

U.S. Department of
Homeland Security

United States
Coast Guard



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12 December 2025

PUBLIC NOTICE (04-25)

On June 17, 2022, the Coast Guard issued a Preliminary Navigation Clearance Determination (PNCD) that identified 178 feet above zero Columbia River Datum (CRD) as the minimum vertical clearance for the Interstate Bridge Replacement (IBR) Program, also known as the Portland to Vancouver I-5 twin bridges. The Commander, Northwest Coast Guard District has now received a request to reevaluate its PNCD for the project. The Oregon Department of Transportation (ODOT) and the Washington State Department of Transportation (WSDOT) are leading the IBR Program efforts with the United States Coast Guard (USCG) on the PNCD. In addition to ODOT and WSDOT, the IBR Program Team is also comprised of the local transit agencies (C-Tran and TriMet), and the regional Metropolitan Planning Organization, Metro. These agencies together are the IBR Program proponents responsible for administering the IBR Program. A PNCD defines the bridge clearances which have been evaluated and determined to have a high likelihood of being approved by the Coast Guard and to help the applicant refine development of alternatives for a proposed bridge. The IBR Program is proposing a fixed bridge at 116 feet above 0 CRD, resulting in their request for reevaluation of the PNCD.

The IBR team has prepared a revised navigation impact report (NIR) dated October 2025 for the proposed IBR. The October 2025 NIR can be accessed on the IBR website by clicking "Environmental Documents" and then "Permitting" and then "Navigation Impact Report (October 2025)" using this link: <https://www.interstatebridge.org/library> and includes updated drawbridge logs from January 2023 through July 2025. The Coast Guard has analyzed the logs and determined the NIR did not provide sufficient information on 110 transits by 54 vessels requiring an opening of the existing drawbridge above 116 feet. The NIR also states that agreements have been signed with the following companies: Advanced American Construction, JT Marine, Thompson Metal Fab, and Greenberry Industrial, LLC, indicating that they accept the proposed vertical clearance of 116 feet above 0 CRD.

The Coast Guard is seeking information from vessel owners or facilities that could be impacted by the proposed bridge height of 116 feet. As of the date of this public notice, the Coast Guard has been unable to obtain information for 32 of the 54 vessels identified. If you own one of the vessels listed at the end of this notice, or have information on the vessel, please provide the information indicated below.

The Coast Guard is specifically interested in hearing from vessel owners and facilities regarding destination of their loads, vessel/cargo height above water (air draft) and safety air gap requirement for each transit over 116 feet if the load is being delivered to businesses other than Advanced American Construction, JT Marine, Thompson Metal Fab, and Greenberry Industrial, LLC. For sailboats and other pleasure craft requiring a

vertical clearance above 116 feet, please state your destination when transiting the bridge, your primary mooring location, frequency of transits, as well as your air draft and safety air gap.

This Public Notice is soliciting comments exclusively related to navigation. Maritime transportation system stakeholders (vessels and facilities) are highly encouraged to carefully review this notice and provide comments with regard to the proposed bridge's ability to meet the needs of navigation to include mariner requirements for horizontal navigation clearances and vertical navigation clearances, including vessel height above water (air draft) and safety air gap requirements (see diagram at the end of this notice) The Coast Guard is particularly interested in receiving comments from maritime stakeholders with current and or future vertical navigation clearance requirements of greater than 116 feet zero CRD (air draft and safety air gap).

Based off an analysis of the NIR and public comments, the Coast Guard will determine whether to revise the previously issued PNCD.

WATERWAY AND LOCATION: Columbia River, river mile 106.5, between Portland, OR. and Vancouver, WA.

CLEARANCE DETERMINATION: The IBR project proposes the replacement of the current Portland to Vancouver twin I-5 Highway Drawbridges (LLNR 11258) with a fixed bridge with a 62-foot reduction in vertical navigation clearance as compared to the existing bridge. The existing and proposed clearances are listed below:

	Existing	Proposed
Vertical	Main channel raised – 178 ft. Main channel lowered – 39 ft. Barge – 46 ft., 53 ft., 70 ft. Alt Barge – 72 ft.	North channel - 99 ft. Middle channel - 116 ft. South channel - 113 ft.
Horizontal	Main channel – 283 ft. Barge – 511 ft. Alt Barge – 260 ft.	North channel - 300 ft. Middle channel - 300 ft. South channel - 300 ft.

Datum: Vertical clearances measured above 0 Columbia River Datum (CRD).

SOLICITATION OF COMMENTS:

Mariners are requested to comment on the proposed navigation clearances, placement of a bridge protective system and other navigational safety issues, including need for clearance gauges and extent of nighttime navigation to determine the need for bridge lighting. Interested parties are requested to express their views, in writing, on the proposed bridge project including its possible impacts to navigation.

Comments will be received for the record at the address noted in the header or via email (d13-smb-d13-bridges@uscg.mil) through January 11, 2026. Comments will be posted in the Coast

Guard Bridge Program e-reading room located here: <https://www.dco.uscg.mil/Our-Organization/Assistant-Commandant-for-Prevention-Policy-CG-5P/Marine-Transportation-Systems-CG-5PW/Office-of-Bridge-Programs/PROJECTS/> and then click “I-5 IBR bridge between Portland OR and Vancouver WA”.

