



Interstate Bridge Replacement Program and Urban Mobility Office

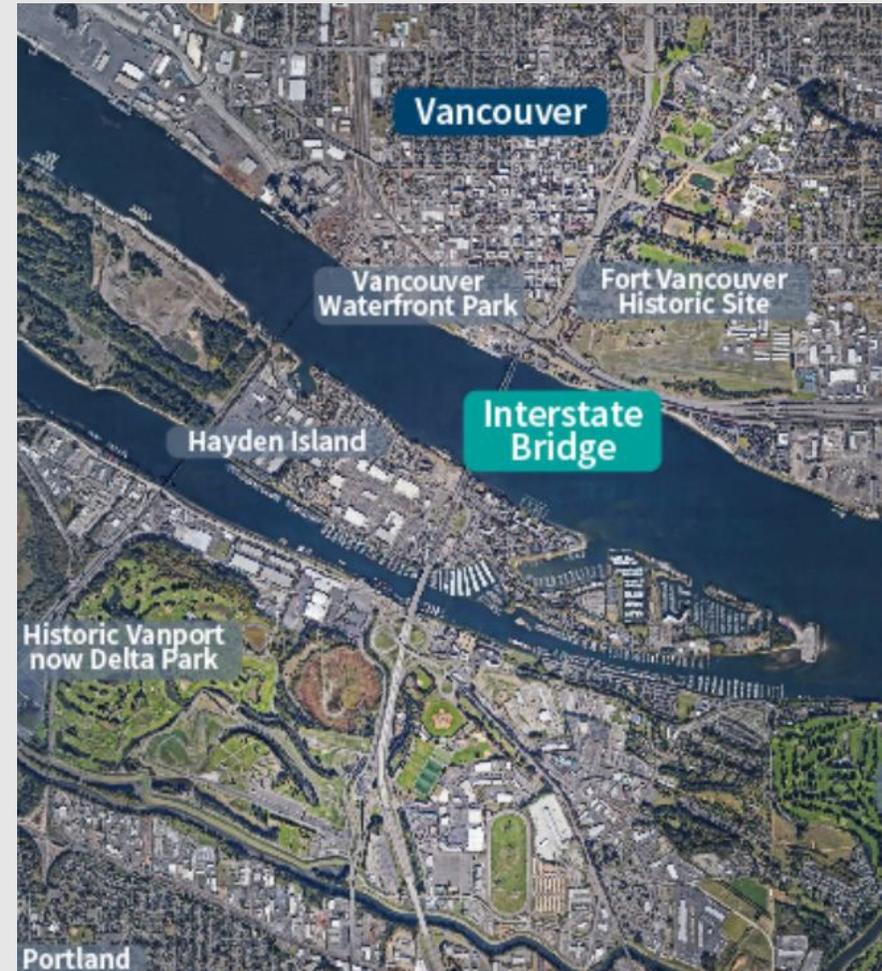
AGC ODOT Partner Conference

March 4, 2022

Interstate Bridge Replacement Program

The Interstate 5 Bridge is a critical connection linking Oregon and Washington across the Columbia River as part of a vital regional, national and international trade route

- With one span over 100 years old, it is at risk for collapse in the event of a major earthquake and no longer satisfies the needs of modern commerce and travel
- There is currently \$80 million in combined funding dedicated by OR and WA
 - Preliminary cost estimate as a range broad enough to cover various bridge replacement and transit alternative scenarios identifies a total need of \$3.2 to \$4.8B



Interstate Bridge Replacement Program

ODOT and WSDOT are jointly leading the program work in collaboration with eight other bi-state partner agencies

- TriMet
- C-TRAN
- Oregon Metro
- SW WA Regional Transportation Council
- City of Portland
- City of Vancouver
- Port of Portland
- Port of Vancouver



Current Interstate Bridge Costs

- One of only a few remaining movable bridges on the Interstate System
 - Only one on I-5 between Canada and Mexico
- \$1.2 million in annual Operations and Maintenance costs
- Capital maintenance for existing bridges estimated to cost over \$270 million by 2040
 - Includes southbound bridge painting, bridge deck replacement, electrical systems upgrade
 - Does not include seismic upgrades

