Dear members:

Commissioner Batra and myself wish to offer some clarifying context and perspective, given Mr. Ortblad's comments below and the document he attached. We want to make it clear that the IBR project office and Mr. Johnson have been very responsive and inclusive throughout, and their assessment of an immersed tube tunnel (ITT) design option was thorough and transparent.

Once their assessment of the ITT option was completed, the IBR office invited Commissioner Batra and Commission staff, along with Mr. Ortblad to a briefing where they covered all of their research and findings in assessing the ITT option. We found their review to be professional, complete, and reasonable. Commissioner Batra made it clear to the IBR staff that from his standpoint, the issue was put to rest, based upon their findings.

The Transportation Commission as a body has not taken a position on this topic, nor does it intend to. We respect and support the process and decision making occurring at the IBR project office and that which results from this bi-state legislative committee effort.

If you have questions please feel free to reach out to me anytime.

Thanks,
Reema

Reema Griffith
Executive Director
Washington State Transportation Commission
360-701-7172 (cell)
www.wstc.wa.gov

Meeting July 14, 2021

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

Tunnel Concept Assessment

Interstate BRIDGE Replacement Program

Myth vs. Fact

Myth: A replacement bridge has already been designed.

Myth: A third bridge would eliminate the need to replace the Interstate Bridge.

Myth: Light rail transit has already been decided.

Myth: A tunnel can solve the Interstate Bridge transportation problems just as easily as a bridge.

Fact.

A tunnel cannot be feasibly built within the footprint of I-5 without eliminating important connections to Hayden Island, downtown Vancouver, and SR-14. It also comes with significantly more operational, environmental and historical resource impacts, and would cost more than a replacement bridge.

For more information about the suitability of an immersed tube tunnel, view the Tunnel Concept Assessment.

1 click

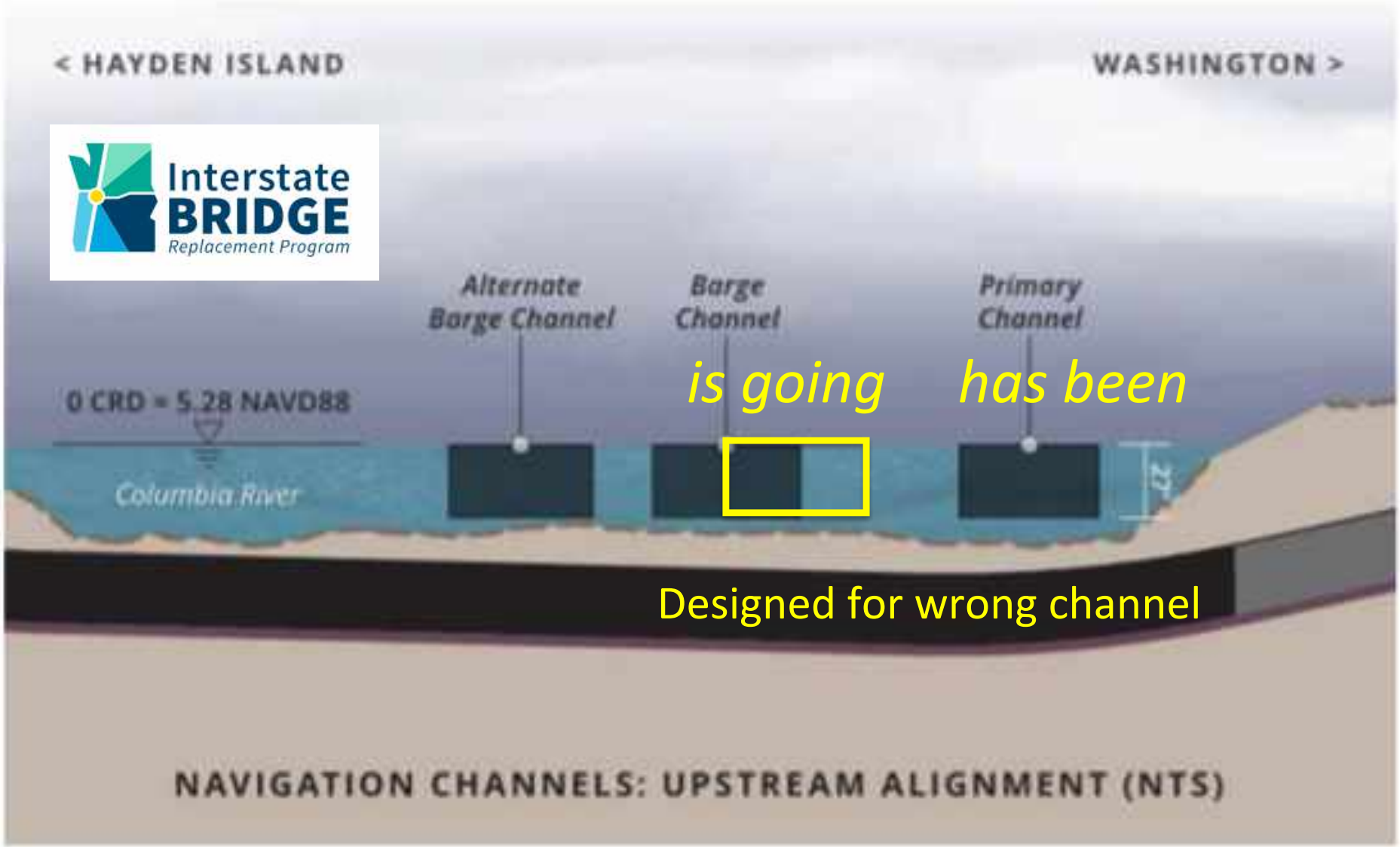
2 click

view the Tunnel Concept Assessment.

