

PUBLIC COMMENTS FOR IBR COMMUNITY BENEFITS ADVISORY GROUP

Received between March 28, 2024 and April 25, 2024

Comment Received: 4/22/2024

From: Bob Ortblad

Email Subject: Community Benefits Advisory Group - Public Comment

Attachment Included: Yes

Community Benefits Advisory Group

Public Comment for April 25, 2024 meeting.

Respectfully

Bob Ortblad MSCE, MBA

*ADA compliant version of the attachment can be made available upon request

<https://x.com/BOrtblad/status/1782510011731853723>



Bob Ortblad
@BOrtblad



Will members be cast out for discussing forbidden Immersed Tunnel benefits?

Safer for people & salmon, USCG clearance, less cost, rapid to build, earthquake resistant, less noise & pollution, no elevated interchanges, local shipyard jobs, waterfront parks, saves Fort Vancouver.



<https://x.com/BOrtblad/status/1782227179268620338>



Bob Ortblad @BOrtblad · 23h

An Immersed Tunnel is safer than IBR's steep (4%) curved bridge that will often be wet or icy.

@RepMGP @SenMarkoLias @BhattmobileT @GovTinaKotek @GovInslee



“The future doesn’t have to look like the past”



Bad

Catastrophic



Secretary Pete Buttigieg @SecretaryPete · Apr 20



So many Americans have a personal connection to someone who has died on our roadways. It doesn't have to be this way. We have an opportunity to honor their lives by designing safer streets toward a future with zero roadway fatalities.



