

U.S. Department of
Homeland Security

United States
Coast Guard



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Northwest District

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PUBLIC NOTICE 01-26

All interested parties are herein notified that the Commander, Northwest Coast Guard District, has received application materials dated 26 January 2026 from the Oregon Department of Transportation (ODOT) for approval of the location and plans for the replacement of a bridge over a navigable waterway of the United States.

BRIDGE, WATERWAY AND LOCATION: I-5 Highway Bridge across the Columbia River, mile 106.5, between Portland, OR and Vancouver, WA.

CHARACTER OF WORK: The joint Washington and Oregon Interstate Bridge Replacement Program (IBR) propose to replace the existing I-5 vertical lift bridge with a new fixed highway bridge. The primary purpose of the project is to replace the aging, seismically vulnerable spans with a modern, fixed-span multimodal structure that supports freight, extends light rail, and improves regional safety and mobility.

Based on an evaluation of the revised navigation impact report submitted by IBR in October 2025, the drawbridge logs for the existing bridge, and public comments, the U.S. Coast Guard revised its 2022 Preliminary Navigation Clearance Determination (PNCD) on 16 January 2026, and identified that any proposed new bridge shall have a vertical navigation clearance (VNC) of greater than or equal to 116 ft above zero Columbia River Datum (CRD).

IBR indicates construction is planned to take place from September 2028 through January 2036 (approximately 7 years). During construction there will be temporary structures (piers and trestles), and channel closures that will reduce the vertical and horizontal clearances for navigation. The navigation clearances would vary overtime during construction. The existing vertical clearances in the Primary Channel, 39 feet in the closed to navigation position and 178 feet in the open to navigation position, are expected to remain unchanged until the superstructure for the new bridge is constructed over the primary channel in February 2032. At that time, the existing vertical clearance in the open to navigation position would be reduced to 100 feet (less than the 116 feet required by the PNCD) for approximately 3 years, 8 months due to the vertical clearance of the new bridge blocking the moveable span in the primary channel of the existing bridge. The vertical clearance in the primary channel will remain 39 feet in the closed-to-navigation position. During the period when the primary channel is limited to a VNC of 100 feet, the alternate channel will also be available for navigation with a VNC of 72 feet.

During the approximately 17 months that the alternate channels are closed to navigation (see graphic below), and the vertical clearance in the primary channel will remain 39 feet in the closed to navigation position, all vessels requiring more than 39 feet will now require a bridge lift to transit the corridor. Vessels requiring more than 100 feet of vertical clearance will be unable to transit the span during this period. Once the existing bridge is completely removed, the vertical clearance will increase to the 116 feet required by the PNCD. In addition, all navigation,

commercial tugs and tows as well as sailboats, motorboats, and other recreational vessels will be required to use the primary navigation channel for 17 months (anticipated November 2029 – April 2031) because the other channels will be closed. Currently smaller vessels are able to pass through multiple bridge spans and larger vessels use the three designated navigation channels.

The lowest temporary vertical clearance(s) for each navigation channel during construction of the bridge are listed below. Depending on the stage of construction, different channels may be open for passage.

- 100-ft for the North Channel (approx. 3.5 years)
- 46-ft for the Primary Channel (approx. 3 years)
- 72-ft for the South Channel (approx. 4 years)

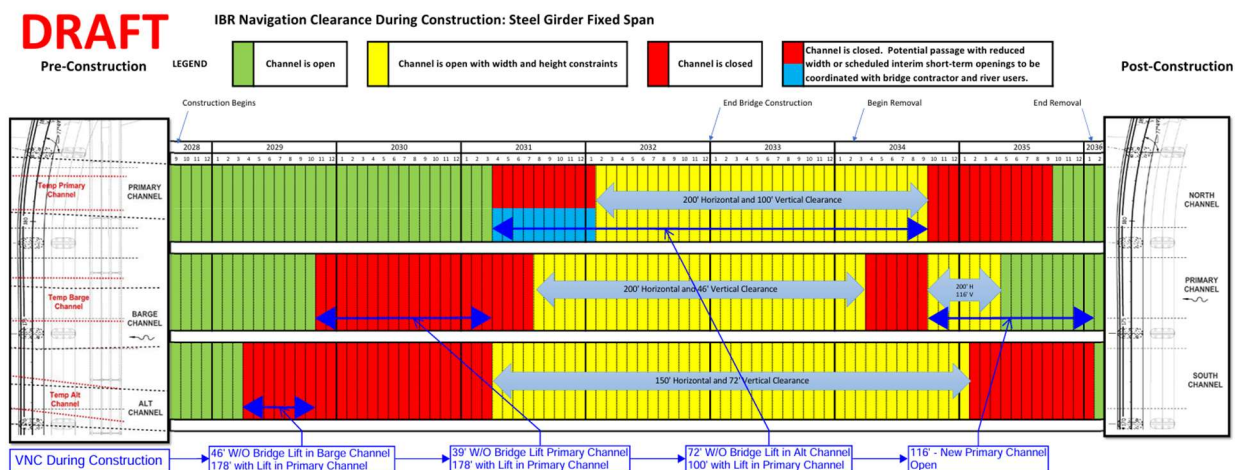
The horizontal navigation clearances (HNC) would change over time during construction. Details of the general progression of construction stages are included in the graphics below. Please note the extended dates. The widest temporary HNC(s) for the navigation channels are listed below:

