

PUBLIC COMMENTS FOR IBR PROGRAM COMMUNITY ADVISORY GROUP

Received between March 23, 2022 –April 12, 2022

Dan Packard

3/24/2022

A couple points about my attempt to call in for a live comment at the end of today's CAG meeting (March 24). I had an extremely difficult time.

First off, the (669)900-6833 telephone number did not recognize my touch tone entries. The alternate number did (408-638-0968). Then after entering the meeting id and passcode, very loud annoying music comes up while on hold, making it difficult to monitor the live meeting on YouTube. Then, when it was my time to speak, the time difference with the actual live meeting was about 30 seconds out of sync, making it very difficult to comprehend what was going on.

Can you make access available with an easier and more intuitive platform that you are using, be it Zoom or Team meetings, as such?

Thanks for your time and consideration.

Bob Ortblad

4/12/2022

Comments on Columbia River Bridge - Tunnel

Please review the attached comments.

Other comments can be reviewed at <https://twitter.com/BOrtblad>

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

Bob Ortblad

4/12/2022

"A immersed tunnel would eliminate important connections to Hayden Island, downtown Vancouver and SR-14"

The Interstate Bridge Replacement Program has continually posted this lie on its website. Repetition can even make known lies sound more believable.

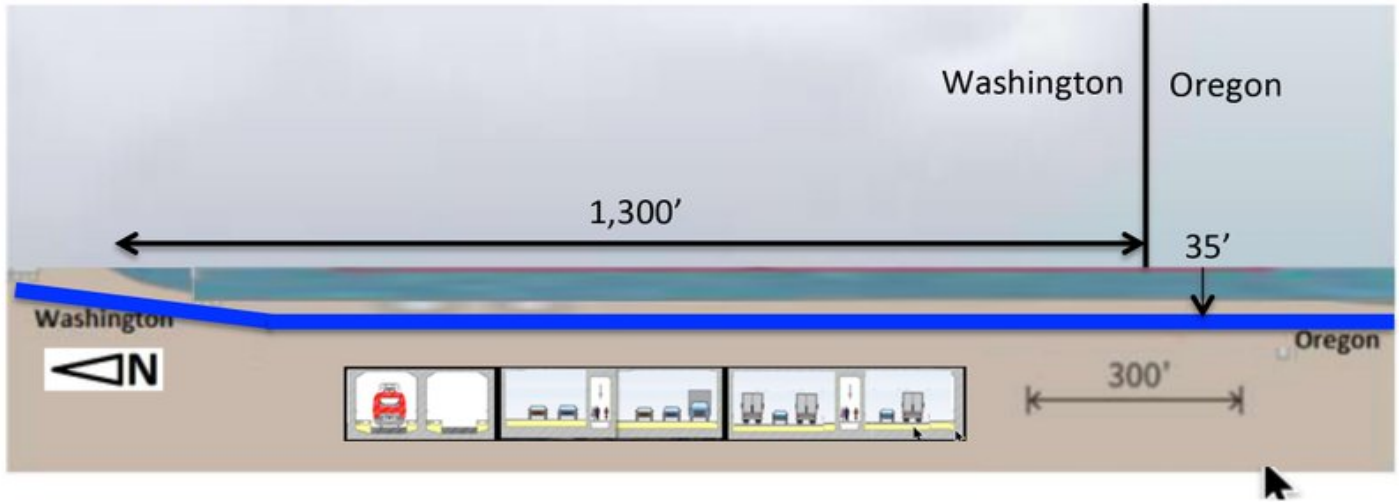
The Columbia River Crossing disqualified a tunnel with an absurd bored tunnel. The Interstate Bridge Replacement Program dismissed an immersed tunnel design that is 1,000 ft. from the correct channel location, the center of the river. A correctly designed immersed tunnel can be 35% shorter, 65% less cut & cover, connect to current interchanges, and save over a billion dollars by not building new elevated interchanges required for a high bridge.

The IBR “Tunnel Concept Assessment” is negligent engineering or intentional deception.

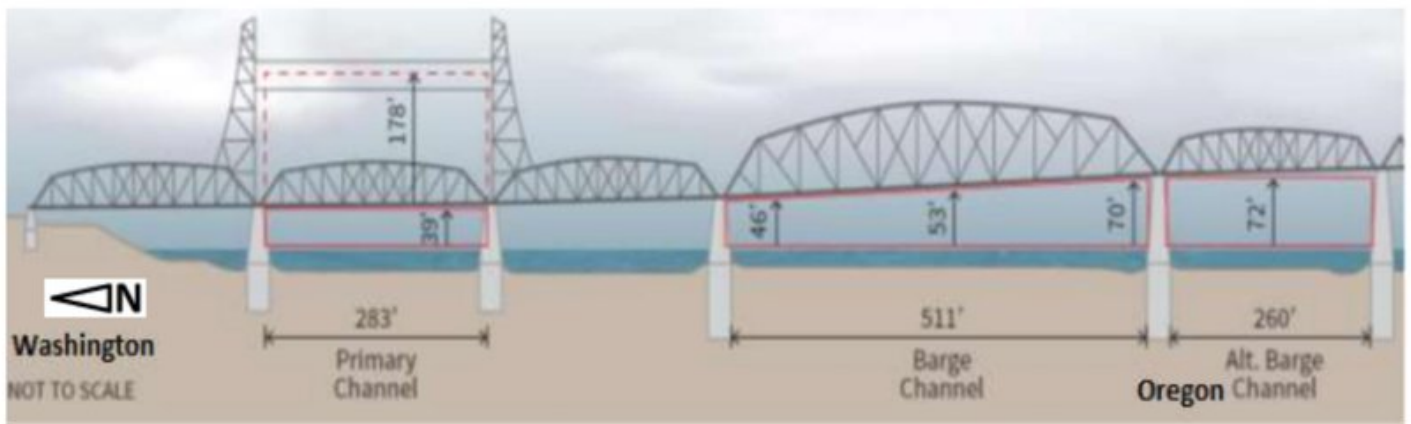
** ADA compliant versions of the attachments can be made available upon request*

An immersed tunnel gives unlimited vertical clearance and a single channel in the center of the river.

