

IBR Administrator Greg Johnson promised to be “data driven” WSDOT claims to use the FHWA’s Data-Driven Safety Analysis Where is an estimate of fatalities & injuries before committing billions for the steepest 4% most dangerous interstate bridge in the country?

**FHWA**  
**Data-Driven Safety Analysis (DDSA)**

More Informed Decision Making

Better Targeted Investments

Fewer Fatalities & Serious Injuries

4% grade

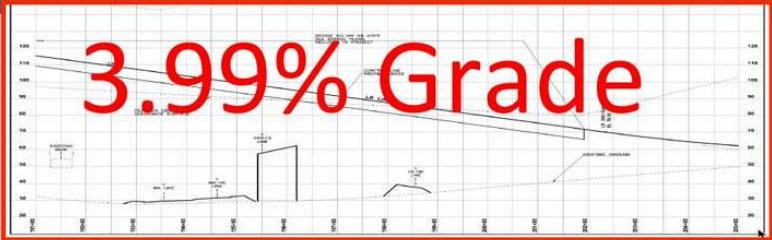
**\$7.5 billion**

**Interstate BRIDGE**  
Replacement Program

**?**

Washington State DOT:  
A New Approach to Safety Analysis

Will the IBR predict the number of deaths and injuries its high bridge will cause over 100 years? The steepest (4%) most dangerous interstate bridge.



*Deaths  
&  
Injuries*



Actuary



Safety Engineers

IBR's LPA design will be more dangerous than I-205 Bridge, country's 8th most dangerous bridge LPA is steeper (4%) and has tighter 1,200-foot double curve, rain, & ice that makes I-205 so dangerous.



The IBR's bridge design will never pass a NEPA Safety review. It is too dangerous with a -4% grade, -7% off-ramp to SR-14, combined with NW rain and ice. An Immersed Tunnel is safer with less grade and weather protected.

# Integrating Road Safety into NEPA Analysis



U.S. Department of Transportation  
Federal Highway Administration

## National Environmental Policy Act (NEPA)



- Steepest Interstate  
-4%
- SR-14 ramp extreme  
-7%
- Wrong Cloverleaf Grades  
Uphill on +6%  
Downhill off -6%
- No Truck Climbing Lane

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