

In the 1960's land was cheap and traffic light, so WSDOT connected SR-14 to I-5 with a 270-degree cloverleaf with a -1.5% downhill grade that covers 5 acres.

The IBR's bridge design will rebuild this antiquated cloverleaf with a +5% uphill grade to reach an elevated (60 feet) bridge approach. This switch in grade from -1.5% to +5% will slow on-ramp traffic, increase accidents, and continue to waste 5 acres in the center of downtown Vancouver.



Cloverleaf 270-degree ramps are unsafe and are being replaced in New Jersey, Ohio, Texas, and California with 90-degree stacked ramps. An immersed tunnel comes up at ground level and offers an easy connection to a safer stacked ramp and a reduce ramp footprint.