https://www.interstatebridge.org/media/4ivnpz3n/2021-03-03-final-itt-v2-48-_remediated.pdf

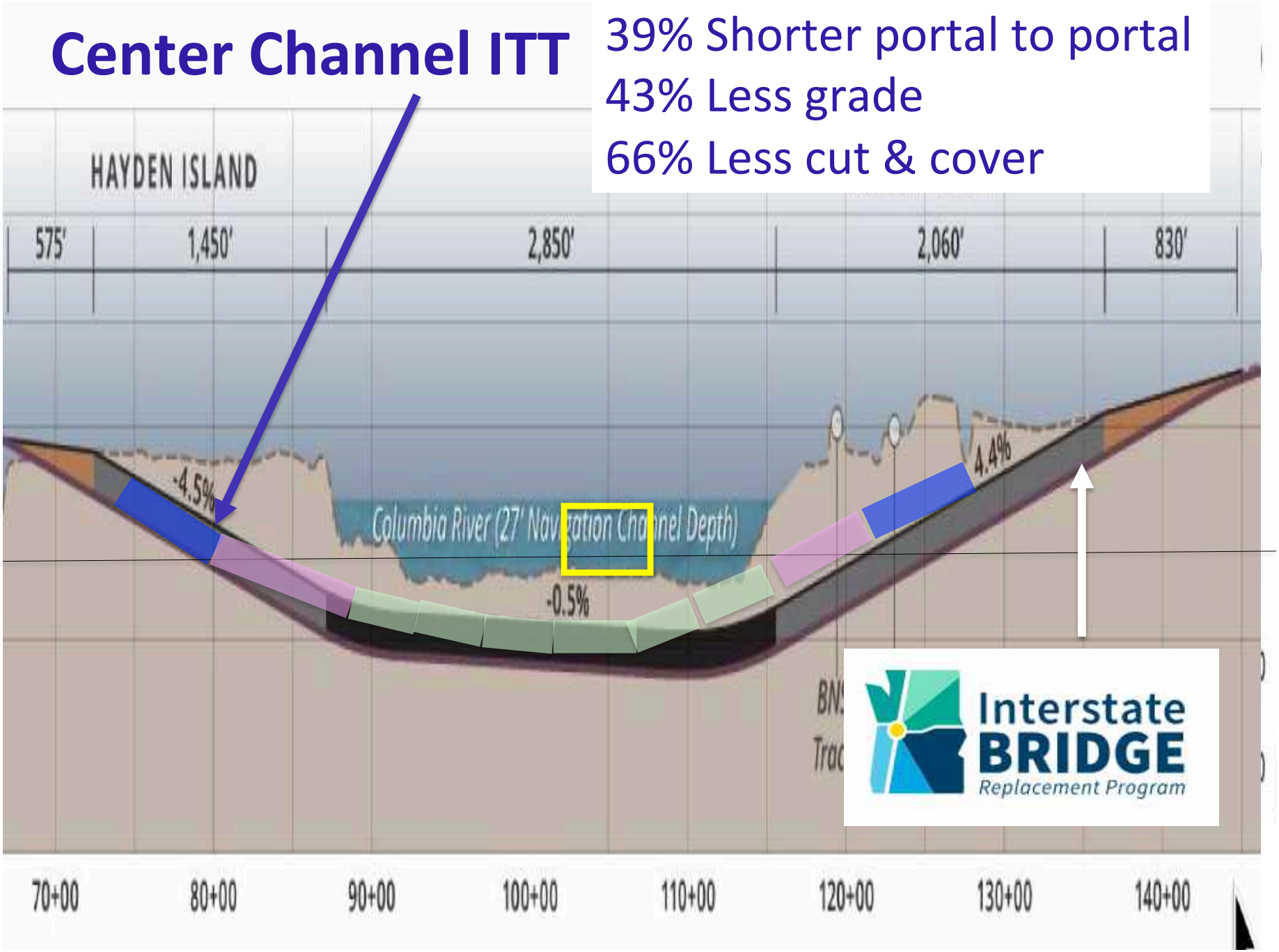
"I skate to where the puck is going, not where it has been".

