

## Harney County Bridges Pilot Project

**History:** This pilot resulted after a discussion with Eric Drushella (County Roadmaster) regarding his two bridge replacement locations at Stinking Water Creek (K18405) and Embrey Bridge Road (K18406). The estimated costs at TSL are 1 million and 1.3 million respectively. We have spent around \$300,000 (Federal) to date.

What Eric expressed to me is that he is building bridges for around \$1.58 per Square foot and that historically federal bridges have cost significantly more to construct. The two bridges that he mentioned are as follows:

Poison Creek Bridge: This bridge was damaged beyond repair by a fire two years ago. Palmer Exc. Inc. completed the work replacing a 25 foot bridge with a 35 foot bridge. Engineered stamped drawings were acquired by the contractor. The cost of the structure was \$134,934, 157\$/Sq. Ft. This was a prefabricated metal bridge.

Nine Mile Bridge on Old Experimental Road: This structure was in need of replacement, so Eric took advantage of contractor in the area. The work was completed by Elroy Waldron and Sons (Central Oregon). The project replaced a 25 foot bridge with a 34 foot slab structure. The cost of the structure was \$135,000, \$158/Sq. Ft. The contractor placed the bridge at "Ordinary High water" and supplied engineered stamped drawings.

After a conversation with Monte Grove, we began to explore the potential of using state funds to construct these bridges delivered by the County. We want to be able to measure the costs differences with this proposed process, and create a model for the future.

**Core Team Members:** Mike Barry – LAL, Craig Sipp – Region, Howard Postovit – Region Environmental, Mac Lynde – Active Transportation, Holly Winston- Bridge, Scott Adams – Region 3 LAL

**Proposal:** Eliminate Federal Nexus on these two bridges, and allow Harney County to use State Funds to deliver the two bridges. This Pilot will also include the following:

- A cost analysis comparing the federal delivery process with a State Funded Process.
- A model agreement for delivering State funded local bridge projects.
- Report outlining the benefits and successes of Pilot Program, suggested improvements, and Lessons Learned.

**Funding Model:** Our core group agreed that the model for funding would not be a straight fund exchange, but something more along the lines of an OTIA or Connect Oregon agreement. It was suggested that the agreement would do the following:

- Back out of Federal Funding obligations for the county, to be paid by ODOT, Removing the federal nexus.
- Have a PE Phase prior to construction which would be reimbursed by ODOT at the time of submittal of some required documentation by the County (See Below). Pay for the PE phase with a 5% Retainage.
- The retainage will be paid upon approved submittal of the follow documents.
  - Cover Letter
  - Approved Plans (Meeting AASHTO and Reviewed by ODOT)
  - Construction Contact and specifications (Meeting AASHTO)
  - Foundation Report
  - Prelim Load Rating
  - Hydraulic Report including scour analysis
- Pay the Construction phase holding a retainer (5 percent)
- Final payment with receipt of the following.
  - As constructed drawings
  - Pile records
  - Final Load rating

The consultant is being retained through Advanced Plans and Specifications. We will amend the WOC to eliminate the WOC items past Advanced Plans, and add some funding to ask the Consultant to add an additional work Task to aid in cost analysis and final report documentation. We will remove the final task and will amend, not terminate, the WOC.

#### **Bridge Design Requirements:**

We will need to have a discussion with Mike Morrow from FHWA about how to proceed. Mac will take on that task and get the following answers:

- How do we terminate the federal nexus and return this to state funding, or does FHWA want to participate in the pilot in some way?
- How do we reimburse the monies?

From the existing contract with AP, we need to meet with the firm to discuss the pilot and to negotiate the process we will use to button up the existing WOC. Right now we are thinking they need to provide the following:

- Advanced plans and Draft Specifications
- Cost estimate
- Scott mentioned that there may be an opportunity for them to provide a process map on the federal delivery, which we could compare with the Counties state funded process.

#### **Key Steps/Milestones:**

**Mac/Jeff:** Met with Mike Morrow to determine the role that FHWA wants to participate in the pilot. Also, determining how to terminate the federal nexus, and pay back the funds.

