

Project Delivery Update – Project Examples

Amy Ramsdell, Delivery & Operations Division Administrator

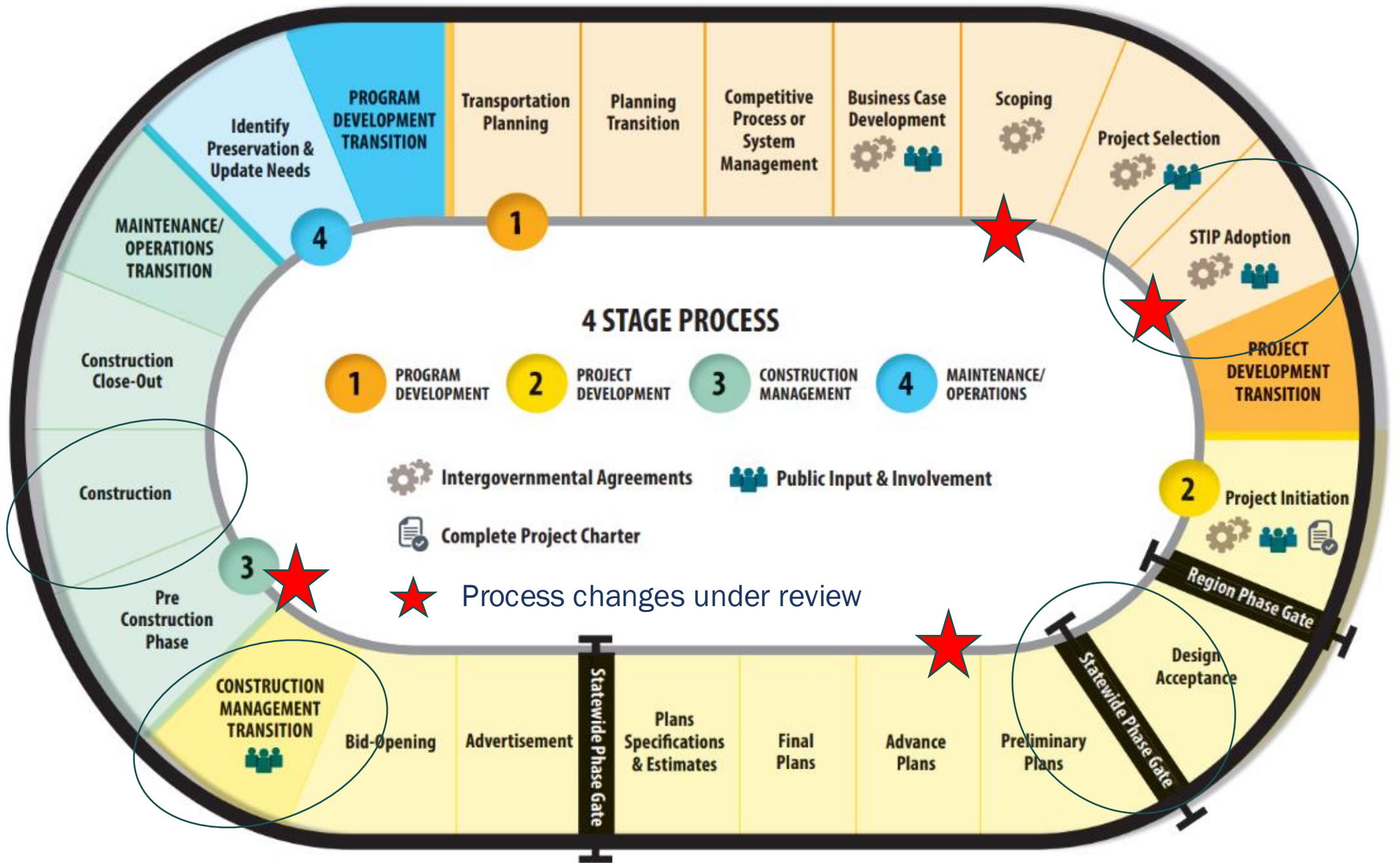
Joint Committee on Transportation

February 25, 2025



Presentation Overview

- Explanation of the Project Delivery Lifecycle
- Agency Steps to Address Issues
- Project Overviews



