



Welcome!

The Interstate Bridge Replacement Program isn't only constructing a bridge, it's also building stronger communities by supporting economic opportunities.

The Interstate Bridge Replacement (IBR) Program is a once-in-a-generation opportunity to replace the aging Interstate Bridge with a modern, seismically resilient multimodal corridor that will keep people and our economy moving.

Connect with us today to learn about resources for support and potential opportunities in the future.



Visit: interstatebridge.org to learn more about the IBR Program.



Register at: vendor.interstatebridge.org to sign up for updates on contract packages, bid opportunities and Program developments.

Information in your language is available!

¡Información disponible en su idioma!

Предлагается информация на вашем языке!

您可獲得您母語版本的資訊！

Macluumaad ku qoran luqadaada ayaa la helayaa!

Hiện có sẵn thông tin bằng ngôn ngữ của quý vị!

정보는 귀하의 언어로 제공됩니다.

المعلومات متاحة بلغتك

OREGON

For ADA (Americans with Disabilities Act) or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY 800-735-2900 or Oregon Relay Service 7-1-1.

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For Americans with Disabilities Act (ADA) information or accommodations, contact WSDOT's Office of Equity and Civil Rights (OECR) at wsdotada@wsdot.wa.gov or call toll-free at 855-362-4ADA (4232). Persons who are deaf or hard of hearing may make a request by calling Washington State Relay at 711. For Title VI non-discrimination information, language assistance, or to file a complaint, contact OECR's Title VI Coordinator at (360) 705-7090.

Building the IBR Program

The IBR Program is committed to building the investments proposed for the full five-mile corridor over time. Large, complex infrastructure projects across the country are often delivered in phases. Work begins on critical components that can move forward first, while additional pieces are constructed over time as funding becomes available.

All proposed projects are drafts and subject to change as funding and phasing are further defined. The delivery methods and contracting agency listed are initial proposals and may change as the Program advances toward procurement.



Funded Phase Projects

Columbia River Bridge Replacement - WSDOT / Progressive Design-Build / 8-10 years / 2026 / \$3.3 billion-\$3.9 billion

Construct new northbound and southbound bridges over the Columbia River and connect the new bridges to I-5; build roadways and bridges connecting existing I-5 to the new Columbia River Bridge; includes interchange at SR 14 and interim interchange at Hayden Island. Package includes removal of existing bridge in sequence with replacement bridge opening and environmental windows and removal of superstructure and substructure to depths below mudline with work such as cofferdam installation, pile removal and other in-water work following regulatory requirements. Bridge construction anticipated to last six-to-seven years with bridge removal following for two-to-three years.

Pre-completion Tolling - WSDOT / Design-Bid-Build / 9.5 months / 2026 / \$20 million-\$24 million

Install static and variable-rate tolling signage and gantries on I-5 in Oregon and Washington to support pre-completion toll collection. The Washington State Department of Transportation (WSDOT) is currently identified as the lead agency for the construction contract.

Transit Design Services - TriMet / 2027 / \$25 million-\$30 million

Advance post-NEPA transit design to apply for the Capital Investment Grant for light rail elements north and south of the Columbia River Bridge Replacement, as well as track, systems and station design throughout the extension.

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Advancing to Construction



With approximately \$5.7 billion in committed funding, the Program is able to:

- ▶ Build the replacement bridge with a shared-use path, width for future construction of light rail, three through lanes and one auxiliary lane in each direction for merging on and off Interstate 5 and safety shoulders
- ▶ Connect I-5 to the bridge in Oregon and Washington
- ▶ Connect SR 14 in Washington and Hayden Island in Oregon to I-5
- ▶ Construct tolling infrastructure
- ▶ Design the light rail extension to the Vancouver Waterfront for future construction
- ▶ Remove the existing bridge

Pursuing these projects as a first phase is consistent with the investments studied through the federal environmental process. While working toward construction of these investments, the Program is also pursuing funding to construct light rail from North Portland to the Waterfront in Vancouver.

This phase and subsequent phases will operate effectively and provide benefits to the traveling public independent of future phases of construction. Completing construction on the core set of projects sets the foundation for the broader Program and addresses key goals of earthquake resilience, improved roadway safety and travel reliability for vehicles and freight and expanded transit and active transportation options.