Equity & Climate Commitments

- Equity and climate frameworks applied to all areas of work including design, screening criteria, construction, agreements, and commitments.
- Reduce construction-based emissions.
 - Methods and materials
 - Sourcing locally to reduce transport
 - Equipment and vehicles
 - Zero waste goals for demolition
- Reduce contracting barriers and build capacity for small businesses and minority and women-owned companies.
 - Developing a DBE, On the Job Training (OJT), and workforce program, including apprenticeships
 - The professional services consultant has committed to surpassing the mandatory 15% Disadvantaged Business Enterprise goal with a voluntary goal of 20%

Identifying the Modified Locally Preferred Alternative

Transit Mode

- Reviewing 4 LRT, 3 BRT, 1 BRT to LRT, and Bus on Shoulder options

Hayden Island/Marine Dr. Interchange

- Full, partial, none

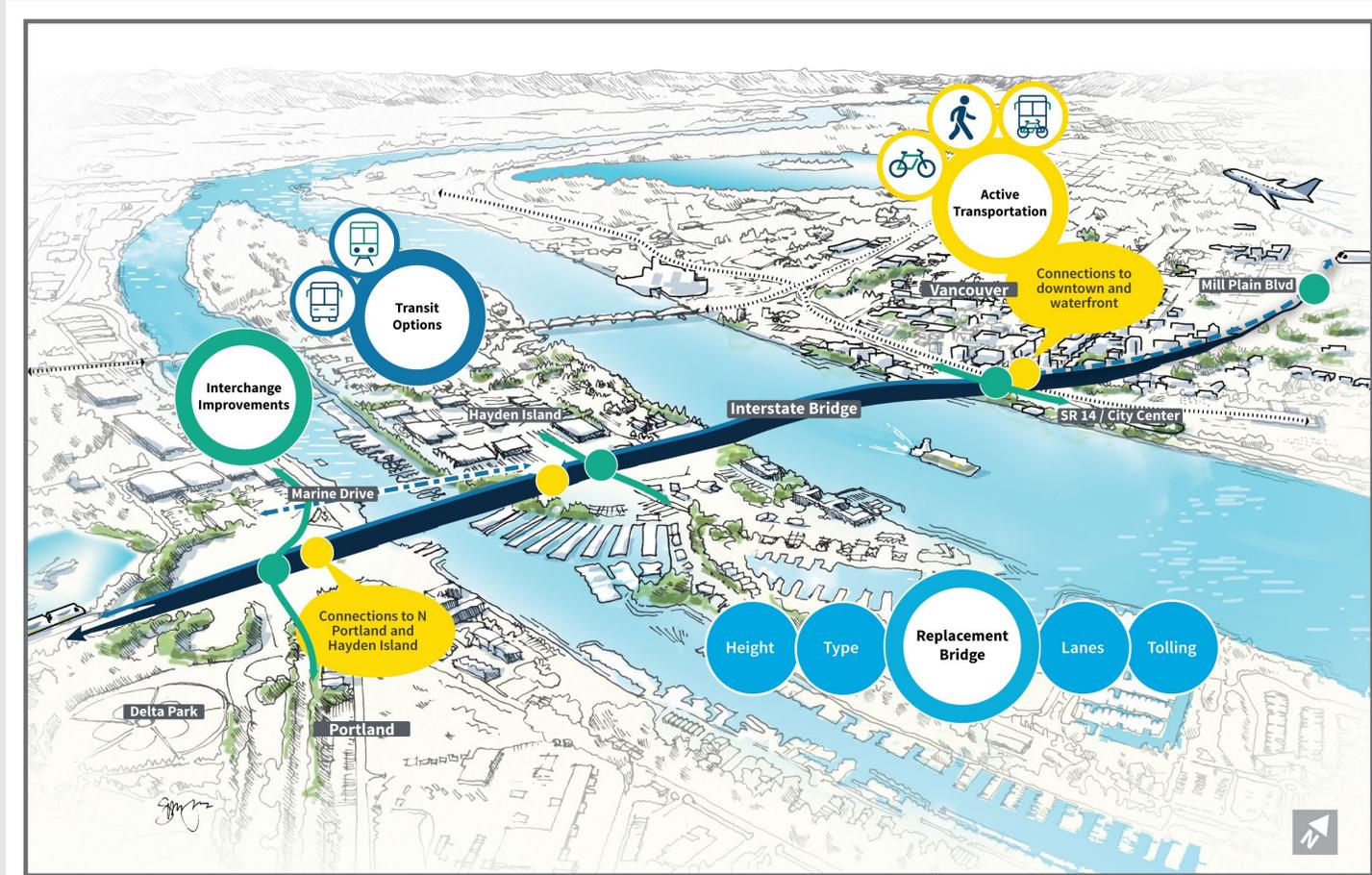
Vancouver Interchanges

- Downtown Vancouver connections

Bridge Crossing and Alignment

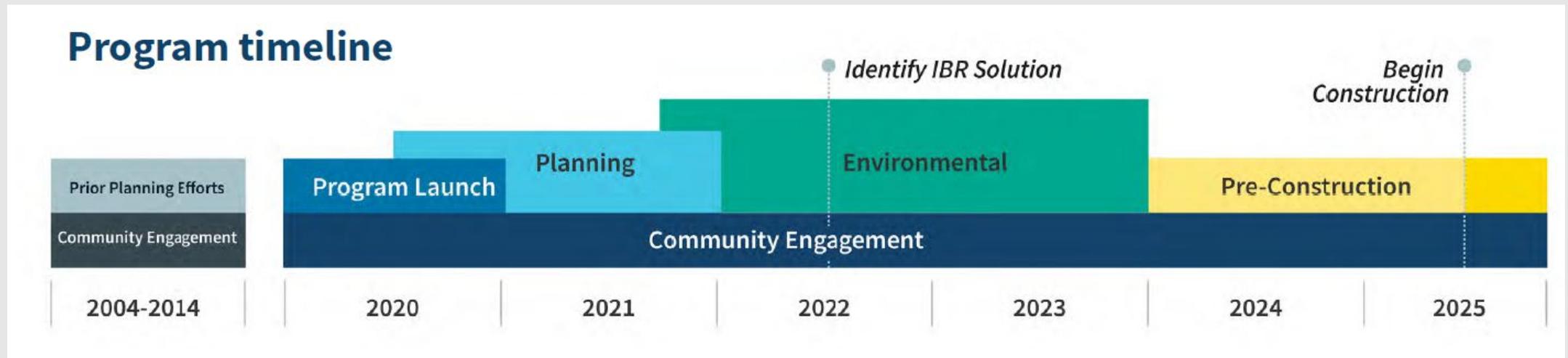
- Curved alignment (2013 LPA), Straight alignment, Stacked alignment

Number of Auxiliary Lanes

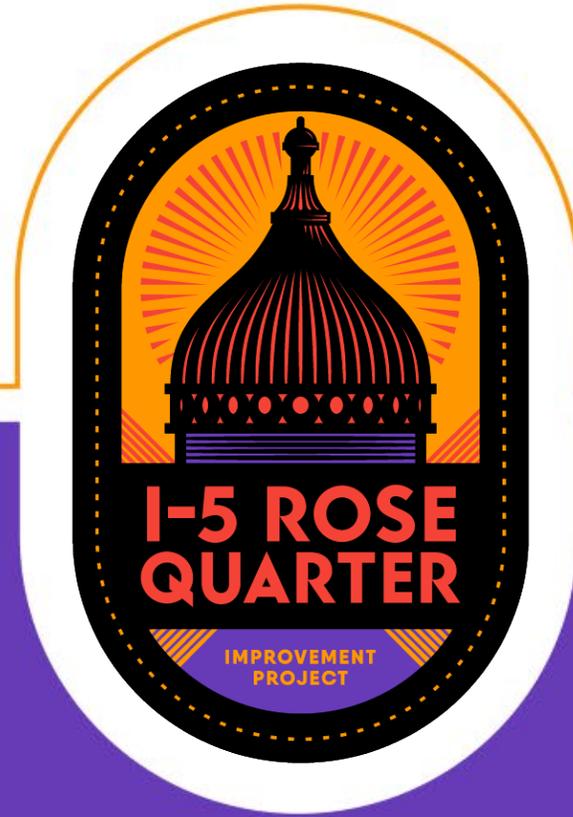


Future Work and Timeline

- Work is ongoing with agency partners and Bi-State Legislative Committee to reach endorsement of Modified LPA by summer 2022.
- Additional analysis will occur as part of the NEPA process beginning in 2022, with the Final Supplemental EIS estimated to be published by late 2023.
- Additional development of design details such as bridge type, active transportation facilities, transit details: mid-2022 through mid-2024.
- Updates to the conceptual finance plan will occur in fall 2022 in preparation for the 2023 OR and WA legislative sessions.

