PUBLIC COMMENTS FOR IBR PROGRAM COMMUNITY ADVISORY GROUP – FEBRUARY 24, 2022 MEETING

Received between January 4, 2021 – February 22, 2022

Bob Ortblad

2/1/2022

Community Advisory Group

See attached Public Comment,

Bob Ortblad MSCE, MBA

**ADA compliant versions of the attachments can be made available upon request*

Bob Ortblad

2/22/2022

Interstate Bridge Replacement Program

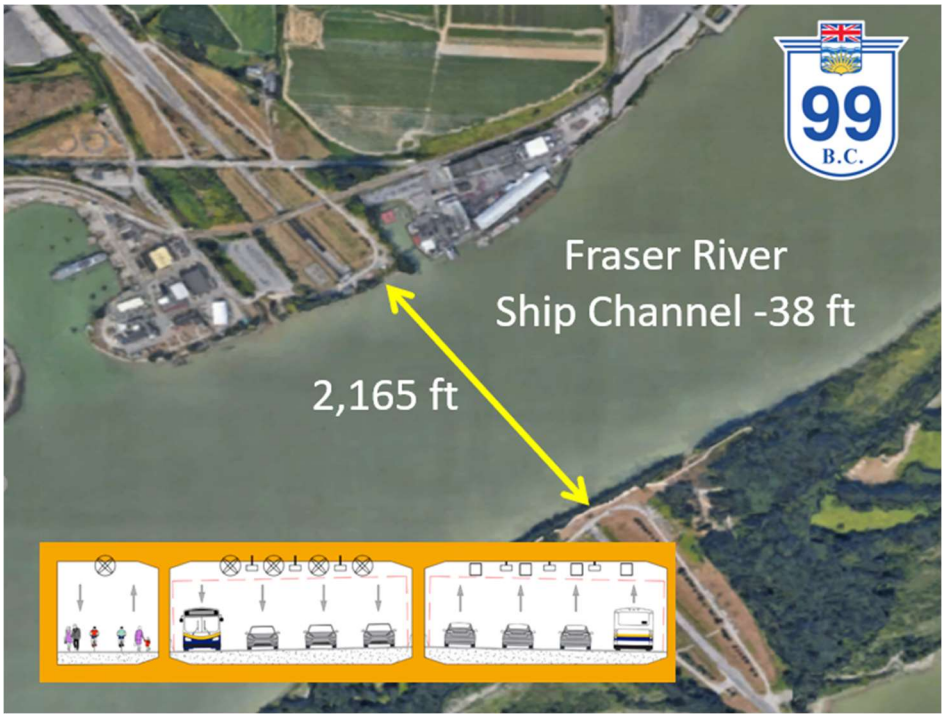
Please accept the attached "CAG Public Comment" for Feb. 24, 2022 meeting.

Bob Ortblad MSCE, MBA

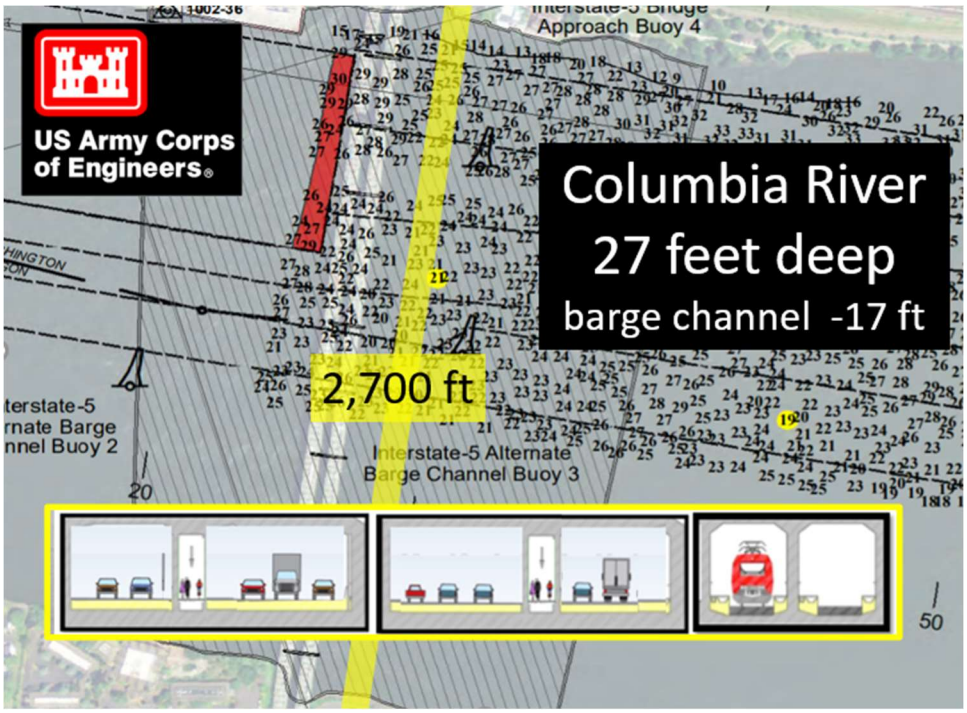
**ADA compliant versions of the attachments can be made available upon request*

