

**Step 1:  
Bridge and  
Connections  
+ Bridge  
Removal**

**Interstate Bridge Replacement Program  
Step 1: Bridge and Connections to I-5 + Bridge Removal  
Clark County, WA / Multnomah County, OR  
March 2026**



**Description**

The first step towards the core set of projects would complete the Columbia River main span bridge replacement elements of the multimodal IBR program. It would build two new fixed-span bridge structures to accommodate northbound and southbound traffic from the existing bridges, with rebuilt bridge approaches to connect to I-5 in Washington and Oregon. Modified SR 14 connections would be completed. Tolling infrastructure and a shared use path would be provided. This analysis of Step 1 includes removal of the existing bridges, which would be completed in the future. The Step 1 cost without bridge removal construction cost is \$5,904 million YOE at the 70<sup>th</sup> Percentile. Key elements include:

- New earthquake-resilient multimodal bridges with fixed spans
- Auxiliary lanes and safety shoulders
- Accommodations on the bridge to enable future light rail transit from Portland to Vancouver
- Accommodations for bus on shoulder and express bus connectivity
- Enhanced shared-use path for people who walk, bike and roll
- Tolls to pay for bridge construction, operation and maintenance, and manage demand to improve traffic flow.

**Benefits**

- Improves safety, congestion, and travel reliability
- Creates an earthquake-resilient Columbia River Bridge crossing
- Eliminates traffic disruptions from bridge openings
- Improves freight movement by removing a key bottleneck and the disruptions of bridge openings
- Expands travel choices including alternatives to single-occupancy vehicles
- Creates safer and wider pathways for pedestrians, bicyclists and wheelchairs, meeting requirements for the Americans with Disabilities Act

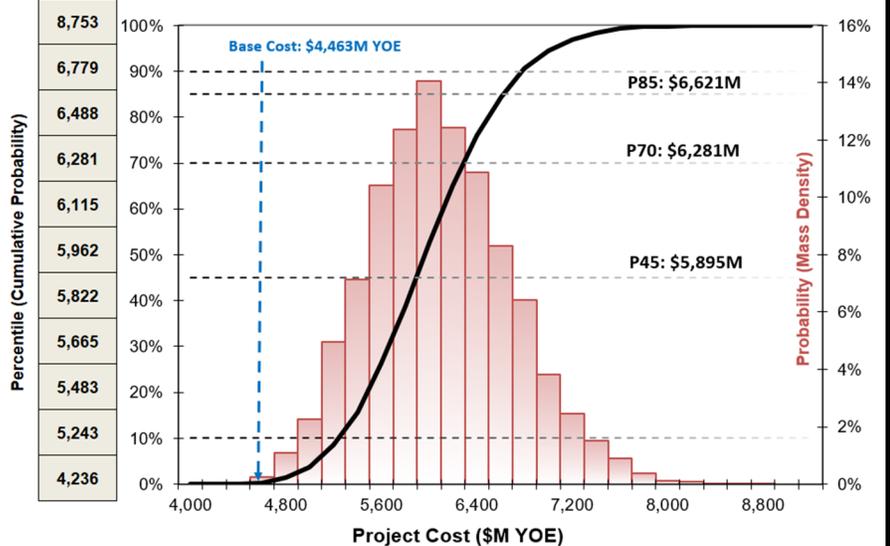
**Program Modeling Assumptions**

- This represents a potential initial phase analyzed after the August 2025 CEVP workshop.
- Potential re-sequencing or deferral of elements are not included in the results for this option.
- Future phase cost, including any scope deferred from the MLPA packaging assumptions, is not included in the results.
- Mitigation for any impacts associated with scope deferral is not included in the results.
- The cost results include capital costs only.

**Risk Analysis Cost Range**

Prior to additional risk mitigation      Projected cost includes **\$238.2M** spent to date

**Total Project Cost: Year of Expenditure (YOE)**



This graphic contains overlain cumulative distribution function and probability mass function outputs.

**Risk Analysis Schedule Ranges**

Output Percentile Values: 10<sup>th</sup> | 70<sup>th</sup> | 90<sup>th</sup>

New I-5 SB Bridge Open to Traffic:	Sep 2033   Jan 2035   Oct 2035
Initial Phase Completion Date:	Feb 2037   Jul 2038   Apr 2039

**Selected Key Project Risks**

Output Statistical Values: 10<sup>th</sup> | Mean | 90<sup>th</sup>

**Cost Threats (potential cost increase, \$M, prior to inflation)**

Risk	10 <sup>th</sup>	Mean	90 <sup>th</sup>
Uncertain market conditions: competition and pricing (combined)	+64	+275	+493
Indirect cost of program delay	+102	+194	+303
Impact of tariffs	+0	+66	+158
Miscellaneous change orders (combined)	+32	+56	+81
Structure aesthetic changes – Columbia River Bridge	0	+19	+81

**Cost Opportunities (potential cost decrease, \$M, prior to inflation)**

Contractor innovation opportunity (combined)	-152	-72	0
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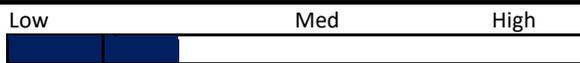
**Schedule Threats (potential initial phase delay to critical path, months)**

Cultural resource risks	0	+5	+17
Guaranteed maximum price negotiation delays	0	+2	+8
Program coordination issues	0	+2	+8
Missed in water work window: interstate bridge removal	0	+2	+9
Contract administration / change management issues	0	+2	+4

**Schedule Opportunities (potential critical path acceleration, months)**

Contractor innovation opportunity	-3	-1	0
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Level of Project Design



March 2026