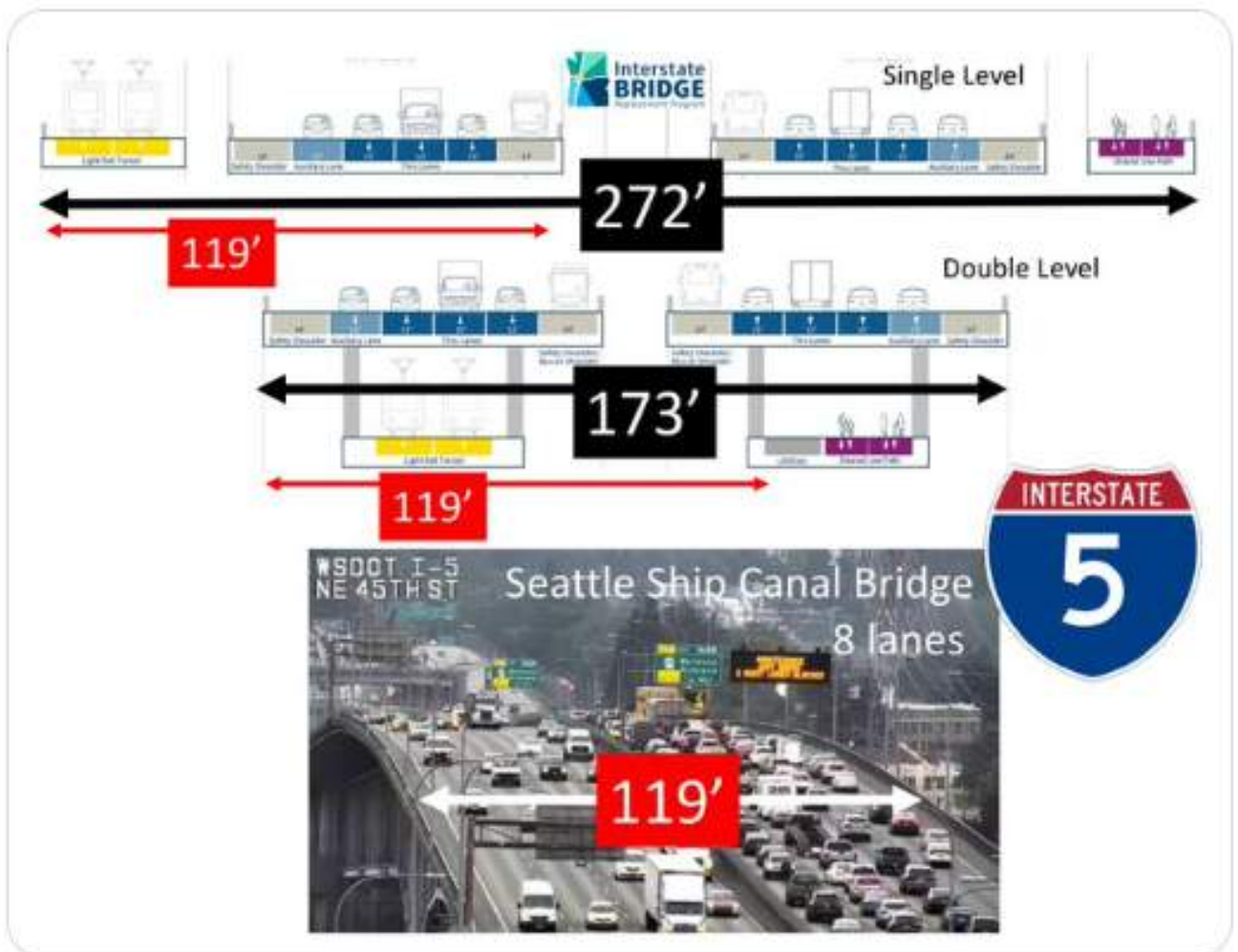
Bob Ortblad @BOrtblad · 23h

Hard to imagine the scale of IBR bridge designs. Seattle's massive I-5 Ship Canal Bridge at 119' wide is a dwarf in comparison.

Double Level is 64' wider, +45%.

Single Level is 153' wider, +130%

An IBR bridge will be devastating to the Columbia River, Vancouver, & Hayden Island.





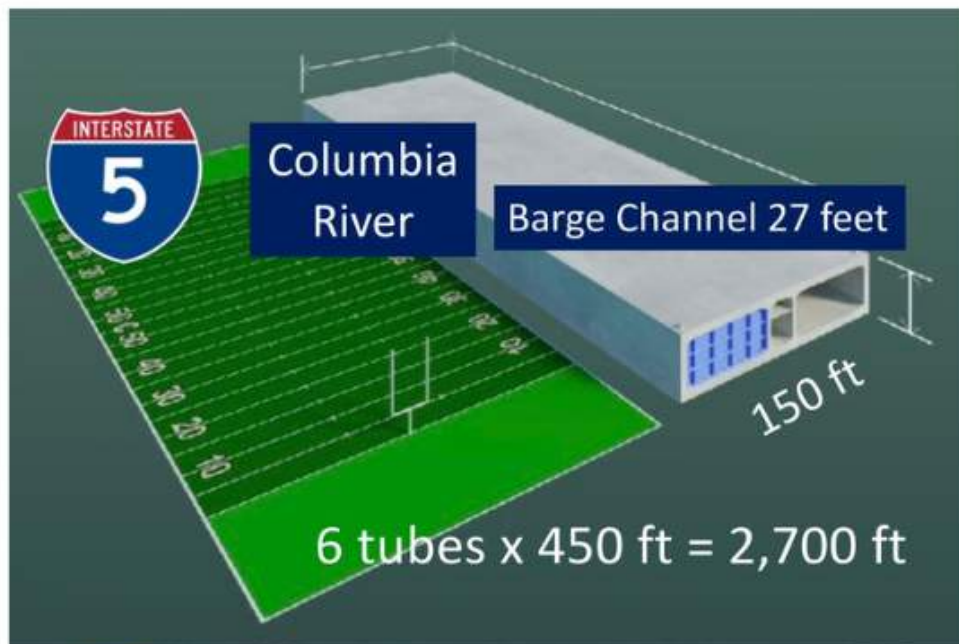
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British Columbia is building an immersed tunnel under the Fraser River that is very similar to a possible I-5 Columbia River tunnel. It's less difficult to build a tunnel under Columbia's 27-foot barge channel than Fraser's 38-foot shipping channel.

Link

[https://engage.gov.bc.ca/fraserrivertunnel/building-the-tunnel/...](https://engage.gov.bc.ca/fraserrivertunnel/building-the-tunnel/)



<https://x.com/BOrtblad/status/1780726127696527568>



Bob Ortblad
@BOrtblad



IBR plans to demolish homes & businesses and build 1,270 Park & Ride spaces near its freeway transit stations to serve commuters.

IBR is ignoring FTA's encouragement of dense urban development near transit stations.

@FTA_DOT @MarkoLiias @RepMGP @VancouverUS @BhattmobileT



will demolish

35 businesses



43 homes



**1,270 spaces costing \$116 million
Park & Ride for commuters**



<https://x.com/BOrtblad/status/1629596351951667201>



Bob Ortblad

@BOrtblad

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IBR preaches equity but plans a 10-acre concrete lid for Vancouver casting shadows, noise, and pollution.

