

# Open House

To see the model that exposes the IBR team's "No Tunnel Connections" False Assumption



## The IBR "No Tunnel Connections" False Assumption

The Oregon and Washington State Highway Departments (the DOTs) falsely concluded that the tunnel option evaluated during the initial screening of alternatives for the IBR project could not provide connections between I-5, local Downtown Vancouver streets, and SR-14. That led to the rejection of the tunnel alternative in favor of the current proposal -- a giant 200-foot wide mega bridge, towering 100 feet above Vancouver's historic waterfront.

The DOTs continue to lie to the public about the feasibility of the tunnel connections.

## The Tunnel Model That Exposes the False Assumption

To illuminate reality, a model of the Vancouver tunnel interchanges was constructed. The model makes it clear -- the tunnel alternative offers superior connectivity to the mega-bridge option currently under design.