Wayne Gretzky

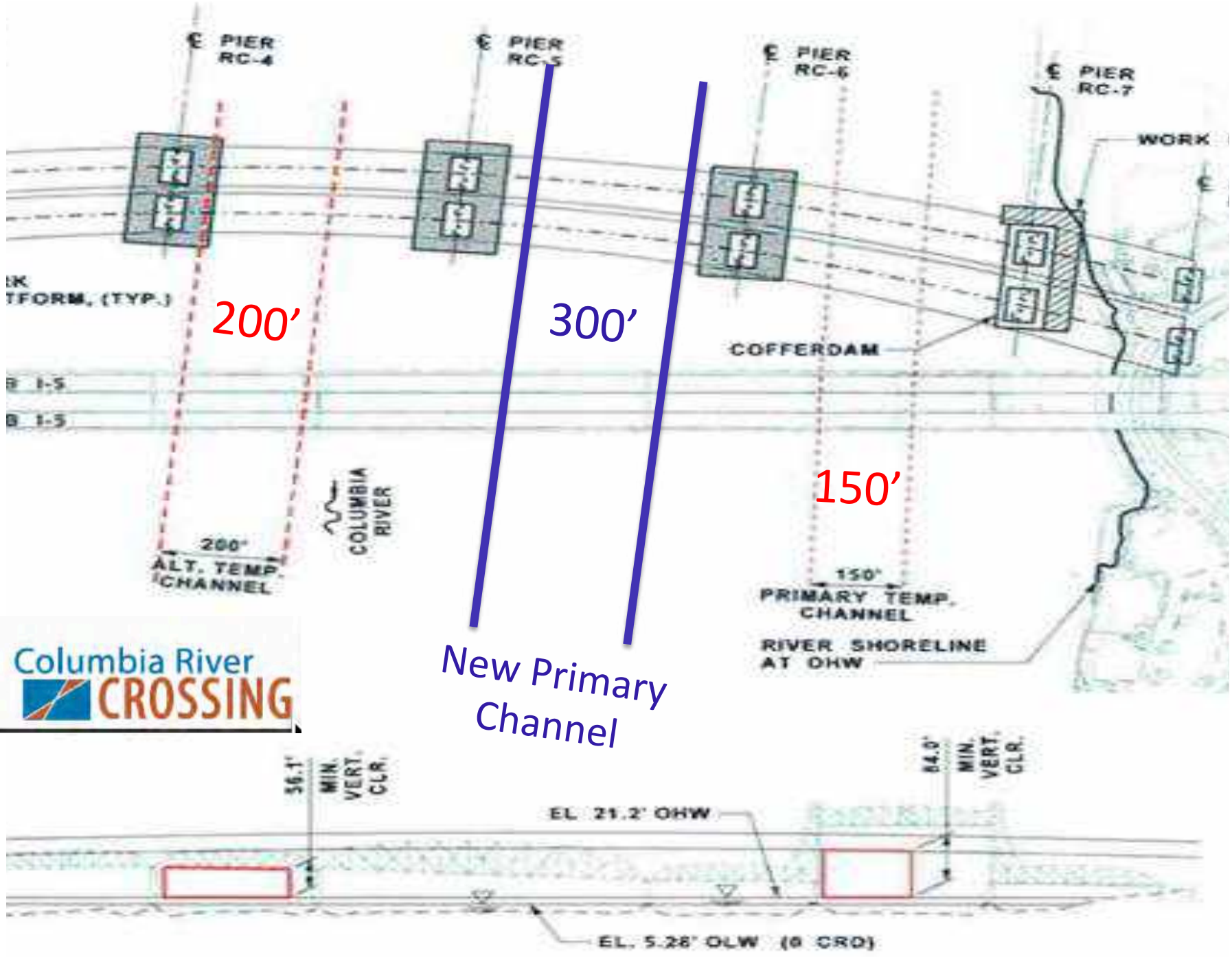


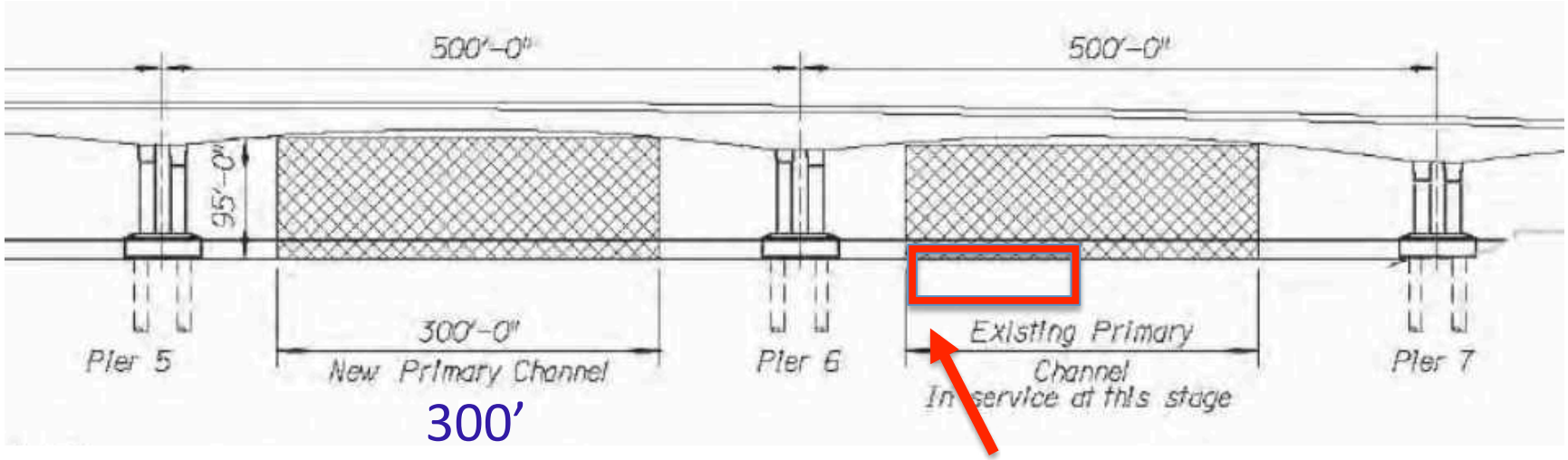
Center Channel ITT

39% Shorter portal to portal
43% Less grade
66% Less cut & cover



Interstate BRIDGE Replacement Program


℄ PIER RC-4
℄ PIER RC-5
℄ PIER RC-6
℄ PIER RC-7
WORK
℄
TFORM, (TYP.)
200'
300'
COFFERDAM
I-5
I-5
150'
COLUMBIA RIVER
200'
ALT. TEMP. CHANNEL
150'
PRIMARY TEMP. CHANNEL
RIVER SHORELINE AT OHW
New Primary Channel
Columbia River CROSSING
36.1'
MIN. VERT. CLR.
84.0'
MIN. VERT. CLR.
EL 21.2' OHW
EL. 5.28' OLW (0 CRD)



300’