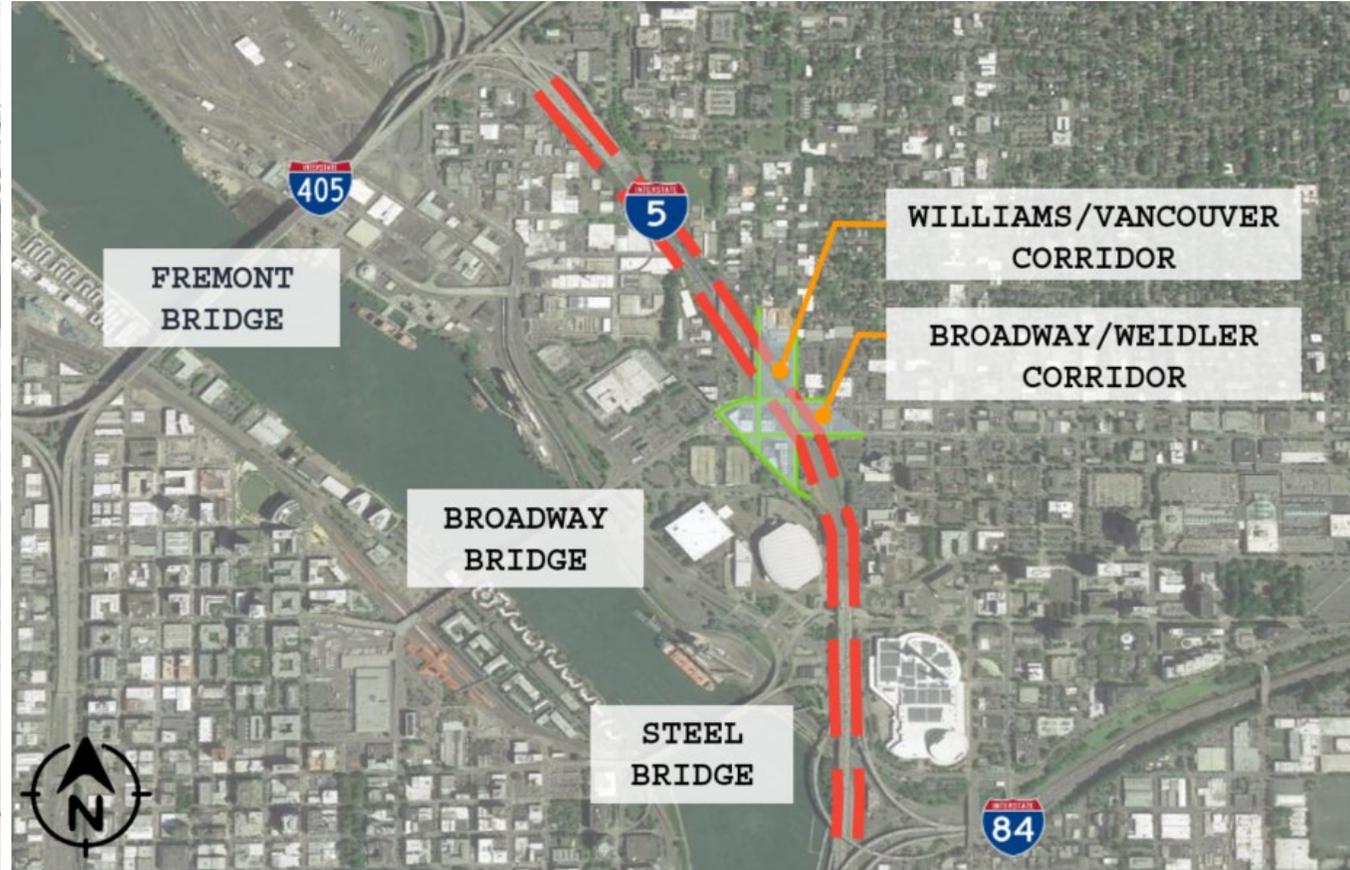


I-5 Rose Quarter Improvement Project