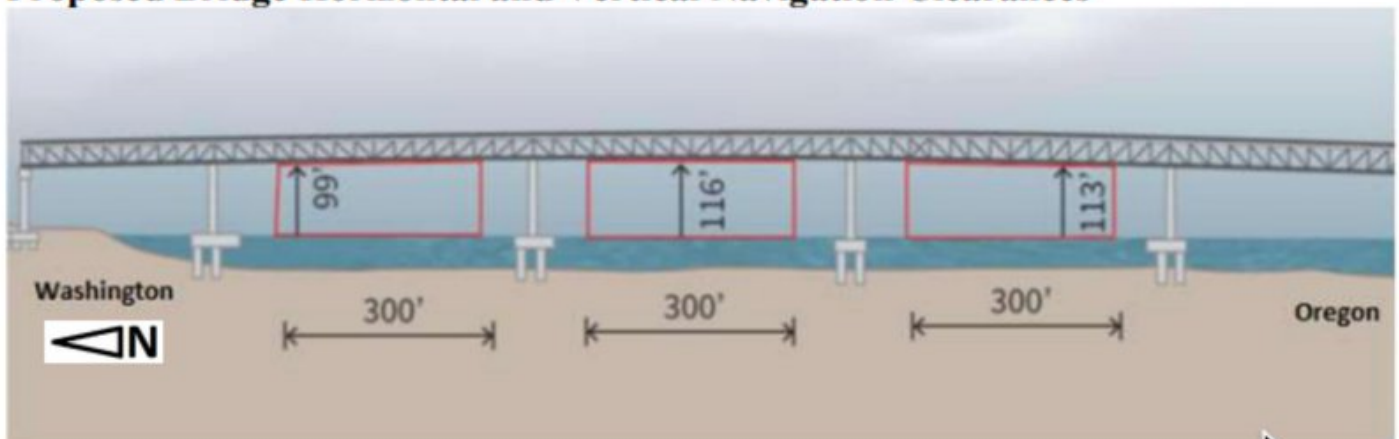
Immersed Tunnel - Center of River Channel - No Vertical Limit



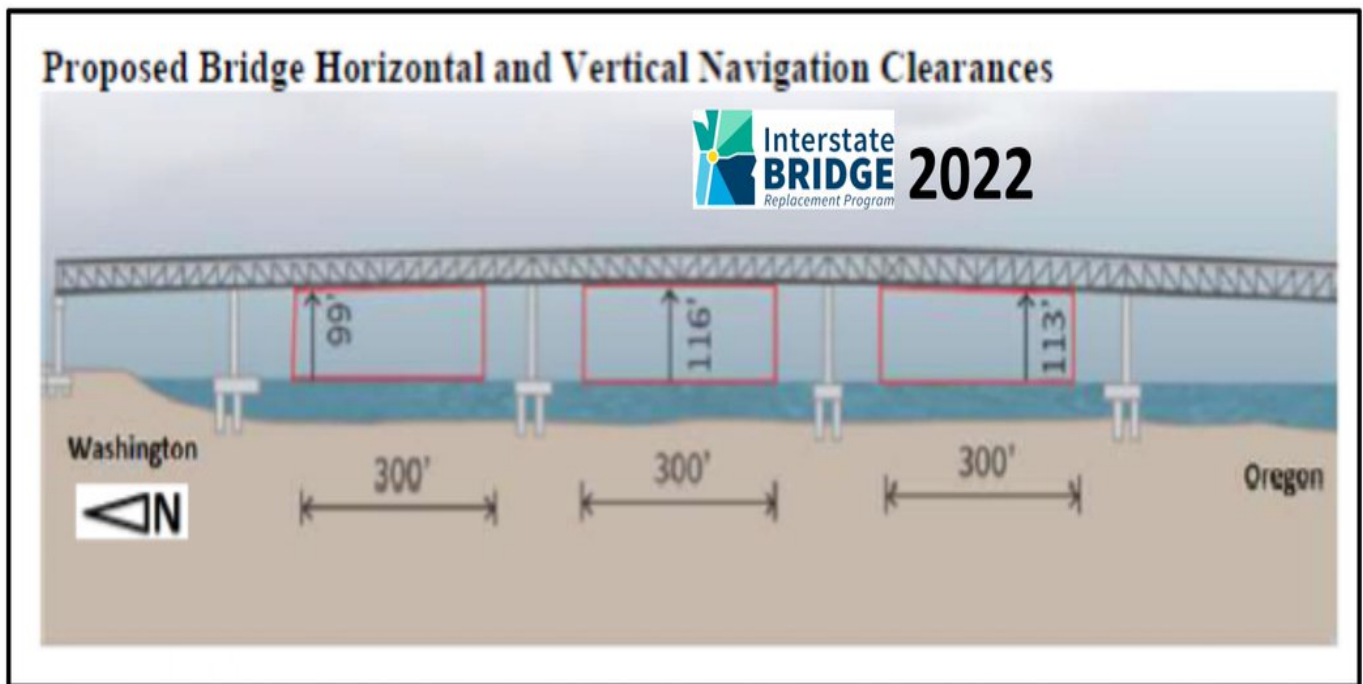
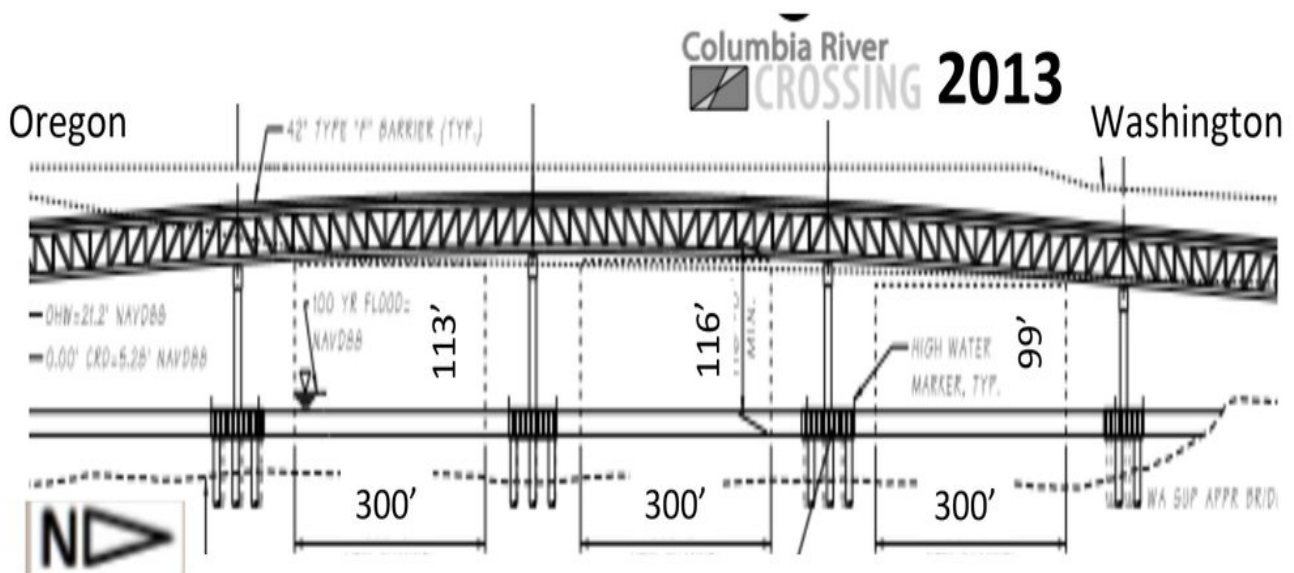
Existing Bridge Horizontal and Vertical Navigation Clearances