New Primary Channel

150’ 17’ deep

Primary Temp. Channel

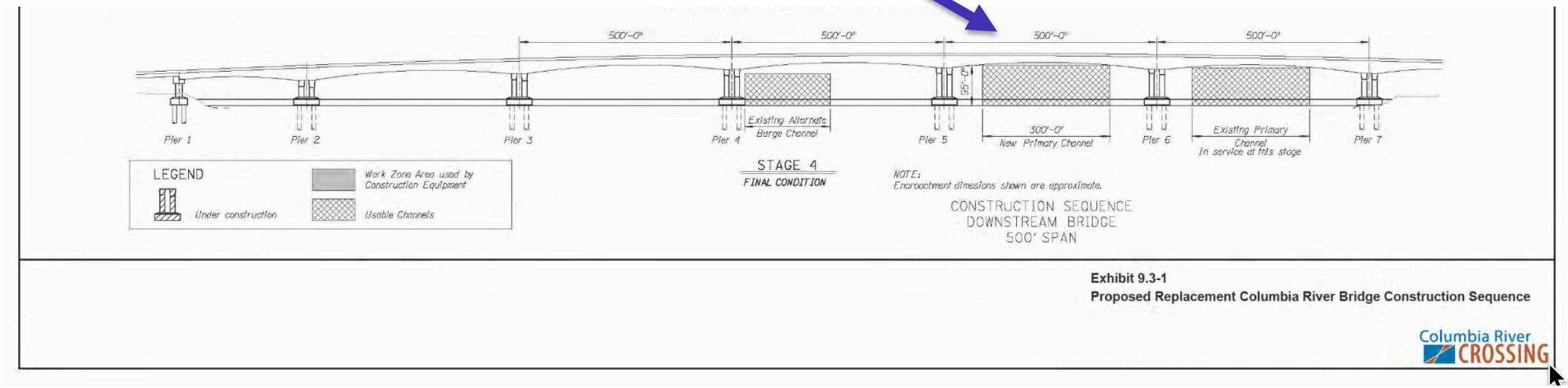
