

What will the bridge height be?

Unlimited Clearance



Not to Scale



AN
ALTERNATIVE



June 10, 2024

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A few Immersed Tunnel advantages vs. Bridge

- Half as long and the half total grade
- Natural earthquake resistance, buoyancy during liquefaction
- Simpler and more flexible design, number of lanes
- More local labor, materials, and technology, similar to floating bridge construction
- Can be built at shipyard (steel shell - Vigor) or graving yard (concrete)
- Better freight mobility, half as much grade
- Safer, less grade and weather protected
- Better access for walkers and cyclists
- Less noise, air pollution, and visual impacts
- Allows waterfronts for parks
- Less energy consumption and green house gases
- Better light rail station locations, near Vancouver & Hayden Island riverfronts
- Less cost, see Vancouver and Denmark immersed tunnel vs. bridge studies
- Better connections to current interchanges at grade level, SR-14 & Hayden island
- No need for massive elevated interchanges on Vancouver & Hayden Island, \$1 billion savings
- No need for expensive drilled shafts, bridge piers, and 500-ton trusses

Bob Ortblad @BOrtblad · Jun 11

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At the Bi-State I-5 Legislative Committee meeting the IBR presented an Austin, Texas bike/pedestrian bridge.

Using a similar design for the IBR bridge will create an extreme 80-foot climb and dizzying descent.

Dutch Design Manual, a 5% ramp climb should be less than 15 feet.

James D. Pfluger
Pedestrian & Bicycle Bridge
Austin, Texas.

1.75 spirals
5% grade
25-foot climb

6 spirals
5% grade
80-foot climb

IBR

BI-STATE LEGISLATIVE COMMITTEE JUNE 10 SLIDE

Won't the bridge be too steep for pedestrians/cyclists?

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Bob Ortblad

@BOrtblad

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Bi-State I-5 Legislative Committee, June 10

IBR's video highlights incompetence & dishonesty.

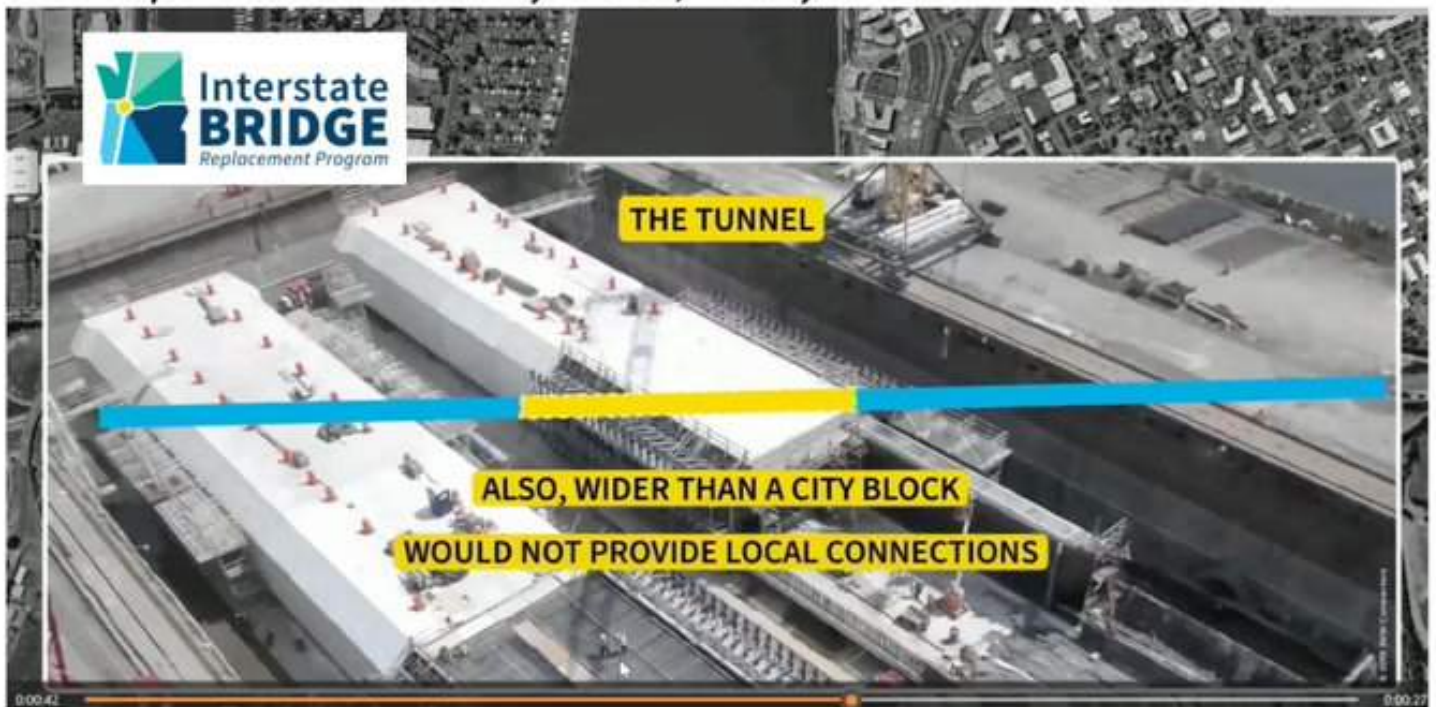
IBR claims a drydock and launch pit for a deep bored tunnel are examples of immersed tunnel excavation!

