

PUBLIC COMMENTS FOR IBR PROGRAM EXECUTIVE STEERING GROUP

Received between March 19, 2023 and May 24, 2023

Bob Ortblad

5/24/2023

ESG Public Comment*

*Please note that the IBR logo, images, graphics, and corresponding information shared in the comment below were not approved or endorsed by the IBR program

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

ESG Public Comment

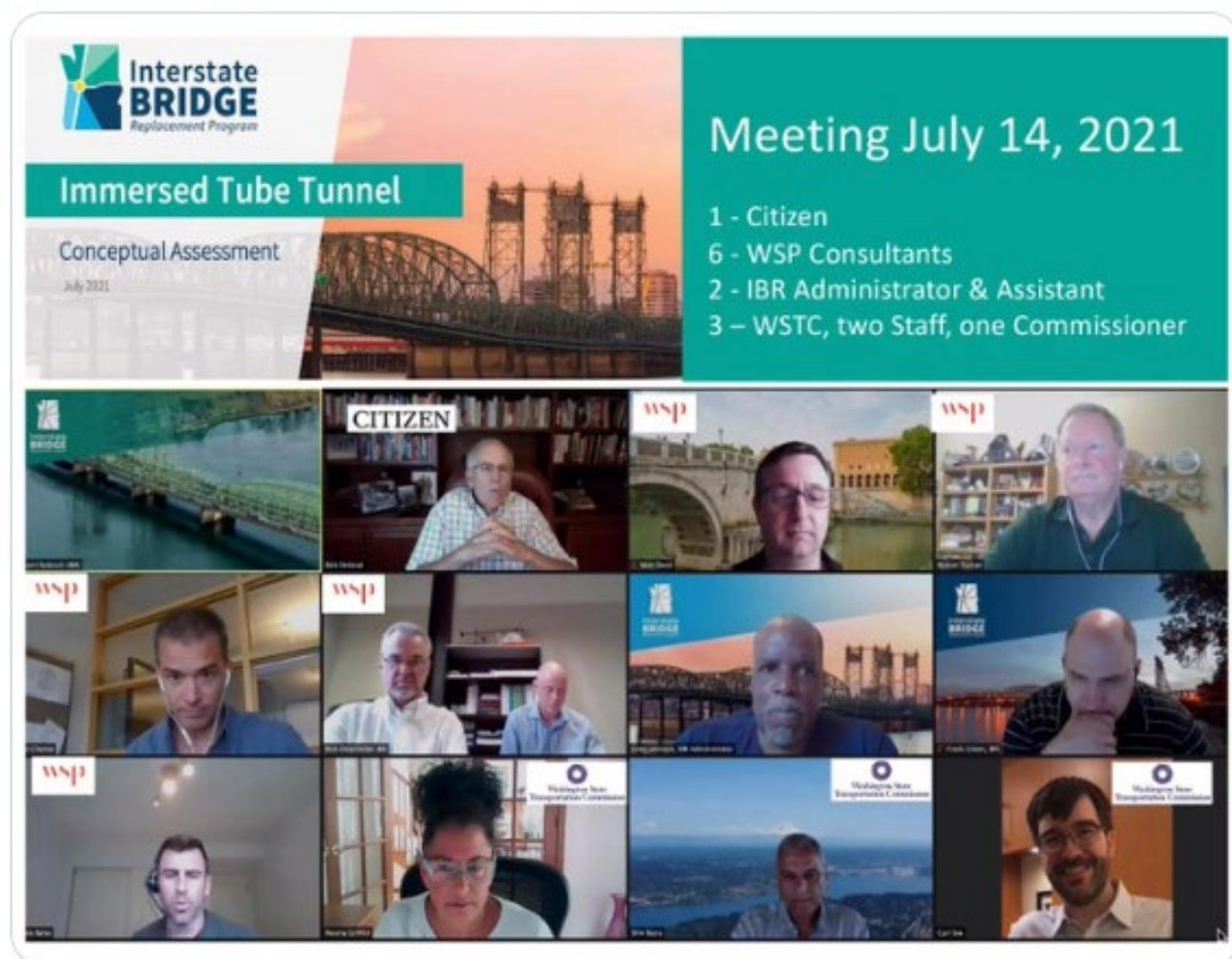
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I was denied my Dutch tunnel expert, environmental attorney, and 20 min. to present an immersed tunnel solution.

With no prior consultation, IBR presented their misleading “Tunnel Concept Assessment”.

After 30 min. of questioning, I was cut off.

[@justcrossingall](#)



IBR spent \$100,000 on 17 engineers & consultants to disqualify an immersed tunnel alternative

interstatebridge.org/media/msamswzd...

