

Status of Gorge Bundles (207, 208, 209, 210, 222, 224, 225)

Status Date: 4/17/08

Bundle Number	Let Date			Budget			Risks & Project Notes
	Planned	Forecast	Color	Planned	Forecast	Color	
222	Complete			\$529	\$529	G	STATUS: CONSTRUCTION 100% COMPLETE
208	Apr-08	Apr-08	Y	\$16,889	\$16,889	G	<p>STATUS: ADDENDUM 1 PACKAGE SUBMITTED TO OPL MARCH 26. ADDENDUM 2 PACKAGE SUBMITTED TO OPL APRIL 15.</p> <p>Design:</p> <ul style="list-style-type: none"> - Bridge 08662: Addendum required to further clarify constructability issues associated with Pin and Hanger replacement. - Bridge 20742/20743: Addendum altered the detour alignment slightly, clarified construction quantities between permanent construction and temporary detour. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: Although not formally required to have NSA approval, this bundle was the first to mimic the NSA permitting process.
225	May-08	May-08	G	\$14,656	\$11,356	Y	<p>STATUS: PACKAGE SUBMITTED TO OPL MARCH 17.</p> <p>Design:</p> <ul style="list-style-type: none"> - General: 1. Construction cost estimate developed at final PS&E submittal by DEA indicates the bundle is over budget by approximately \$800,000 for the I-84; Hood River - Mosier Creek Barrier project. This will be discussed at the Statewide Pavements Committee meeting on April 16. If a funding increase is approved a CMR will be prepared. 2. Mosier Barrier STIP funding is not available. Project will be pulled from the Bundle. A one month slippage in let date is expected. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: 1. Although not formally required to have NSA approval, this bundle is the second to mimic the NSA permitting process. 2. All permits have been acquired.
207	Dec-08	Dec-08	G	\$32,096	\$34,021	Y	<p>STATUS: PS&E PACKAGE BEING SUBMITTED TO OPL IN LATE SEPTEMBER (On Time)</p> <p>Design:</p> <ul style="list-style-type: none"> - General: 1. Construction cost estimate developed at DAP indicates the bundle is over budget by approximately \$2M. A CMR will be prepared to reconcile project costs when the Progress Plans are submitted. 2. Amendment to add Spanish Hollow Creek bridge repair project to Bundle 207 is at DOJ. 3. UPRR has requested that a lease be developed rather than a temporary easement for construction at the Fifteen Mile Creek Bridge. 4. UPRR will relocate overhead lines near Fifteen Mile Creek Bridge. OBDP has provided UPRR a layout of existing poles for them to develop relocation estimate. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: 1. This bundle is the first to require the full NSA permitting process. 2. Progress plans for Fifteen Mile Creek and IM Project were presented to the Level 1 Team in February. They were in general agreement with the material presented. 3. NSA application has been reviewed by ODOT. NSA application to be submitted week of April 14.
209	Feb-09	Feb-09	G	\$23,129	\$23,604	Y	<p>STATUS: PS&E PACKAGE BEING SUBMITTED TO OPL IN MID DECEMBER (On Time)</p> <p>Design:</p> <ul style="list-style-type: none"> - Bridge 02194B (Moffett Creek) - 1. HCRH Trail near the Moffett Creek Bridge: OTIA III will provide a retaining wall to accommodate the future HCRH trail west of the Moffett Creek Bridge. The wall will be limited to 12' in height to conform to the Guidelines. 2. The proposed retaining wall was discussed at the March Level 1 meeting. The group was in general agreement with the proposed wall. A rendering will be prepared for presentation to Level 1 in May. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: 1. This bundle is the first to mimic the process required for other bundles. 2. Progress plans for Moffett Creek will be presented to the Level 1 Team in May. 3. The Level 1 Team has expressed some objections to the proposed steel girders behind the concrete fascia panels. OBDP is continuing coordination on this issue.
224	Oct-08	Jan-09	R	\$14,042	\$14,042	G	<p>STATUS: FINAL DESIGN IN PROCUREMENT (Existing Let Date at risk by 3 months)</p> <p>Design:</p> <ul style="list-style-type: none"> - General: 1. Scoping for Exit 64 Improvements has been difficult due to survey and ownership questions. Survey scoping has been prolonged due to uncertainty of ownership of parcels on the north side. ROW acquisition is expected to become critical path. 2. Multiple Design Exceptions have been assumed for the interchange improvement IM portion funded by Region 1. If not granted, the cost and schedule risk to the improvement concept increases significantly due to significant ROW impacts and additional improvements to I-84. 3. A change in the A&E Prime Consultant has been made. HNTB will be the A&E Prime Consultant. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: 1. This bundle will not require the full NSA permitting process due to its location within the City of Hood River. 2. DAP plans for the Exit 64 bridge will be presented in late Summer, '08. <p>Procurement:</p> <ul style="list-style-type: none"> 1. Reached Tentative Agreement with HNTB on scope and fee (4-15-08) 2. x
210	Mar-09	Mar-09	G	\$57,081	\$61,081	Y	<p>STATUS: FINAL DESIGN IN PROCUREMENT (On-time)</p> <p>Design:</p> <ul style="list-style-type: none"> - General: 1. The bundle has a budget risk due to the high preliminary costs of the Sandy River Bridges. 2. BDU has agreed with the recommendation of Supplemental DAP (a four span concrete tub girder bridge on the existing alignment with a detour to the median). 3. Many stakeholders perceive there is a commitment from ODOT to provide a pedestrian/bike crossing of the Sandy River. Multnomah County's interpretation of the Oregon Bike law is that a pedestrian/bike crossing of the Sandy River is required. These pose a risk to local land use permitting. 4. A three span segmental concrete alternative has been presented to Level 1 and the public. Changing to a four span concrete tub girder, as preliminary versions of the Draft Supplemental DAP indicate, may not be viewed as meeting the CRGNSA guidelines. <p>Environmental:</p> <ul style="list-style-type: none"> - Land use permitting: 1. This bundle will require the full NSA permitting process. 2. Progress plans for the bundle will be presented to Level 1 in June. 3. The I-84 Corridor Strategy Guidelines do not specifically address the Sandy River Bridges as they did other bridges in the Gorge. Due to the high visibility and public interest of this project we anticipate many comments from the public, which may warrant a public hearing process. 4. There is high public interest concerning the bike/ped facility. Members of the Level 1 Team have expectations that the bike/ped facility must be at least determined and committed with this project. Without a definite commitment to provide a bike/ped facility, permitting will likely be delayed. 5. The amount of removal/fill will require an individual permit from Corps and DSL. These permitting activities commonly require 6 months from application to receipt of permit. <p>-ESA/CWA</p>