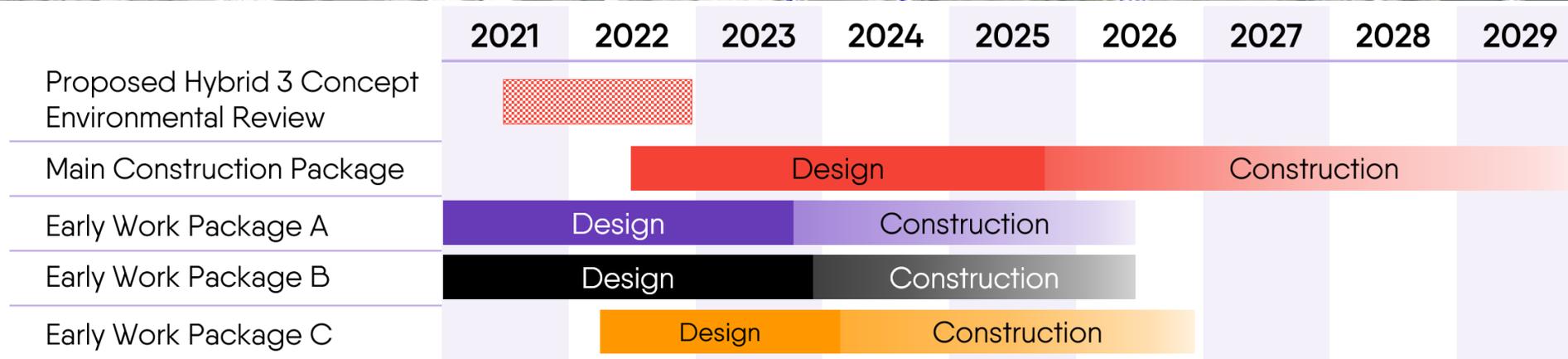
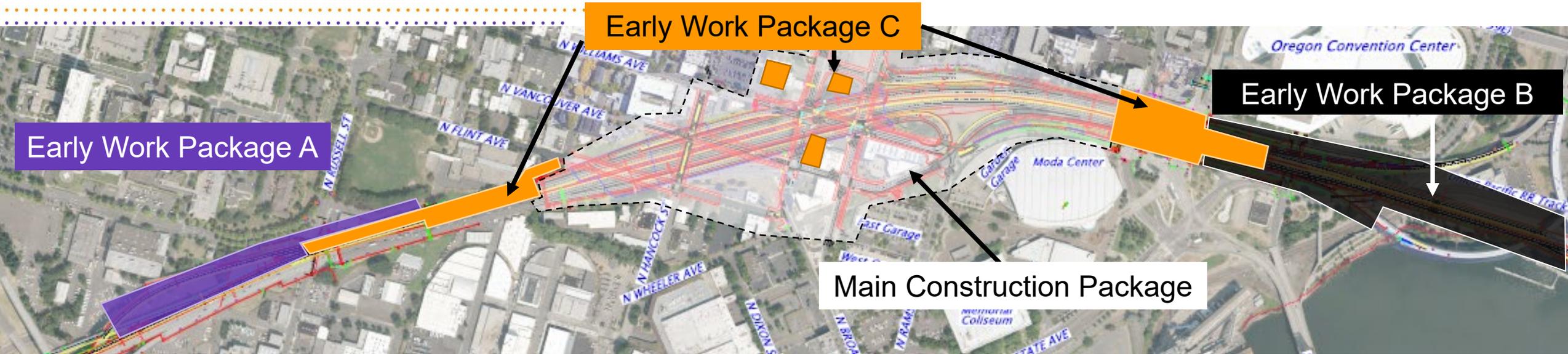


