APPENDIX H. FINAL SEIS ERRATA

The following is a list of errors or points of clarification in the Interstate Bridge Replacement (IBR) Program Final Supplemental Environmental Impact Statement and Section 4(f) Evaluation (the Final SEIS), published on April 17, 2026. These errata to the Final SEIS are printed and included with publication of the Amended Record of Decision.

Chapter and Page	Final SEIS Text/Reference	Corrected Text/Clarification
Executive Summary, page S-32, Table 4, column 4 (Modified LPA with single-level fixed-span configuration, two auxiliary lanes, with C Street ramps, centered I-5, and all five park and rides), row Ecosystems	"Overwater Sharing (Water Surface): +3.9 acres (+12.99 acres compared to the existing condition)"	"Overwater Sharing (Water Surface): ~~+3.9~~ 1.24 acres Overwater Shading (Elevated Deck): ~~(~~+12.99 acres ~~compared to the existing condition)~~"
Chapter 3.2, Navigation, Section 3.2.4 Temporary Reasonably Foreseeable Effects, Modified LPA, page 3.2-14	"Temporary reasonably foreseeable effects on navigation would not differ among the Modified LPA design options, unless otherwise noted below. Construction of the Modified LPA includes the construction of the new bridges and removal of the existing Interstate Bridge. Construction activities would result in temporary effects to navigation on the Columbia River. During construction of the Modified LPA, some of the new piers, which are located outside the current navigation channel, would not align with the existing piers. Construction of the new bridge pier sets would occur one-by-one, resulting in changes to the three navigation channels at different points in time. For the estimated 6- to 8-year duration of construction, the existing Interstate Bridge would still be operational, and channels would be restricted by the presence of both the existing and constructed piers until demolition of the existing piers could occur. HNC could be further affected due to crane barges and other equipment present in the vicinity of the channel during pier construction. Smaller vessels and most recreational craft, which have limited horizontal and vertical	"Temporary reasonably foreseeable effects on navigation would not differ among the Modified LPA design options, unless otherwise noted below. Construction of the Modified LPA includes the construction of the new bridges and removal of the existing Interstate Bridge. Construction activities would result in temporary effects to navigation on the Columbia River. During construction of the Modified LPA, some of the new piers, which are located outside the current navigation channel, would not align with the existing piers. Construction of the new bridge pier sets would occur one-by-one, resulting in changes to the three navigation channels at different points in time. For the estimated 6- to 8-year duration of construction, the existing Interstate Bridge would ~~still be~~ remain operational for highway traffic, and bridge openings would continue to occur except when the primary navigation channel is temporarily closed up until the period when traffic is switched over to the new Columbia River bridges.~~, and~~ At given times during construction, each navigation channel~~s~~ would be horizontally restricted by the presence of both the existing and constructed piers, and the primary navigation channel would be vertically restricted from the time when the new bridge superstructure would be constructed until demolition of the existing bridge and piers could occur. HNC could be further affected due to crane barges and other equipment present in the vicinity of the channel during pier construction. Smaller vessels and most recreational craft, which have limited horizontal

