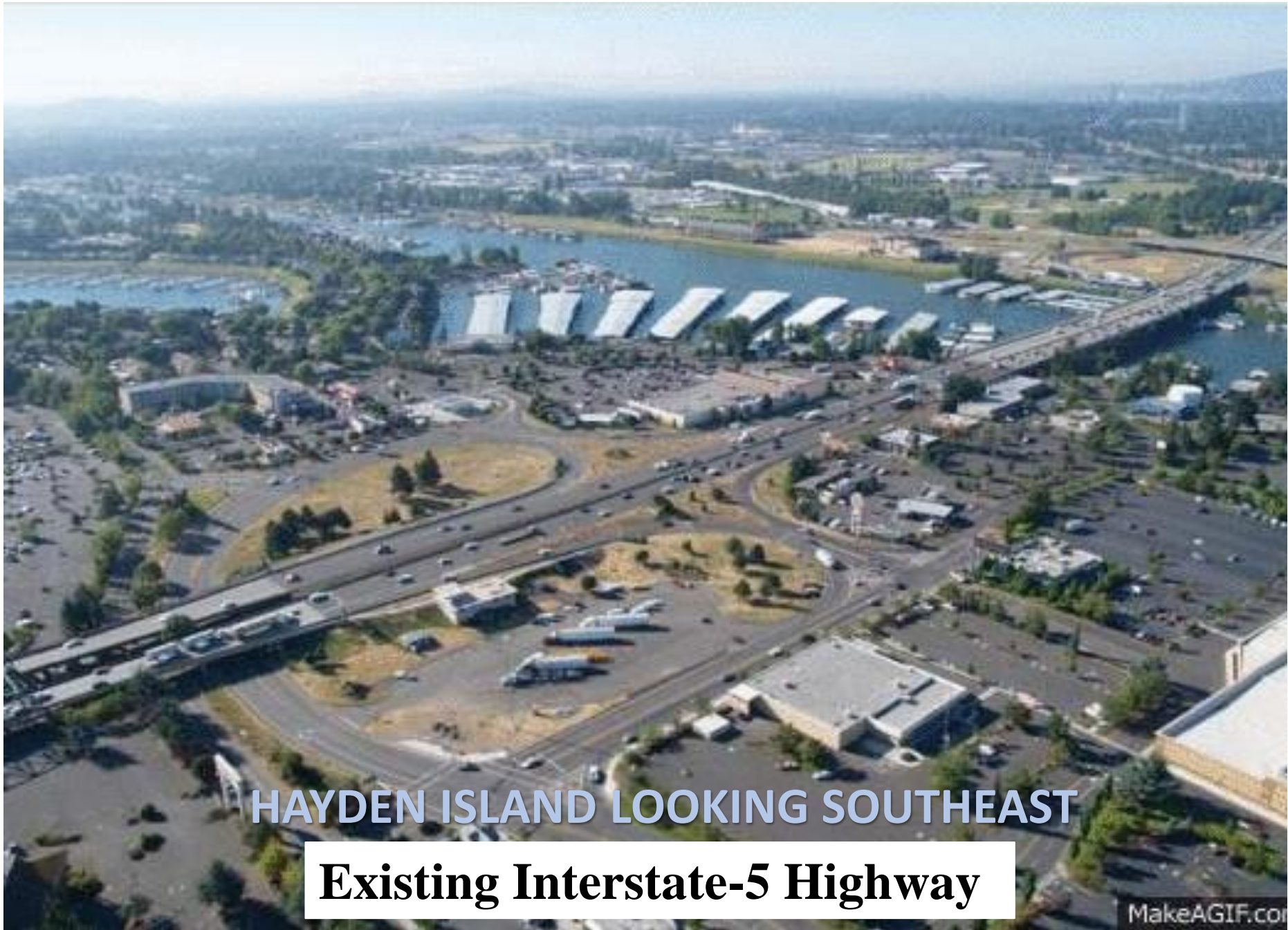


CSA vs IBR on Hayden Island



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)