I-5 Rose Quarter History

1952



Construction Work Packages



Diversity & Subcontracting Plan

▶ Subcontracting & DBE Utilization

- » Technical Assistance
- » Mini-CM/GC

▶ Increasing Apprenticeship Opportunities

- » Building the Pipeline

▶ Growing a Diverse Workforce

- » Workforce Advocate

▶ Utilization of a Diverse Workforce During Construction

- » Cultural competency Curriculum
- » Acceptable Worksite Program

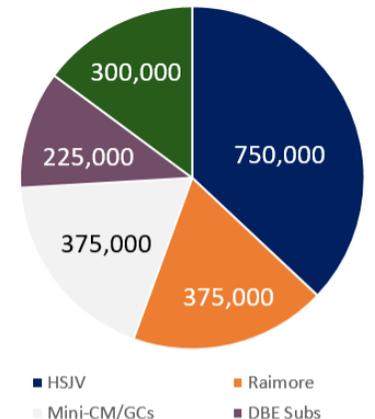
▶ COAC Input & Support

Summary Results of Potential DBE Values

Subcontract	Percent	Amount
TOTAL SUBCONTRACTED	46%	\$ <u>437</u> million
<i>Total Disadvantaged Business Enterprise (DBE)</i>	13%	\$ <u>124</u> million
<i>DBE Mini-Construction Manager/General Contractor</i>	10%	\$ <u>95</u> million
Subtotal Anticipated DBE	23%	\$<u>219</u> million
DBE Capacity Building	5%	\$ <u>48</u> million
Total Potential DBE Participation	28%	\$<u>267</u> million

Project total per 2020 Project costs in 2025 dollars with Hybrid 3

- HSJV – 750k Craft Hours
- Raimore – 375k Craft Hours
- Mini-CMGCs – 375k Craft Hours
- Other DBE Subs – 225k Craft Hours
- Other Non-DBE Subs – 300k Craft Hours





I-205 IMPROVEMENTS

Phase 1A - Abernethy Bridge: OR43 to OR213



Project Needs & Benefits

7 MILES
OF IMPROVEMENTS

I-205 IMPROVEMENTS
Stafford Road to OR 213



9 BRIDGES
UPDATED OR REPLACED
TO WITHSTAND
AN EARTHQUAKE

**3 NEW SOUND
WALLS**

6 LOCATIONS
WITH IMPROVEMENTS
FOR PEOPLE WHO
WALK AND ROLL

**2 IMPROVED
INTERCHANGES**

**7 NEW TRAVELER
INFORMATION
SIGNS**

1 NEW TRAVEL LANE
IN EACH DIRECTION

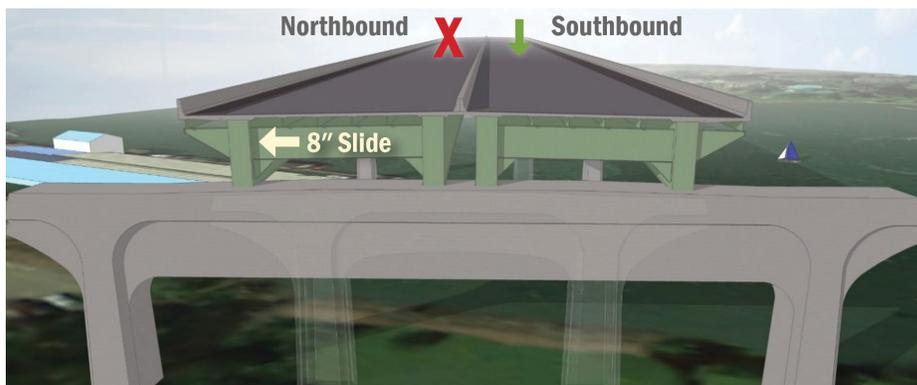
Project Improvements



Phase 1A Improvements



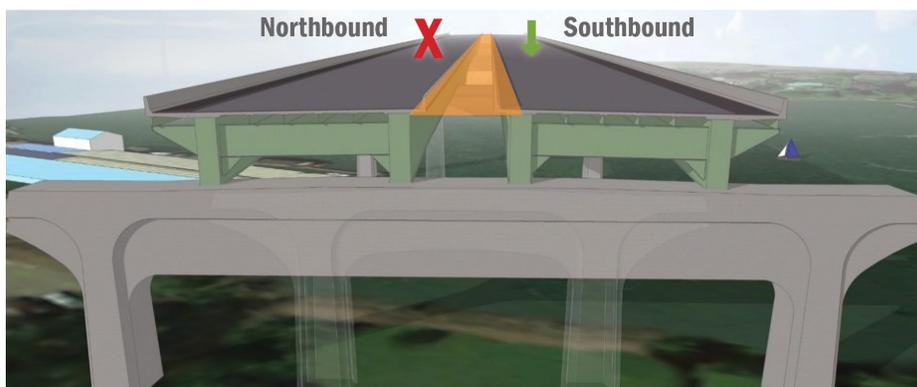
Abernethy Bridge Construction Stages



1: Widen each side and slide direction



2: Slide the other direction



3: Construct the interior section



4: Striping for final lane configuration will be completed in a future phase

A+C+D Procurement and Schedule – Phase 1A



Technical Approach and Qualifications Under Development:

