Hood River – White Salmon Bridge Replacement

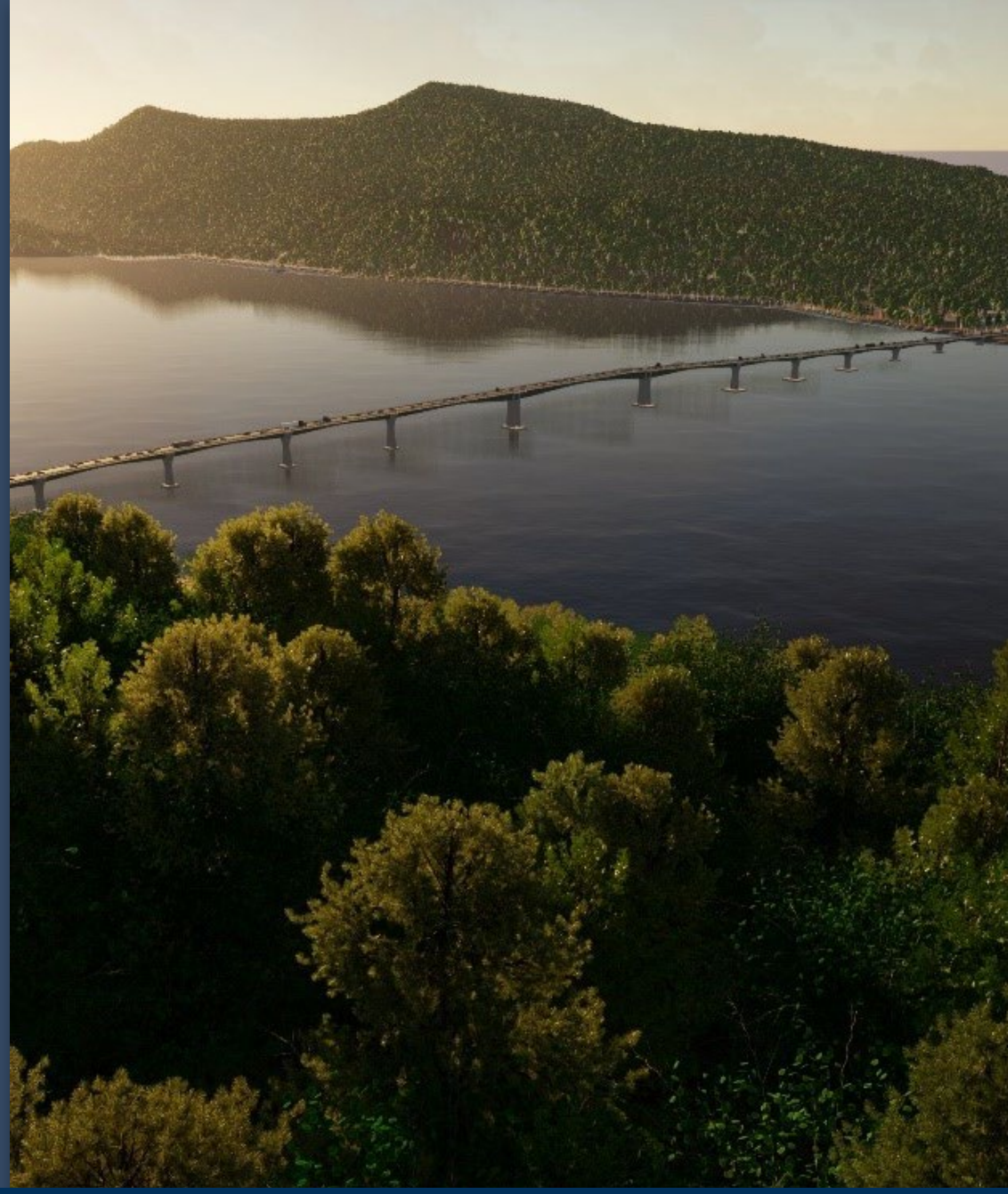
Oct. 14, 2025

HOOD RIVER–WHITE SALMON BRIDGE REPLACEMENT

HOOD RIVER–WHITE SALMON BRIDGE AUTHORITY

Agenda

- Introductions
- Project overview
- How we got here
- Why we'll succeed
- The path to bridge opening
- Questions