Agency's Steps to Address Issues

- Improved scoping, cost estimation and risk management
 - 10 Year Investment Strategy allows time to scope and refine estimates before programming in the STIP
- Improved project selection and programming
 - Holistic review of projects, leveraging different fund types
- Increased project oversight throughout lifecycle
 - Quarterly Project/Portfolio Reviews
- Increased performance accountability
 - Agency Dashboard, Required routine executive briefings on high-risk projects
- Strategic utilization of outside expertise
 - Utilization of consultants and contractors

More Than Just a Paving Project (Adding Scope)



OR99W: I-5 – McDonald (Tigard)

Construction estimate before design = \$7,374,805

Original CN authorization = \$23,706,752

Final CN authorization = \$32,030,267



OR99E: MP 20.35 - SW Berg Pkwy (Canby)

Construction estimate before design = \$5,036,000

Original CN authorization = \$14,244,218

Final CN authorization = \$24,604,054



I-5: Anlauf - Elkhead Rd

Construction estimate before design = \$18,300,000

Original CN authorization = \$33,102,691

Final CN authorization = \$44,510,739

Preserving Our Bridges (Unforeseen Issues)



I-84: Snake River Bridge Deck Repairs

Construction estimate before design = \$1,400,000

Original CN authorization = \$2,168,331

Final CN authorization = \$2,942,205



Deer Creek Rd: Wallowa River Bridge

Construction estimate before design = \$659,000

Original CN authorization = \$806,525

Final CN authorization = \$1,358,957

Maximizing Safety For All Users



US26: SE 99th Ave – East City Limits
(Outer Powell Boulevard)

Construction estimate
before design=
\$61,800,000

Original CN authorization=
\$95,322,650

Current CN authorization=
\$98,971,262 *to date*



US 20: Tumalo to Cooley Rd.
(Bend)

Construction estimate
before design
=\$2,621,000

Original CN authorization=
\$18,742,102

Final CN authorization=
\$21,951,018



US30 Millard and Bennett
Roads (St Helens)

Construction estimate
before design = \$5,152,000

Original CN authorization=
\$4,588,954

Final CN authorization=
\$5,661,225

HB 2017 Project Update

Rian Windsheimer, Region 1 Manager

Megan Channell, Rose Quarter Project Director

Savannah Crawford, Region 2 Manager

February 25, 2025

Joint Committee on Transportation



HB 2017 Project Update

- I-5 Rose Quarter Improvement Project
- I-205 Improvements
- Salem Center Street Bridge Retrofit Project
- Newberg-Dundee Bypass