LRT

Elevated Transfer Station

BRT

On Existing
Bridges

HAYDEN ISLAND LOOKING SOUTHEAST

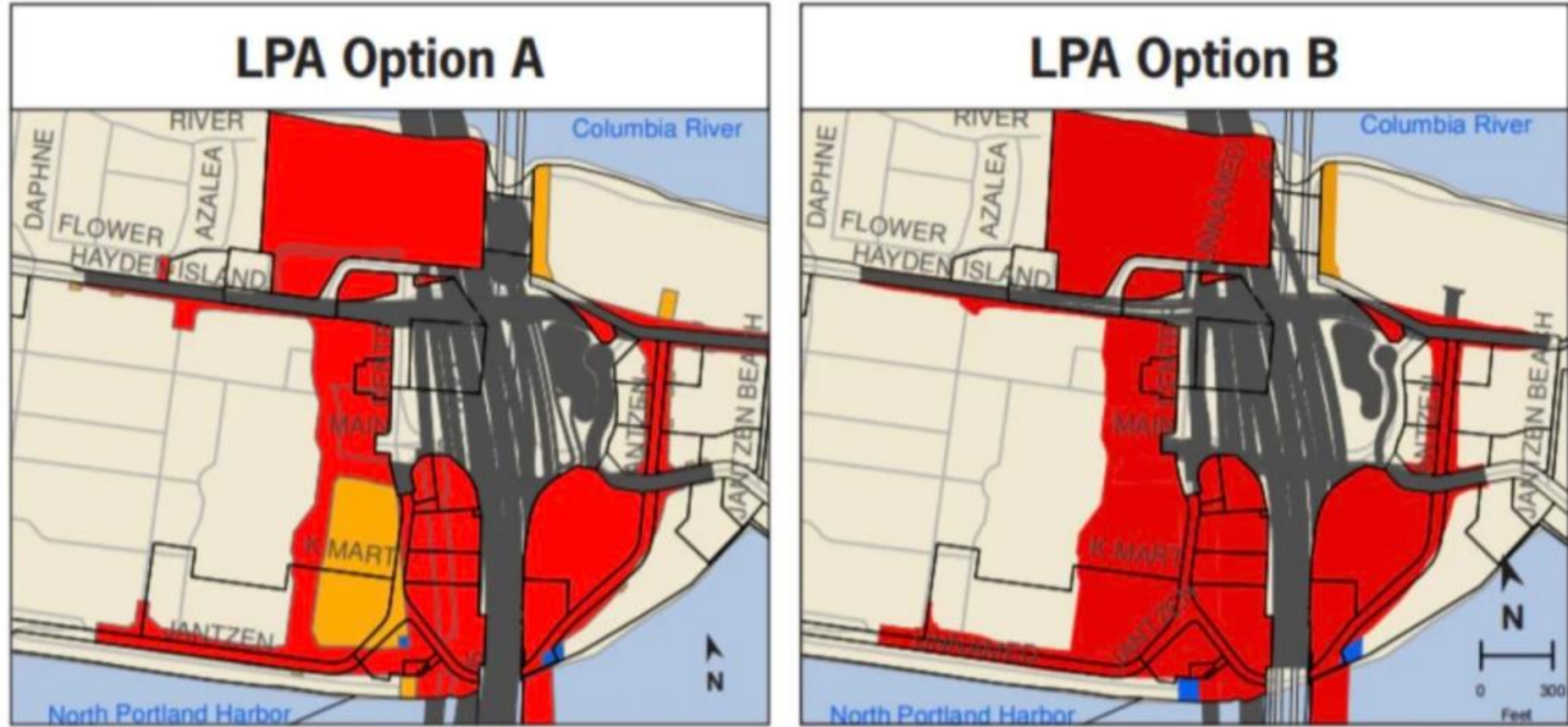
CSA's High-Capacity Transit Concept



CRC's Hayden Island Crossing Concept (IBR's?)

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.

IBR?