Today’s presenters

Michael Shannon
Project Director

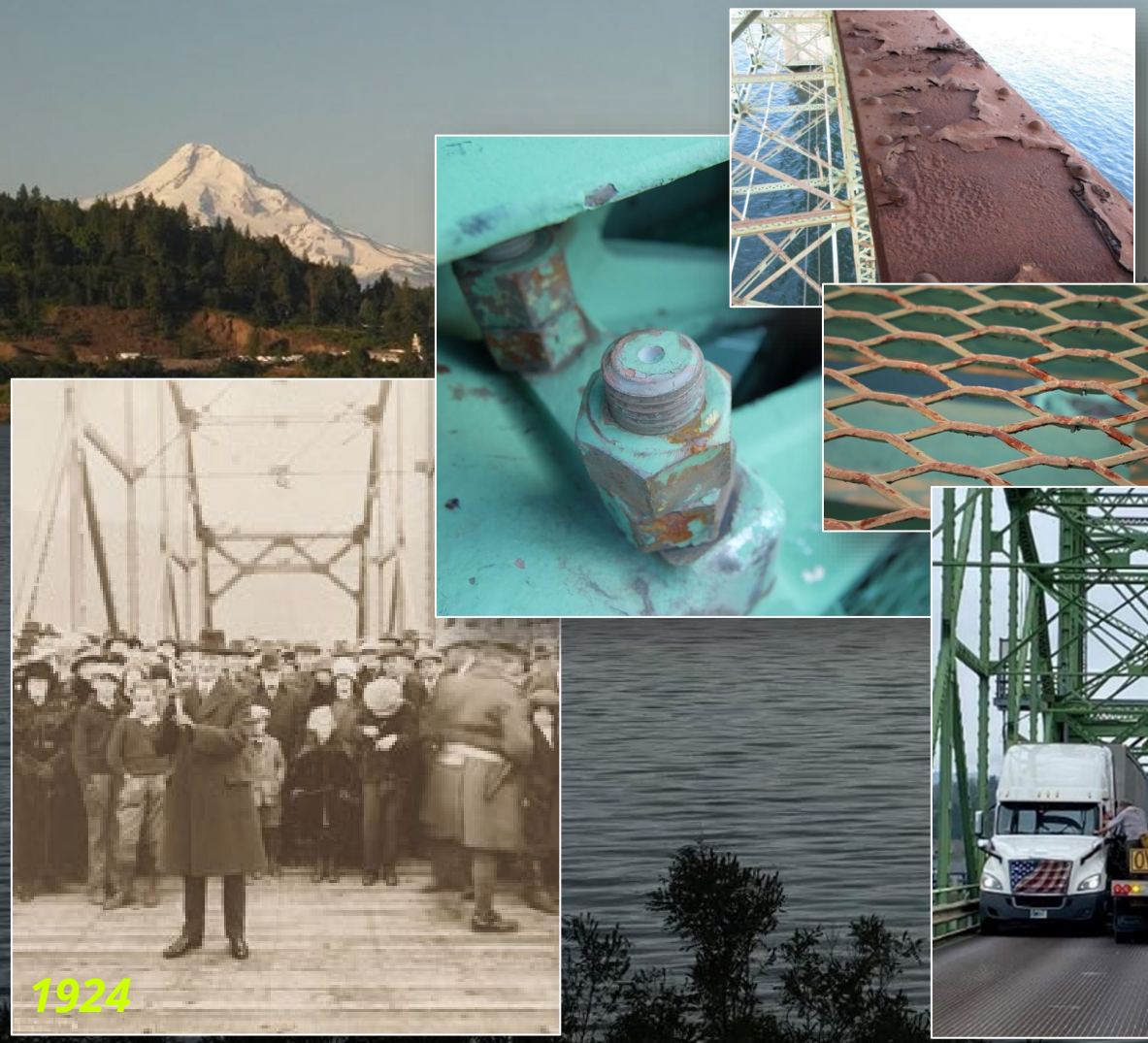
James Scheer
Project Manager

Michael B. Fox
HRWSBA Chair

Replacing a critical connection

With state and local funding secured and final environmental approval expected this year, **the Hood River-White Salmon Bridge project is seeking the final federal investment needed to begin construction in 2027.**