Proposed Bridge Horizontal and Vertical Navigation Clearances



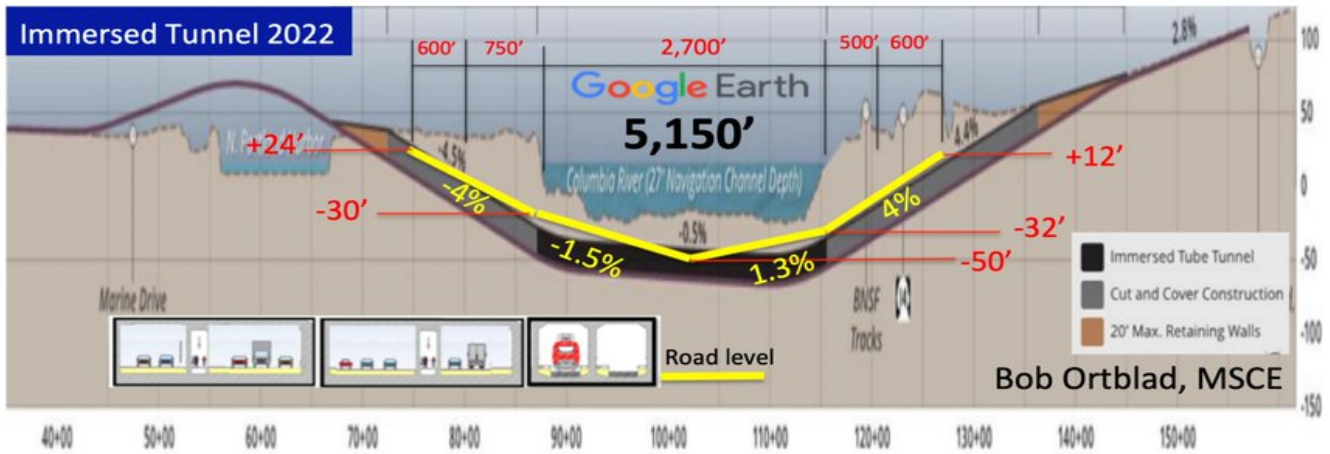
The IBR has spent \$35 million resurrecting the CRC design. Bridge clearance submitted to the US Coast Guard is exactly the same as the 2013 CRC design.



