



OTIA III State Bridge Delivery
Program Status Update
March 18, 2010





Program Highlights

- *Now entering the seventh year, the bridge program remains on schedule and within budget.*
- *Of the 365 bridges in the program, through January 31, 2010, 278 have been completed, are open to traffic or require no additional work: 52 are currently under construction; and 35 will start construction this year.*
- *Based on current estimates, about 85 percent of expenditures on the bridge program have gone to Oregon firms.*
- *A key program goal is keeping freight and traffic moving during construction. Of the program's bridges currently under construction, 100 percent are free of height restrictions, 92 percent are free of width restrictions and 91 percent are free of weight restrictions. At the start of 2010, only seven bridges in the program had load restrictions.*
- *The program has been recognized locally, regionally and nationally with 22 awards acknowledging the excellent work of the teams, individuals, companies and agencies involved with the program.*



Update on Program Goals

- *Goal 1: Stimulate Oregon's Economy*
- *Goal 2: Employ Efficient and Cost-Effective Delivery Practices*
- *Goal 3: Maintain Freight Mobility / Keep Traffic Moving*
- *Goal 4: Build Projects Sensitive to their Communities and Landscape*
- *Goal 5: Capitalize on Funding Opportunities*



GOAL 1:

Stimulate Oregon's Economy

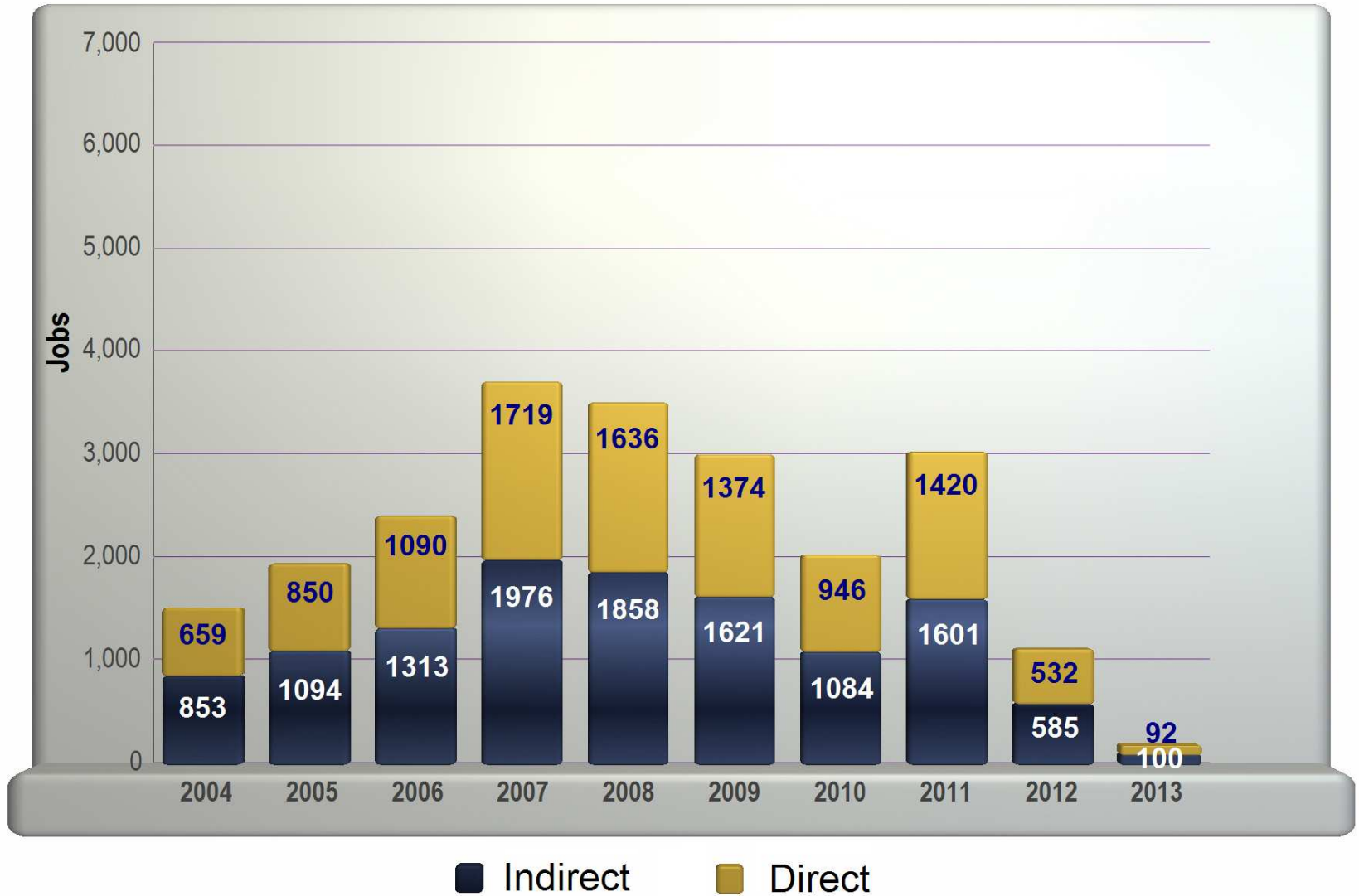


Figure 2: OTIA III State Bridge Delivery Program projected jobs



OTIA III Bridge Program Supporting Oregon Businesses

Over 400 companies are involved with the Program

- 99 Unique DMWESB Firms
 - 46 within Design
 - 53 within Construction
- 18 of 25 Prequalified Prime Consultants
- 89 of 169 Prequalified Specialty Consultants
- 254 Oregon Vendors



Contracts To Date - 66

27 Contractors:

- ***Capital Concrete Construction (1)***
- ***Cascade Bridge (2)***
- ***CH2M Hill (2)***
- ***Concrete Enterprises (3)***
- ***Conway Construction Co. (1)***
- ***Elting Inc. (1)***
- ***Hamilton (12)***
- ***Hap Taylor (1)***
- ***High Desert Aggregate & Paving (1)***
- ***Holme II, Inc. (3)***
- ***Hooker Creek Paving Co. (1)***
- ***JAL Construction, Inc. (1)***
- ***James W. Fowler Company (2)***
- ***Kerr Contractors, Inc. (1)***
- ***Laskey-Clifton Corp (1)***
- ***Legacy Construction (2)***
- ***LTM, Inc (1)***
- ***M.J. Hughes Construction (3)***
- ***Mowat (3)***
- ***Ross Brothers (3)***
- ***Shasta Construction, Inc. (1)***
- ***Slayden Construction (2)***
- ***Tidewater (1)***
- ***Thompson Bros. Excavating (1)***
- ***Weaver Construction (1)***
- ***Wildish (11)***
- ***Yaquina River JV (Granite/Wilder) (1)***

