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## Federal Highway Administration is funding a dangerous bridge

*Editor's note: Opinions expressed in this letter to the editor are those of the author alone and do not reflect the editorial position of ClarkCountyToday.com*

The Federal Aviation Administration's certification of Boeing's 737 MAX resulted in two plane crashes and 346 deaths. The FAA issued a \$2.5 billion face-saving fine.

In a grim coincidence, the Interstate Bridge Replacement Program (IBR) is asking for \$2.5 billion in federal grants to build a dangerous bridge. During the 100-life of its bridge, there will be thousands of crashes and an untold number of injuries and deaths. A 737 software flaw was hidden in a million lines of code.

The IBR's I-5 Bridge design flaws are obvious to anyone who has driven across the I-205 Bridge, just upstream. Its grade, curve, rain, wind, and ice make it a perilous crossing. The I-205 Bridge is ranked by Go Save Labs as the nation's eighth most dangerous accident hotspot. The IBR I-5 Bridge design will be almost twice as steep (4%), have the same weather, antiquated cloverleaves, limited sight distance, a 7% off-ramp to SR-14, and I-205-style curve. Bridge crashes will be frequent and over time injuries and deaths will equal a plane crash.



Bob Ortblad

The Federal Highway Administration recently awarded the IBR its first federal grant, \$1 million to do a redundant study on liquefaction during an earthquake. Ten years ago the Columbia River Crossing spent \$12 million on a dozen geotechnical consultants and \$31 million on WSDOT management and geotechnical studies. Continued funding of the IBR by the FWHA should stop until the IBR has a safe design.

The IBR continues to ignore a safer and less costly immersed tunnel alternative.

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