WSDOT

June 2026

Interstate Bridge Replacement (IBR) Program

Columbia River Bridge Replacement

Two fixed-span bridges spanning the Columbia River

Project overview

The Washington State Department of Transportation (WSDOT) seeks an entity to perform the services under a Progressive Design-Build Contract (PDB Contract) in accordance with Revised Code of Washington (RCW) 47.20.780-785. The Project requires design, permitting and construction of two new multimodal fixed-span bridges and approaches for northbound (NB) and southbound (SB) travelers across the Columbia River on Interstate 5 (I-5).

Project background

The Columbia River Bridge Replacement Project, located in Vancouver, Washington, and Portland, Oregon, is part of the IBR Program, which will complete two new Columbia River Bridges carrying I-5 over the Columbia River in the northbound and southbound directions, including SR 14 interchange ramp connections and Hayden Island interchange ramp connections. The Project being procured pursuant to this RFQ is the first major phase of the IBR Program. See Exhibit 1 (Project and Project Sites Description) of the RFQ Issuance Draft of the PDB Contract for a map of the Project.

Preliminary evaluation criteria

The following represent critical factors that WSDOT believes are necessary demonstrate experience and expertise that will make a Progressive Design-Build partner more likely to meet or exceed WSDOT's Objectives.

- Organization: An organized Project team comprised of Entities of Interest, Key Personnel, key subconsultants and other key staff with clearly defined roles and responsibilities that work together as an integrated cohesive Progressive Design-Build team throughout all phases of the Project.
- Experience: WSDOT desires to partner with a Progressive Design-Builder comprised of Entities of Interest that have demonstrated individual and collective experience delivering projects of similar scope and complexity.
- Leadership: Team leadership is critical to successful delivery. Key Personnel need to be experienced, collaborative and uniquely qualified to successfully lead a multi-year, multi-phased bi-state Project to fulfill their described roles individually and as an integrated team.
- Approach: Implementation of proactive project management and strategic planning will be required to startup and advance construction within 14 months of starting Phase 1 services. Transparent collaboration with WSDOT will be essential to simultaneously manage the complex Project attributes including schedule, cost, risk, design, stakeholder coordination, subcontracting and FSBE participation.

Timeframe/schedule

Request for Qualifications (RFQ)	July 2026
Request for Proposal (RFP)	October 2026
Notification of highest scoring proposer	April 2027
Contract begins	June 2027
Start of construction	August 2028

Dates are preliminary and subject to change.

Anticipated Progressive Design-Build Contract Amount:

$3.3 billion-$3.9 billion

Key personnel*

- Project Manager
- Design Manager
- Construction Manager
- DBE Program Administrator
- Environmental Compliance Manager
- Lead Cost Estimator

