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On Behalf Of:

Committee: Joint Committee On Transportation

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Unfortunately, ODOT and the Interstate Bridge Replacement team aren't asking for a mere replacement of an existing facility. Instead, the current \$7 billion proposal includes a bridge over twice as wide as the existing span, with enough room to add at least two additional freeway lanes across the river (thereby making this project by definition a freeway expansion, despite ODOT's Orwellian public relations language). Even more concerning, ODOT and WsDOT are currently proposing a 15-story tall megabridge instead of a substantially cheaper, smaller option including a drawbridge. ODOT's current design is so massive that to accommodate the size, the agencies are proposing to replace seven (!) massive freeway interchanges north and south of the river in addition to the new bridge. In typical ODOT fashion, they aren't even considering alternatives that don't include these interchanges and every IBR design proposal adds significant new road capacity.