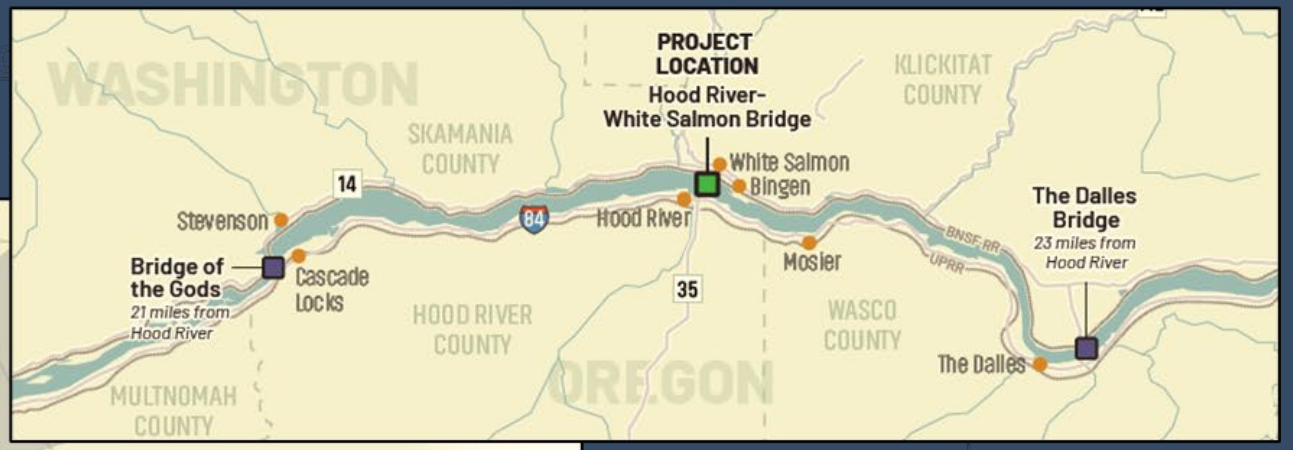
An urgent need



Current bridge deficiencies:

- *Built in 1924*
- *Sufficiency rating 7 of 100*
- *Narrow lanes, no shoulders, no access for bikes or pedestrians*
- *Costly to maintain*
- *Frequently closed due to traffic incidents or repairs*

Regional bridge, national impact



*More than **12 million tons of cargo** move beneath the Hood River Bridge each year.*

Improving safety

- **Wider lanes and modern design will reduce accidents and emergency closures**
- **Deeper foundations to better withstand earthquakes**
- **New and improved access for all modes**
- **Improved river navigation for barges**

*The new bridge will have **modern lanes and shoulders**, improving safety for all modes.*

Supporting the economy

- **Vital link for farms and factories to global supply chains.**
- **Supports freight and marine traffic.**
- **Boosts small business and tourism access.**
- **Creates jobs and strengthens local workforce.**

*The new bridge will provide a **450-foot navigational clearance**, dramatically improving safety and efficiency for barge operators.*

The path to success

The project has strong momentum and is ***well positioned for success.***

Project timeline: 1999-2017

2005: Funding allocated for TS&L study

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025

2003: EIS published

1999: Feasibility Study

2010: Type, Size & Location Study

For nearly two decades, the project ***struggled to gain support and maintain momentum***