British Columbia rejected a bridge and is building a new 8-lane immerse tunnel to replace the 4-lane Massey Tunnel (Fraser River) built in 1959.

British Columbia found a tunnel to be less costly, have less visual, noise, land, and navigation impacts; best facilitates the movement of trucks and cyclists with a much lower overall elevation change; and provides protection from inclement weather for everyone who uses this crossing. It also meets regional vision/interests, as endorsed by the Metro Vancouver Board.



A Columbia River immersed tunnel would have all the same advantages. Plus, the Columbia River is 10-feet shallower than the Fraser River, an ideal site for an immersed tunnel.



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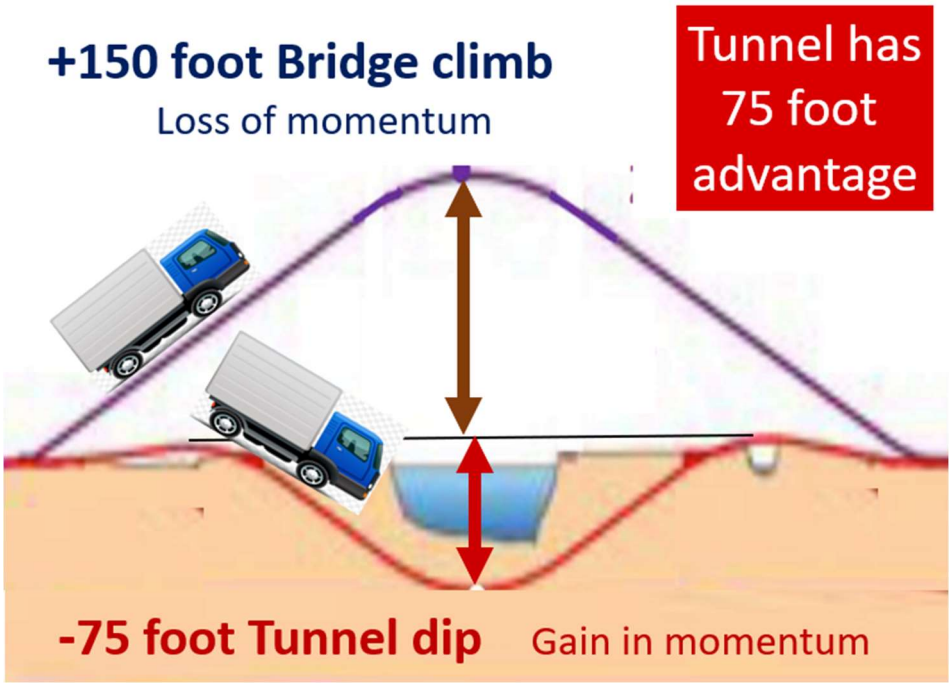
An immersed tunnel compared to a high bridge will annually save about 1.3 million gallons of carbon fuel and reduce green-house gases by 13 million tons. An immersed tunnel will be almost half as long and have half the total grade of a new high bridge. A high bridge has a long momentum killing uphill climb. A tunnel dip under the river adds momentum for a short climb. A shorter tunnel with less grade and downhill momentum, equals less total energy consumption, carbon or future kilowatt.



