

**Joint Oregon-Washington Legislative Action Committee = Testimony  
Sept. 17 9AM - Meeting**

I am Bob Ortblad, a Washington resident and Civil Engineer.

I want to make three brief points this morning:

- First - A new I-5 bridge will be the steepest and most dangerous interstate bridge in the country.
- Second - The IBR Administration has made a serious error in its evaluation of a safer immersed tube tunnel option,
- Third - After a decade of study and debate, Vancouver BC has chosen to build a new immersed tube tunnel to under the Fraser River.

The I-5 and I-205 Bridges have frequent severe wind, rain, fog, and black ice. The I-205 Bridge is the 8<sup>th</sup> most accident-prone site in the country.

The IBR wants to build a more dangerous I-5 Bridge with extreme 4% grades, curvature, and limited sight distance.

**To disqualify a safer immersed tube tunnel option the IBR Administration issued an inaccurate and misleading report.** This report was prepared by 17 WSP consultants and located an proposed immersed tube tunnel under the wrong barge channel. This resulted in an overly steep, long, and costly design. **A peer review of this report by an independent qualified immersed tube tunnel engineering firm should be done.**

For over 60 years an immersed tube tunnel under the Fraser River has served Metro Vancouver BC. British Columbia studied and debated a new bridge or tunnel for over a decade. Last month British Columbia chose a new immersed tube tunnel.

Please study my supporting emails

Bob Ortblad MSCE, MBA