I-5 Rose Quarter Improvement Project Funding and Status

Cost Estimate: \$1.5 - \$1.9 billion

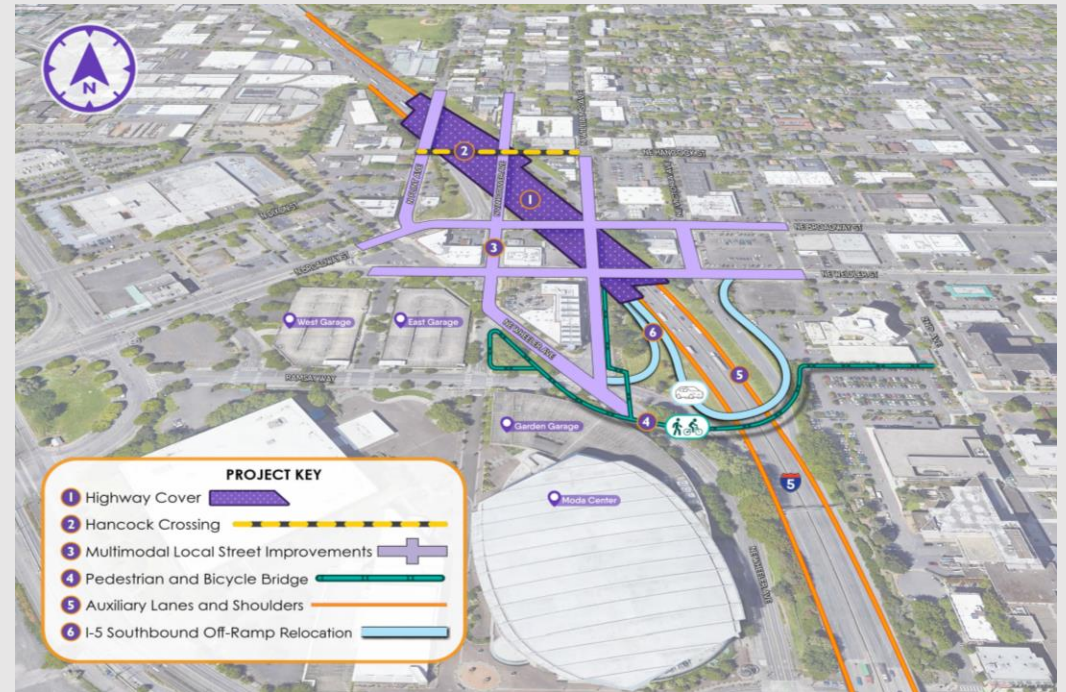
Allocated Funding: \$863 million

- \$381 million HB2017
- \$32 million Other Federal/State/Local
- \$450 million USDOT Reconnecting Communities and Neighborhoods Grant

Funding Gap: \$650 million - \$1.05 billion

Status:

- Federal environmental approval in March 2024
- Project design ranges from 30% to 98% completion
- Letter of Agreement for full project completion: ODOT, City of Portland, Albina Vision Trust, Rip City Management
- \$450 million Reconnecting Communities grant awarded to build first portion of highway cover
 - Grant agreement executed, design funding obligated, right of way and construction obligation currently paused per federal Executive Order
- OTC allocated \$250 million in House Bill 2017 Urban Mobility Strategy funds in December 2024



First Phases for Rose Quarter Delivery

OTC approved transfer of \$250 million of HB2017 UMS funds back to Rose Quarter from I-205 in December 2024

Funds 2025 construction start and expands work delivered concurrently with federal grant



Phase 1A – 2025 Start: Bridge work, stormwater improvements, construct partial southbound auxiliary lane

Phase 1 – 2027 Start: Build first portion of highway cover (30% of cover length), complete southbound auxiliary lane, construct partial northbound auxiliary lane, sign bridges

I-205 Improvements

Phase I (Abernethy Bridge)

- Strengthening the existing Abernethy Bridge to withstand a major earthquake.
- Improving safety and traffic flow with new on- and off-ramps and roundabout.
- New bicycle and pedestrian facilities near the bridge to improve safety.



Phase II (Stafford Rd. to OR 213)

- Third lane for 7-mile portion of I-205 from Stafford Road to OR 213, combined with tolling, would provide congestion relief.
- Creating an earthquake-ready corridor by replacing or reconstructing multiple bridges.



I-205 Improvements Project Status and Current Funding

Phase I (Abernethy Bridge)



Abernethy Bridge and Adjacent Interchanges

Status: In construction.

Cost estimate: \$815 million (December 2024)

Available funding: \$815 million (funding sources include HB 2017 funds, federal and local funds, and Highway User Tax Revenue bonds).

Phase II (Stafford Rd. to OR 213)



7 Mile Widening and 8 Earthquake Ready Bridges

Status: Indefinitely postponed.

- 60% design completed in 2023
- Previous environmental review included tolling; process was not completed.