** Key personnel list is preliminary and subject to change.*

For more information

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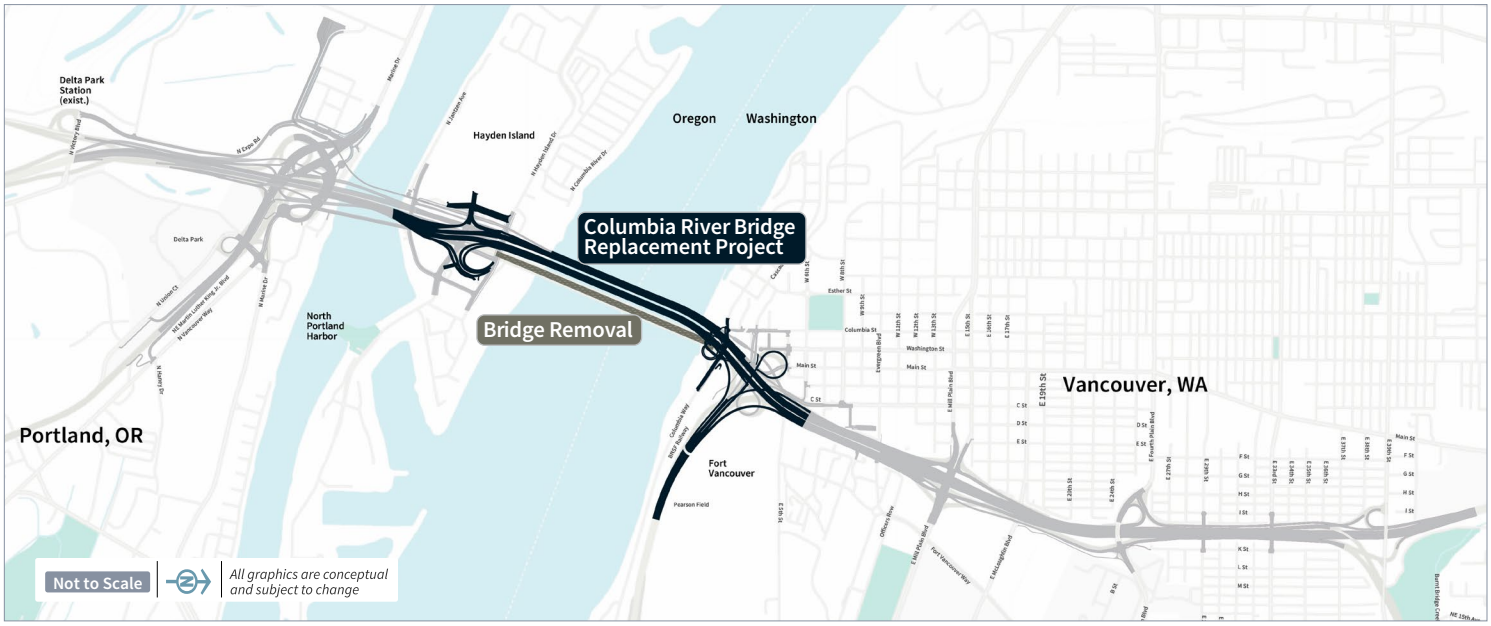
Columbia River Bridge Replacement - Project Map



Project scope elements

Columbia River Bridge Replacement

- Reconstruction of approximately 1.5 miles of I-5 between N. Portland Harbor in Oregon and Evergreen Boulevard in Washington, including Hayden Island and SR 14 Interchanges.
- Reconstruction of approximately 0.4 miles of SR 14 to connect ramp changes to and from I-5.
- Construction of ten new bridges including multimodal bridges across the Columbia River, approaches in both Oregon and Washington (with grade separations over BNSF), ramps to and from SR 14 and a shared use path.
- Widening and reconfiguration of local roads and intersections including N. Tomahawk Island Drive, and N. Hayden Island Drive in Oregon and S.E. Columbia Way, W. 4th Street and Washington Street in Washington.
- Construction of two toll points on I-5 (one in each direction) near the Vancouver waterfront.
- Construction of stormwater treatment facilities.
- Utility relocations.

Columbia River Bridge Removal

- Removal of the existing Columbia River Bridge structure after the new replacement bridges are operational.
- Removal the superstructure and substructure to depths below mudline, including cofferdam installation, pile removal and in-water work following regulatory requirements.
- Removal must sequence with bridge opening and environmental windows.

Approximate quantities

Items (Approx. % of Construction Cost)	Units	Approx. Quantity
Structures (80-85%)		
New River Bridges	EA	2
New Bridges and Ramps	EA	8
Retaining Walls	SF	151,734
Bridge Removal	SF	96,846
Earthwork (2-3%)		
Clearing and Grubbing	ACRE	25
Pavement & Structures Removal	SF	2,819,787
Roadway Excavation	CY	296,725
Borrow	CY	405,512
Crushed Base Course	TON	127,889
Roadways (2-3%)		
HMA	TON	107,703
Traffic Items (2-3%)		
Illumination Systems	EA	264
Traffic Signal Systems	EA	17
ITS Systems	EA	4
Toll Points	EA	4
Permanent Signing	SF	7,991
Specialty Items (7-8%)		
Environmental Mitigation	SF	281,794
Landscaping and Restoration	ACRE	28
Ground Improvements	CY	263,000
Shared Use Path	MI	0.25
Drainage (1-2%)		
Stormwater/Drainage System	EA	2
Underground Utilities	LF	36,544