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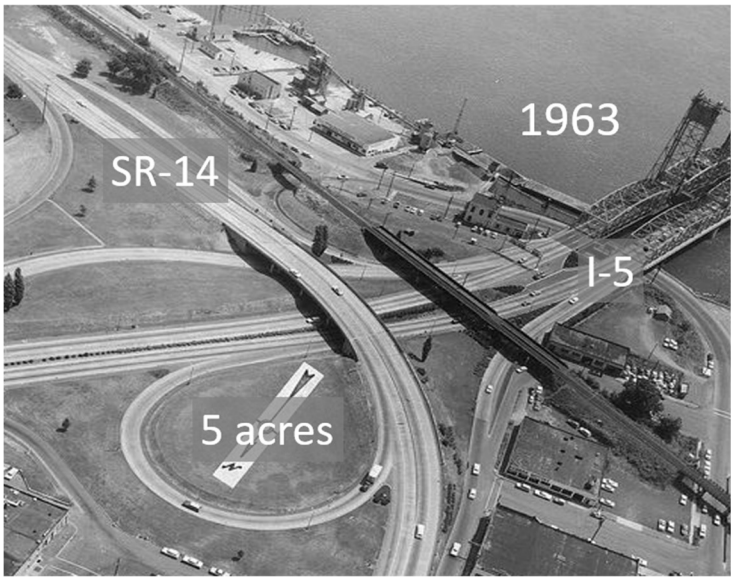
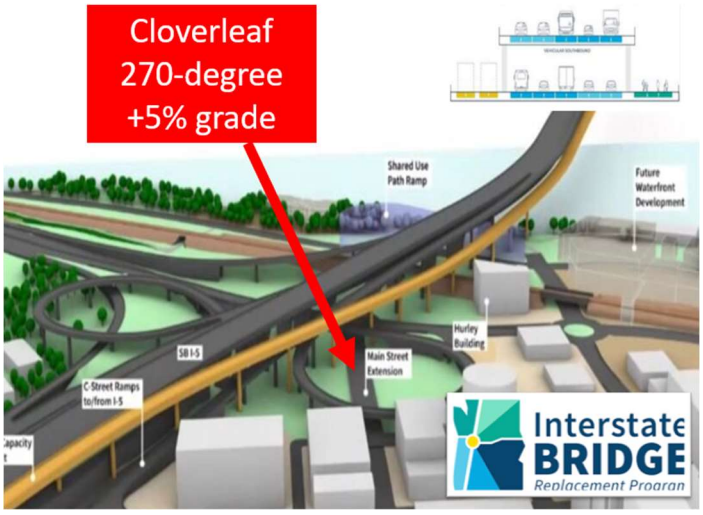
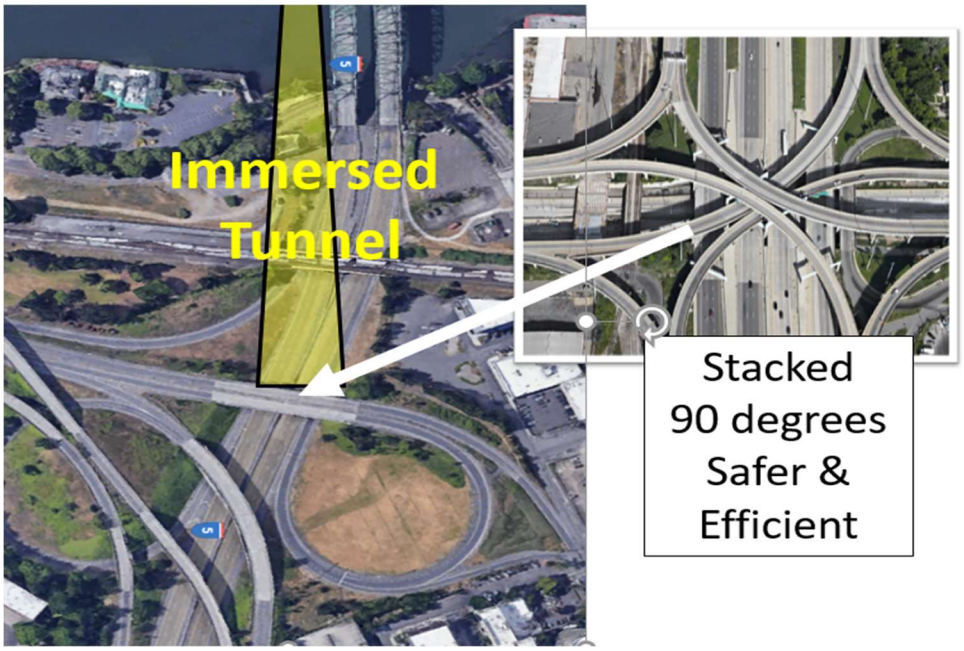
In the 1960's land was cheap and traffic light, so WSDOT connected SR-14 to I-5 with a 270-degree cloverleaf with a -1.5% downhill grade that covers 5 acres.