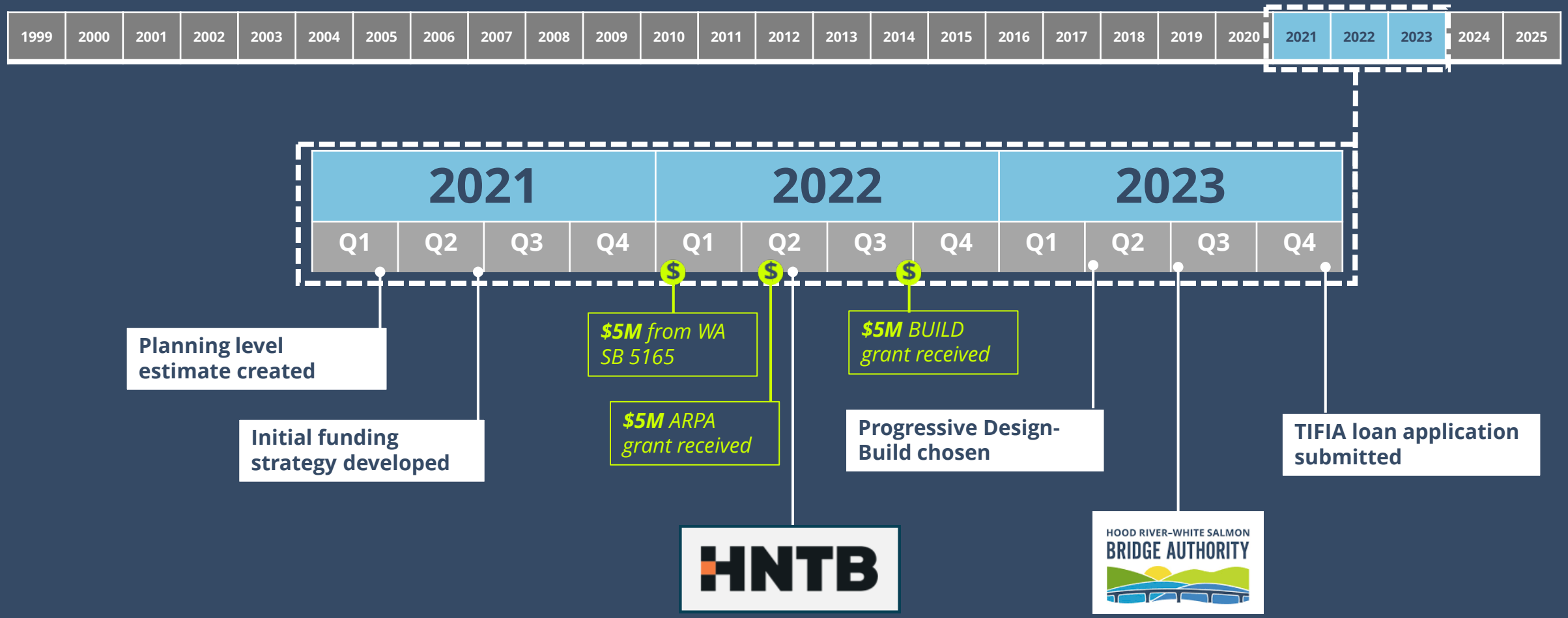
Project timeline: 2018-2020

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025

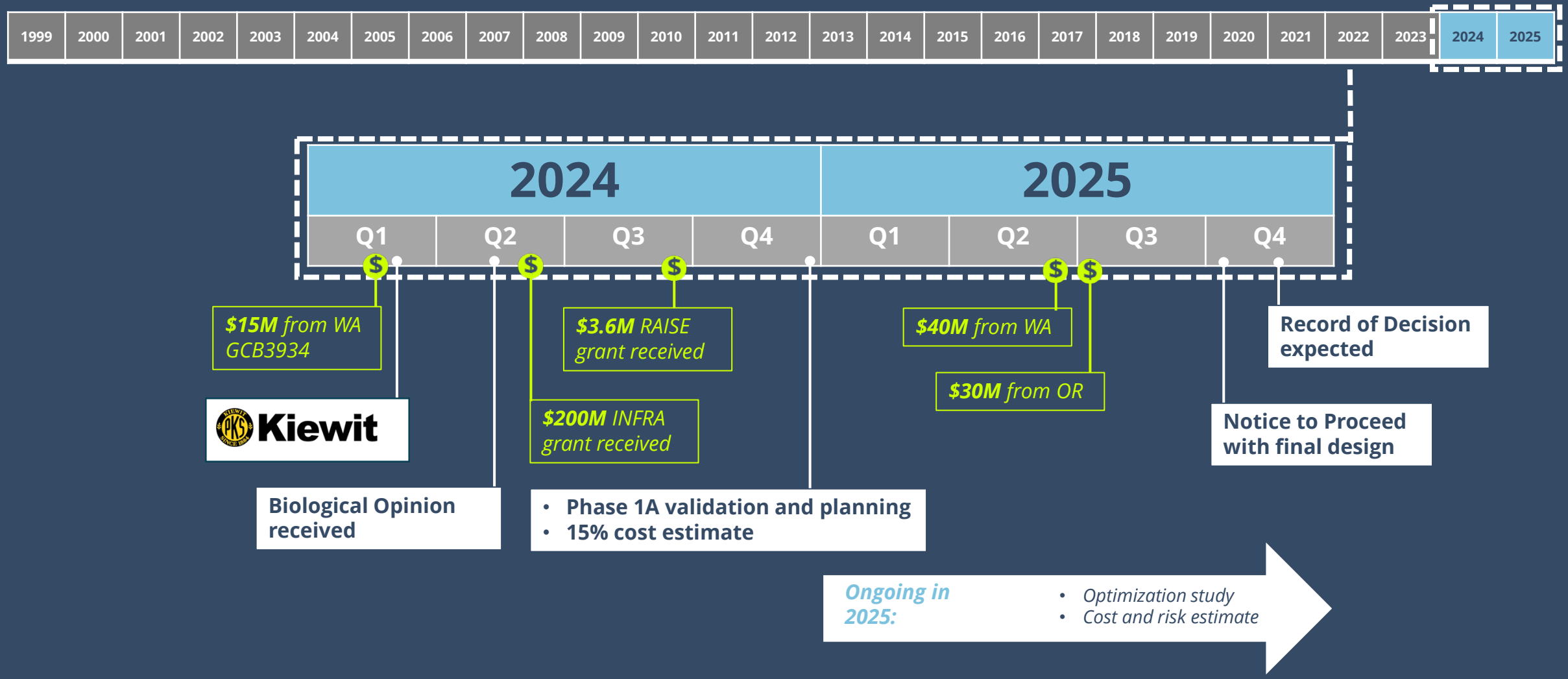
*In 2018, the project received **$5 million in Oregon funding** to restart the replacement effort*

October 2020: *The **Bi-State Working Group** is established, setting the stage for future progress.*

Project timeline: 2021-2023



Project timeline: 2024-2025



Progressive Design-Build

What?

Design-builder is retained by the owner early in the life of a project

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Why?