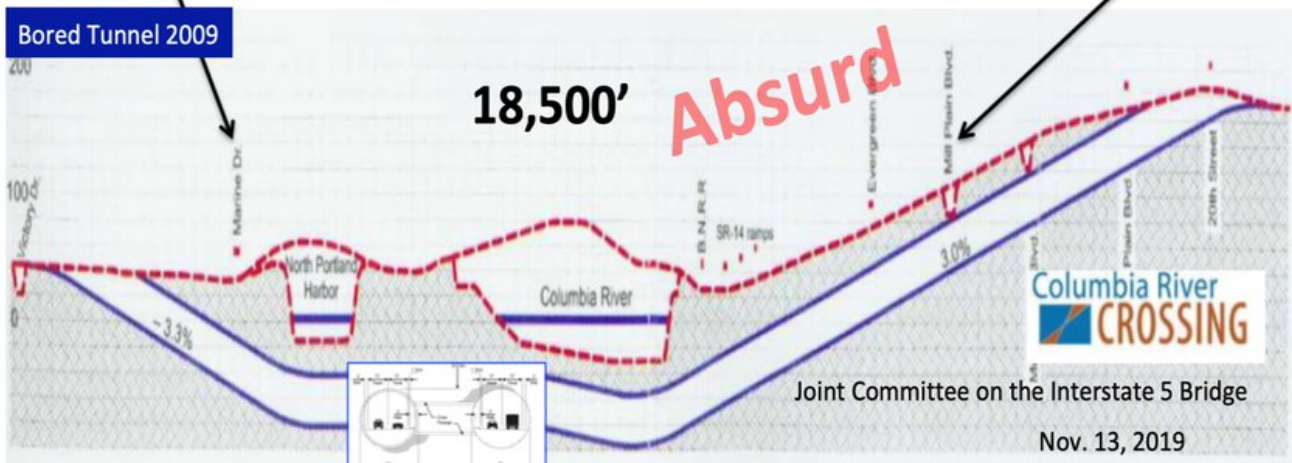
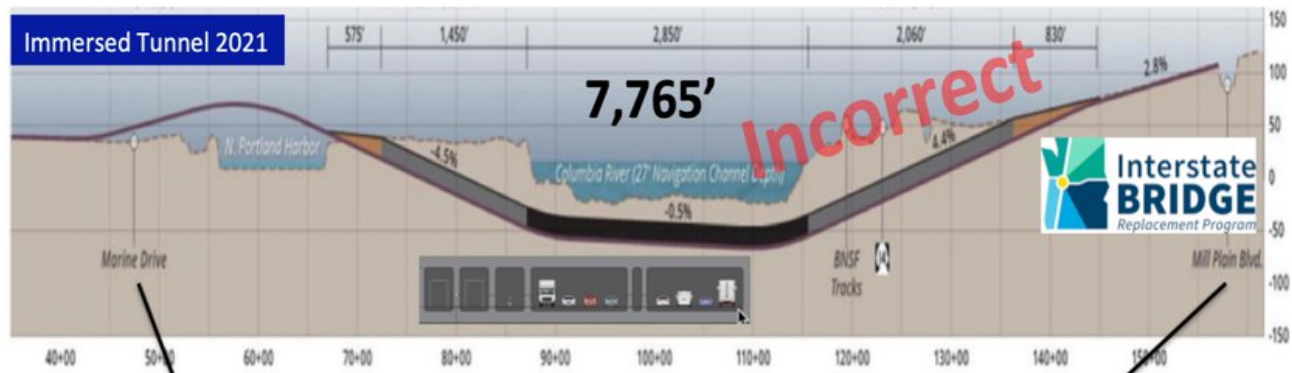
The CRC disqualified a tunnel with an absurd bored tunnel.

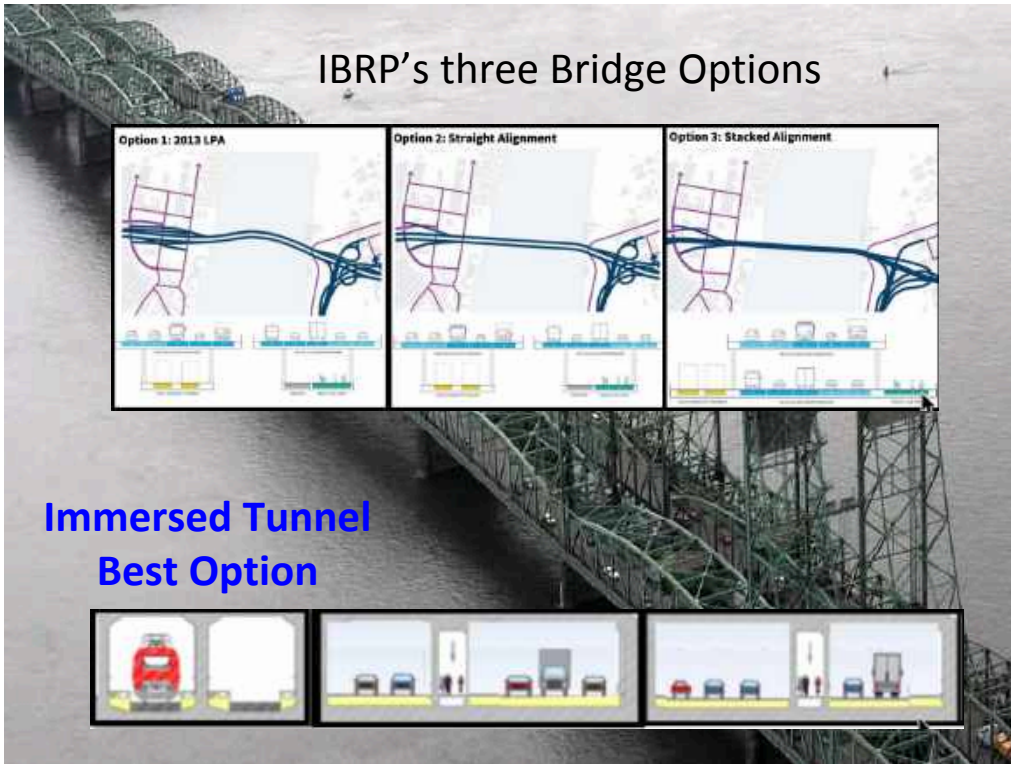
The IBR dismissed an immersed tunnel that goes under a channel location that is a 1,000 feet from the correct location at the center of the river.