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	clearance needs, would not be restricted from passing. Construction would be staged so that at least one navigation channel would be open at a given time (Appendix C of IBR 2025). A minimum unobstructed navigation clearance of 72 to 75 feet (vertical) by 150 to 200 feet (horizontal) would be maintained during construction. This clearance would meet vessel clearance needs of most waterway users; however, for vessels requiring more VNC or HNC, accommodations would be implemented to maintain safe passage through the construction area. Any such coordination would take place between the river user (public or private) and the construction contractor and in advance of needing passage. Pilot and tug master feedback during the navigation simulations provided the following observations for the construction conditions:"	and vertical clearance needs, would not be restricted from passing. Construction would be staged so that at least one navigation channel would be open at a given time (Appendix C of IBR 2025). Each navigation channel would be closed for 10-24 months while the new Columbia River Bridges would be constructed; these closures would be staggered as construction progresses across the river. During this phase of constructing the new bridges, the primary navigation channel would provide occasional openings with advanced notice to mariners. After the new bridges are completed, traffic using the existing Interstate Bridge would be switched over to the new bridges. As the construction transitions to removal of the existing bridge, each navigation channel would be closed again for approximately six months. Similar staggering of these closures would occur to maintain at least one channel open for navigation. A minimum unobstructed navigation clearance of 72 to 75 feet (measured in feet above 0 CRD) (vertical) by 150 to 200 feet (horizontal) would be maintained during construction. This clearance would meet vessel clearance needs of most waterway users; however, for vessels requiring more VNC or HNC, accommodations would be implemented to maintain safe passage through the construction area. Any such coordination would take place between the river user (public or private) and the construction contractor and in advance of needing passage. Pilot and tug master feedback during the navigation simulations provided the following observations for the construction conditions:"
Chapter 3.16, page 3.16-18, Table 3.16-7, column 3 ((Modified LPA with single-level fixed-span configuration, two auxiliary lanes, with C Street ramps, centered I-5, and all five park and rides), row: Aquatic resources	"Overwater Sharing (Water Surface): +3.9 acres (+12.99 acres compared to the existing condition)"	"Overwater Sharing (Water Surface): ~~+3.9~~ 1.24 acres Overwater Shading (Elevated Deck): ~~(~~+12.99 acres ~~compared to the existing condition)~~"

Chapter and Page	Final SEIS Text/Reference	Corrected Text/Clarification
Chapter 3.16, page 3.16-23	"Pursuant to Executive Order 11988, a Location Hydraulic Study would be conducted to evaluate potential impacts to the floodplain, and to document the impacts, mitigation measures, alternatives, and findings following the provisions of 23 CFR Part 650A."	"Pursuant to Executive Order 11988, a Location Hydraulic Study was completed in December 2025 ~~would be conducted~~ to evaluate potential impacts to the floodplain, and to document the impacts, mitigation measures, alternatives, and findings following the provisions of 23 CFR Part 650A."
Appendix S4, Organizations and Individuals Comments and Responses, page S-5084	Response to Submission 2432: Bob Ortblad (September 27, 2024) The Modified LPA which would include light-rail transit (LRT), was developed in close coordination with federal, state, and local partners and was informed by extensive community input and data. When considering the specific needs of the high-capacity transit investment for the Modified LPA, LRT was advanced as the preferred transit mode. For more information, see Transportation Standard Response M.32: Light-Rail Extension.	~~The Modified LPA which would include light-rail transit (LRT), was developed in close coordination with federal, state, and local partners and was informed by extensive community input and data. When considering the specific needs of the high-capacity transit investment for the Modified LPA, LRT was advanced as the preferred transit mode. For more information, see Transportation Standard Response M.32: Light-Rail Extension.~~ One of the six transportation needs identified in the IBR Program's Purpose and Need statement (Chapter 1 of the Final SEIS) is to improve freight mobility in the I-5 corridor. As the main West Coast freight highway, I-5 connects Canada, Mexico, and the Pacific Rim with the western United States, serving the ports of Vancouver and Portland and most local freight facilities. I-5 is a major designated freight route and a primary component of the National Highway Freight Network. The IBR Program cannot require trucks to use other routes and excluding all truck traffic from I-5 would conflict with its essential freight function. Therefore, shifting truck freight to I-205 is neither reasonable nor practicable and was not formally studied. Transferring truck freight to rail would require significant system upgrades beyond the IBR Program area, including more tracks, yard improvements, and operational changes. In addition, rail would not provide the door-to-door delivery provided by trucks. Lastly, the IBR Program cannot mandate which mode of transport freight users ultimately select. Therefore, shifting truck freight to rail is not feasible or practicable and was not formally studied.