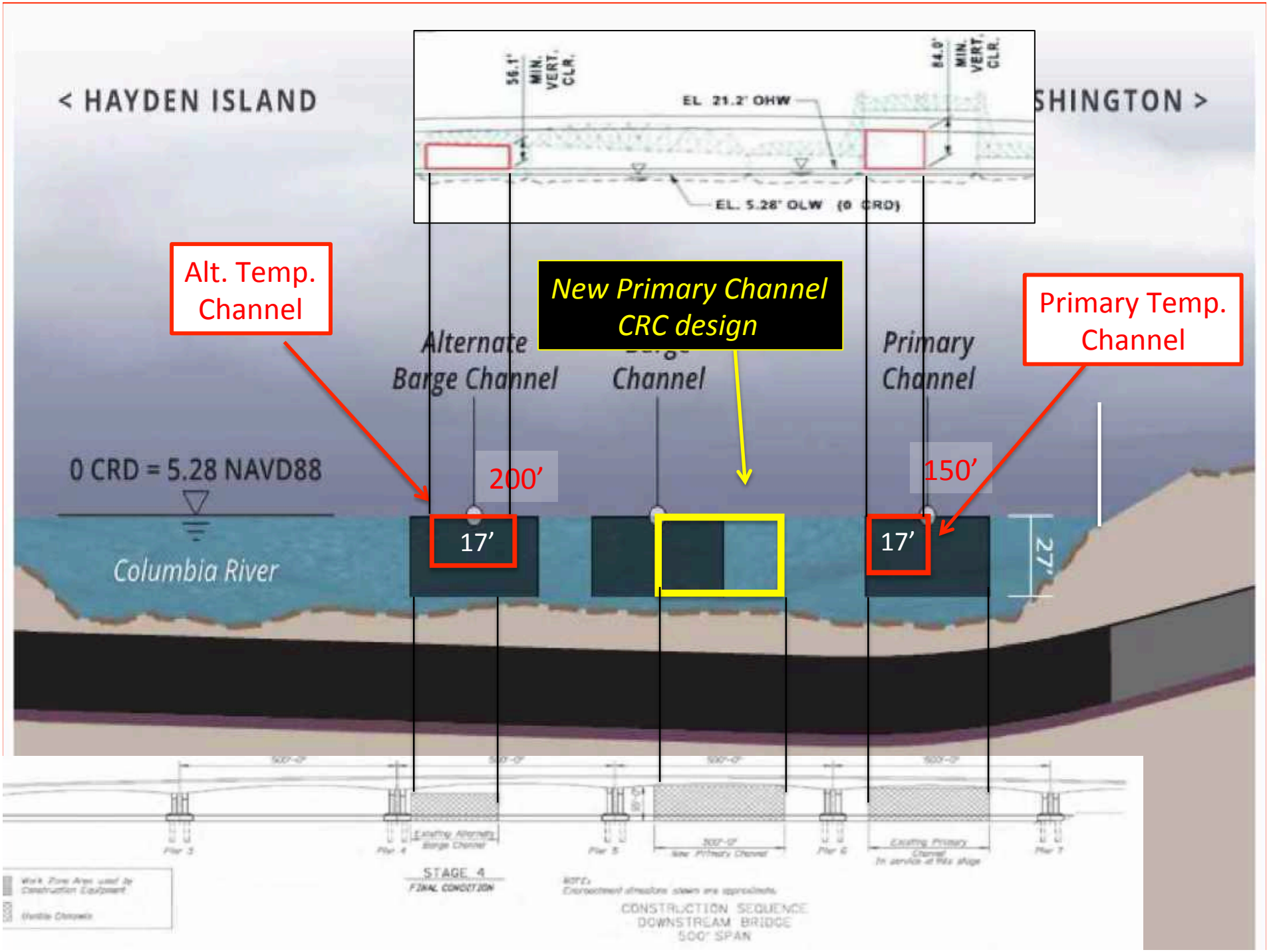
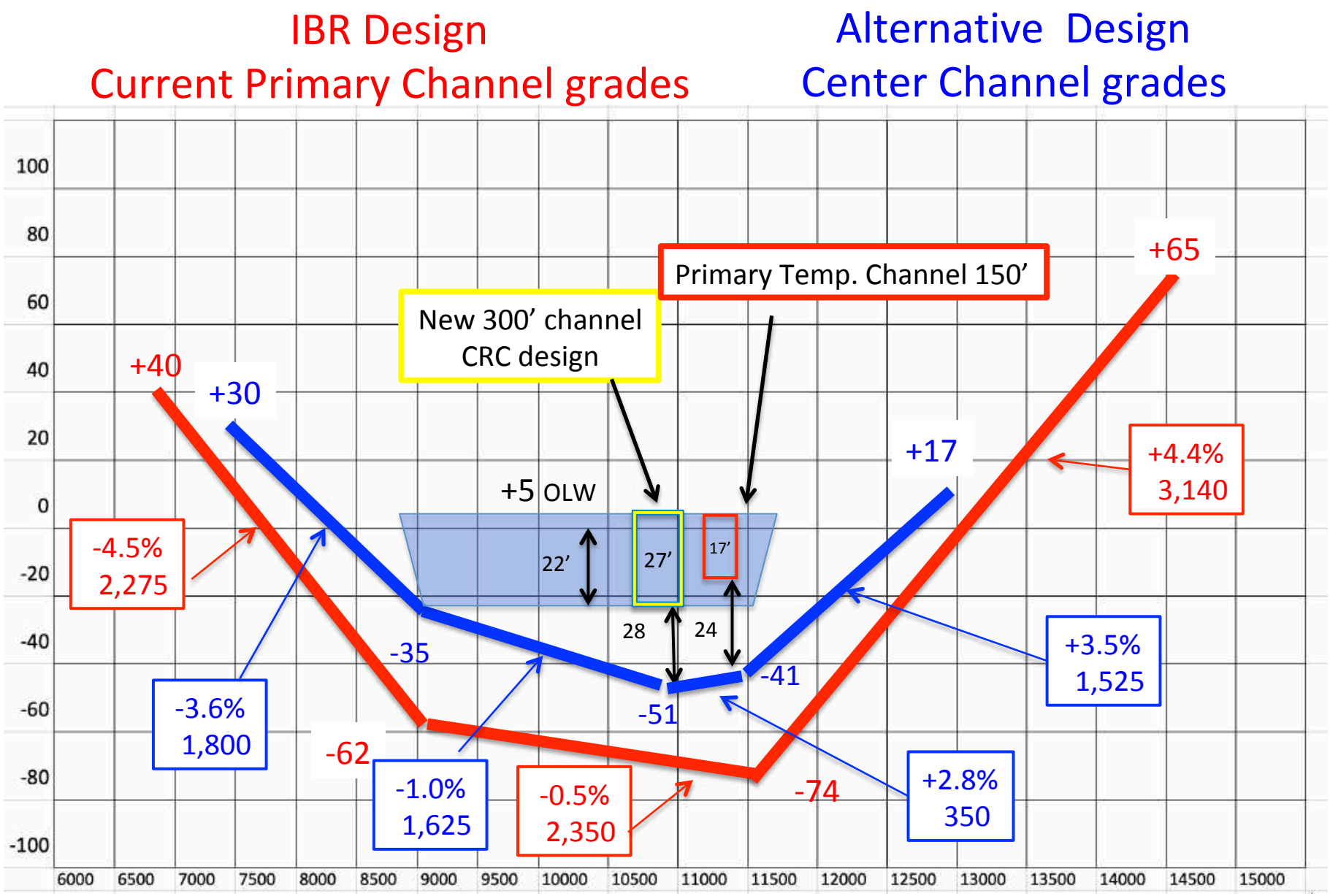
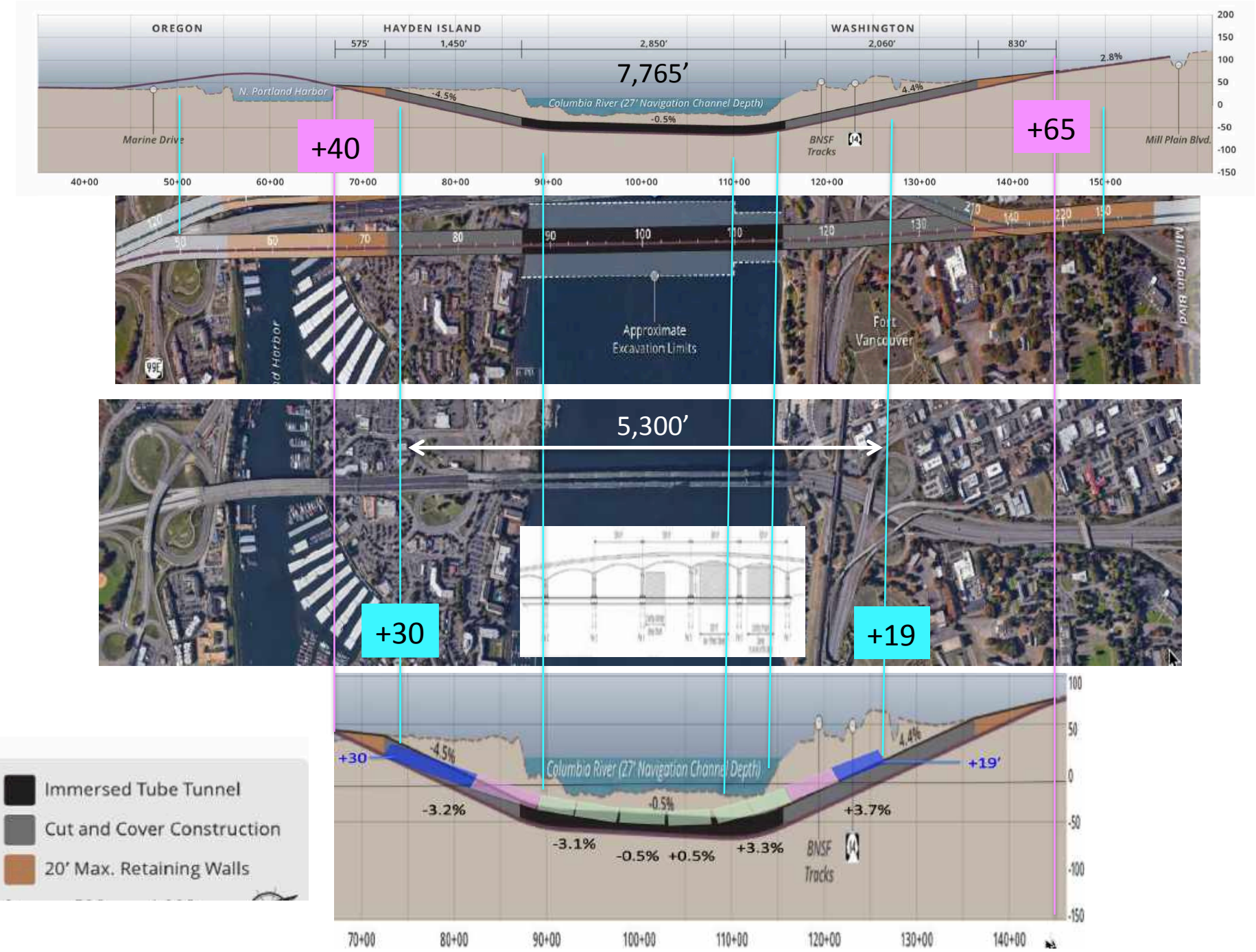