HARRIS.BRENDA
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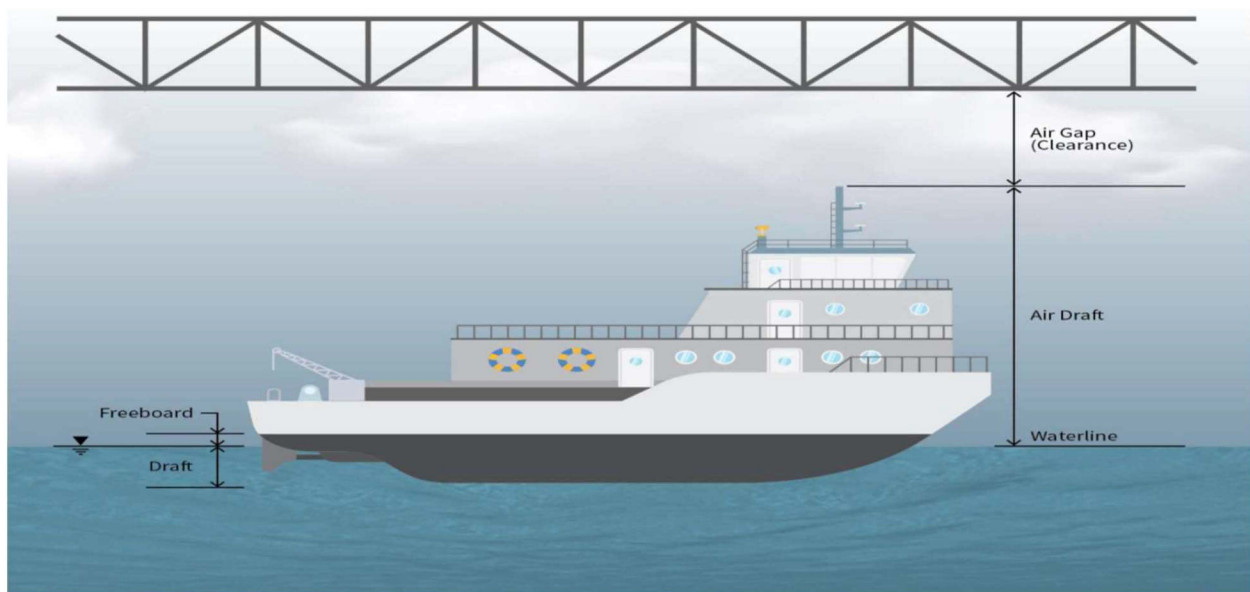
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HARRIS.BRENDAN.J.1013137303
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Brendan J. Harris, CDR
Chief, Waterways Management Branch
Coast Guard District Northwest
By direction of the District Commander
U.S. Coast Guard

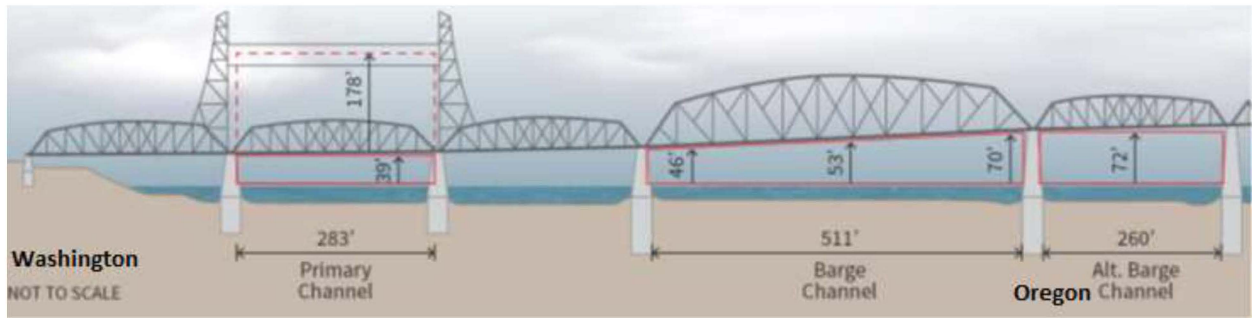
Vessels the Coast Guard is seeking additional information on:

Tugboat Cindy B, Tugboat Delta Audrey, Tugboat RossIsle, Tugboat Teri Lynn, Tugboat Viking, Sailing Vessel Akila, Sailing Vessel Angelina, Sailing Vessel Brightwing, Sailing Vessel Cari, Sailing Vessel Cathrine, Sailing Vessel Corillian, Sailing Vessel do-Sinaice, Sailing Vessel Dulicag V, Sailing Vessel Final Draft, Sailing Vessel Me and Johnny V, Sailing Vessel Ming, Sailing Vessel Mischief, Sailing Vessel Palette, Sailing Vessel Radius, Sailing Vessel Ranidan, Sailing Vessel Vagabondo, Sailing Vessel Velocity.

Navigation Vertical Clearance Definitions



Existing Bridge Horizontal and Vertical Navigation Clearances



Proposed Bridge Horizontal and Vertical Navigation Clearances