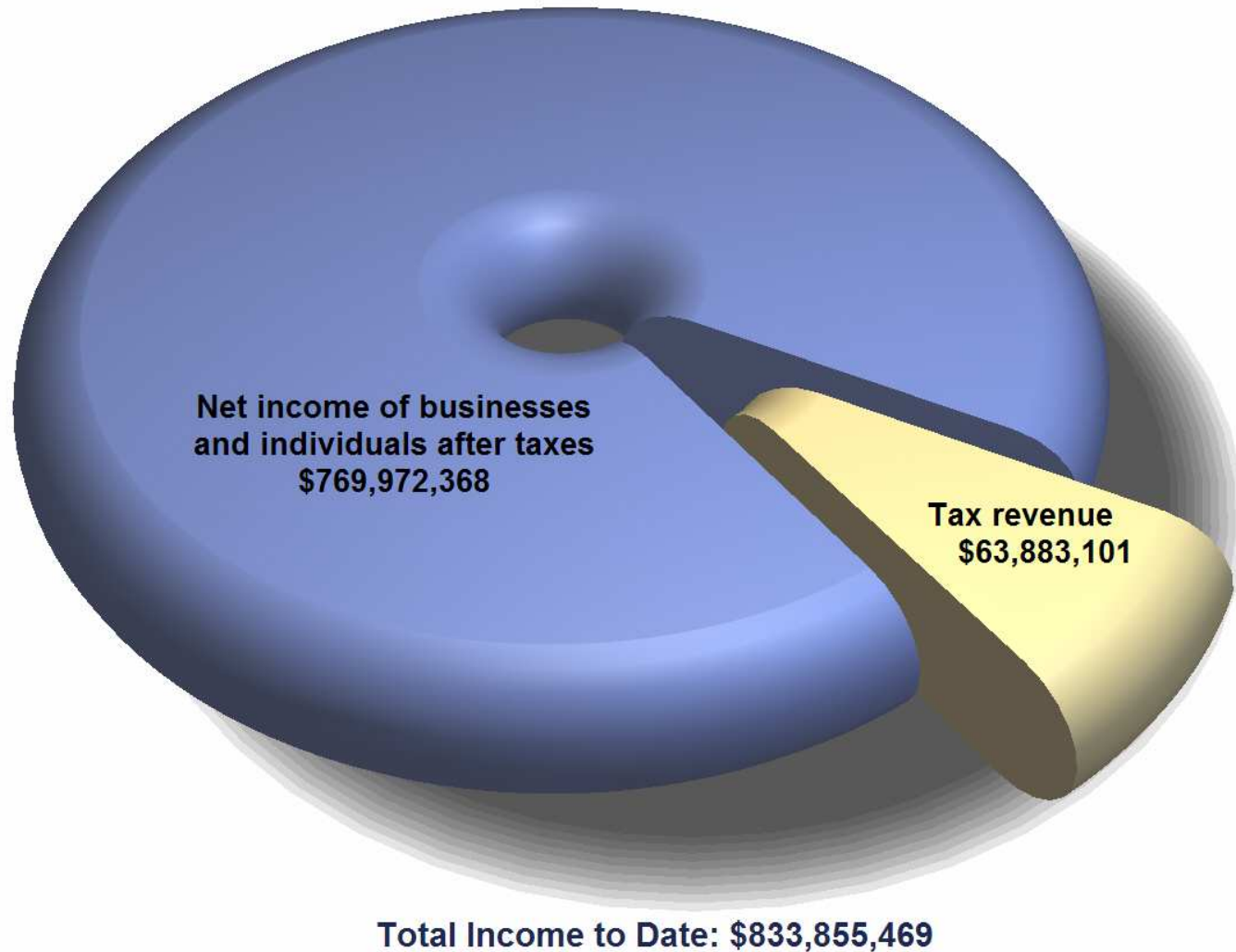
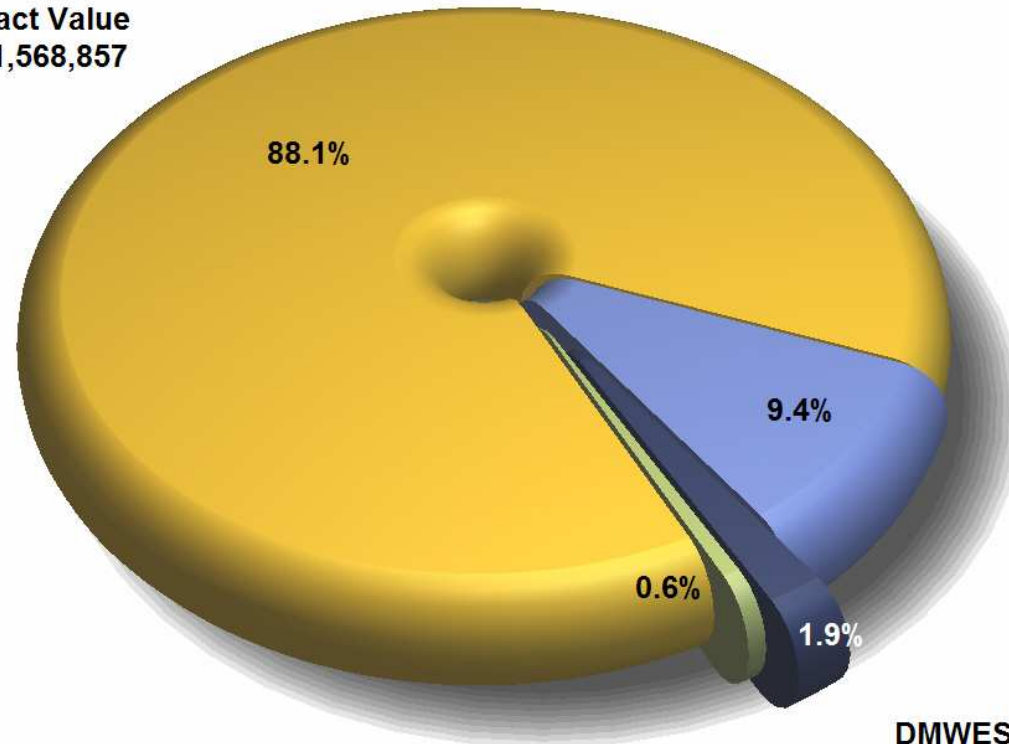


Figure 4: Total income and taxes paid through November 2009 for the OTIA III State Bridge Delivery Program
Note: The IMPLAN model predicts tax revenues from total income and includes business income taxes, personal income taxes, and property taxes.

