

# I-5 Rose Quarter Project

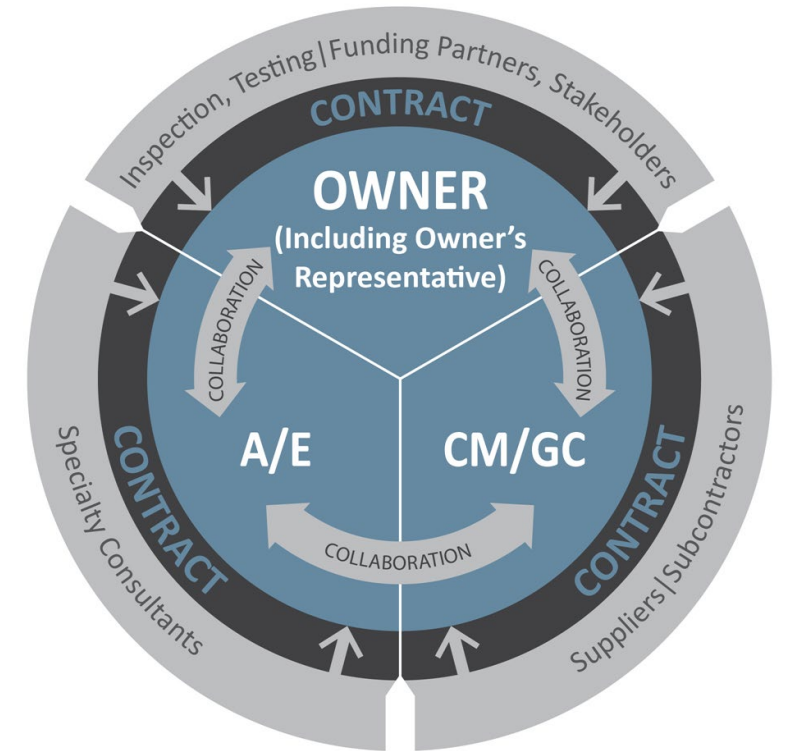
February 2023



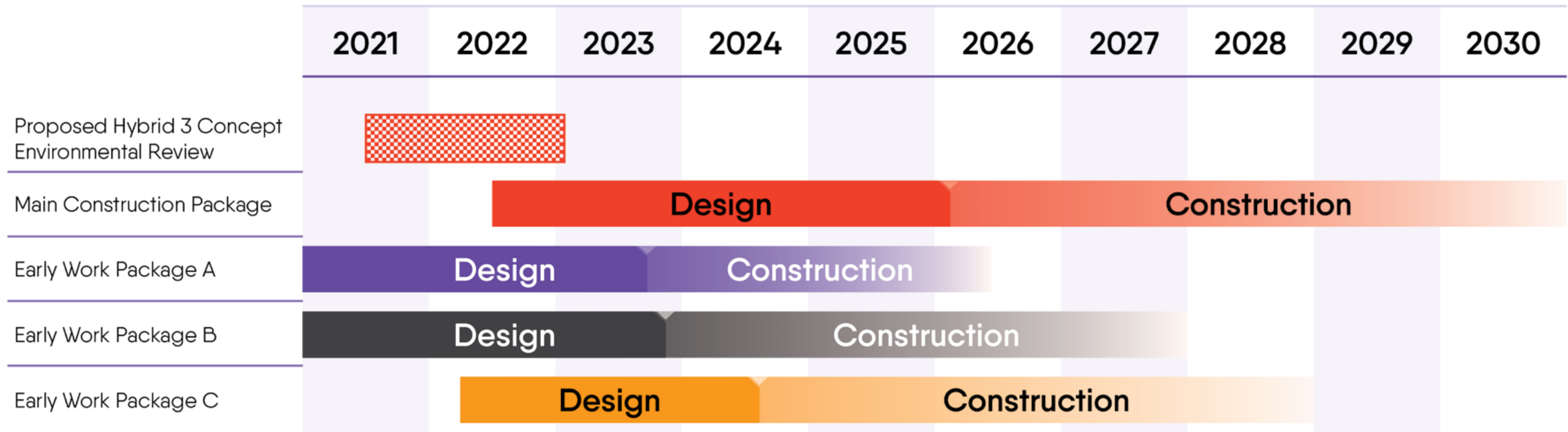
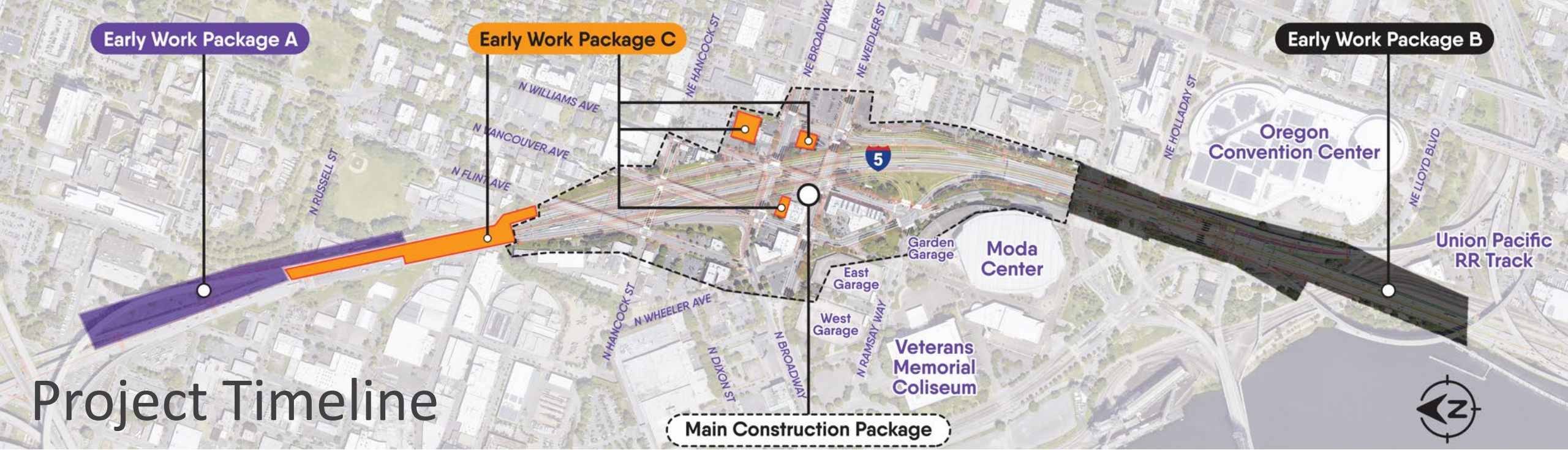
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# Why CM/GC on this project?

- ▶ Optimize innovation/collaboration
  - » Accelerated delivery while reducing cost and risk
  - » Real-time feedback on constructability
- ▶ Best practices for future projects
  - » Lay foundation for more agency projects using alternate delivery methods
- ▶ Improved community partnerships
  - » Extensive public input
- ▶ Increased economic opportunities
  - » Expanding subcontracting opportunities



# Project Timeline





# Organizational Challenges

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- ▶ Large team co-location office requirements / COVID-19
- ▶ Utilizing new technology
- ▶ Utilizing new processes
- ▶ Key team members new to UMO and ODOT
- ▶ Promoting CMGC innovation within traditional ODOT practices for low-bid

# Organizational Solutions

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## ▶ Leveraged technology

- » Procure – Entire team in one platform
- » Dedicated project controls staff to manage technology
  - Info sharing – Documents tool, dashboards, logs, matrices
- » Remote access allows participation from a wide geography and for larger groups of team members

## ▶ New team members with new processes

- » Learning CM/GC – peer group ODOT and nationally
- » Changing ODOT norms to allow for innovation