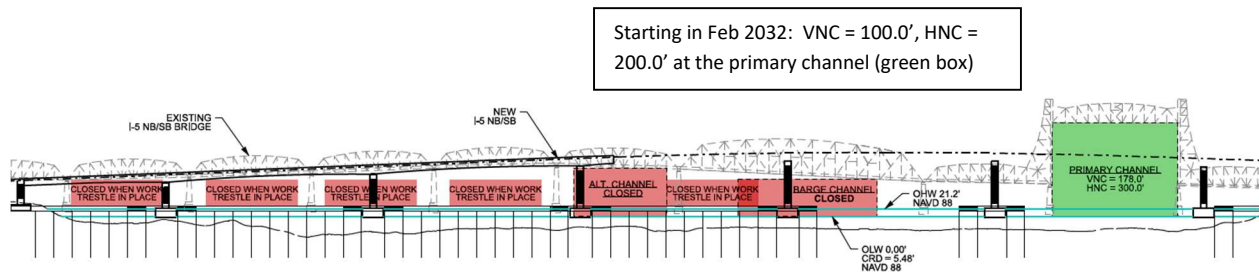
- 200-ft for the North Channel (approx. 3 years)
- 200-ft for the Primary Channel (approx. 3 years)
- 150-ft for the South Channel (approx. 4 years)

NAVIGATIONAL CLEARANCES DURING CONSTRUCTION

<i>Proposed Construction (4-7 years) See graphic below for details</i>	Vertical	Horizontal
New North Channel (Fixed) (approx. 3.5 years)	100 ft	200 ft
New Primary Channel (Fixed) (approx. 3 years)	46 ft	200 ft
New South Channel (Fixed) (approx. 4 years)	72 ft	150 ft

Time Line During Construction

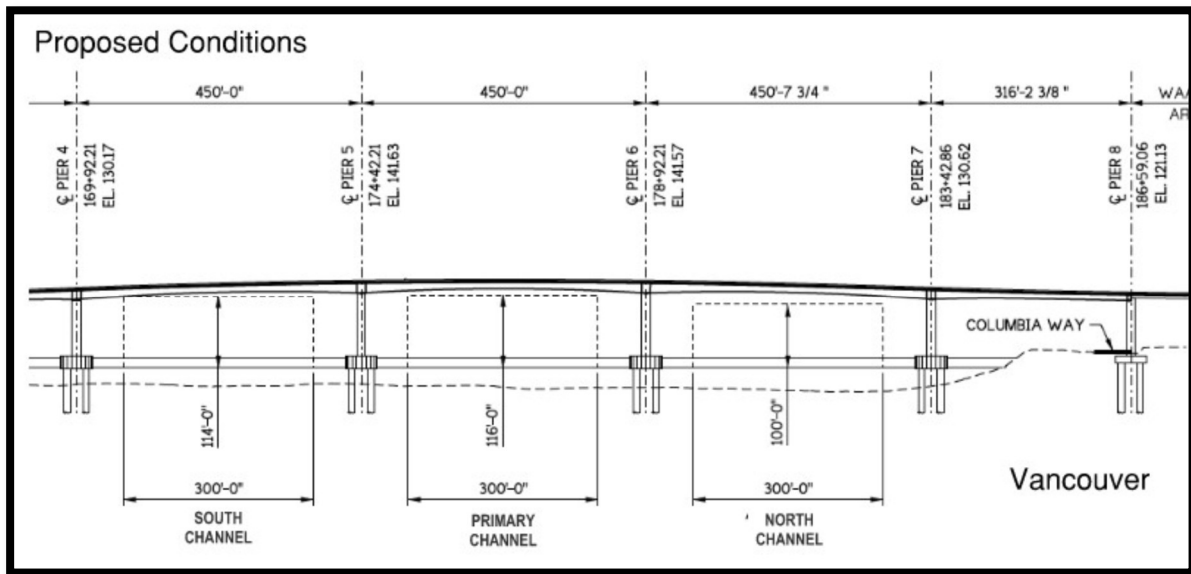
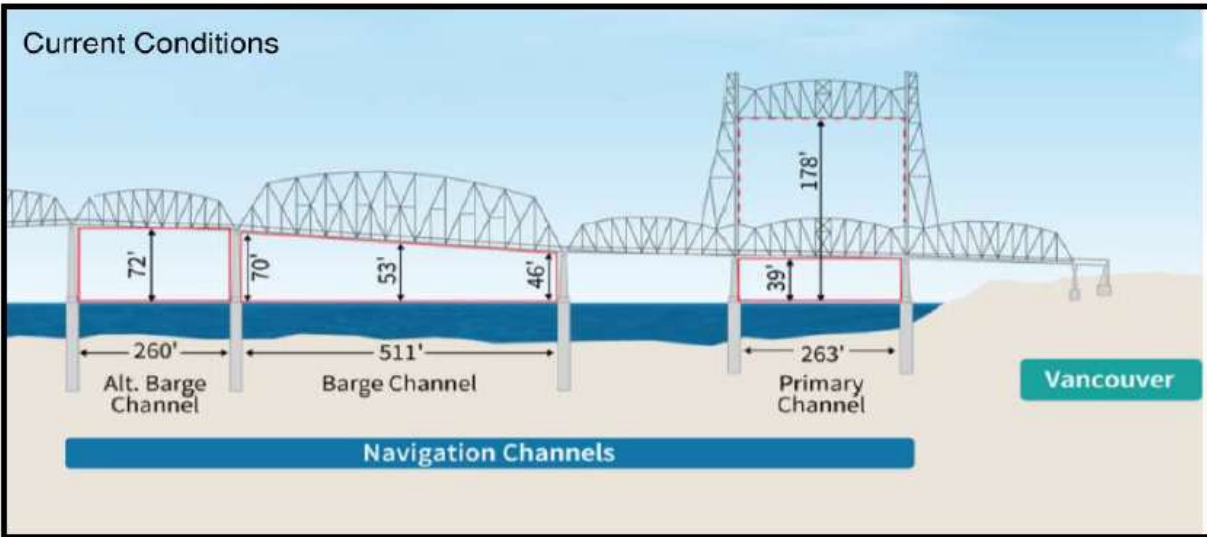