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

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

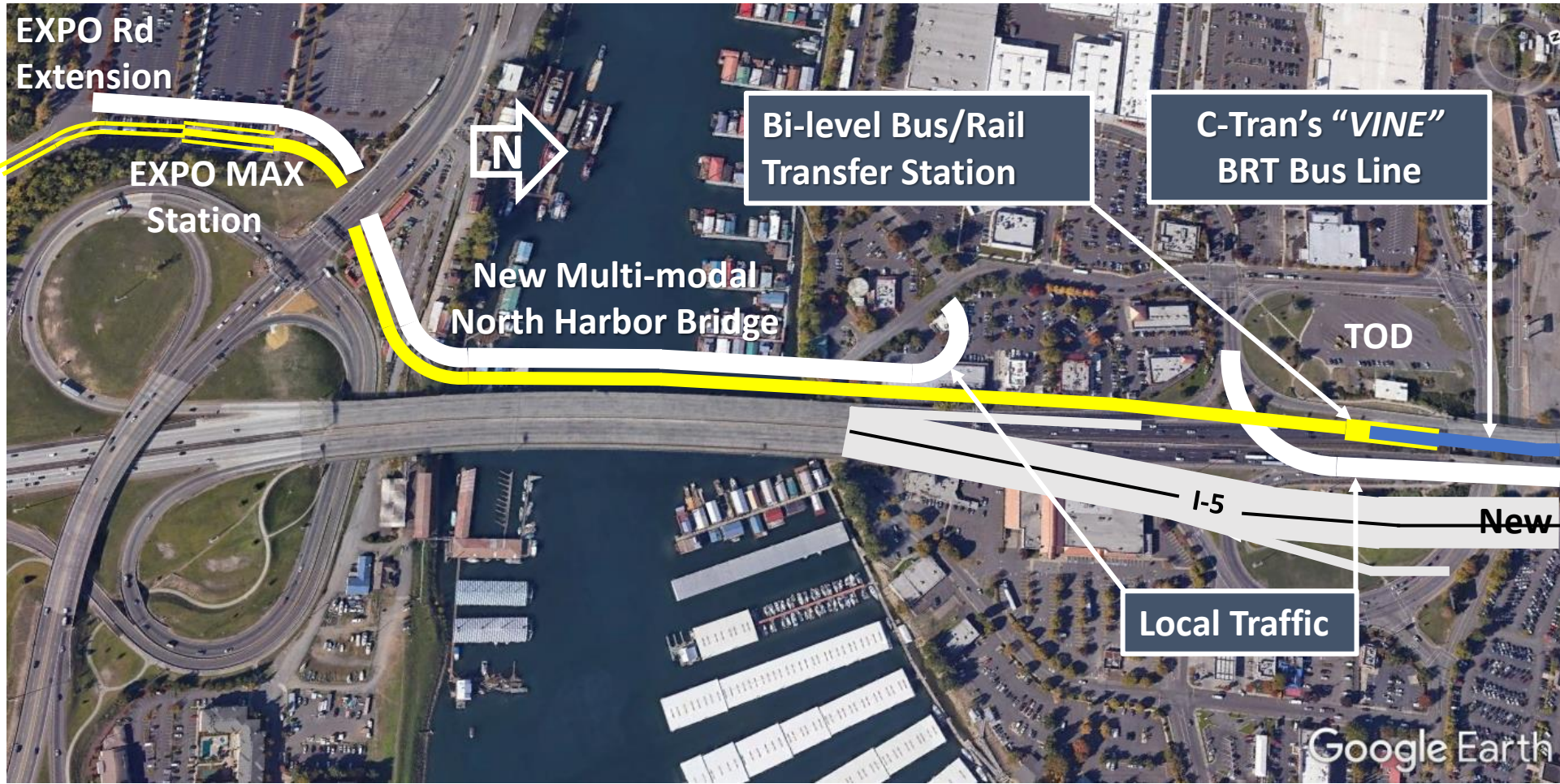
MAX Light Rail (elevated)