Increases collaboration between owner and contractor

Minimizes contract changes

Streamlines the procurement process

Reduces risk

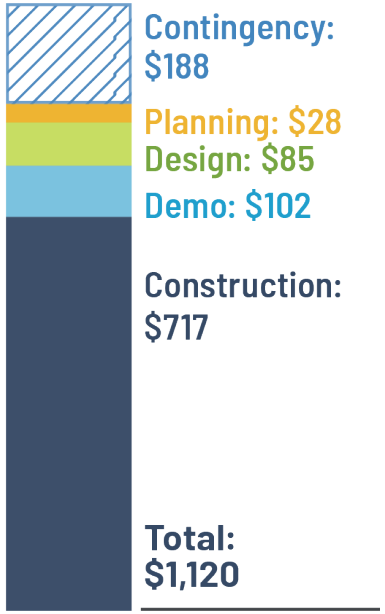
Improves design

Greater cost certainty

Greater schedule certainty

Cost and funding

Project cost (in millions)



Project funding (in millions)

STATE FUNDING
$250M in state match ($125M each from WA & OR)

LOCAL FUNDING
$105M toll-backed TIFIA loan in process

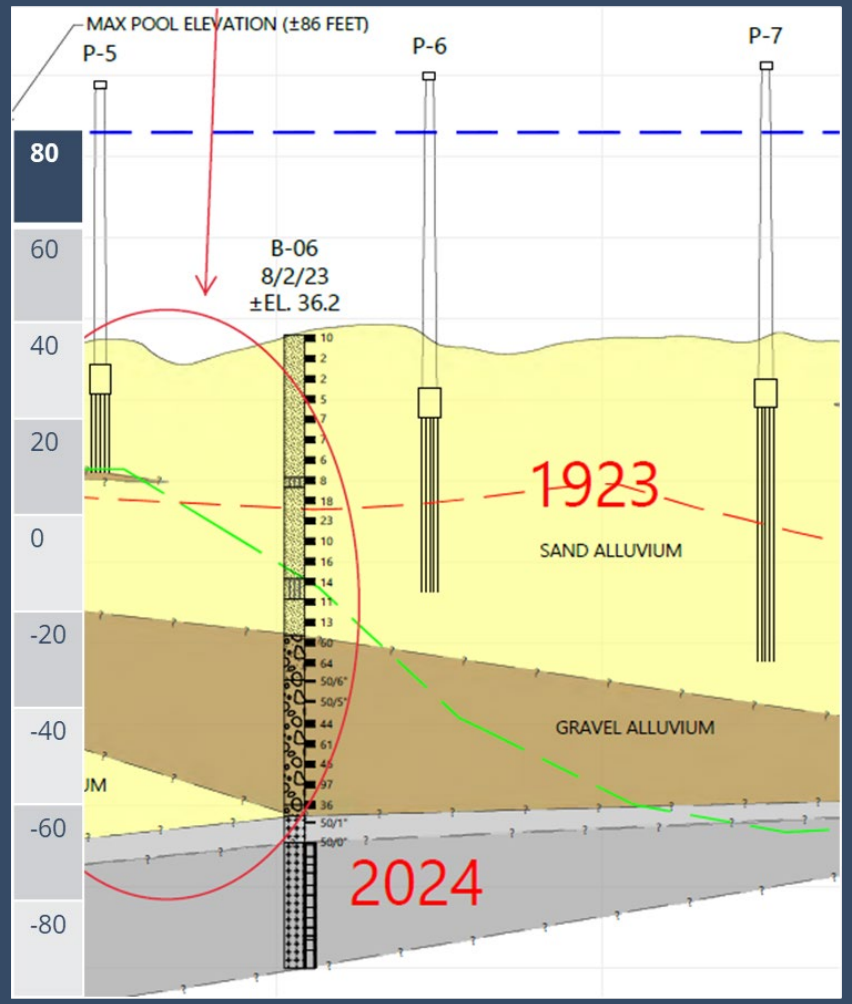
INITIAL FEDERAL FUNDING
$200M INFRA grant

REMAINING FEDERAL FUNDING
$532M Bridge Investment Program request

The funding plan meets all BIP program criteria and is consistent with federal match requirements.

Project champions Sen. Daniel Bonham and Rep. Jeff Helfrich testify in front of the Oregon Legislature's Joint Committee.