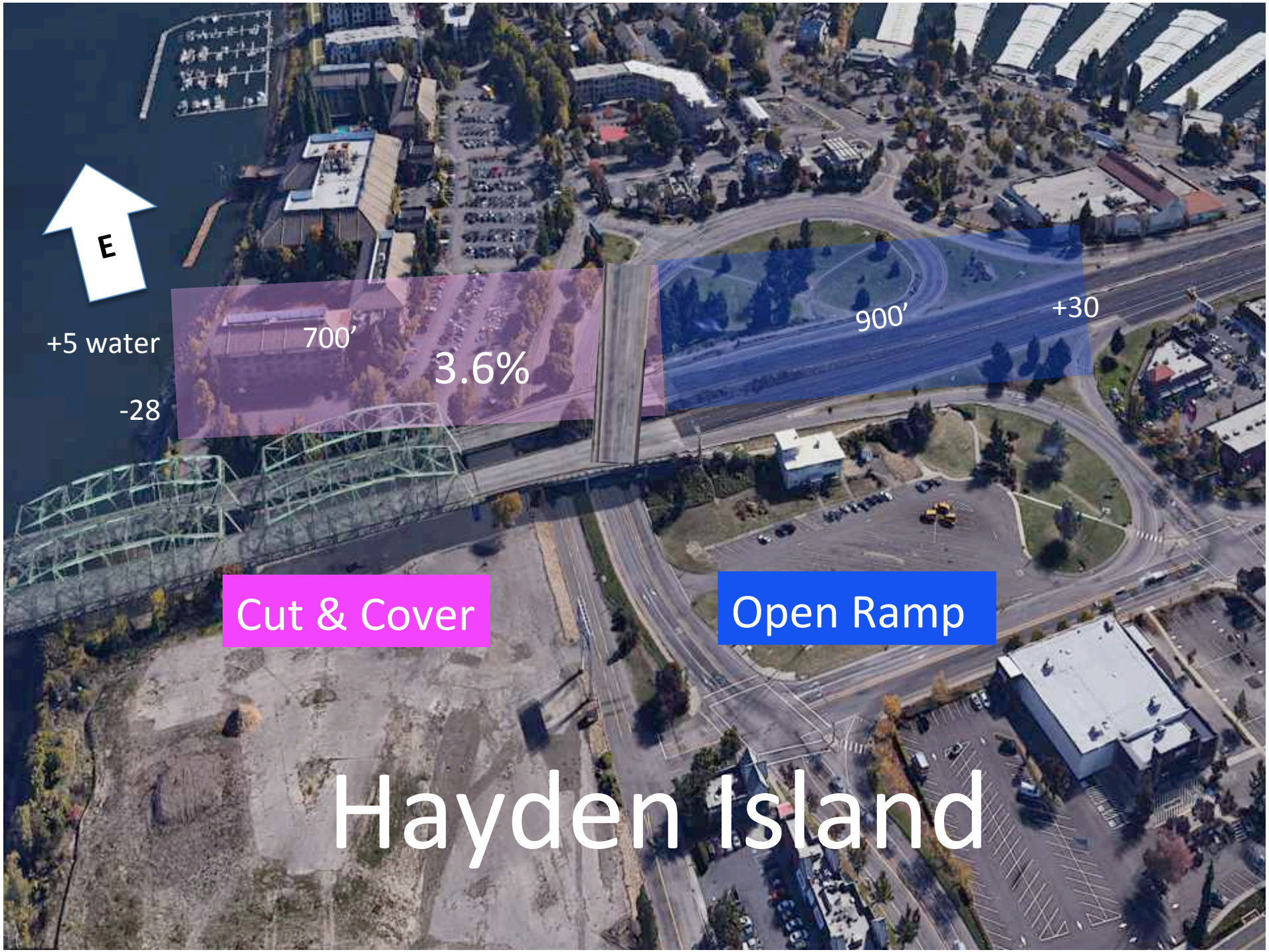
Exhibit 9.3-1
Proposed Replacement Columbia River Bridge Construction Sequence