Hayden Island

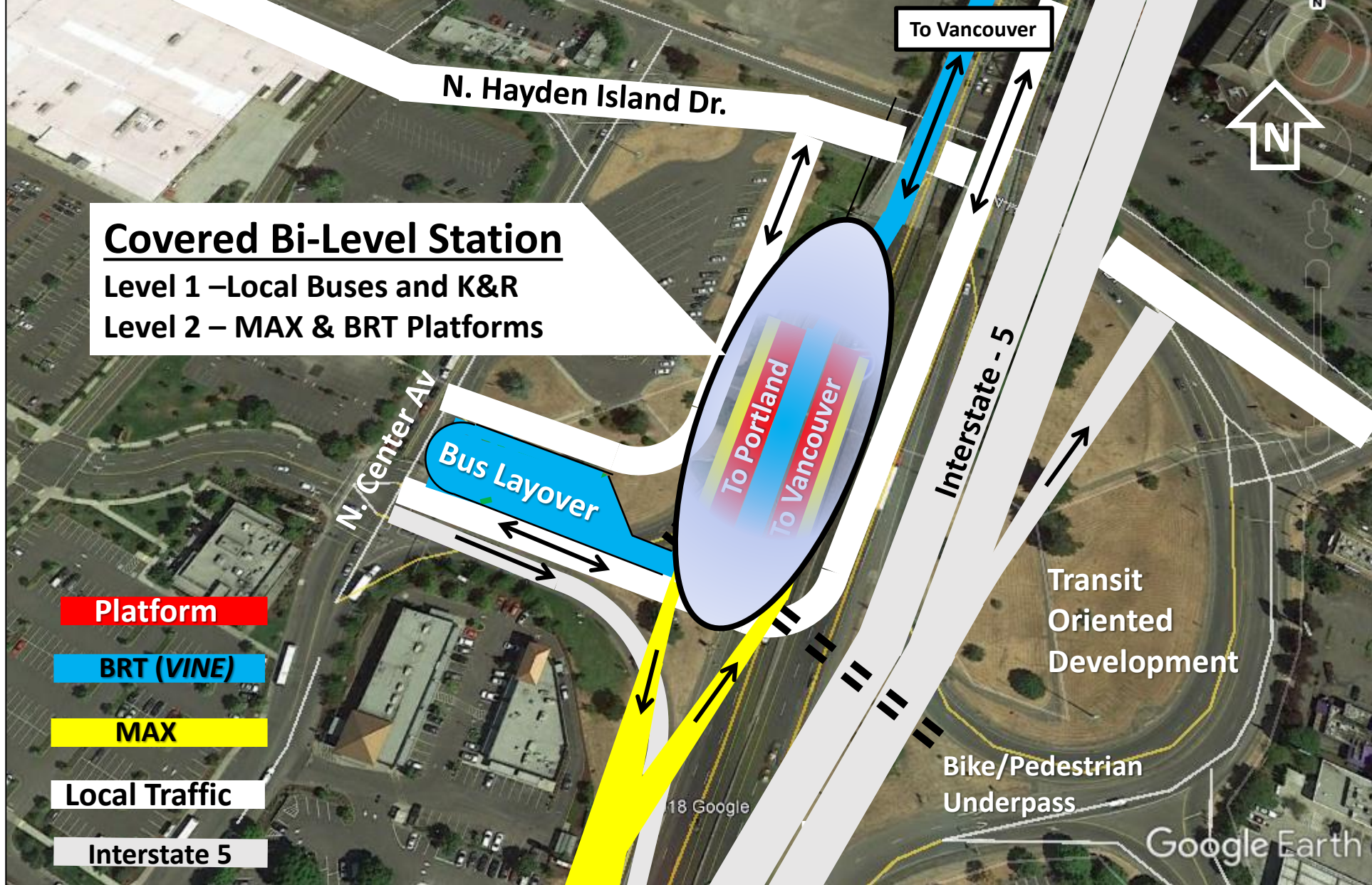
New earthquake resistant North Harbor Bridge for Local Traffic, Light Rail, Bikes and Pedestrians