Cost estimate: \$700-\$800 million (May 2024*)

Available funding: \$0

**Assumes a 2031 construction date. Based on project design that is 60% completed.*

Salem Center Street Bridge Seismic Retrofit

Addresses seismic resiliency for the sections of the bridge over the Willamette River and two of the ramps on the east side.

Status:

- Split into two phases due to west end ramp replacement needs
- Design started for Phase 1 for the main span and east ramps
- In discussions with City of Salem regarding mitigation for park impacts and other permitting
- West end ramp design analysis/emergency response plan

Funding and Funding Gap:

- Phase 1 Total Cost: \$130M-\$200M (2028)
 - Currently funded at \$100M of HB2017 and Bridge Program Funding
 - Funding gap of up to \$100M will come from ODOT Bridge Program
- Phase 2 Total Cost: \$130M-\$190M (2028)
 - Currently Unfunded



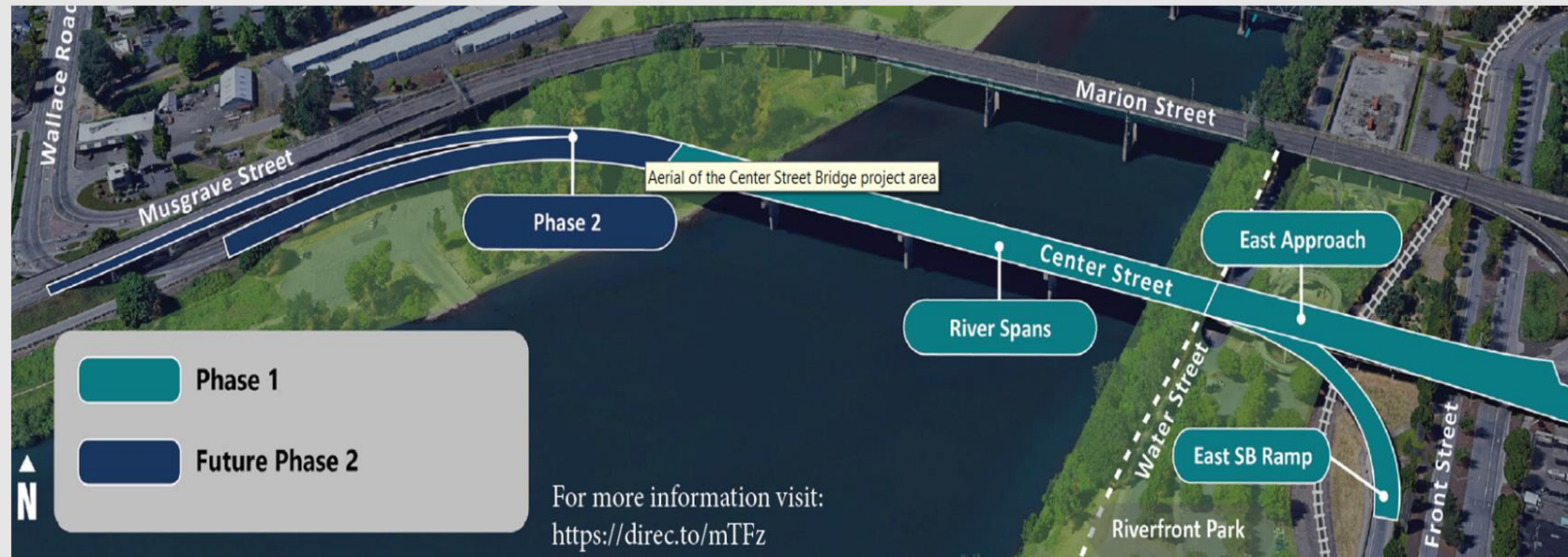
Salem Center Street Bridge Seismic Retrofit

Cost Factors:

- Planning level costs
- Fieldwork identification
- Didn't account for inflation, real time costs, and risks
- Regulation changes
- Mitigation for impacts

Next Steps:

- Risk mitigation meetings
- Executive briefings
- Further earthwork for river span to mitigate risks summer 2025.
- Construction for Phase 1 summer 2026.