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Delivery Method Comparisons

	Design-Build	Progressive-Design-Build	CM/GC
Selection basis	Best-value or low-bid; price submitted at award.	Qualifications-based; price negotiated during Phase 1.	Qualifications-based; GMP negotiated as design matures.
Contract structure	Single lump-sum or GMP for design and construction.	Two-phase contract: collaborative design phase (Phase 1), then negotiated Guaranteed Maximum price for construction (Phase 2).	Two separate prime contracts: one with the designer, one with the CM.
Cost definition	Price is fixed at contract award, before detailed design begins.	Fixed price or GMP is negotiated progressively as the design develops in Phase 1. Owner has visibility into cost buildup before committing.	GMP is negotiated at approximately 60-90% design completion. Owner carries cost uncertainty longer but gains transparency through open-book pricing.
Owner involvement	Sets performance criteria; limited design influence after award.	Actively co-develops the design with the team in Phase 1. Involvement decreases after GMP is set in Phase 2.	Holds design contract; approves all design decisions throughout.
Risk Management	Most design and construction risk transferred to the DB contractor at award. Owner's primary residual risk is scope changes and differing site conditions.	During Phase 1, structured risk workshops are conducted to identify project risks, evaluate their impacts, and assign each risk to the owner, the design-builder, or both, based on who is best positioned to manage it. Collaborative process reduces the likelihood of disputes.	Owner retains design risk because they hold the design contract; CM-designer interface creates claim exposure.
Design integration	Contractor leads; owner influence limited post-award.	Owner, contractor, designer, collaborate from start. Constructability, innovation, and owner priorities are balanced from the start.	CM provides constructability and cost input during design, but the designer leads and reports to the owner. Integration depends on the strength of the three-party relationship.

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Columbia River Bridge Replacement Project

Scope

- ▶ Single-level fixed-span bridges with three lanes and one auxiliary lane in each direction
- ▶ Shared-use path on northbound bridge
- ▶ Width for future light rail construction on southbound bridge
- ▶ Connections to I-5, Hayden Island and SR 14
- ▶ Removal of existing bridges

Delivery Method

- ▶ Progressive Design-Build
- ▶ WSDOT is lead contracting agency

Timeline

Request for Qualifications

- ▶ **July 6, 2026**
Publish Request for Qualifications
- ▶ **July 14, 2026**
Voluntary Submitters Meeting
- ▶ **August 19, 2026**
Statement of Qualifications Due
- ▶ **October 21, 2026**
Shortlist Notice

Request for Proposal

- ▶ **October 26, 2026**
Request for Proposal Issuance
- ▶ **November 2026**
Voluntary Proposers Meeting
- ▶ **January 2027**
Proposals Due
- ▶ **April 2027**
Contractor Selection

Dates are subject to change.

Anticipated Works

Building the IBR Program will require a generational effort from our region's workforce. Below is a sample of some of the opportunities anticipated to support the replacement bridge and associated projects.

- ▶ Steel fabrication and erection
- ▶ Electrical
- ▶ Concrete
- ▶ Drilled shafts
- ▶ Asphalt paving
- ▶ Landscaping
- ▶ Trucking
- ▶ Excavation
- ▶ Traffic control
- ▶ Utility relocation
- ▶ Sound and retaining walls
- ▶ Stormwater management
- ▶ Shared use path construction
- ▶ Transit facilities
- ▶ Demolition
- ▶ Wetland mitigation
- ▶ Public art installations
- ▶ Roadway/asphalting
- ▶ Restoration under the bridge
- ▶ Third-party construction monitoring
- ▶ Administrative Support
- ▶ Financial
- ▶ Facilities support
- ▶ Material Procurement



Use this QR Code to search contracting opportunities with WSDOT.

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Work with Us!

The Federal Small Business Enterprise (FSBE) Program helps small businesses compete for federally funded transportation contracts with WSDOT. Certification is administered by the Washington State Office of Minority and Women’s Business Enterprises (OMWBE), increasing access to contracting opportunities on highway, bridge, transit and infrastructure projects.

Small Business Opportunities in Transportation

Who Qualifies?

- ▶ For-profit, independently owned small businesses
- ▶ Businesses that meet U.S. Small Business Administration size standards
- ▶ Businesses that perform a commercially useful function

Why Get Certified?

- ▶ Compete for FSBE contracting opportunities
- ▶ Get listed in the state’s certified business directory
- ▶ Gain visibility with agencies and prime contractors
- ▶ Access training and technical assistance
- ▶ **Vendors must be certified to count for credit towards FSBE goal**

How to Apply?

Apply through OMWBE — submit an online application with business documentation, complete an eligibility review and receive your certification determination. Applying and getting certified is free!

Get Started



Washington State Office of Minority and Women’s Business Enterprises (OMWBE) omwbe.wa.gov/certification



Washington State Department of Transportation (WSDOT) wsdot.wa.gov/business-wsdot/equal-opportunity-contracting

IBR Program Vendor Portal



The IBR Program established a vendor portal where contractors can sign up for updates on contract packages, bid opportunities and Program developments.

Register today to stay informed!
vendor.interstatebridge.org/Register.

Federal Small Business Commitments

Enforceable Federal Small Business Enterprise Goal will be in place for the CRBR project.

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