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Letter: The IBR's deadly bribe

Retired engineer Bob Ortblad raises safety concerns about the I-5 Bridge replacement project

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 Interstate Bridge Replacement Program (IBR) is bribing C-TRAN with a promise of eight double-decker electric buses in exchange for C-TRAN's support of IBR's freeway expansion and dangerous bridge.

These double-decker buses will travel in a bus-on-shoulder lane only three feet from the guardrail. The IBR's bridge will have a steep 4 percent downgrade as well as a curve

plus a frequently wet or icy bridge deck.

Additionally, a 60 mph crosswind (occurring 175 hours/year) could potentially blow a double-decker bus sideways and up and over the guardrail. A loaded bus of 80 riders could plunge 150 feet into the Columbia River or drop 100 feet onto downtown Vancouver.

The same deadly wind and road conditions will cause recreational vehicles, trailers, and empty semi-trucks to be blown out of their lane or completely over.

This is the latest example of IBR's incompetent leadership. Previously, the IBR has fraudulently disqualified a safer Immersed tunnel alternative that would protect traffic from wind, rain, and ice.

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