An immersed tunnel can be 35% shorter, 65% less cut & cover, and connect to current interchanges.

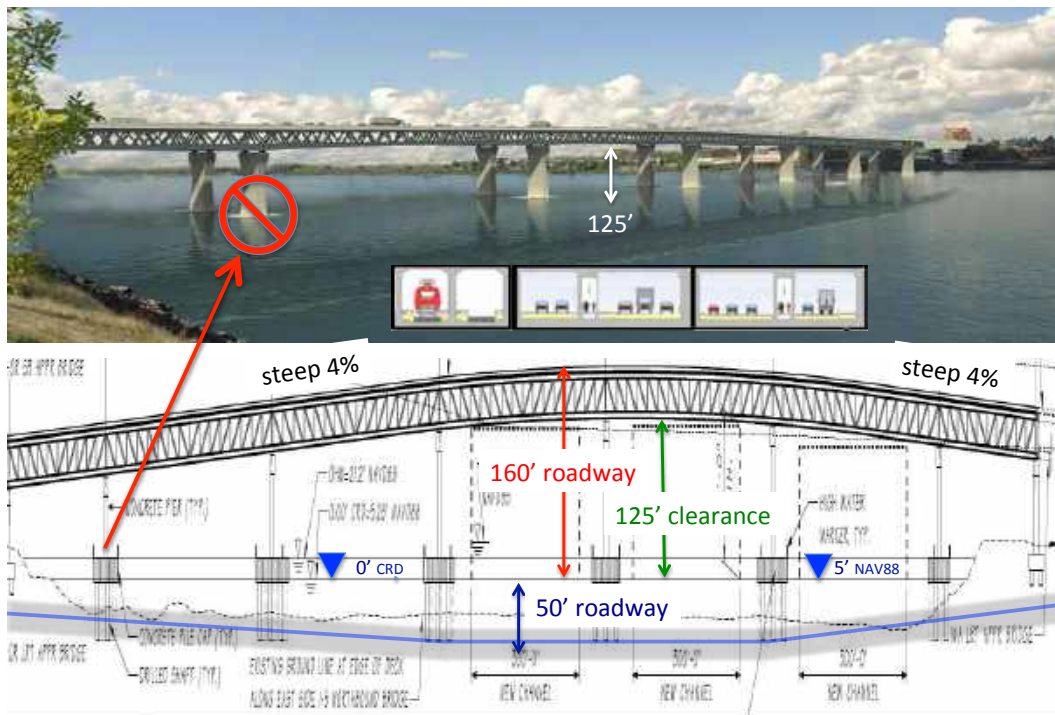


Negligent engineering or intentional deception

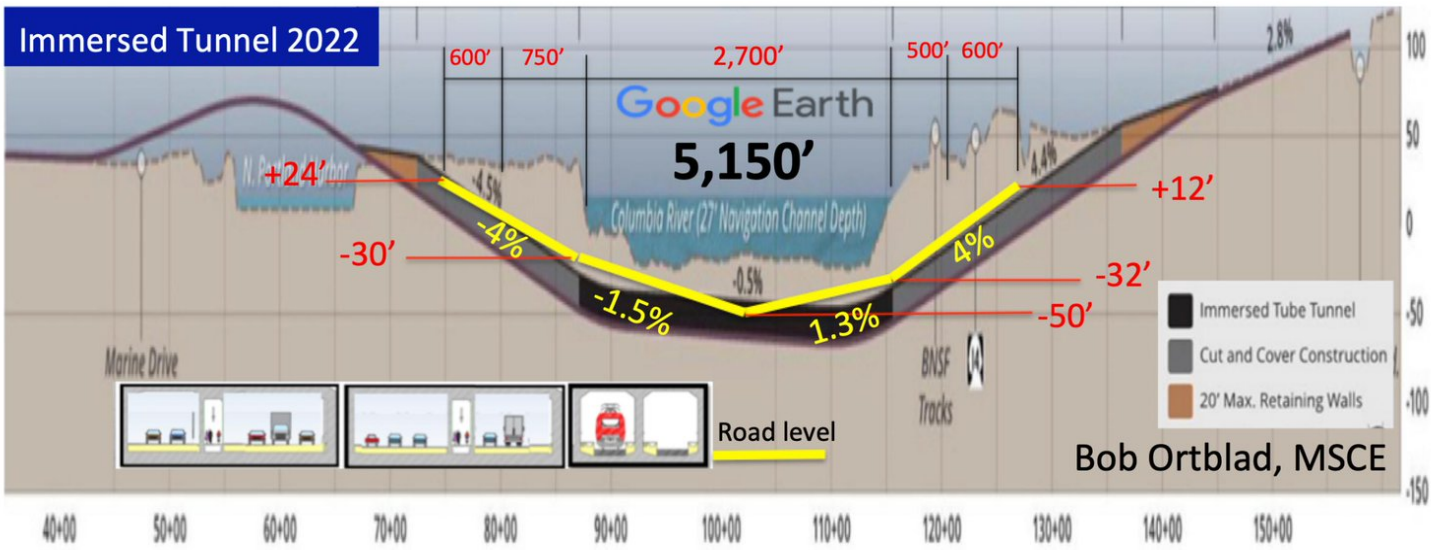




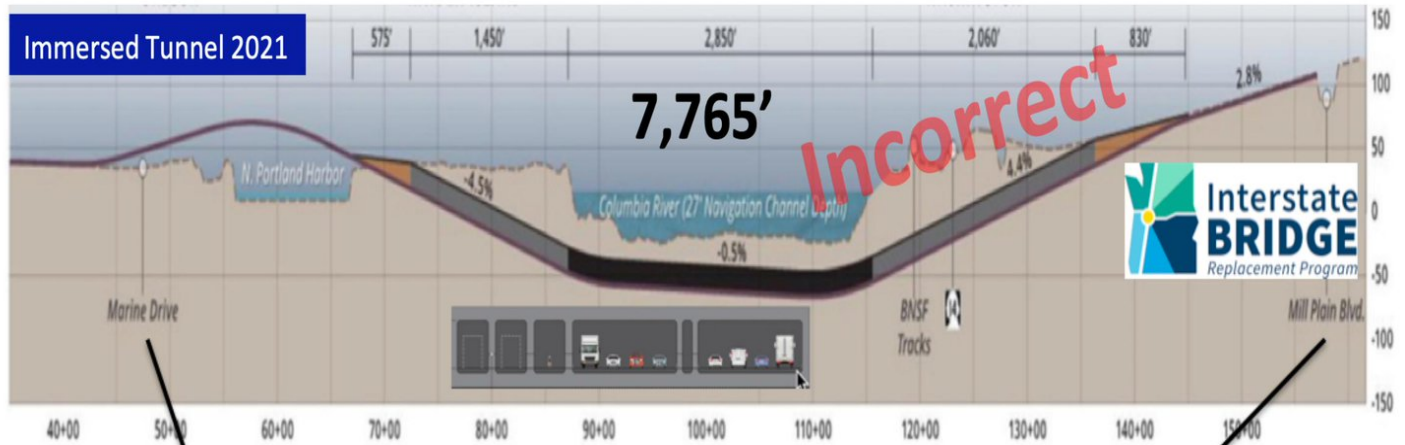
A new bridge will have two navigation hazards, the vertical clearance and the sometimes-submerged shaft caps. An immersed tunnel will have no navigation hazards.