The three richest cities in Washington have covered freeway parks. An Immersed Tunnel will give Vancouver a 7-acre Riverfront Park.



<https://x.com/BOrtblad/status/1779267568177742117>

<https://www.usnews.com/news/health-news/articles/2024-03-17/in-new-orleans-residents-confront-a-toxic-highway?src=usn tw>



Bob Ortblad

@BOrtblad



New Orleans Toxic Highway

“Because kids are smart.”

“I have never seen a child play here.”

IBR is selling a massive, elevated freeway with bullshit graphic showing a covered park.

[@EPAnorthwest](#) [@RepMGP](#) [@MarkoLiias](#)

see comment



In New Orleans, Residents Confront a Toxic Highway

<https://x.com/BOrtblad/status/1778828041780965840>



Bob Ortblad
@BOrtblad

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Baltimore built an 8-lane immersed tunnel to protect Fort McHenry.
China just completed an 8-lane immersed tunnel.
Canada is building an 8-lane immersed tunnel.
An I-5 Columbia River 8-lane immersed tunnel is short, 2,700 feet,
shallow 27-foot channel, less costly than a bridge.

Eight Lane Immersed Tunnels

Baltimore 1985 sunken tube 5,400 feet



Shenzhen, China 2024 sunken tube 16,500 feet



Vancouver, Canada 2030 sunken tube 2,750 feet



Columbia River 2032 sunken tube 2,700 feet



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Bob Ortblad

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Alternative not considered by IBR

No rebuild of 7 interchanges, saving billions.

Northbound bridge repurposed to shared path (like NYC High Line) connecting Hayden Island & Vancouver waterfront parks.

Southbound bridge repurposed for light rail, less costly ground level stations





Bob Ortblad
@BOrtblad

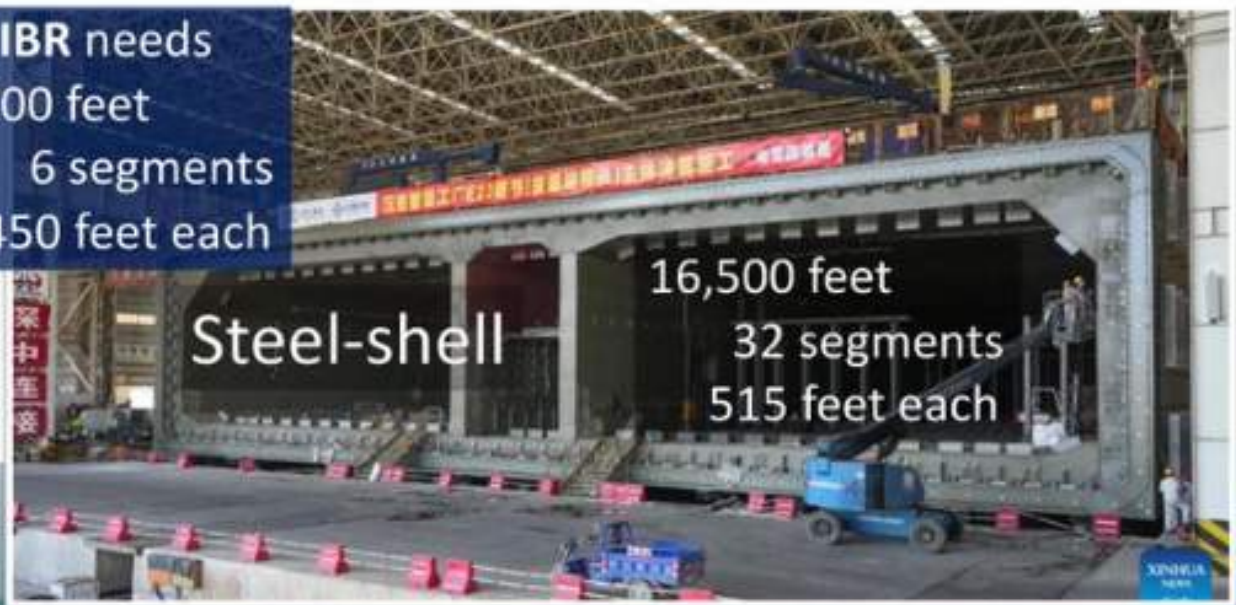


China just completed an 8-lane immersed tunnel with 3.1 miles of steel-shell immersed tubes.