Deceptively evaluated a tunnel under 3 current barge channels

US Coast Guard & Corps of Engineers will require a single channel near the center of the river

Interstate BRIDGE Replacement Program Tunnel Concept Assessment
Prepared for: Oregon Department of Transportation, Washington State Department of Transportation

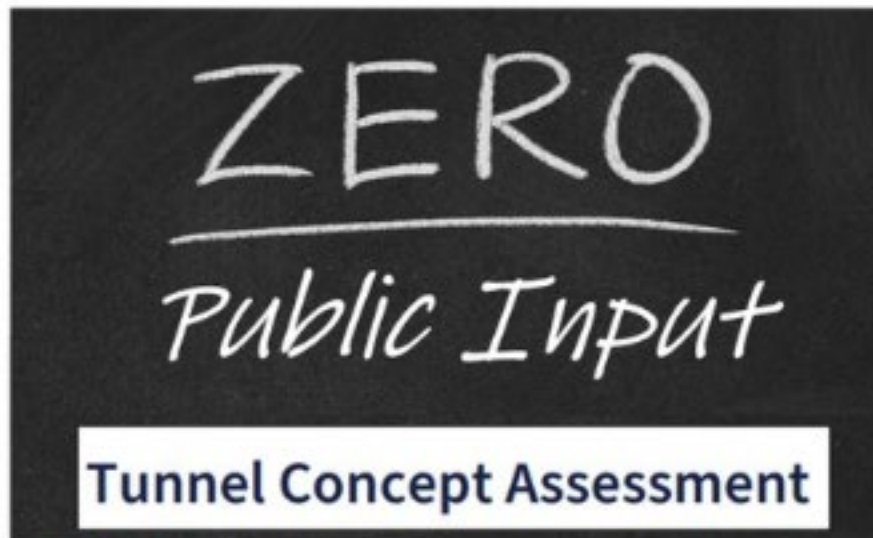
17 Engineers & Consultants **\$100,000**

Immersed Tunnel needs only single Barge Channel

Hayden Island, Alternate Barge Channel, Barge Channel, Primary Channel, Vancouver
Columbia River
No need for three barge channels

AK Navigation Channel, Primary Navigation Channel, Existing Primary Channel, Existing Barge Channel, Existing AK Navigation Channel
Immersed Tunnel Channel

With ZERO public input, directed by the IBR, a cabal of bridge consultants issued a misleading “Tunnel Concept Assessment” that disqualified an immersed tunnel option.
interstatebridge.org/media/4ivnpz3n...



Prepared for:



Citizens, engineers, and contractors from both Hayden Island and Vancouver support an Immersed Tunnel.

Suggested viewing:

ASCE “Exploring an Immersed Tunnel Solution”

youtube.com/watch?v=wWvkRV...

Hayden Island Neighborhood Network (200 attendees)

youtube.com/watch?v=zRXJqq...

@VancouverUS



FHWA's "Data-Driven Safety Analysis" requires the evaluation of alternatives plus estimates of fatalities & injuries.

IBR has done no safety evaluations of its High Bridge, Bascule Bridge, or Immersed Tunnel.

See FHWA/ WSDOT videos.

[@USDOTFHWA](#) [@justcrossingall](#) [@VancouverUS](#)

The graphic features the FHWA logo and the title "Data-Driven Safety Analysis (DDSA)". It includes a flowchart with three steps: "More Informed Decision Making" (represented by a lightbulb icon), "Better Targeted Investments" (represented by a target icon), and "Fewer Fatalities & Serious Injuries" (represented by a downward-trending line graph icon). On the left, a table titled "CRASH REDUCTION" shows the following data:

Condition	Crash Reduction
Existing Conditions	0%
Alternative 1	41%
Alternative 2	

At the bottom, the text reads: "Washington State DOT: A New Approach to Safety Analysis". The background of the graphic is an aerial view of a highway interchange.

The IBR's bridge design will never pass a NEPA Safety review. It is too dangerous with a -4% grade, -7% off-ramp to SR-14, combined with NW rain and ice.

An Immersed Tunnel is safer with less grade and weather protected.

safety.fhwa.dot.gov/tsp/fhwasa1136...

@USDOTFHWA @VancouverUS @FTA_DOT

Integrating Road Safety into NEPA Analysis



U.S. Department of Transportation
Federal Highway Administration

National Environmental Policy Act (NEPA)



Steepest Interstate
-4%

SR-14 ramp extreme
-7%

Wrong Cloverleaf Grades
Uphill on +6%
Downhill off -6%

No Truck Climbing Lane

Interstate BRIDGE LPA
Replacement Program