

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

Status Date: 7/16/08

Bundle Number	Let Date			Budget			Risks & Project Notes
	Planned	Forecast	Color	Planned	Forecast	Color	
222		Complete		\$529	\$529	G	<b>STATUS: CONSTRUCTION 100% COMPLETE</b>
208		Complete		\$16.9M	\$16.9M	G	<p><b>STATUS: Bids opened, Wildish was apparent low bidder. Bid Opening on 4-22-08</b></p> <p>Design: Design is complete. Project has bid. The Pre-Construction Conference was held on July 11, 2008. The A/E firm has received the Notice to Proceed for Post-Design Services.</p> <p>A Pre-Construction Survey meeting is scheduled for July 15, 2008 to discuss the format of electronic data provided to the Construction Contractor in accordance with 00305.09</p>
225	6-12-08 (Actual)		G	\$15.7 M	\$11.9 M	G	<p><b>STATUS: PACKAGE SUBMITTED TO OPL MARCH 17th / LET DATE ON JUNE 5th</b></p> <p>Design: - General:  <ol style="list-style-type: none"> <li>Bids opened on June 12. Low bidder was Capital Concrete at \$9.1M, which was \$2.5M under Engineers Estimate and \$3.4M under the OTIA III budget. <b>The construction contracts documents have been delivered to Capital Concrete for signature. These are due back to ODOT by 7/18/08.</b></li> </ol> </p>
207	Dec-08	Dec-08	G	\$32.1 M	\$38.7 M	Y	<p><b>STATUS: PS&amp;E PACKAGE BEING SUBMITTED TO OPL IN LATE SEPTEMBER (On Time)</b></p> <p>Design: - General:  <ol style="list-style-type: none"> <li><b>Advance Plans for the bundle are due in from the A&amp;E in August, '08.</b></li> <li>Fifteen Mile IM STIP cost estimate exceeds the budget by <b>\$6.6M</b>. This has been discussed with ODOT pavements group and cost-cutting measures are being considered.</li> <li>UPRR has requested that a lease be developed rather than a temporary easement for construction at the Fifteen Mile Creek Bridge. ODOT is working this issue with UPRR. UPRR will relocate overhead lines near Fifteen Mile Creek Bridge. OBDP has provided UPRR a layout of existing poles. UPRR has provided a signal estimate for the relocation.</li> <li><b>A revised stage construction scheme is being developed by the A&amp;E, and will be presented in the Advance Plans. A meeting between ODOT, BDU, and the city of The Dalles was conducted on June 23<sup>rd</sup>. The concept of a two week ramp closure was presented and tentatively approved subject to a further meeting just prior to the Advance Plans submittal, and it was agreed that 2 lanes would be open in each direction during the summer months. As a result of the revised stage construction scheme, an extension to the construction duration by approximately 6 months may be required.</b></li> </ol> </p> <p>Environmental: - Land use permitting:  <ol style="list-style-type: none"> <li>This bundle is the first to require the full NSA permitting process.</li> <li>Revised NSA application has been deemed complete by Wasco County and is currently being processed.</li> <li><b>Revised water quality requirements from DEQ and NMFS have been identified. These may impact the design of the IM project for this bundle. Further investigation of this issue will be conducted over the next few weeks.</b></li> </ol> </p>

Bundle Number	Let Date			Budget			Risks & Project Notes
	Planned	Forecast	Color	Planned	Forecast	Color	
209	Feb-09	Feb-09	Y	\$23.1 M	\$23.6 M	Y	<p><b>STATUS: PS&amp;E PACKAGE BEING SUBMITTED TO OPL IN MID DECEMBER (Possible 1 Month Delay)</b></p> <p>Design:</p> <ul style="list-style-type: none"> <li>- Bridge 02194B (Moffett Creek) <ul style="list-style-type: none"> <li>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 Gorge aesthetic Guidelines. A PDN is being developed for the additional design of the wall.</li> <li>2. The project was presented to Level 1 in June. The group provided minor comments and confirmed that the plans meet the intent of the Guidelines.</li> <li>3. A CMR will be prepared to reconcile project costs in August once more information about the walls is obtained.</li> <li>4. The City of Cascade Locks relocated overhead power to underground last fall. The relocated utilities are in conflict with the proposed alignment of I-84. The City's position is that ODOT should pay for this second relocation. <b>Further coordination with the City of Cascade Locks, to be led by Region 1, is pending.</b></li> </ul> </li> </ul> <p>Environmental:</p> <ul style="list-style-type: none"> <li>- Land use permitting: <ul style="list-style-type: none"> <li>1. This bundle will require the full NSA permitting process. <b>The bundle was presented to the Level 1 team in June, and acceptance of the project was obtained.</b></li> <li>2. <b>Archaeological investigation is required at the Moffett Creek Bridge. Pedestrian survey completed. Shovel probes to be performed the week of July 15. Archaeological report is required with NSA application. NSA application is expected to be submitted in late-July (approx. one month late).</b></li> </ul> </li> </ul>
224	Jan-09	Oct-09	R	\$14.0 M	\$14.0 M	G	<p><b>STATUS: FINAL DESIGN IN PROCUREMENT (Existing Let Date at risk by 10 months)</b></p> <p>Design:</p> <ul style="list-style-type: none"> <li>- General: <ul style="list-style-type: none"> <li>1. Scoping for Exit 64 Improvements was difficult due to survey and ownership questions. Survey scoping has been prolonged due to uncertainty of ownership of parcels on the north side.</li> <li>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.</li> <li>3. A change in the A&amp;E Prime Consultant has been made. HNTB will be the A&amp;E Prime Consultant.</li> <li>4. OBDP anticipates an increase in cost for the both the STIP work (funded by Region 1) and the OTIA III Bridge (which Region 1 and the OTIA III Bridge Program are splitting equally), as well as a potential shortfall in funding by Region 1. <b>Discussions between BDU and Region 1 management associated with funding commitments are ongoing.</b></li> </ul> </li> </ul> <p>Environmental:</p> <ul style="list-style-type: none"> <li>- Land use permitting: <ul style="list-style-type: none"> <li>1. This bundle will not require the full NSA permitting process due to its location within the City of Hood River, although the review process through the Level 1 Committee will still be conducted.</li> <li>2. DAP plans for the Exit 64 bridge will be presented in late Summer, '08.</li> <li>3. A CMR to revise the Let Date to October, '09 is under development. The BOC has approved the letter pending an email concurrence from Region 1 agreeing to the proposed date.</li> </ul> </li> </ul> <p>Procurement:</p> <ul style="list-style-type: none"> <li>1. Reached Tentative Agreement with HNTB on scope and fee (5-02-08)</li> <li>2. The Design WOC was submitted to BDU on May 20, 2008.</li> <li>3. <b>The Design WOC will be submitted to DOJ in the next few days. NTP is anticipated by mid-August.</b></li> </ul>

