

## MEMO

**TITLE** George Massey Crossing Assessment –  
Renderings DRAFT

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In support of the George Massey Crossing (GMC) work carried out by the COWI-Stantec team (CST), the Ministry of Transportation and Infrastructure (Ministry) requested that CST produce renderings of the options being considered for the crossing. This memo provides some examples of the renderings produced based on the technical work done by the Bored Tunnel Lead, the Immersed Tube Tunnel (ITT) Lead, and the Bridge Lead for the project. The COWI-Stantec Team also provided "flyover" and "flythrough" animations.

The renderings produced were limited to the 8 lane options for the tunnels and bridge (all with six General Purpose lanes and two dedicated transit lanes). For the bridge, there are two options depicted – both with a clear span cable-stayed bridge across the Fraser River, but one with piers in Deas Slough and the other with a second clear span cable-stayed bridge across the slough. These are referred to as Option 1 and Option 2 for the bridge.

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## 1 Deep Bored Tunnel



*Figure 1 – Bored Tunnel | South Portal*

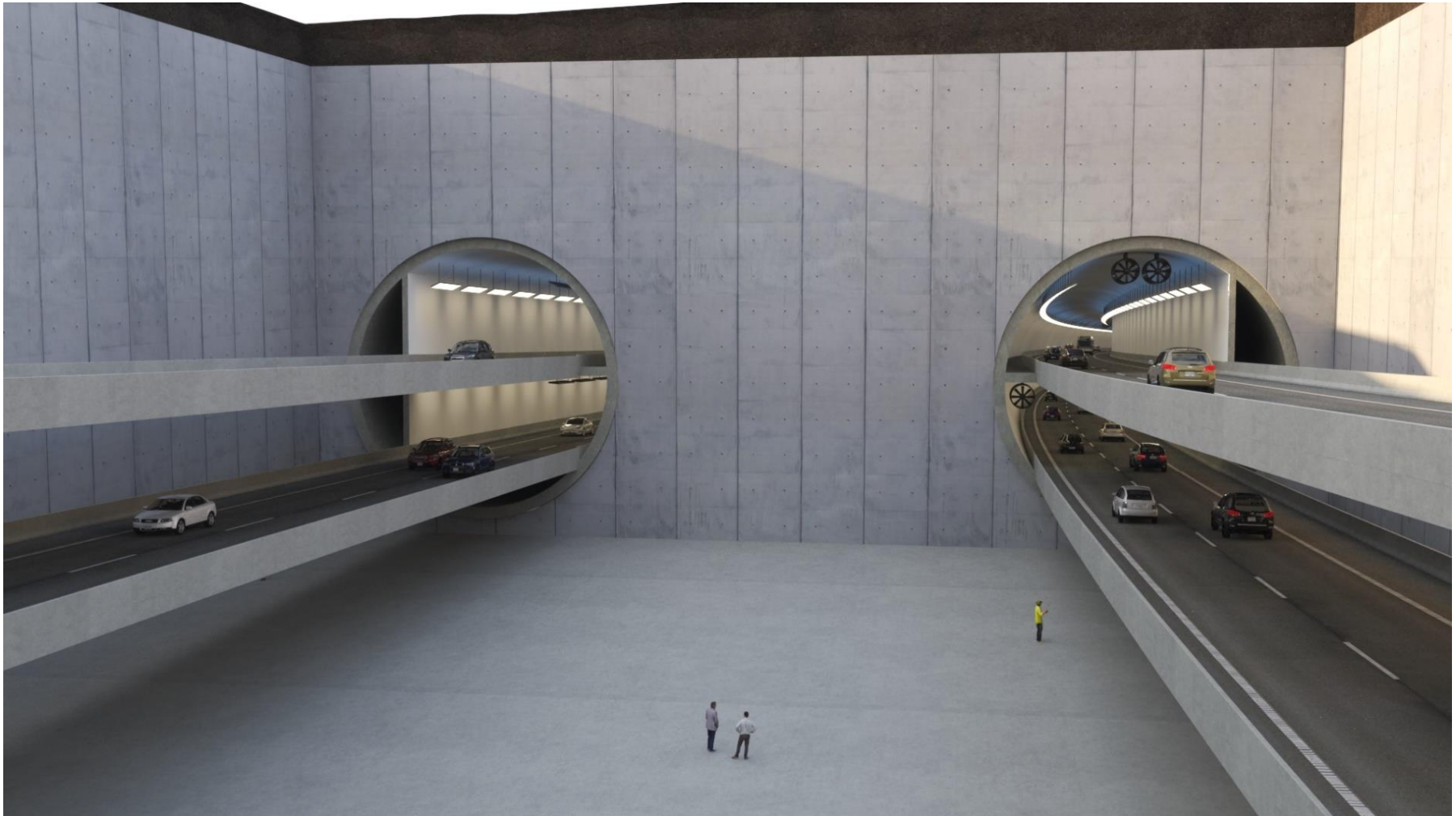


Figure 2 – Bored Tunnel | Portal View and Tunnel Cross Section





*Figure 3 – Bored Tunnel | Top Deck Tunnel View*

## 2 Immersed Tube Tunnel



*Figure 4 – Immersed Tube Tunnel | South Portal*





Figure 5 – Immersed Tube Tunnel | Aerial



*Figure 6 – Immersed Tube Tunnel | Tunnel South Portal*





Figure 7 – Immersed Tube Tunnel | Inside View



### 3 Long Span Bridge





Figure 8 – Bridge (Option 1) | View from the South



Figure 9 – Bridge (Option 2) | View from the South





*Figure 10 – Bridge (Option 1 and 2) | Deck and Tower of Fraser River Crossing*



*Figure 11 – Bridge (Option 1 and 2) | View from Deck*