An I-5 Columbia River immersed tunnel will need just 0.5 miles (6 each x 450 ft.) of immersed tubes that could be fabricated in local shipyards.

@USCGPacificNW @PortlandCorps @GovInslee

IBR needs
2,700 feet
6 segments
450 feet each



Shenzhen-Zhongshan Link



<https://x.com/BOrtblad/status/1641132784986263552>



Bob Ortblad

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Local shipyards can fabricate steel-concrete-steel (SCS) Immersed Tunnel 400-foot segments, creating hundreds of local jobs. SCS is earthquake resistant, plus has the strength to span four lanes. Nippon Steel – Sandwich Tunnel

<https://nipponsteel.com/en/tech/report/maz/pdf/8817.pdf...>



**LOCAL
JOBS**



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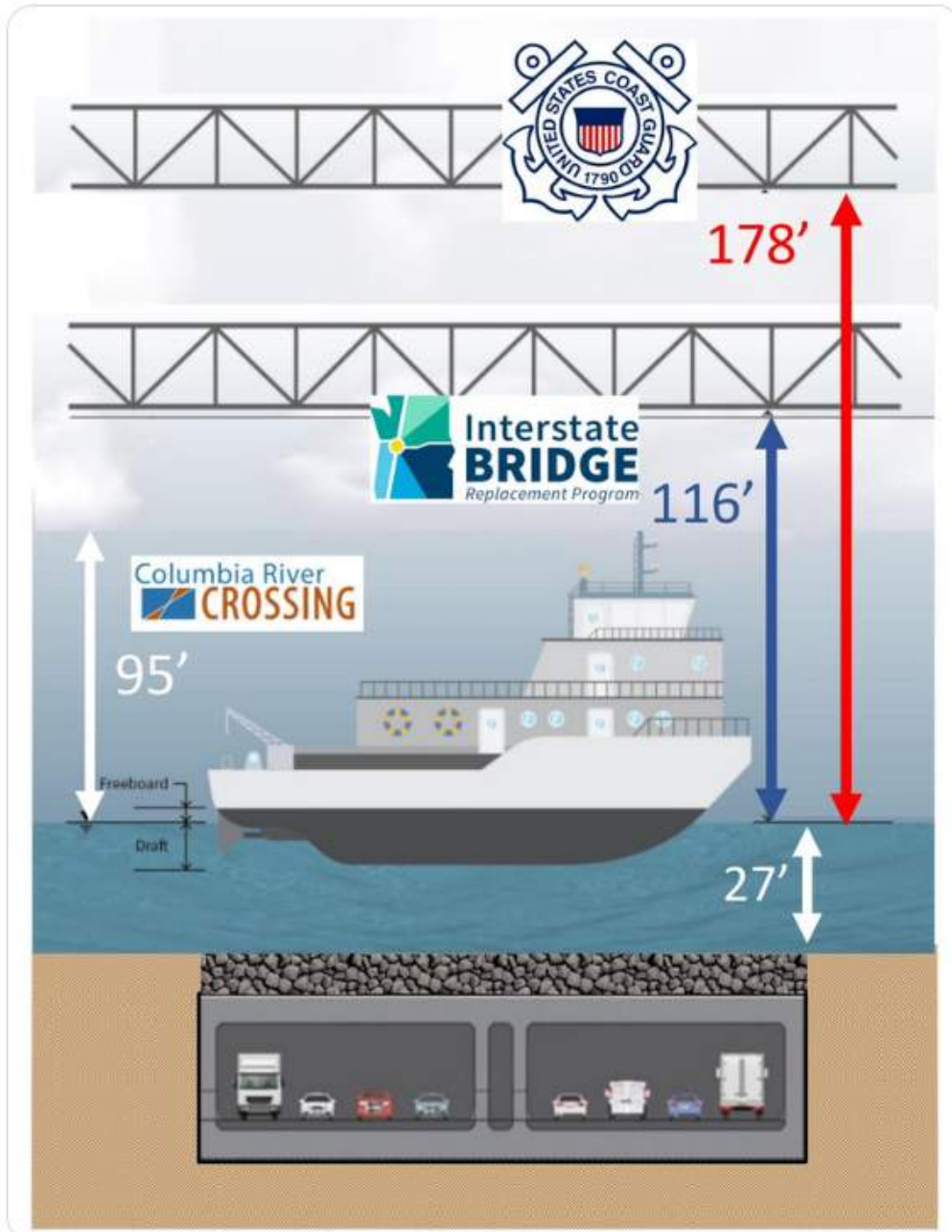