Responding to challenges

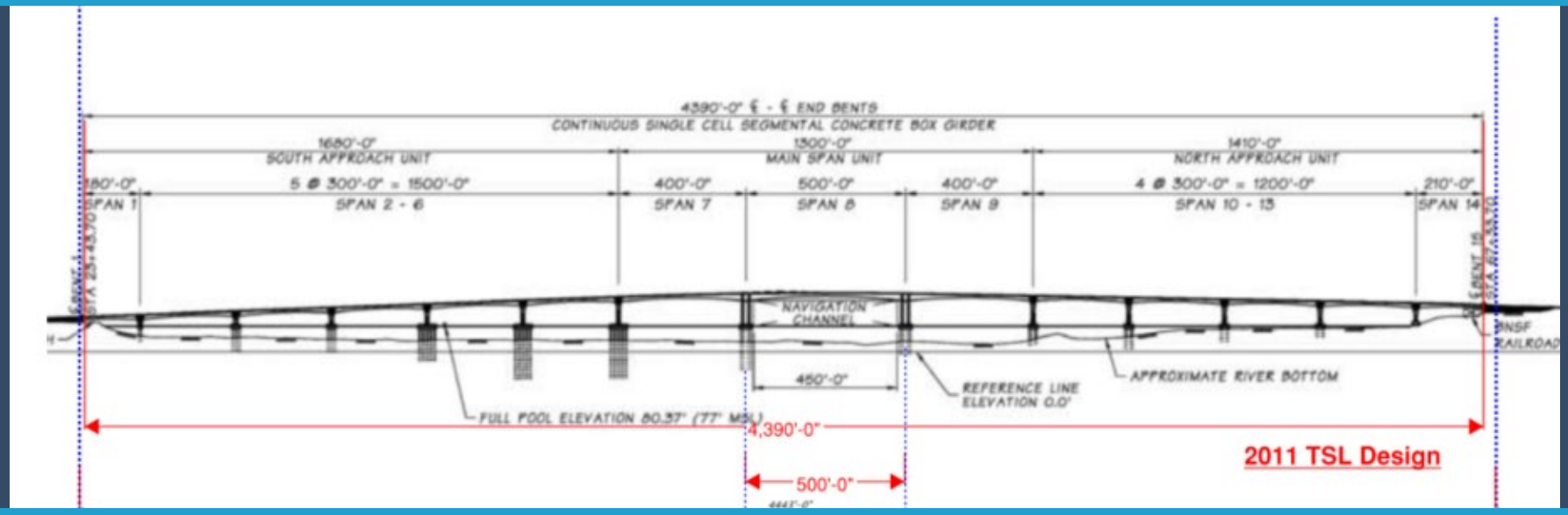


Additional geotechnical exploration uncovered the need for deeper bridge foundations.

- Improved understanding of design constraints
- National construction inflation trends

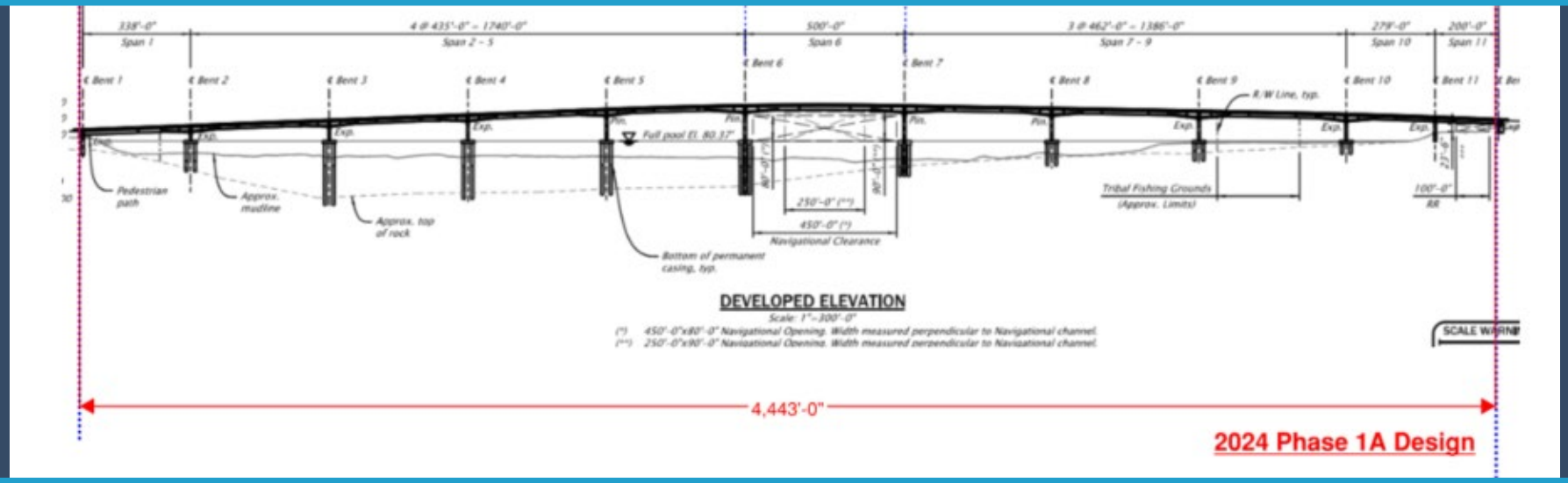
Progressing the bridge design

2011
Concept
Design



2011
Concept
Design

2024
Preliminary
Design



2024
Preliminary
Design

Comparing the designs

Item	2011 TSL Design	2024 Phase 1A Design
Depth to bedrock (variable)	120 feet	180 feet
Number of piers	15	12
Foundation elements	38 shafts + 75 piles = 113	44 shafts
Size of foundation elements	• 4’, 6’, 8’ diameter shafts • 4’ steel piles	9.2’ diameter shafts for all
Shaft concrete volume	3,935 CY	11,973 CY