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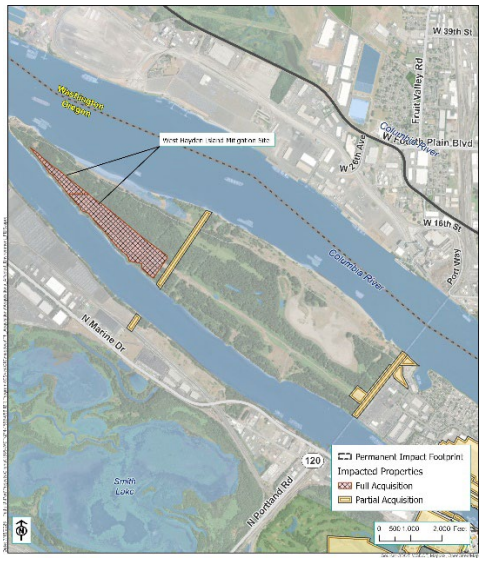
Appendix S4, Organizations and Individuals Comments and Responses, page S-5132	Response to Submission 2455: Robert Ortblad (September 17, 2024) WSDOT's statewide policy and protocol is that preliminary reports that are not required for construction are not sealed by a professional engineer. This is consistent with the approach used for similar reports prepared during the CRC Project and has continued throughout the IBR Program. The IBR Program consulted WSDOT headquarters and the Washington State Board of Registration for Professional Engineers & Land Surveyors to determine if the July 2021 Tunnel Concept Assessment warranted a seal by a professional engineer. The two entities determined that the Tunnel Concept Assessment did not need to be sealed by a professional engineer. In the interest of conveying more confidence in the assessment and its conclusions, the IBR Program made the decision to seal it.	Response to Submission 2455: Robert Ortblad (September 17, 2024) The Tunnel Concept Assessment was written as an assessment for suitability of a concept. WSDOT and the IBR Program initially determined it was not a report for advancement toward preliminary engineering, plans development, or construction and thus did not stamp the document. After communicating with the Washington State Board of Registration of Professional Engineers & Land Surveyors, the IBR Program, in the interest of conveying more confidence in the assessment and its conclusion, made the decision to seal the Tunnel Concept Assessment. The sealed Tunnel Concept Assessment, Rev 2 is available on the IBR Program's website (https://www.interstatebridge.org/media/szhnvxsw/final-itt_-rev2_sealed_signed_remediated.pdf) and is included as Attachment B to Attachment C-1 to Appendix D of the Final SEIS. ~~WSDOT's statewide policy and protocol is that preliminary reports that are not required for construction are not sealed by a professional engineer. This is consistent with the approach used for similar reports prepared during the CRC Project and has continued throughout the IBR Program. The IBR Program consulted WSDOT headquarters and the Washington State Board of Registration for Professional Engineers & Land Surveyors to determine if the July 2021 Tunnel Concept Assessment warranted a seal by a professional engineer. The two entities determined that the Tunnel Concept Assessment did not need to be sealed by a professional engineer. In the interest of conveying more confidence in the assessment and its conclusions, the IBR Program made the decision to seal it.~~
Acquisitions Technical Report, Appendix A, page A3-1	"2N1E33A -01500; N HAYDEN IS DR; IG2; Industrial; Partial; 130,141; 0"	~~"2N1E33A -01500; N HAYDEN IS DR; IG2; Industrial; Partial; 130,141; 0~~ 2N1E28 -00100; W END/ N HAYDEN IS DR; IG2; Vacant; Partial; 104,424; 0"