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@BOrtblad

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In 2011, CRC's bridge design had 95' navigation clearance.
USCG wanted much higher but was pressure to settle for 116'.
Increase of 21' gave the bridge a dangerous 4% grade.
IBR recycling CRC's 116' design but may not get USCG approval of less
178'

Immersed Tunnel unlimited





Bob Ortblad

@BOrtblad

Key events - Immersed Tunnel

July 14, 2021

IBR's error-filled "Tunnel Concept Assessment" challenged

Dec. 5, 2022

Hayden Island public challenge

Feb. 8, 2023

US Coast Guard suggests tunnel evaluation

[@USCGPacificNW](#)

Sept. 8, 2023

IBR pleads "Idiot Defense" to avoid fraud



Immersed Tube Tunnel

Conceptual Assessment

July 2021

Meeting July 14, 2021

- 1 - Citizen
- 6 - WSP Consultants
- 2 - IBR Administrator & Assistant
- 3 - WSTC, two Staff, one Commissioner



 **Dec. 5, 2022 Hayden Island Neighborhood Network**



**200 attendees
Largest IBR meeting**

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
Thirteenth Coast Guard District

February 8, 2023

08 February 2023

"Including only one alternative in the Supplemental Environmental Impact Statement (SEIS) introduces risk that no permittable alternative will be evaluated in the SEIS. It is my sincere hope that the SEIS will include evaluation of an alternative that meets the preliminary navigation clearance determination (PNCD) requirement of 178 feet."

M. W BOUBOULIS
Rear Admiral, U.S. Coast Guard
Thirteenth Coast Guard District

17 June 2022

"Any proposed new bridge should have a vertical navigation clearance (VNC) of greater than or equal to that of the existing I-5 twin bridges of 178 feet or preferable, unlimited VNC, as well as a horizontal navigation clearance (HNC) as permitted during the final USACE 408 permit. There are alternative options to accomplish this VNC to include a tunnel or a high-level lift bridge or bascule bridge, which would provide an unlimited vertical clearance."

B. J. HARRIS
Chief, Waterways Management Branch
Coast Guard District Thirteen By direction of the District Commander
U.S. Coast Guard

IBR ignoring USCG warnings

From: Interstate Bridge Replacement Program Team support@commentsemamanager.com
Subject: Interstate Bridge Replacement Program Communication Response
Date: September 8, 2023 at 2:12 PM
To: rortblad@comcast.net
Bcc:



Good afternoon,

Thank you for reaching out to the Interstate Bridge Replacement (IBR) program and for sharing your questions about the Cross Section areas. We are responding back to address your specific questions but want to be clear that this does not change that the tunnel still does not best address the needs of the I-5 bridge and the corridor.

Our team of engineers uses a variety of software tools, such as InRoads that you referenced. We have investigated your inquiry and were able to confirm an issue with the model. Duplication occurred in the model where some excavation quantities were counted more than once. We are working on making the correction in the report and uploading an updated version.

However, upon reviewing what you provided, it appears your representative diagram and excavation calculations at 87+00 do not account the construction need for laying back slopes during excavation (and the resulting surface property impacts), or the alternative to have temporary structural walls which come with an extremely high cost. As you know, one of these options must be accounted for to prevent the sides of the trench from caving in during construction of an ITT.

We conduct continuous quality checks and assurances to catch any errors that may arise with third party software and appreciate you flagging this. Quantity errors like this are not uncommon during the development of conceptual work. In a situation where plans are being constructed, the increasing level of detail completed as work advances would address potential calculation errors before moving to future steps.

As we have extensively detailed and documented, a tunnel still results in out-of-direction travel, cannot tie into existing connections, potentially causes safety concerns for active transportation, has significant environmental impacts, and has a higher estimated cost. While this error does result in a change in the quantity of excavation of material, it does not change the decision, reached with agency partners, not to pursue a tunnel as a solution for the I-5 corridor as the multiple factors considered remain true.

We appreciate your understanding.

Sincerely,

Interstate Bridge Replacement program

Communications Team

September 8, 2023

IBR pleads the “Idiot Defense” to avoid fraud

Inflated cubic-yards of excavation

IBR original 8 million 400%

IBR revision 4 million

Correct about 2 million 100%