Bundle Number	Let Date			Budget			Risks & Project Notes
	Planned	Forecast	Color	Planned	Forecast	Color	
210	Mar-09	May-09	R	\$57.1 M	\$65.1 M	Y	<p><b>STATUS: FINAL DESIGN IN PROCUREMENT (Likely 2-3 Month delay)</b></p> <p>Design:</p> <p>- General:</p> <ol style="list-style-type: none"> <li>1. The bundle has a budget risk due to the high preliminary costs of the Sandy River Bridges. <b>The Addition of the multi-use path and connections resulted in an increase to the forecasted construction cost by \$4 million.</b></li> <li>2. The EB Sandy River Bridge will accommodate a 16' wide multi-use path. The bridge will also provide some connection from the bridge ends to existing ground. <b>Per Multnomah County, the Project will need to construct the connections, and will need to obtain any necessary ROW consent in order to obtain NSA Permit application approval.</b></li> <li>3. The project was presented to Level 1 on June 18 for discussion. Due to schedule constraints this meeting was to present what had been developed to date and discuss with the team its adherence to the Guidelines. It was understood that many elements pertaining to the multi-use path had not yet been developed. Much of the discussion centered on the appearance of the bents – suggestions will be incorporated into the renderings. Another meeting was scheduled for July 8. It is anticipated that the aesthetics and connections will be determined enough in advance of this meeting for complete renderings and drawings to be available.</li> <li>4. A CMR will be prepared to reconcile project costs in August once the features of the multi-use path and connections have been finalized.</li> <li>5. <b>A meeting was held on July 8 with BDU and Region 1 to discuss how the program will interact with the larger stakeholder group(s) concerning aesthetics of the Sandy River Bridge. The decision from this meeting was to conduct a series of meetings to confirm the aesthetics of the bridge and to present the recommendations to the Level 1 team. This process will delay the submittal of the NSA Permit application, and may impact the let date. The following meetings will be conducted:</b> <ul style="list-style-type: none"> <li>• An internal "design charrette" with OBDP, DEA, and Magnus Bernhart (R1) to develop alternatives to be presented to Level 1.</li> <li>• A pre-meeting with Level 1 to discuss the alternatives developed and decides which should be presented to the stakeholder group.</li> <li>• A meeting with the stakeholders to discuss aesthetics of the bridge (fencing, railing, piers, abutments, pylons, etc.).</li> <li>• A public open house to present alternatives prior to meeting with Level 1 meeting.</li> <li>• An acceptance meeting with Level 1 to present the recommended alternative prior to the NSA permit submittal. It is expected that these meetings will take 2-3 months.</li> </ul> </li> </ol> <p>Environmental:</p> <p>- Land use permitting:</p> <ol style="list-style-type: none"> <li>1. This bundle will require the full NSA permitting process.</li> <li>2. The I-84 Corridor Strategy Guidelines do not specifically address the Sandy River Bridges as they did with the other bridges in the Gorge. Due to the high visibility and public interest of this project, we anticipate many comments from the public and believe that the likelihood of a public hearing is much higher than any of the other bridges in the Gorge. If a Public Hearing is required, the Let Date will be impacted by about 8 months. This will not be known until about November, '08.</li> <li>3. With the recent addition of the multi-use path and the coordination required with a multitude of stakeholders, it is anticipated that all issues cannot be resolved prior to submittal of land use permits. ODOT has spoken with Multnomah County and the County has agreed to review the package the package in the first month even if it is incomplete with the expectation that the remaining pieces be submitted as soon as possible – preferably within 1 month of the submittal.</li> </ol> <p>-ESA/CWA</p> <ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>Procurement:</p> <ol style="list-style-type: none"> <li>1. The alternative recommended for final design will require a PDN to revise scope. This PDN can be negotiated while design is progressing.</li> </ol>