

Submitted By
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The Western Arterial Route: An Affordable Solution

Instead of a mega-freeway I-205 clone this is a US Arterial or Collector Highway. In Washington it would use Fruit Valley Road as the N-S collector connecting seven existing routes from I-5. Mill Plain Bv. Fourth Plain Bv. Ne 39th St, Hwy 500, NE 78th st. NE 99th St. and NE 119th St. It does not have to be an Interstate Bypass as such; it could later have a tunnel connecting to the I5/Hwy500/Hwy99 interchange.

Tunneling is efficient using the proven Austrian Method, which does not require expensive, special boring machines. Environmental reclamation and natural features could be built into the tunneled area. Construction over any seasonal watershed could have natural habitat features.

In Oregon the route would make 12 connections to NW Marine Dr., NW Columbia Bv., N. Portland Road, US Hwy 30, NW Cornelius Pass Road, Kaiser Road, Germantown Road, West Union Road, US 26, Cornell Road, Evergreen Way, and Hwy 8.

Bridges can be the efficient Network Tied Arch design, in order to span the shipping channels and not place bridge piers in the path of navigators. Oregon's first bridge of this type is the 300 ft. Alsea Bay bridge at Waldport, built 25 years ago for \$43 million. The most recent is the 300 ft. Rogue River, OR bridge built two years ago for \$12 million. These have been built all over the world since their introduction in 1965 in Germany. The inventor, Mr. Per Tveit of Norway has graciously offered to come here and observe our circumstances. We should fund his way to do that. A variety of these have been built in eastern US states at: Lake Champlain New York, New Hastings Minnesota, Lowry Avenue Minnesota, Blenerhasset Island West Virginia, Detroit Michigan and Atchison Kansas. This design will be built for an I-74 crossing from Illinois to Iowa. There is an E-Midas Learning video on YouTube describing the breakthrough engineering principles:

<https://www.youtube.com/watch?v=Q5oQDyJaLcs>

-----and-----<https://www.youtube.com/watch?v=mvOgrWw9Mtg>---and---<https://www.youtube.com/watch?v=B2f9HZnL6Zw>

This route can be funded multiple ways:

1. Contribution of existing roadways for federal matching funds.
2. Development of multiple public transit lines by C TRAN and Tri Met
4. Low cost tolls...as drivers avoid the traffic choked I-5 route and save anywhere from 10-30 minutes.

The Bridge design, with large support piers could have multiple functions:

1. Demarcate the 600 ft navigation channel from the recreational channel
2. Contain electrical generating turbines for future electric buses, government vehicles, or hydrogen fuel generation.
3. Have built in recreational features such as picnic areas or fishing and boating docks.

The Oregon portion of the Western Arterial route has advanced through professional evaluation as the "Northern Connection" and will be submitted to further public feedback this fall in the Washington County Transportation Futures Study:<http://www.wctransportationfutures.org>
Comment is available at: <http://www.wctransportationfutures.org/page/comment>

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