Columbia River CROSSING

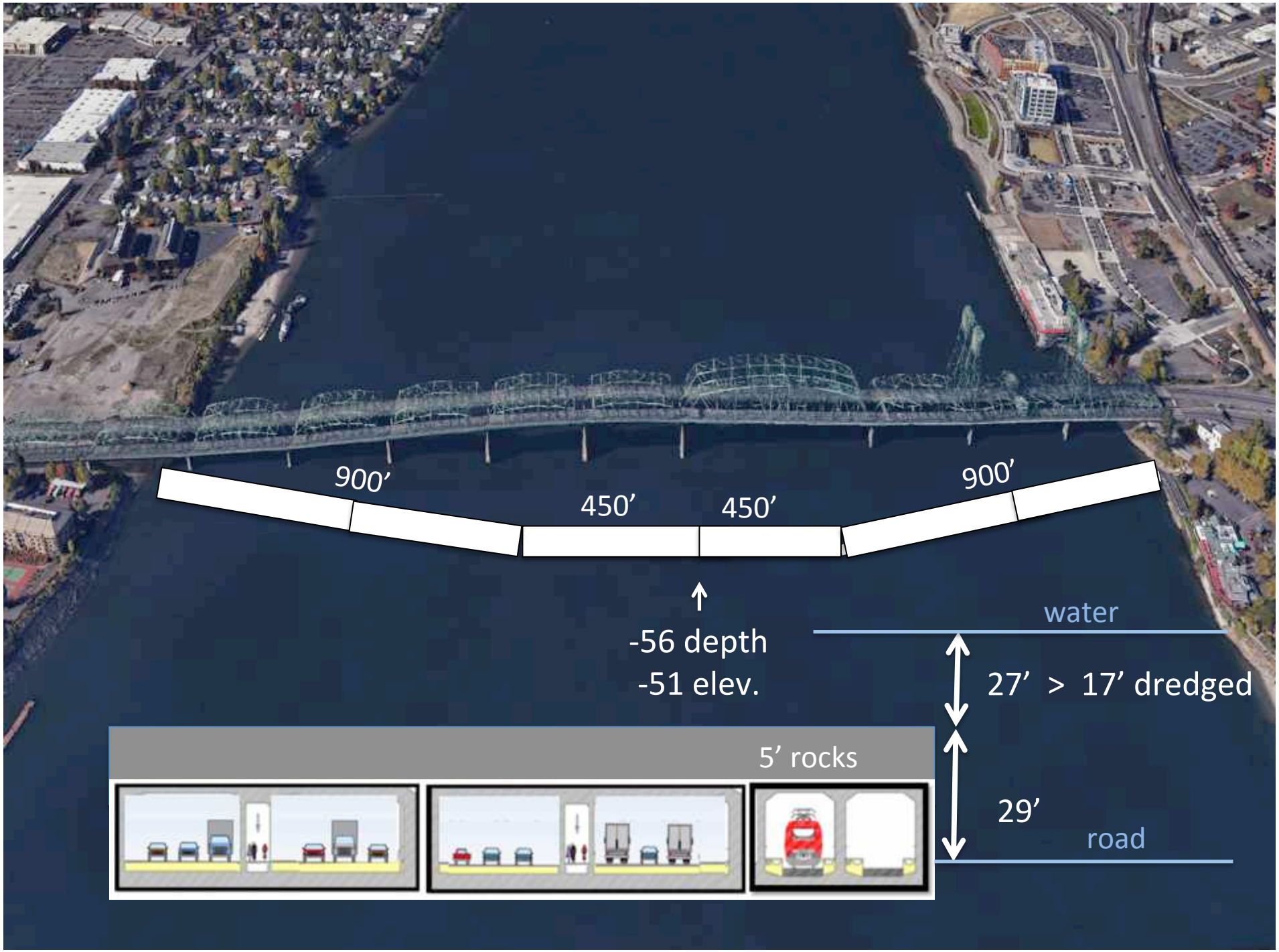

< HAYDEN ISLAND
SHINGTON >
56.1' MIN. VERT. CLR.
84.0' MIN. VERT. CLR.
EL 21.2' OHW
EL. 5.28' OLW (0 CRD)
Alt. Temp. Channel
New Primary Channel CRC design
Primary Temp. Channel
Alternate Barge Channel
Channel
Primary Channel
0 CRD = 5.28 NAVD88
Columbia River
200'
150'
17'
17'
27'
STAGE 4
FINAL CONDITION
CONSTRUCTION SEQUENCE
DOWNSTREAM BRIDGE
500' SPAN