Controlling costs

Collaborative design improvements:

- Reduced number of piers to minimize risk of vessel collision
- Single shaft size (9.2’) reduced to simplify construction
- Reduced number of shafts per pier
- Common detailing among all piers
- Optimized girder configuration

Fewer bridge piers will reduce risk and ease marine navigation near the bridge.

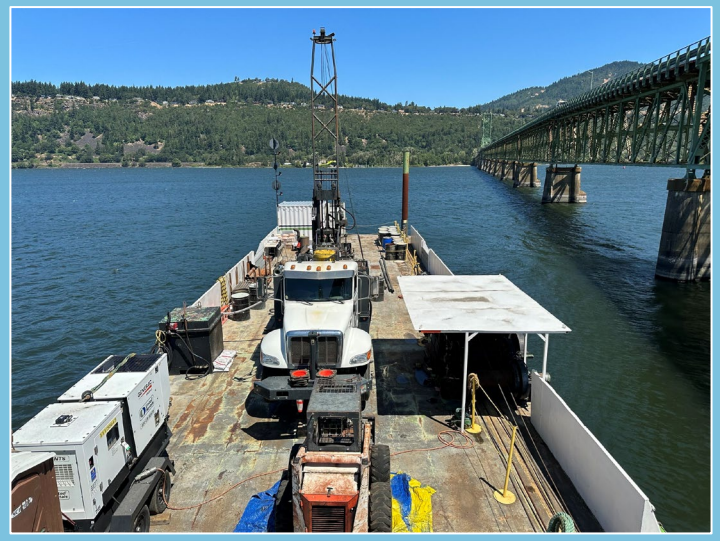
Leveraging the river during construction

Kiewit can move equipment between marine facilities on the Columbia and beyond.

Project timeline: 2026

2026	2027	2028	2029	2030	2031

- **Through February:** Drilling work at pier locations
- **July:** 60% design milestone

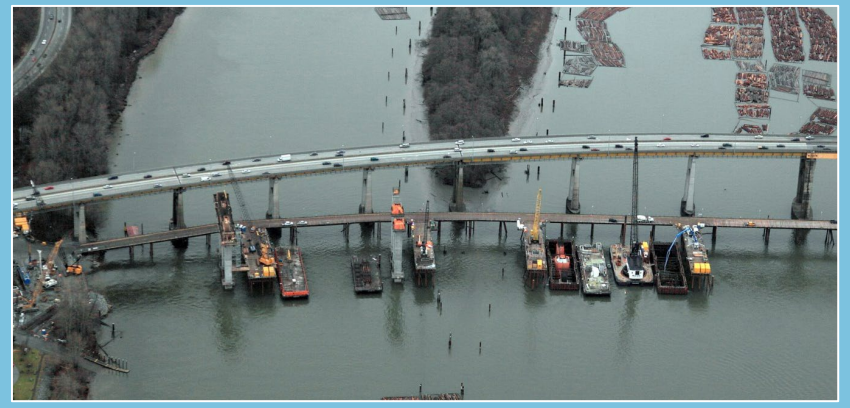


Crews collect soil samples near the bridge in 2023.

Project timeline: 2027

2026	2027	2028	2029	2030	2031

- **Spring:** Final design complete
- **Fall:** Construction begins



The Port Mann Bridge in Vancouver, B.C., which was built by Kiewit.

Project timeline: 2028-2031

2026	2027	2028	2029	2030	2031
	Construction begins				*Open to traffic* / *Demolition*

ONGOING CONSTRUCTION STARTS

- **Construction starts in** October 2027
- **Foundations:** Oct. 2027
- **Substructure:**
  - **Footings:** March 2028
  - **Columns and caps:** Aug. 2028
- **Superstructure:** Dec. 2028
- **Roundabout:** Feb. 2030

Bridge open to traffic:
May 2031

Demolition of the existing bridge is will begin at the ***end of 2031.***

The path to success

The right project team

- [x] Bi-state leadership
- [x] Strong owner's representative
- [x] Strong PDB contractor

Bi-state support

- [x] Oregon
- [x] Washington

Stakeholder/community buy-in

- [x] Tribal support
- [x] Collaboration with cities and counties
- [x] Broad community support

