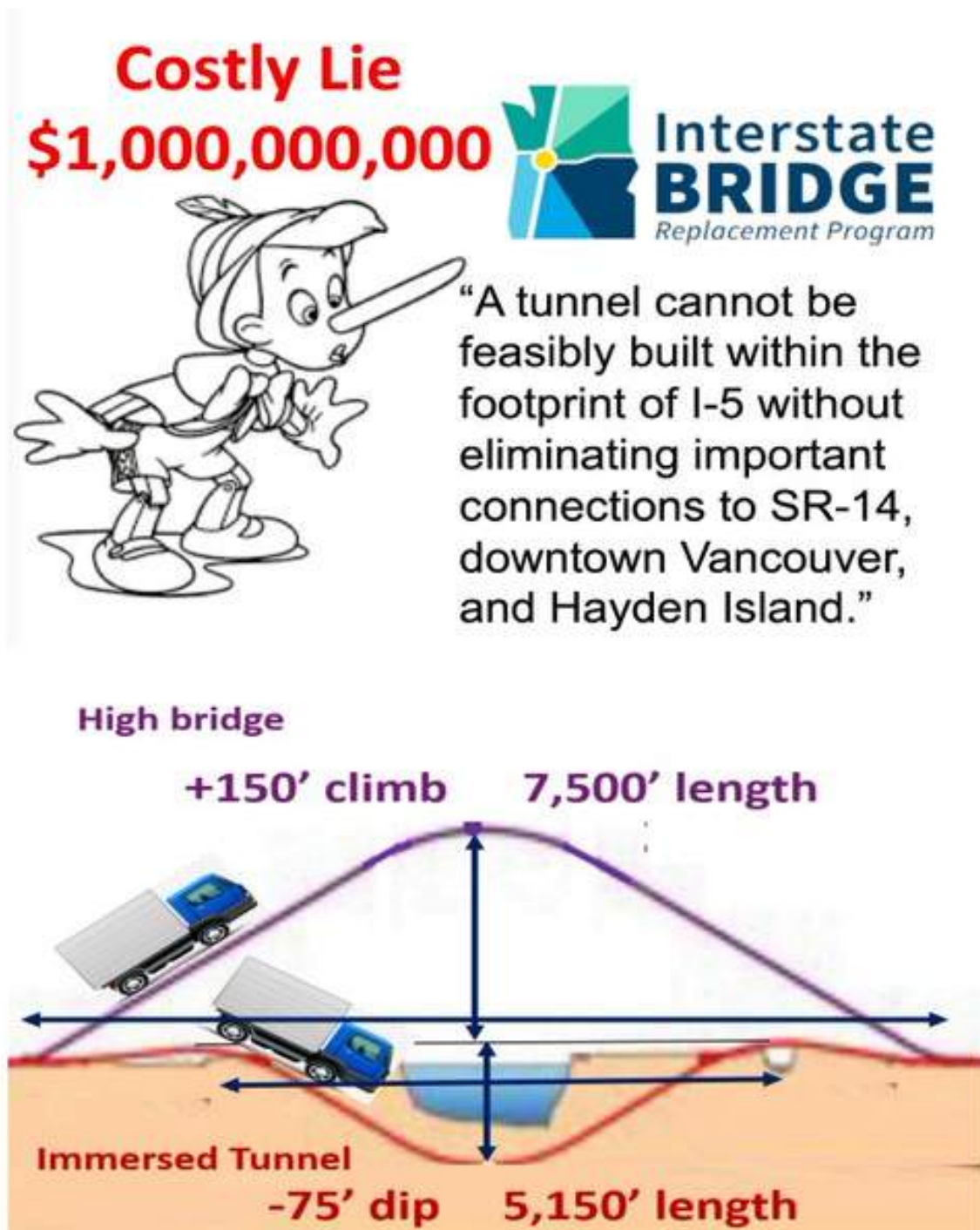


IBR's lie will increase costs by \$1 billion for unnecessary half-mile elevated bridge interchanges connecting +100' at the riverbank.

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



The IBR administrators & WSP consultants, a cabal of bridge engineers, say an immersed tunnel will be more costly than a bridge. However, international immersed tunnel engineers have found tunnels to be less costly at more difficult crossings. The Columbia River is only 27-foot.



Bridges were originally designed for both the Fraser River and the Fehmarn Baltic Sea crossing. However, after a second analysis by international immersed tunnel engineers, tunnels are now being built.



Interstate Bridge Replacement (IBR) claims an I-5 Immersed Tunnel would be twice the cost of a bridge. History (1958) tells us that the cost will be comparable.

An Immersed Tunnel is safer with positive environmental impacts.