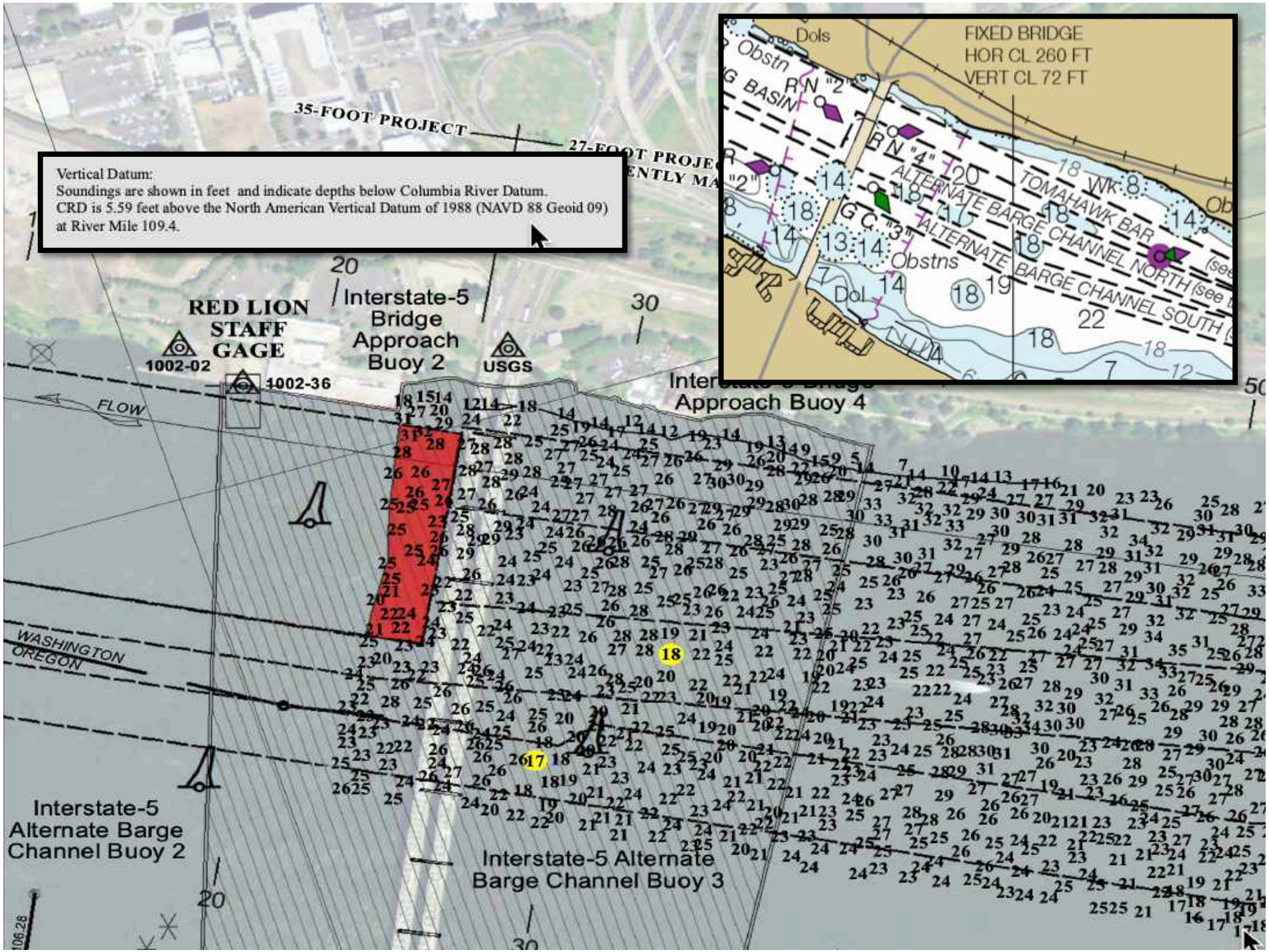

IBR Design
Current Primary Channel grades
Alternative Design
Center Channel grades
Primary Temp. Channel 150’
New 300’ channel
CRC design
+40
+30
+65
+17
+5 OLW
22’
27’
17’
28
24
-4.5%
2,275
-3.6%
1,800
-35
-62
-1.0%
1,625
-0.5%
2,350
-51
-41
-74
+4.4%
3,140
+3.5%
1,525
+2.8%
350
100
80
60
40
20
0
-20
-40
-60
-80
-100
6000
6500
7000
7500
8000
8500
9000
9500
10000
10500
11000
11500
12000
12500
13000
13500
14000
14500
15000


OREGON
HAYDEN ISLAND
WASHINGTON
575'
1,450'
2,850'
2,060'
830'
7,765'
N. Portland Harbor
Columbia River (27' Navigation Channel Depth)
Marine Drive
BNSF Tracks
Mill Plain Blvd.
-4.5%
-0.5%
4.4%
2.8%
+40
+65
40+00
50+00
60+00
70+00
80+00
90+00
100+00
110+00
120+00
130+00
140+00
150+00
200
150
100
50
0
-50
-100
-150
Approximate Excavation Limits
Fort Vancouver
5,300'
+30
+19
+30'
+19'
-3.2%
-3.1%
-0.5%
+0.5%
+3.3%
+3.7%
Immersed Tube Tunnel
Cut and Cover Construction
20' Max. Retaining Walls


E
+5 water
-28
700’
3.6%
900’
+30
Cut & Cover
Open Ramp
Hayden Island


Saves current highway and ramps
Open Ramp
+17’
500’
3.5%
500’
Cut & Cover
EXIT
14
+6 water
-18


900’
450’
450’
900’
-56 depth
-51 elev.
water
27’ > 17’ dredged
5’ rocks
29’
road


Vertical Datum:
Soundings are shown in feet and indicate depths below Columbia River Datum.
CRD is 5.59 feet above the North American Vertical Datum of 1988 (NAVD 88 Geoid 09) at River Mile 109.4.
35-FOOT PROJECT
27-FOOT PROJE
RED LION STAFF GAGE
1002-02
1002-36
Interstate-5 Bridge Approach Buoy 2
USGS
Interstate-5 Bridge Approach Buoy 4
FLOW
WASHINGTON
OREGON
Interstate-5 Alternate Barge Channel Buoy 2
Interstate-5 Alternate Barge Channel Buoy 3
FIXED BRIDGE
HOR CL 260 FT
VERT CL 72 FT
Dols
Obstn
R N "2"
G BASIN
B N "4"
G C "3"
ALTERNATE BARGE CHANNEL NORTH
ALTERNATE BARGE CHANNEL SOUTH
TOMAHAWK BAR
Wk
Obstns
DoL