nd Tacoma Narrow Bridge was completed in 2007. Much of it was prefabricated in Korea and transported on a Dutch ship to the Tacoma Narrows. Local ironworkers lost the opportunity for 250 jobs.

LOCAL LABOR

The construction of concrete tubes for an ITT is almost identical to the construction of the 77 pontoons for the Lake Washington 520 Bridge opened in 2016. The bridge created thousands of jobs across Washington State. Jobs were created at the bridge site, plus Aberdeen, Tacoma, and Kenmore where the pontoons and anchors were fabricated.

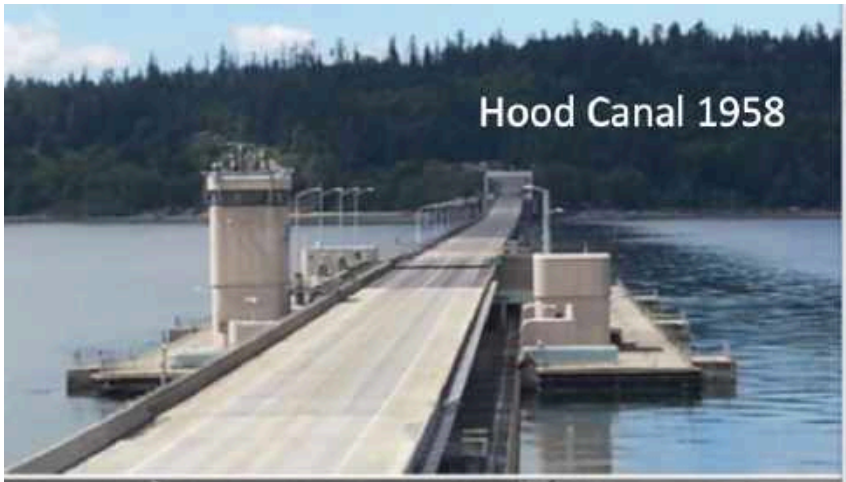
LOCAL MATERIAL

The ITT tubes will use famous high-quality NW concrete. The Kingdome had the largest concrete roof in the world. The Seattle office tower Two Union Square achieved a compressive strength of 19,000 psi, one of the highest on record.



LOCAL TECHNOLOGY

Washington State is the world's leader in building concrete pontoons. The first Lake Washington Bridge was opened in 1940. The Hood Canal Bridge opened in 1958, and the 520 Bridge in 2016. Tacoma's Concrete Technology Corporation founded in 1951 was the country's first prestressed concrete fabricator. They have built and shipped floating structures to San Diego, Alaska, and Indonesia.



LOCAL GEOGRAPHY

The Port of Vancouver has an 82-acre site 6 miles downriver of the current I-5 Bridge. This site is ideal for an ITT casting yard similar to the Aberdeen casting yard built for the 520 pontoons.

Bob Ortblad MSCE, MBA