

PUBLIC COMMENTS FOR IBR PROGRAM COMMUNITY ADVISORY GROUP

Received between April 13, 2022 – April 26, 2022

Mike Nettleingham

4/14/2022

What is planned for the transition from I-5 south to Highway 14 East. It is not shown in either of the bridge type renderings. Please be transparent on if this is an oversight that was missed in the drawings or if this is really the idea.

Best Regards
Mike

Ellsworth Springs neighborhood
Vancouver, Wa.

Bob Ortblad

4/26/2022

CAG PUBLIC COMMENT

** ADA compliant versions of the attachments can be made available upon request*

B. J. HARRIS, Commander
Chief, Waterways Management Branch
Coast Guard District Thirteen
By direction of the District Commander
U.S. Coast Guard

Comments on Columbia River Bridge - Tunnel

The Columbia River is shallow (27 feet) but has 250 feet of soft riverbed. It is a difficult site to build a seismic resistance bridge, but an ideal site for an immersed tube tunnel. Unfortunately, the IBR is recycling a 10-year-old bridge design called the “Columbia River Crossing”. The IBR has issued a misleading “Tunnel Concept Assessment” to disqualify an immersed tunnel. The “Tunnel Concept Assessment” is worthless because it evaluated a tunnel under the **bridge lift channel** that would become redundant. An immersed tunnel allows a **center river channel**, plus excavation quantities 80% less than IBR’s misleading estimates.

Please review the attached file and more analysis at
Twitter @BOrtblad.

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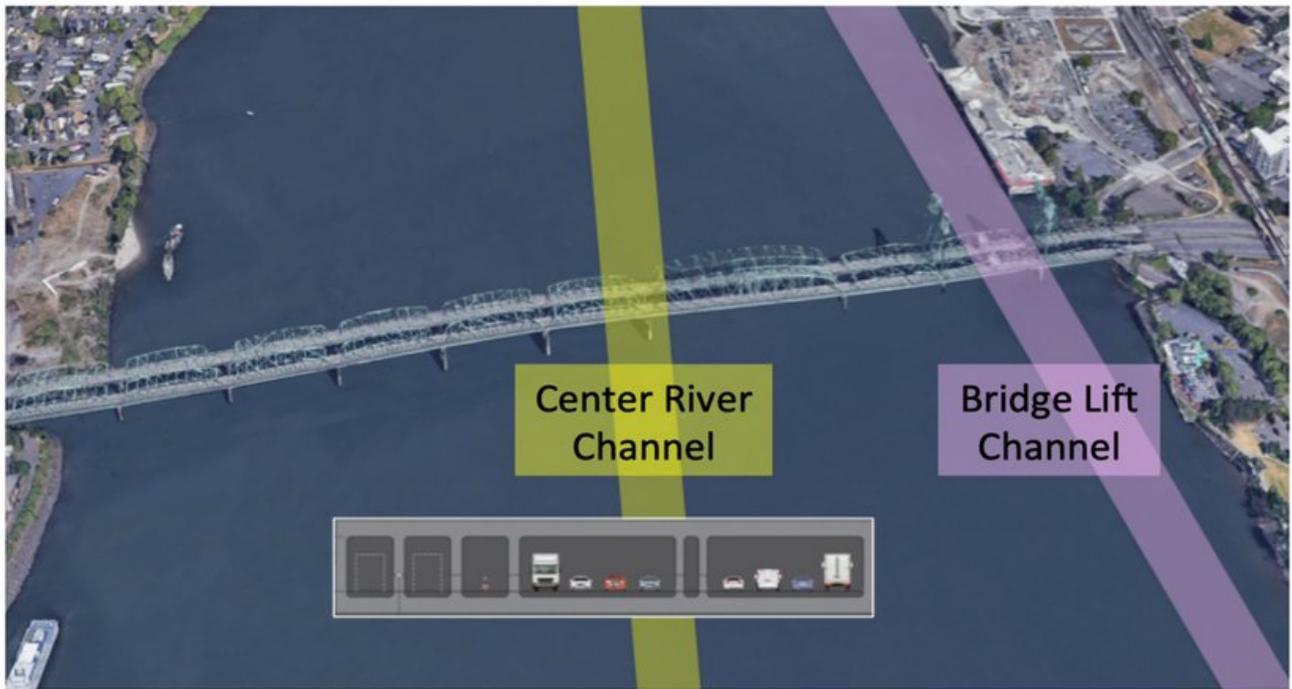


Table 1. Preliminary Tunnel Excavation Quantities

Location	Upstream Alignment	
	Bridge Lift Channel	Center River Channel
Hayden Island (on land)	1,800,000 yd ³	169,000 yd ³
Columbia River (in water)	3,800,000 yd ³	1,223,000 yd ³
Vancouver (on land)	2,300,000 yd ³	138,000 yd ³
Total	100% 7,900,000 yd³	19% 1,530,000 yd³