**Mike:** Working with Marie Wright and staff to build a template for the new/amended agreement with Harney County.

**Mike and Craig:** We have met with AP and explained the pilot, as well as the direction we are heading with the project. We are working on Draft WOC amendment.

**Engage County:** Eric (County) is exploring potential delivery methods.

**Document process and share outcomes of the Fund Exchange Pilot program (complete by time of bid let)**

- Prepare report on process
- Establish performance measurements
- Benefits and Successes of Pilot Program, Suggested improvements (Lessons Learned)

**Summary:**

**Agreement:** We are currently working on the agreement language for the Pilot, which may serve as a model for future agreements.

**Environmental work discussion:** The County will need to meet all state law requirements for the project. It is not the role of ODOT to be the environmental cops for the county. Counties do work all of time around culverts and other permitted activities on their own system, and that it would be up to them to continue to work with their regulators.

**County Estimate and Proposal:** We will see a proposal from the county prior to giving the green light to start the PE Phase.

**Two Phases:** PE and CE, each withholding 5% until basic documentation requirement is met.

**Pilot documentation:** Model Agreement, Final report, and Cost Analysis.

**ILT Initiative:** This project ties into the ILT 2016 Initiative "Efficient Use of Local Federal Funds".

MPB

## ILT 2016 Priority Efforts

The Intermodal Leadership Team selected five new efforts to focus on in 2016. Teams for each effort are currently forming and will have a sponsor and lead in addition to team members and resources. Visit the [ILT High Priority Efforts page](#) to keep up with these and past efforts.

ILT prioritizes each effort based on its meaningfulness and manageability by evaluating how it moves us toward our Intermodal Vision and considering what we can accomplish in the next year given resource constraints.

Priority Description*	Key Leads
<p><i>* The names and objectives of the effort may be refined to better reflect the work of the team. Check regularly for updates.</i></p> <p><b>Increasing Direct Payments to Minority-owned, Women-owned and Emerging Small Businesses (MWESB)</b></p> <p><i>Objective/Scope:</i> Evaluate the process and systems for how the agency currently engages with the MWESB community and find ways to increase direct payments to those firms in accordance with ODOT's commitment and internal targets.</p>	<p><b>Frank Reading (Sponsor)</b></p> <p><b>Feather Sams Huesties (Lead)</b></p>
<p><b>Implementing Transportation Policy</b></p> <p><i>Objective/Scope:</i> Develop process, roles and responsibilities for implementing transportation policies and pilot some changes during an upcoming plan adoption.</p>	<p><b>Bob Bryant (Sponsor)</b></p> <p><b>Allie Coates (Lead)</b></p>
<p><b>Efficient Use of Local Federal Funds</b></p> <p><i>Objective/Scope:</i> Evaluate and implement program changes to increase ODOT's efficiency in using federal funds for local projects and ensure annual allocations are fulfilled by Transportation Management Areas (TMAs).</p>	<p><b>Mac Lynde (Sponsor)</b></p> <p><b>Scott Adams (Lead)</b></p>
<p><b>Streamline the A&amp;E Consultant Evaluation Process</b></p> <p><i>Objective/Scope:</i> Identify and implement "quick wins" to streamline the submittal of consultant evaluations and organization and use that information to make consultant selection decisions.</p>	<p><b>Jen Lara (Sponsor)</b></p> <p><b>Susie Ashenfelter (Lead)</b></p>
<p><b>Establish a Strategy for ODOT's Data Warehouse</b></p> <p><i>Objective/Scope:</i> Evaluate the current state of the Data Warehouse and develop a long-term vision and strategy with the support and buy-in of appropriate cross-functional leadership to ensure the most effective use of the Data Warehouse.</p>	<p><b>Jerri Bohard (Sponsor)</b></p> <p><b>Pablo Torrent (Lead)</b></p>

ILT continues to sponsor and monitor the implementation of these efforts:

- Modal Development of Project Delivery Staff
- Regional Roles in Transit Project Delivery
- A&E Contracting Improvements