The right delivery method

- [x] Progressive design-build

Achievable schedule

- [x] Preliminary design
- [x] 15% design
- [x] Cost schedule risk analysis with FHWA
- [x] Value engineering
- [ ] 60% design
- [ ] RFC drawings
- [ ] Start construction
- [ ] Open bridge to traffic
- [ ] Demolish existing bridge

Funding at all levels

- [x] Initial federal funding
- [x] Full state funding
- [x] Local funding
- [ ] Remaining federal funding

Environmental approvals

- [x] Record of Decision pending
- [x] Right of way in-progress
- [x] Permitting in-progress
- [x] Biological Opinion secured

Contact Information

Mike Shannon, Project Director

425-577-8071

mshannon@hntb.com

Mike Fox, Bridge Authority Co-Chair

509-929-9634

mikef@hrwsba.gov

James Scheer, Project Manager

206-743-1926

James.scheer@kiewit.com

Follow us on social media!

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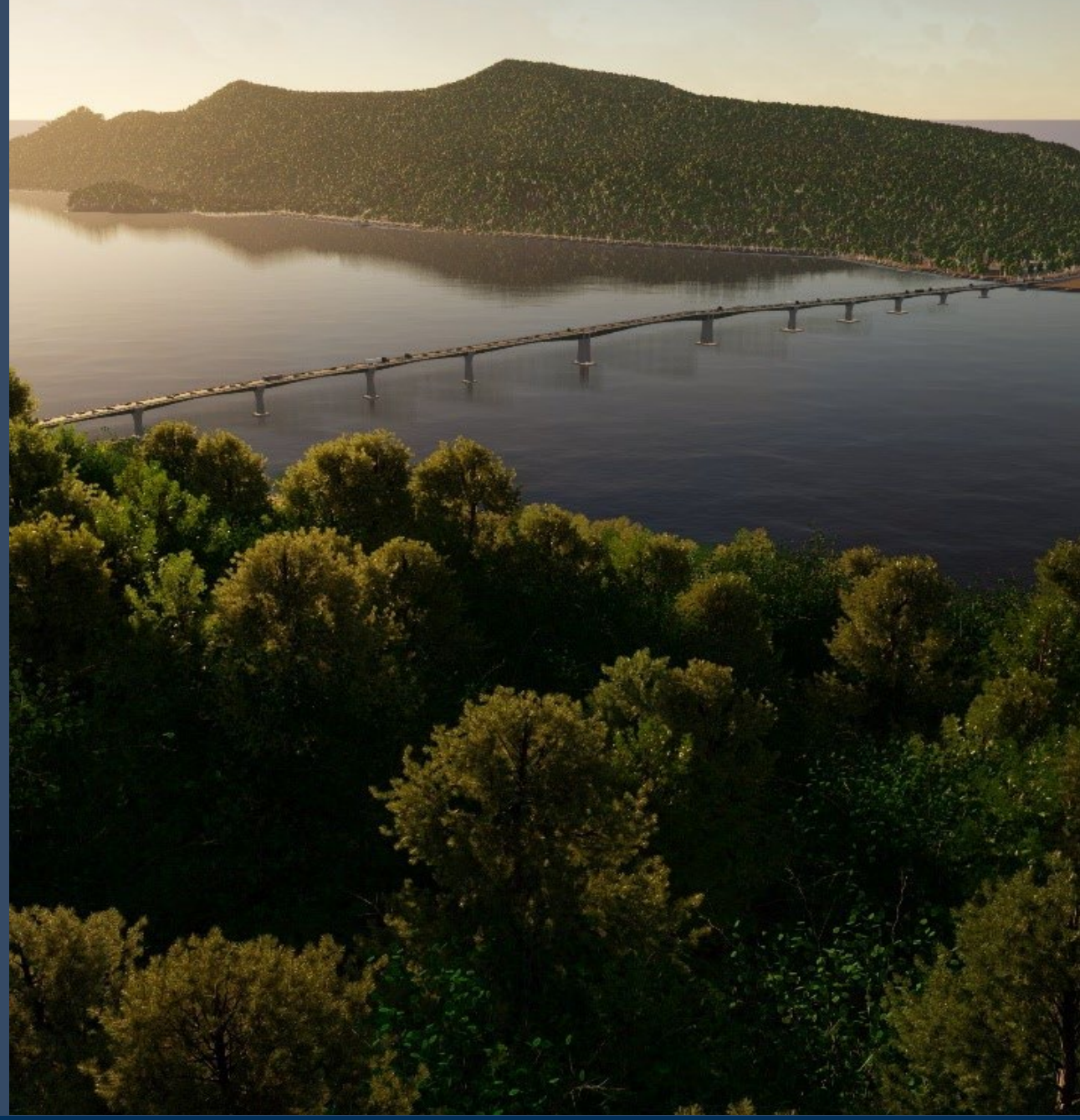
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