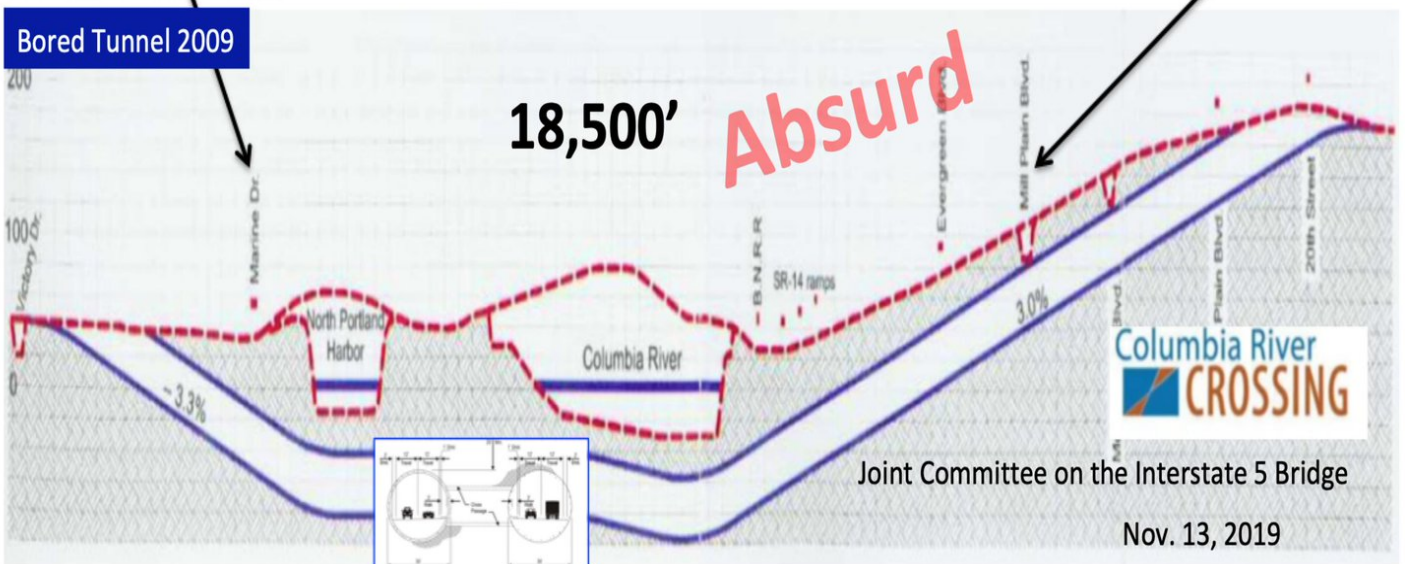
Immersed Tube Tunnel



Negligent engineering or intentional deception



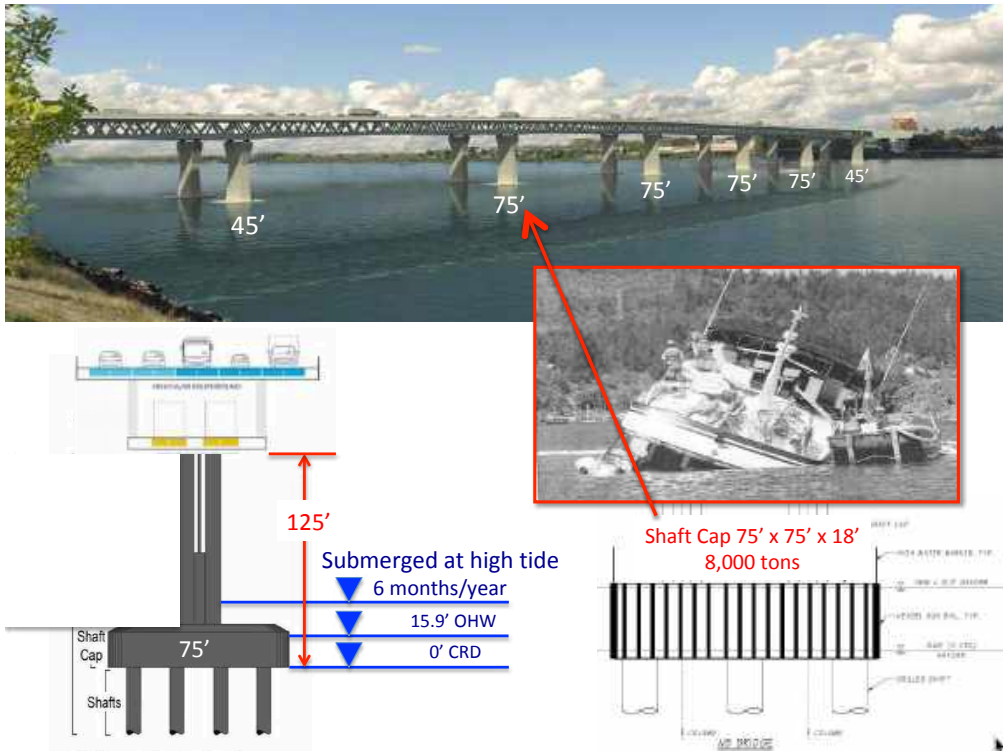
Incorrect



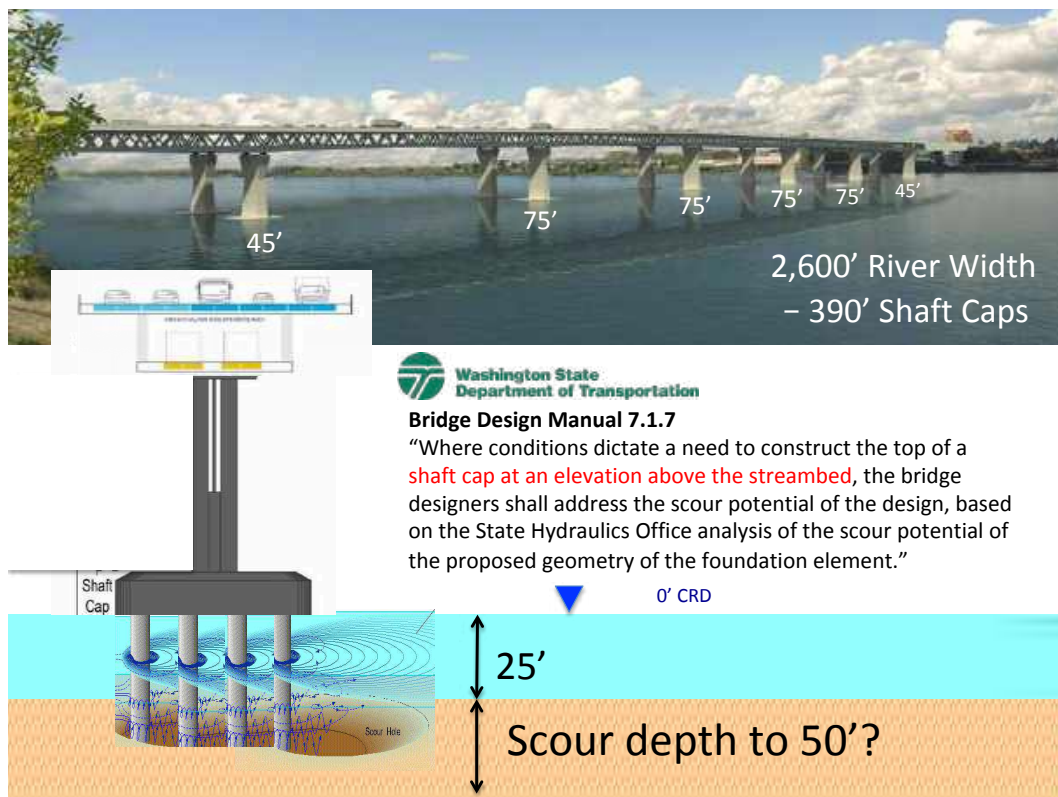
Absurd

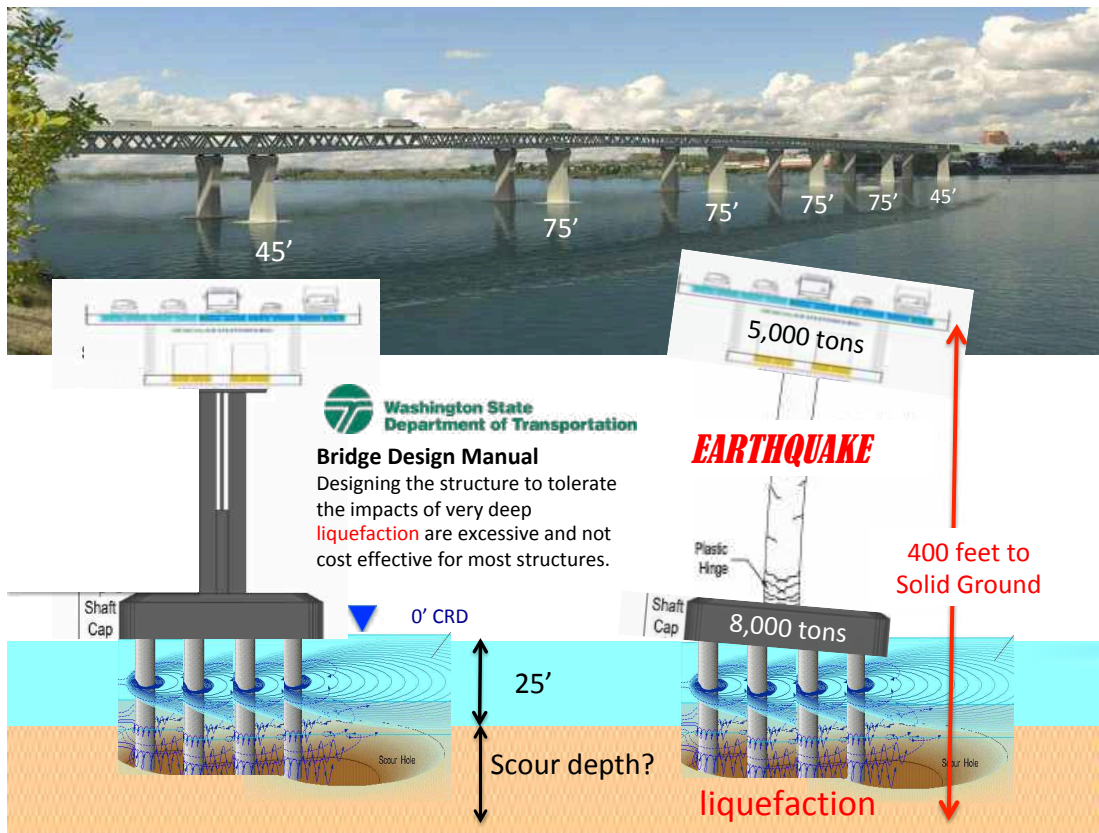
Joint Committee on the Interstate 5 Bridge

Nov. 13, 2019



Shaft caps will be submerged at high tide 6 months of the years and a danger to navigation. These caps and drilled shafts (piles) will also narrow the river width by 390 feet (15%) and potentially create deep scour holes under flood condition.