# Technology Solutions

## ▶ Collaboration tools

### » Idea Log – 122

- Implemented to date 43
- Moved to Opportunity Matrix for further evaluation 15

### » Opportunity matrix – 18

- Implemented to date 13
- Evaluated for impacts to construction, design, risk, utility, ROW, maintenance, environmental, project values and equity considerations

### » Common space on Procore platform for document sharing allowing for ‘over the shoulder’ reviews of work products

# Design Challenges

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- ▶ Scope of the project changed and continues to evolve
  - » Required updated NEPA evaluation
  - » Increased costs / funding not 100% secured
  - » Challenging economic market conditions
- ▶ Future long-term development on highway cover is still unknown
- ▶ City disengaged during design and environmental phase

# Design Solutions

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- ▶ Governor's workshops to reach consensus on design alternative
  - » Independent Cover Assessment (ICA) work
  - » Project reconfiguration
  - » Community Framework Agreement for Highway Cover Development
- ▶ Leveraging third-party/partnerships
- ▶ Supplemental Environmental Assessment issued
- ▶ Funding Plan/Strategy Development



# Construction Challenges

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- ▶ Building in a well-developed urban environment
  - » Construction access
  - » Maintenance and operation of traffic on Interstate-5 and city streets
  - » Construction staging
- ▶ Rose Quarter Transit Center
  - » Disruption to operations
- ▶ Workforce and subcontractor capacity
  - » Local shortage

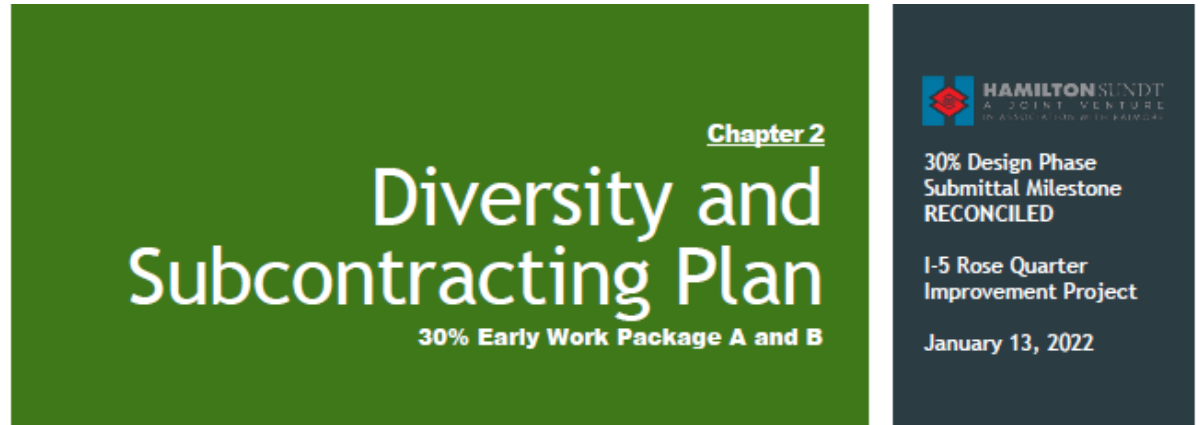
# Construction Solutions

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- ▶ Weekly constructability meetings
  - » Incorporate ideas into design in real time
- ▶ Existing parameters plan
  - » Access and logistics
  - » Anticipated major traffic restrictions
- ▶ Tri-Met coordination
  - » Planning and scheduling for extended shut down of operations
  - » Accelerated bridge construction
- ▶ Utilization of pipeline projects to do skill development and interest in the Rose Quarter Project

# Project Diversity Plan

- ▶ Developed through extensive collaboration
- ▶ Three-part plan
  - » Subcontracting – Building capacity for current and future projects
  - » Apprenticeship - Increasing apprenticeship opportunities
  - » Workforce - Utilization of a diverse workforce



# Questions?

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For more information  
refer to website:

[www.i5rosequarter.org](http://www.i5rosequarter.org)



*Please note that this graphic is for illustrative purposes only and does not represent a final design; the highway cover development process will be led by the City of Portland, in partnership with ODOT, and strong community involvement.*