CURRENT AND POST CONSTRUCTION MINIMUM NAVIGATIONAL CLEARANCES:

The proposed replacement I-5 bridge will have clearances as described on the table below. Vertical clearance is from low member elevation to zero Columbia River Datum (CRD).

<i>Existing Clearances</i>	Vertical	Horizontal
Primary Channel (Movable)	Open – 178 ft Closed – 39 ft	Open/Closed – 263 ft
Barge Channel	46 ft, 53 ft, 70 ft	511 ft
Alt Barge Channel	72 ft	260 ft
<i>Proposed Clearances (Post-Construction)</i>		
New North Channel (Fixed)	100 ft	300 ft
New Primary Channel (Fixed)	116 ft	300 ft
New South Channel (Fixed)	114 ft	300 ft



ENVIRONMENTAL CONSIDERATIONS:

The Federal Transit Administration (FTA) and Federal Highways Administration (FHWA) are co-leads for satisfying the requirements of the National Environmental Policy Act (NEPA). FHWA/FTA are acting on behalf of the U.S. Coast Guard, a cooperating agency, for all environmental control laws. A Final Supplemental Environmental Impact Statement (FSEIS) was completed on 10 April 2026. FTA/FHWA are expected to issue a Record of Decision (ROD) in the coming months. The U.S. Coast Guard will issue its ROD at the time of our permit decision. Documents are available for review online at [Final Supplemental Environmental Impact Statement \(SEIS\) | Interstate Bridge Replacement Program](#).

Water quality certifications in accordance with Section 401 of the Clean Water Act, as amended, were applied for from the Oregon Department of Environmental Quality and from the Washington Department of Ecology on 17 February 2026. This project does not propose impacts to any wetlands.

The project site lies outside of any designated Coastal Zone Management areas.

The bridge is located in the floodplain. The 100-year flood elevation is approximately 32 ft. The elevation of the low member of the navigation span for the proposed bridge is 116 ft for the primary navigation channel, 100 ft for the north barge channel, and 109 ft for the south barge channel. Elevations are referenced to NAVD88 datum. In total, across both Oregon and Washington, approximately 46,605 net cubic yards of permanent fill material will be placed within the Columbia River below OHW for the construction of the bridge and approaches. This includes approximately 113,721 cubic yards of new fill and the removal of approximately 67,116 cubic yards of existing material. No increase in 100-year flood elevations is expected.

FHWA/FTA, in consultation with the Oregon State Historic Preservation Office, the Washington State Department of Archaeology and Historic Preservation, and 10 federal recognized Indian Tribes, determined that the proposed project constitutes an undertaking under Section 106 of the National Historic Preservation Act of 1966, resulting in an adverse effect on 12 Historic Built Environment Resources, including the Interstate 5 Bridge. To mitigate the adverse effects to historic properties, the agencies entered into a Programmatic Agreement dated 20 January 2026.

IBR has submitted applications to the U.S. Army Corps of Engineers (USACE) for a Section 404 permit and Section 408 approvals under the Clean Water Act for the proposed project. USACE is currently reviewing those applications and anticipates making determinations later this year.

SOLICITATION OF COMMENTS:

This public notice has been issued to announce that the U.S. Coast Guard has received application materials and is **only soliciting comments for impacts to navigation during the construction phase of the project** as described. Mariners and maritime stakeholders are requested to provide comments, in writing.

Comments will be received for the record at the address noted in the header or via email (<mailto:smb-cgd-nw-bridges@uscg.mil>) through 25 July 2026 and posted to the e-reading room located via this link: [PROJECTS](#).

Steven M. Fischer
District Bridge Manager
Northwest Coast Guard District