A 9.2 earthquake will sway massive bridge trusses 400 feet from solid ground. Combined with scour a worst case could be bridge failure.

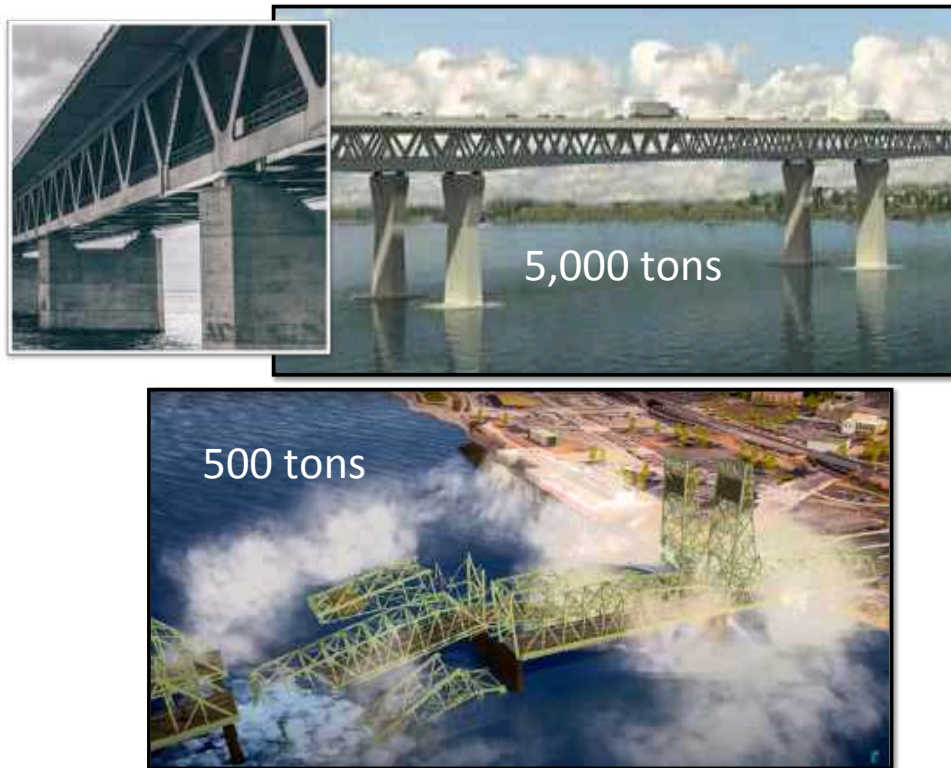
Seattle
 \$315 million needed to repave the bridge, paint steel beams and do seismic strengthening.

Expensive supporting Piers & Piles
 Gravity
 Buoyancy
 Free support

A steel truss bridges are expensive to build or upgrade for earthquake resistance and are costly to maintain.

Buoyancy makes floating bridges & immersed tunnels almost earthquake proof.





Why build a new bridge with trusses ten-time heavier and more difficult to support in a 9.2 earthquake?

<https://www.columbian.com/news/2021/nov/09/video-shows-what-earthquake-would-do-to-interstate-5-bridge/>

Bouyancy make an immersed tunnel ten-time more earthquake resistant.

<https://www.youtube.com/watch?v=h19TQzw8H1w>

What makes tunnels safer in earthquakes?

Seismic Resilience




<https://www.youtube.com/watch?v=h19TQzw8H1w>



Steve Kramer, PhD
University of Washington



Red Robinson
Shannon & Wilson



David Sowers
Deputy Administrator WSDOT

“A tunnel is by far the safest place to be during an earthquake”