Newberg-Dundee Bypass

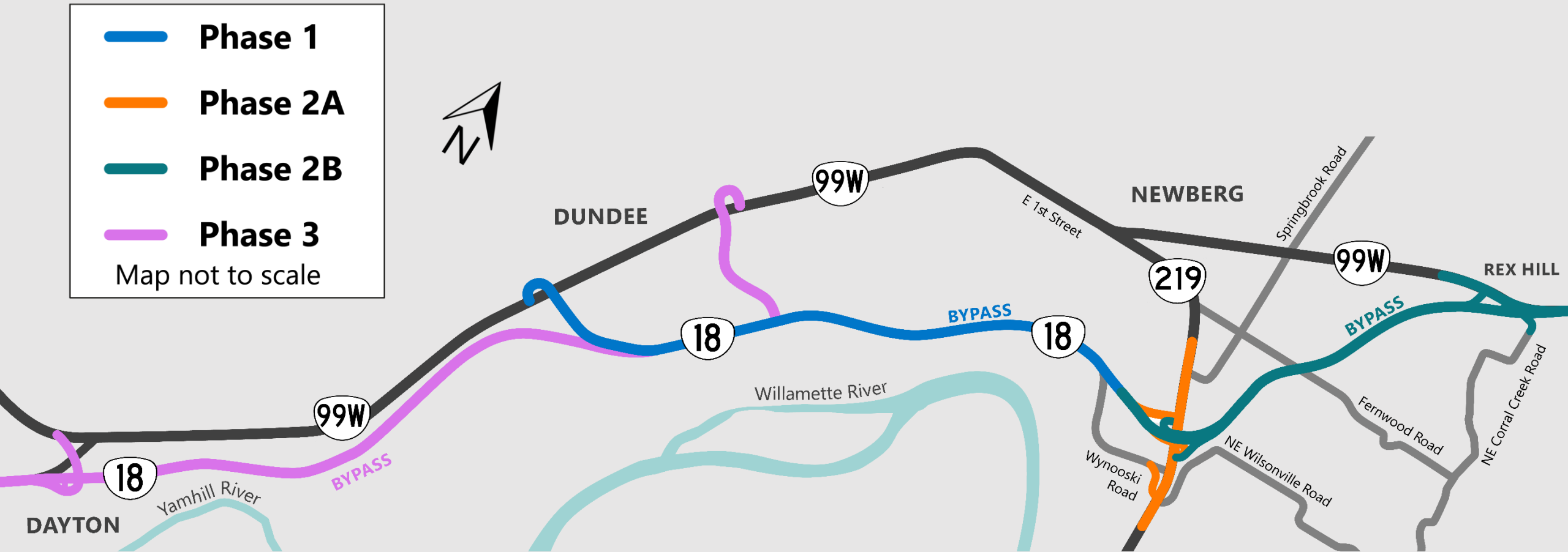
Addresses increasing traffic congestion by improving mobility and safety through Newberg and Dundee in Yamhill County.

Status:

