

December 22, 2025



Commander

U.S. Coast Guard District Northwest
915 Second Avenue, Room 3510
Seattle, WA 98174-1067

RE: Comments on the Interstate Bridge Replacement (IBR) Program Navigation Impact Report (NIR)

Submitted via email: d13-smb-d13-bridges@uscg.mil

Dear Commander:

On behalf of Robertson Fick Engineering, PC, I am submitting this letter to affirm support for the Interstate Bridge Replacement (IBR) Program's fixed span bridge configuration option over the Columbia River with 116' of vertical navigation clearance.

I lived in the Portland/Beaverton area for 23 years, and have lived in Clark County for the last 29 years. I have performed professional engineering services out of a Vancouver office since 1999. For every person I have ever spoken with about this project, eliminating the lift span is the absolute top priority of the project. If the lift span is not eliminated, I would have no interest in supporting the project, regardless of number of lanes, inclusion of light rail, maintenance costs, travel times, or any other metric by which the value of the bridge can be measured.

It is far past time to replace the I-5 bridge, and I believe that replacement is a far better option than pursuing any measure of upgrades. Our region is best served by a fixed span option allowing for reliable and predictable travel times.

With estimated construction costs rising by the day and congestion from the aging lift span continuing to impose massive escalating impacts on our economic viability, it is critical to our region that replacement of the I-5 bridge begin as soon as possible.

Thank you for your time and consideration.

ROBERTSON FICK ENGINEERING, PC

A handwritten signature in blue ink, appearing to read "C. Robertson", followed by a long horizontal line.

Christopher E. Robertson, PE
President

cc: info@interstatebridge.org
admin@iccbusiness.org