Put a line and four yellow dots on Google Earth and called it engineering!

IBR's example of excavation require for an I-5 Immersed Tunnel?

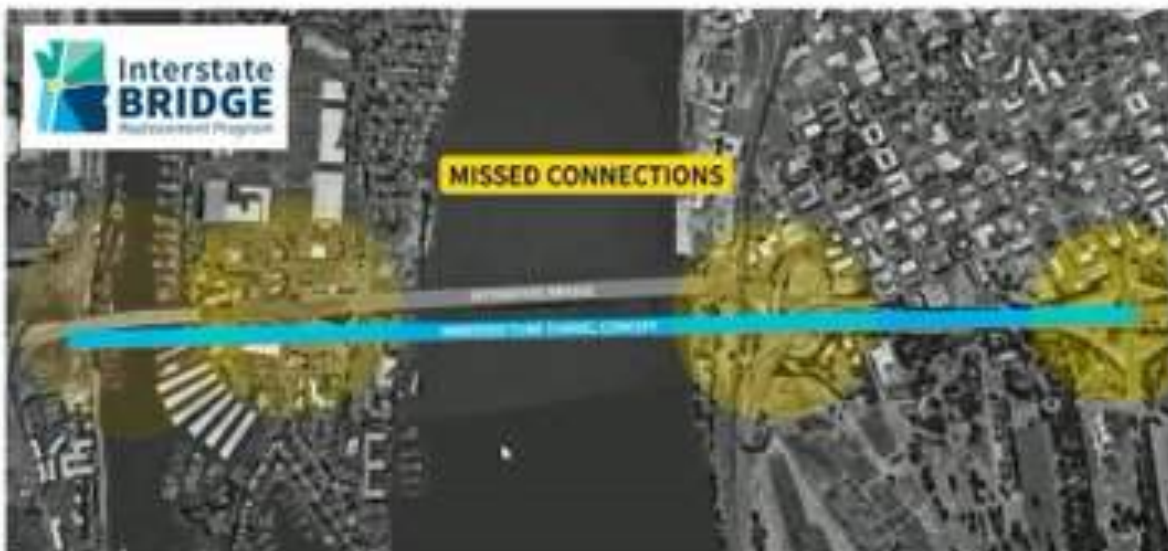
IBR “..simply continue this stupefying track record of incompetence and dishonesty.”

Sparrows Point Dry Dock, Maryland





IBR tunnel disqualification;
a blue line and four yellow
dots?



Bob Ortblad @BOrtblad · 22h

Greg Johnson was repeatedly told for 2 years that excavation & dredging estimates were wildly inflated. A Public Disclosure Request forced, "We readily admit we made a mistake."

Mr. Johnson will be reminded until fraudulent IBR report is retracted, & independent study completed.

"We readily admit we made a mistake. We are constantly reminded that we made a mistake in calculating the amount of material that would need to be removed."

Greg Johnson
IBR Administrator

BI-STATE I-5 LEGISLATIVE COMMITTEE
June 10, 2024



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Bob Ortblad @BOrtblad · 5h

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IBR's "Tunnel Concept Assessment" was issued three times with no author. Public Disclosure Request revealed WSP as author.

Fraudulent data was used to disqualify an Immersed Tunnel and gain approval of IBR's bridge alternative (LPA).
WSP should retract and refund its fee.

WSP is IBR's General Engineering Consultant

Annual Revenue \$11 billion

Retract & Refund \$100,000

Interstate
BRIDGE
Replacement Program

Tunnel Concept Assessment
Revision 2

Prepared for:

Oregon
Department
of Transportation

Washington State
Department of Transportation

WSP Global's head office in Montréal.



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