Reuse existing 8-lane I-5 Bridge

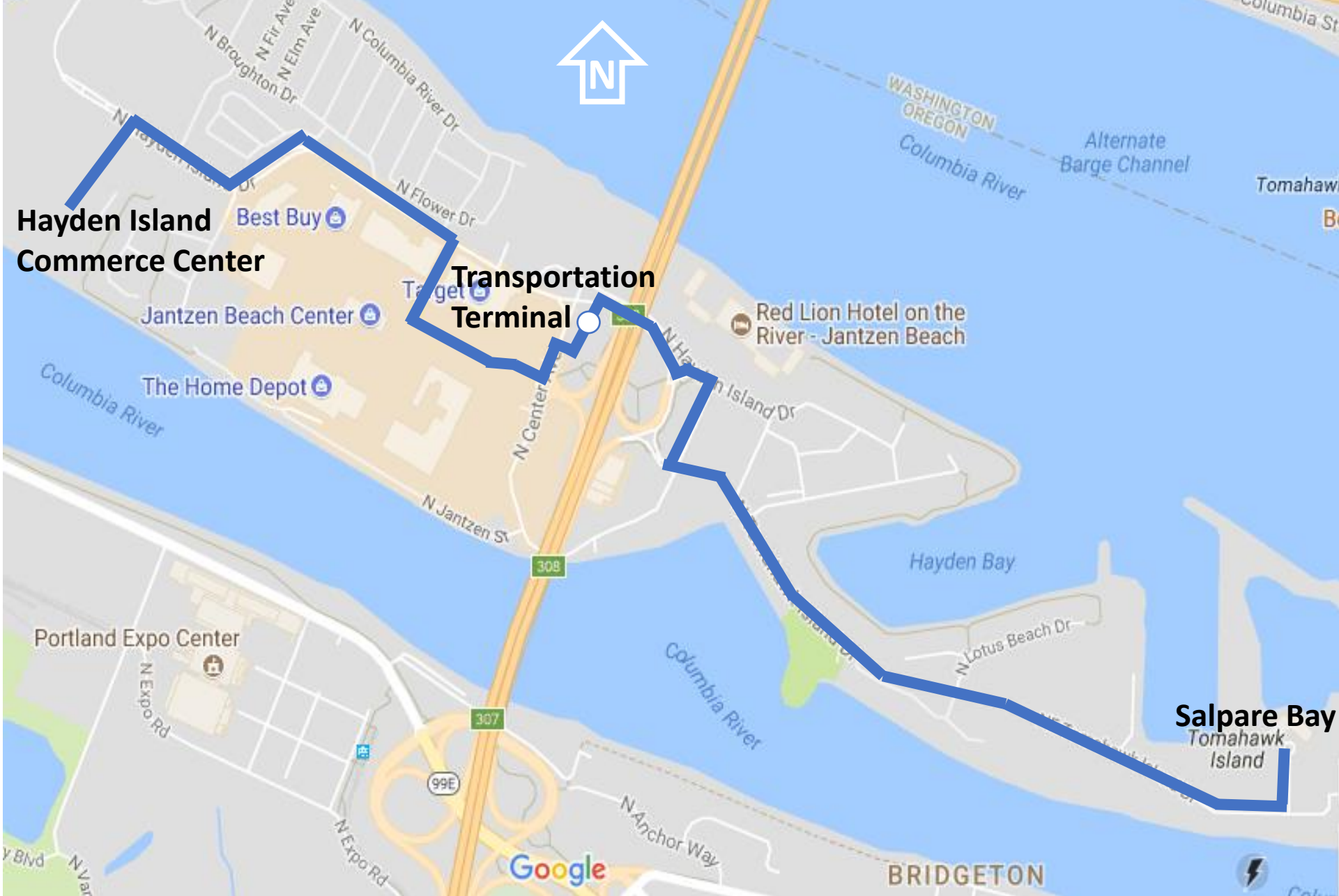
CSA Bridges



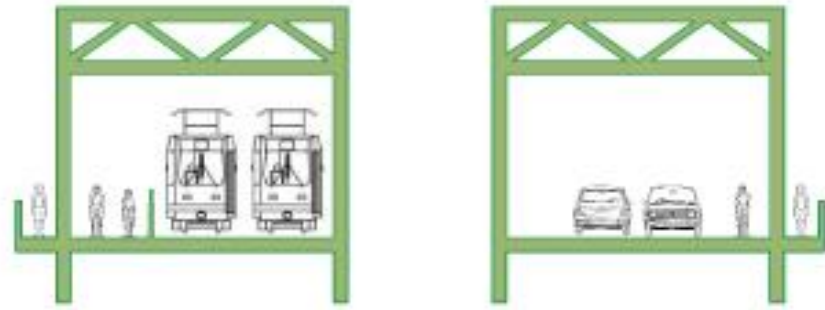
CSA with no full I-5/Hayden Island Interchange



CSA's Hayden Island Bus to Rail Transfer Station



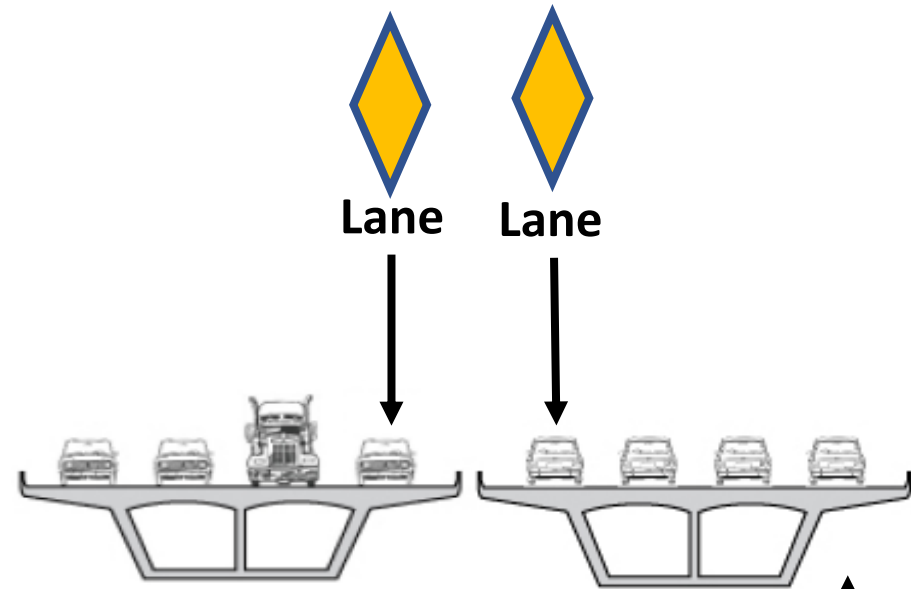
CSA's Hayden Island Shuttle Bus



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

Local traffic
& Pedestrians

Existing I-5 Lift Span Bridges



Lane

Lane

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

72' River
Clearance

New I-5 Bascule Bridge

Columbia River

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



Common Sense Alternative at Downtown Vancouver



CRC over Downtown Vancouver (IBR ?)