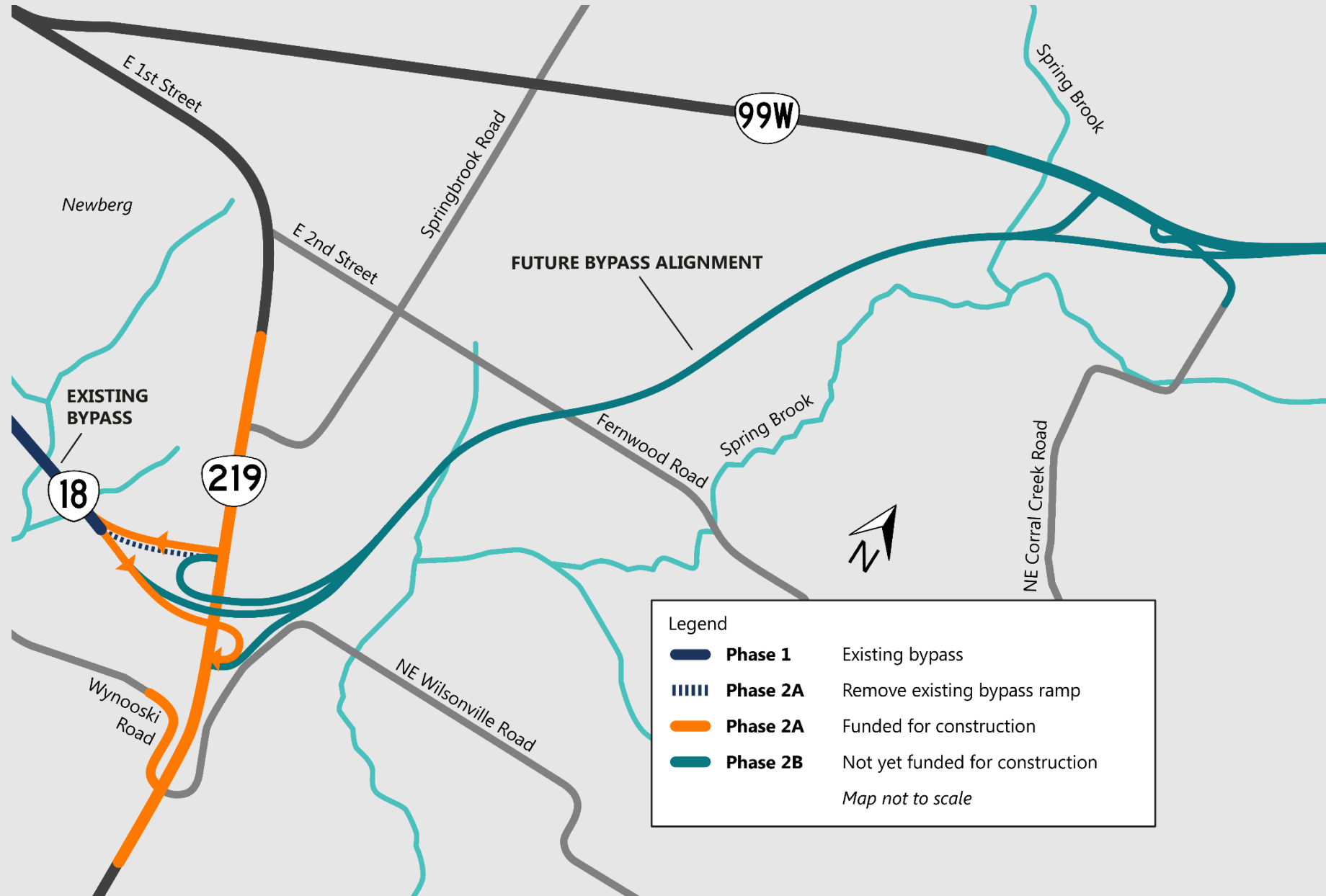
- Phase 1 was completed and opened for traffic in 2018.
- HB 2017 allotted \$22 million for Phase 2 design
- Phase 2 is partially funded and will make bike and pedestrian improvements, safety upgrades, and tackle noise mitigation, among other items. Phase 2 is divided into two phases.



OR 18: Newberg-Dundee Bypass Full Build



OR 18: Newberg-Dundee Bypass Phase 2



Newberg-Dundee Bypass

Funding and Funding Gap:

- Phase 1 Fully funded and completed in 2018
- Phase 2a – Fully funded for construction at \$46M
- Phase 2b – New roadway connecting to OR 99
 - Design - 50% complete
 - Available Funding - Approximately \$6M
 - Funding Need - \$210M-\$300M (2028)
 - Schedule - 6 years to complete when funded
- Phase 3 – Unfunded

Next Steps and Timing:

- Construction for Phase 2a began 2025 and completes in late 2027



Questions?

Thank you