- Bridge construction – slide, drilled shafts, ground improvements, marine access, temporary work bridges
- Maintenance of traffic
- Permit compliance
- Temporary traffic control

Schedule Critical Item:

- Advertisement – 12 weeks (Anticipated early December 2021)
- 8 weeks for technical, 4 weeks for price – Opened Bids March 1st
- Anticipated Notice of Intent to Award - early March 2022
- Anticipate NTP – mid-April 2022

Project Diversity Goals

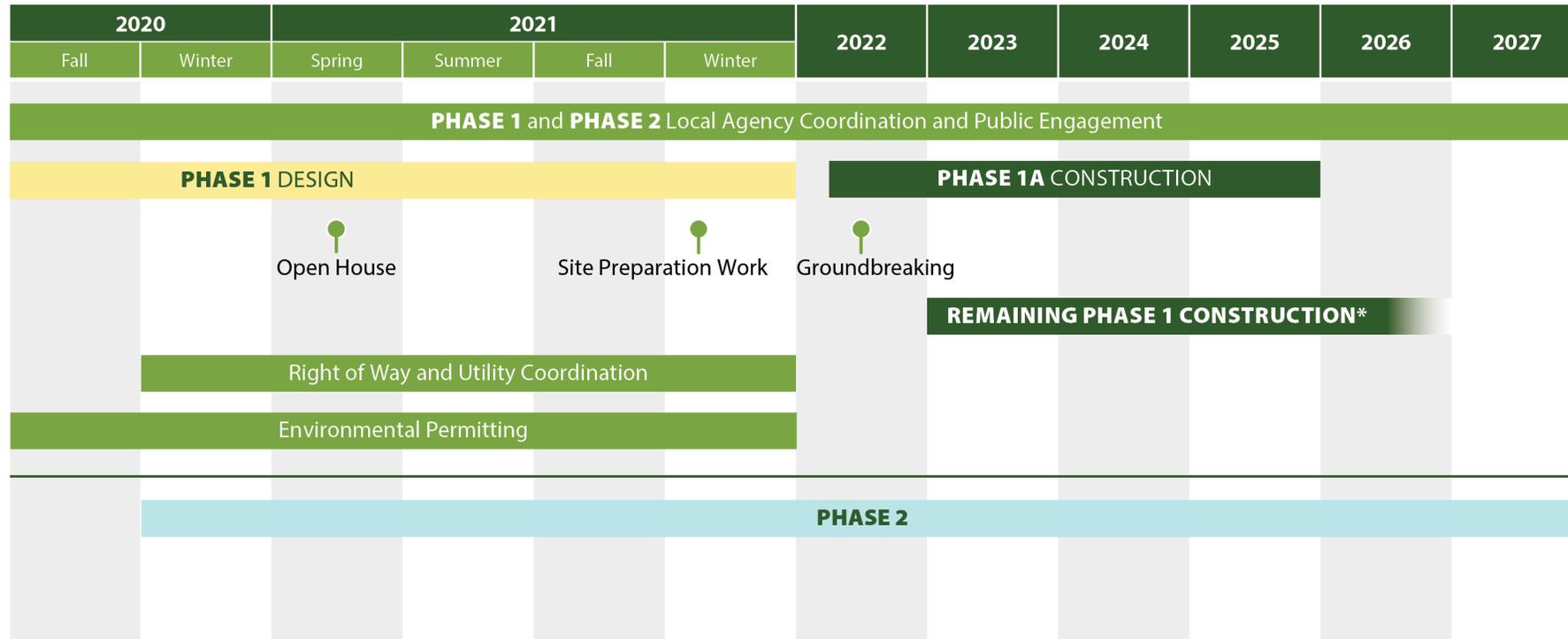
- Proposed DBE Construction Goal – 14%
- On the Job Training/Apprenticeship - 20%
- Aspirational Targets – Minority 20% & Female 14%
- Zip Code Priority Hiring (FHWA Pilot Program) – 8%
- TERO – 5%

Schedule

I-205 IMPROVEMENTS Stafford Road to OR 213



WINTER 2022



* Scheduling of remaining Phases 1 work is currently tentative and will be refined spring 2022.