The IBR's bridge design will rebuild this antiquated cloverleaf with a +5% uphill grade to reached an elevated (60 feet) bridge approach. This switch in grade from -1.5% to +5% will slow on-ramp traffic, increase accidents, and continue to waste 5 acres in the center of downtown Vancouver.





Cloverleaf 270-degree ramps are unsafe and are being replaced in New Jersey, Ohio, Texas, and California with 90-degree stacked ramps. An immersed tunnel comes up at ground level and offers an easy connection to a safer stacked ramp and a reduce ramp footprint.



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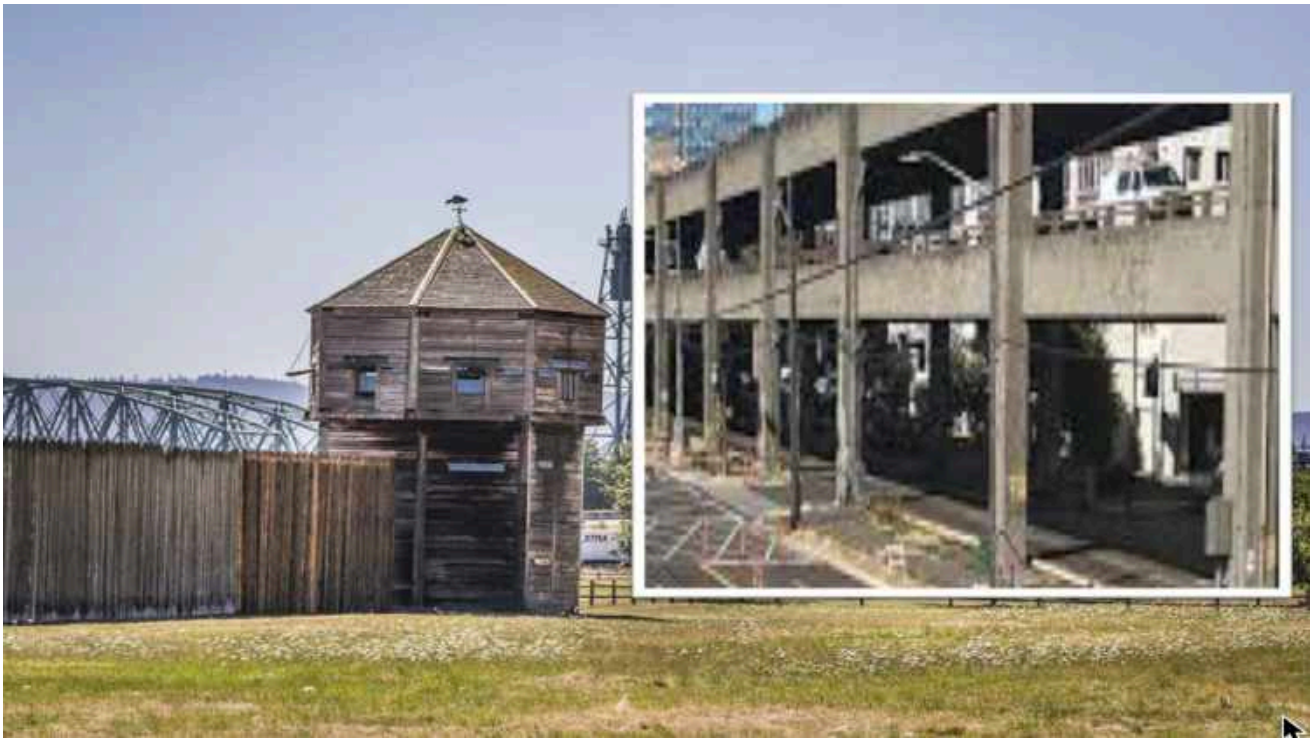
The IBR's stacked alignment requires a new $500 million interchange on Vancouver. It will be ugly, loud, polluting, and totally unnecessary. An immersed tunnel can connect at ground level to the current interchange.

Past stacked mistakes.

Bob Ortblad MSCE, MBA

Today’s Fort Vancouver view.

The IBR’s stacked design will change the view.



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