Chapter and Page	Final SEIS Text/Reference	Corrected Text/Clarification
Acquisitions Technical Report, Appendix B, Figure B-3, Property Impacts – West Hayden Island		
Transportation Technical Report, Table 4-41, page 4-127	[No Footnote D]	Footnote D: Totals may not add up due to rounding.
Visual Quality Technical Report, page 4-4	The 4 Program, City of Vancouver, and the Port of Vancouver would develop a relocation plan in alignment with the City of Vancouver's Public Art Plan, including coordination with the original artists and/or donors. See Section 4.2.3.3 for additional discussion of public art relocation. Because of it's brick construction, relocation of the South Main Landmark is not feasible.	The ~~4~~ IBR Program, City of Vancouver, and the Port of Vancouver would develop a relocation plan in alignment with the City of Vancouver's Public Art Plan, including coordination with the original artists and/or donors. See Section 4.2.3.3 for additional discussion of public art relocation. Because of ~~it's~~ its brick construction, relocation of the South Main Landmark is not feasible.
Visual Quality Technical Report, page 4-16	"The Columbia River bridges would be higher, which may increase a visual sense of openness along the Columbia River shoreline and improve natural harmony (see Figure 4-4, Error! Reference source not found., Error! Reference source not found., and Error! Reference source not found.)."	"The Columbia River bridges would be higher, which may increase a visual sense of openness along the Columbia River shoreline and improve natural harmony (see Figure 4-4, Figure 4-5, Figure 4-6, and Figure 4-7) ~~Error! Reference source not found., Error! Reference source not found., and Error! Reference source not found.)~~."
Visual Quality Technical Report, page 4-24	"Improvements to I-5, Jantzen Drive, and Hayden Island Drive would include pedestrian and bicycle facilities, including connections to other local and regional facilities, and improve project coherence for these travelers (see Figure 4-9 and Error! Reference source not found.)."	"Improvements to I-5, Jantzen Drive, and Hayden Island Drive would include pedestrian and bicycle facilities, including connections to other local and regional facilities, and improve project coherence for these travelers (see Figure 4-7 and Figure 4-9) ~~Error! Reference source not found.)~~."

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Visual Quality Technical Report, page 4-25	"Views of areas close to the Columbia River and bridges would likely be blocked by higher bridge decks, barriers, railings, and other roadway and bridge elements, but views of distant hills and mountains would be improved (see Error! Reference source not found.)."	"Views of areas close to the Columbia River and bridges would likely be blocked by higher bridge decks, barriers, railings, and other roadway and bridge elements, but views of distant hills and mountains would be improved (see Figure 4-10) ~~Error! Reference source not found.)~~."
Visual Quality Technical Report, page 4-29	"In the open configuration, the bridge deck between the lift towers would be significantly higher and more visible (see Error! Reference source not found., Error! Reference source not found., Error! Reference source not found.)."	"In the open configuration, the bridge deck between the lift towers would be significantly higher and more visible (see Figure 4-5, Figure 4-6, and Figure 4-7) ~~Error! Reference source not found., Error! Reference source not found., Error! Reference source not found.)~~."
Visual Quality Technical Report, page 4-32	"Error! Reference source not found. shows the existing conditions adjacent to the noise wall and a simulation of what the conditions of the Modified LPA alternative would be."	"Figure 4-11 ~~Error! Reference source not found.~~ shows the existing conditions adjacent to the noise wall and a simulation of what the conditions of the Modified LPA alternative would be."
Visual Quality Technical Report, page 4-35	"The Fourth Plain improvements would require moving an existing noise wall to the west toward several residential homes along I Street between 35th and 37th Streets (see Error! Reference source not found.), reducing the rear yards and potentially moving the location of outbuildings."	"The Fourth Plain improvements would require moving an existing noise wall to the west toward several residential homes along I Street between 35th and 37th Streets (see Figure 4-11 ~~Error! Reference source not found.~~), reducing the rear yards and potentially moving the location of outbuildings."
Water Quality and Hydrology Technical Report, page 4-5	Floodplain permits would require modeling studies, which would be conducted prior to applying for the permit and based on the progressed design information available at that time. However, preliminary hydraulic calculations show that the Modified LPA would not result in floodplain impacts. If results of the final modeling show a backwater effect that exceeds local standards, balanced earthmoving (i.e., cut and fill) remedies within the floodplain would likely be prescribed.	Floodplain permits would require modeling studies, which would be conducted prior to applying for the permit and based on the progressed design information available at that time. The new bridge piers are defined by FEMA as floodplain encroachments; however, they would replace the existing bridge encroachments and would therefore not result in any significant encroachment. ~~However, p~~ Preliminary hydraulic calculations show that the Modified LPA would not result in floodplain impacts. If results of the final modeling show a backwater effect that exceeds local standards, balanced earthmoving (i.e., cut and fill) remedies within the floodplain would likely be prescribed.