Data Acquired from February MPR



**Total Non-DMWESB
Contract Value
\$1,191,568,857**



**DMWESB
Construction
Contract Value
\$127,738,468**

**DMWESB Program
Mgmt. Contract Value
\$8,031,531**

**DMWESB Design
Contract Value
\$25,412,713**

Total Contract Value Through December 2009: \$1,352,751,569

Figure 6: OTIA III State Bridge Delivery Program contract values for DMWESB firms vs. non-DMWESB firms
Note: Figure 6 does not include the agency's Bridge Delivery Unit costs and environmental baseline costs.



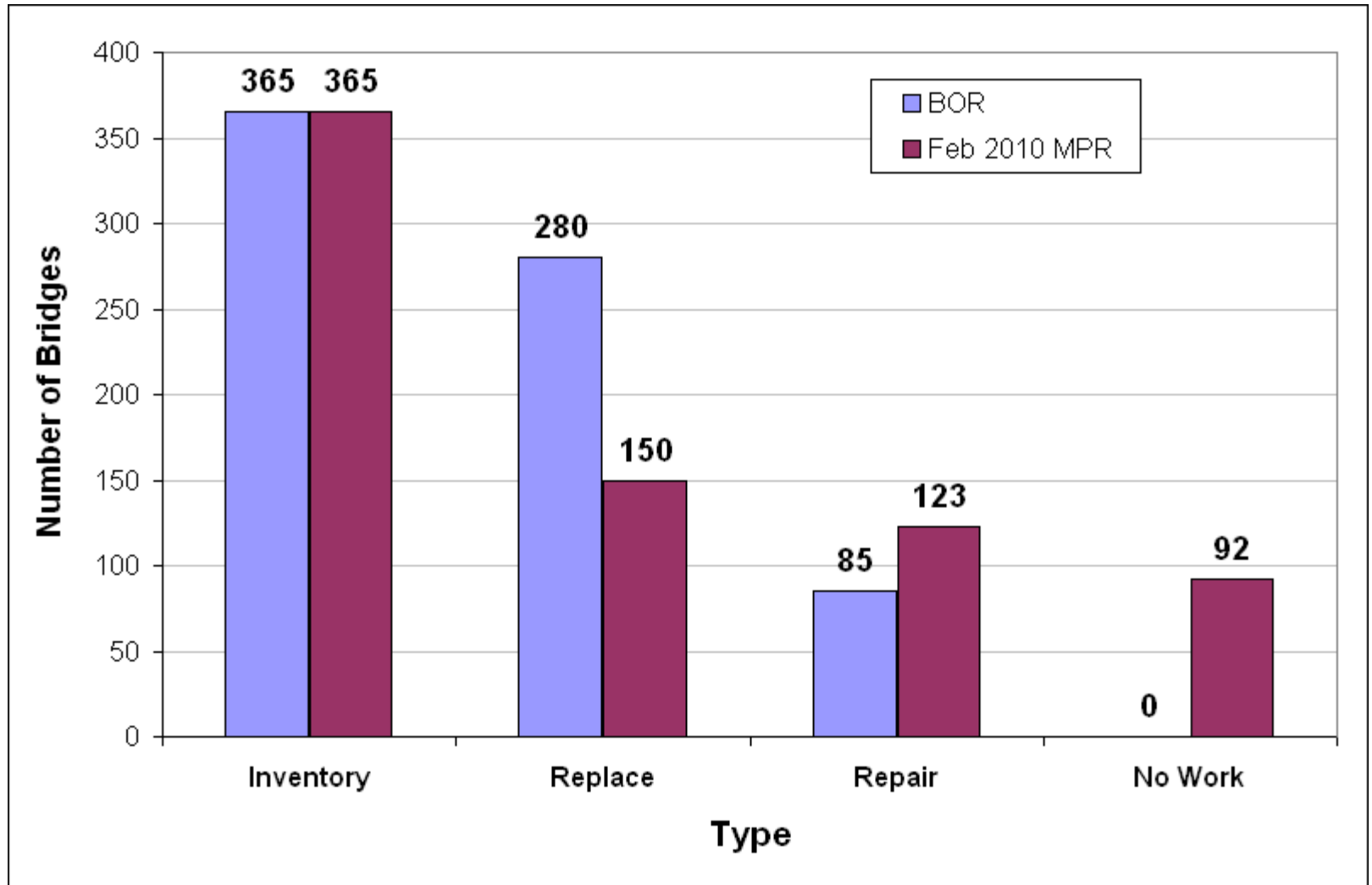
GOAL 2:

***Employ Efficient and
Cost-Effective Delivery
Practices***



Changes in Scope

The following diagram reflects changes made to the number of Replace, Repair, and No Work bridges in the Program.



Data Acquired from February MPR



GOAL 3:

***Maintain Freight Mobility
/ Keep Traffic Moving***

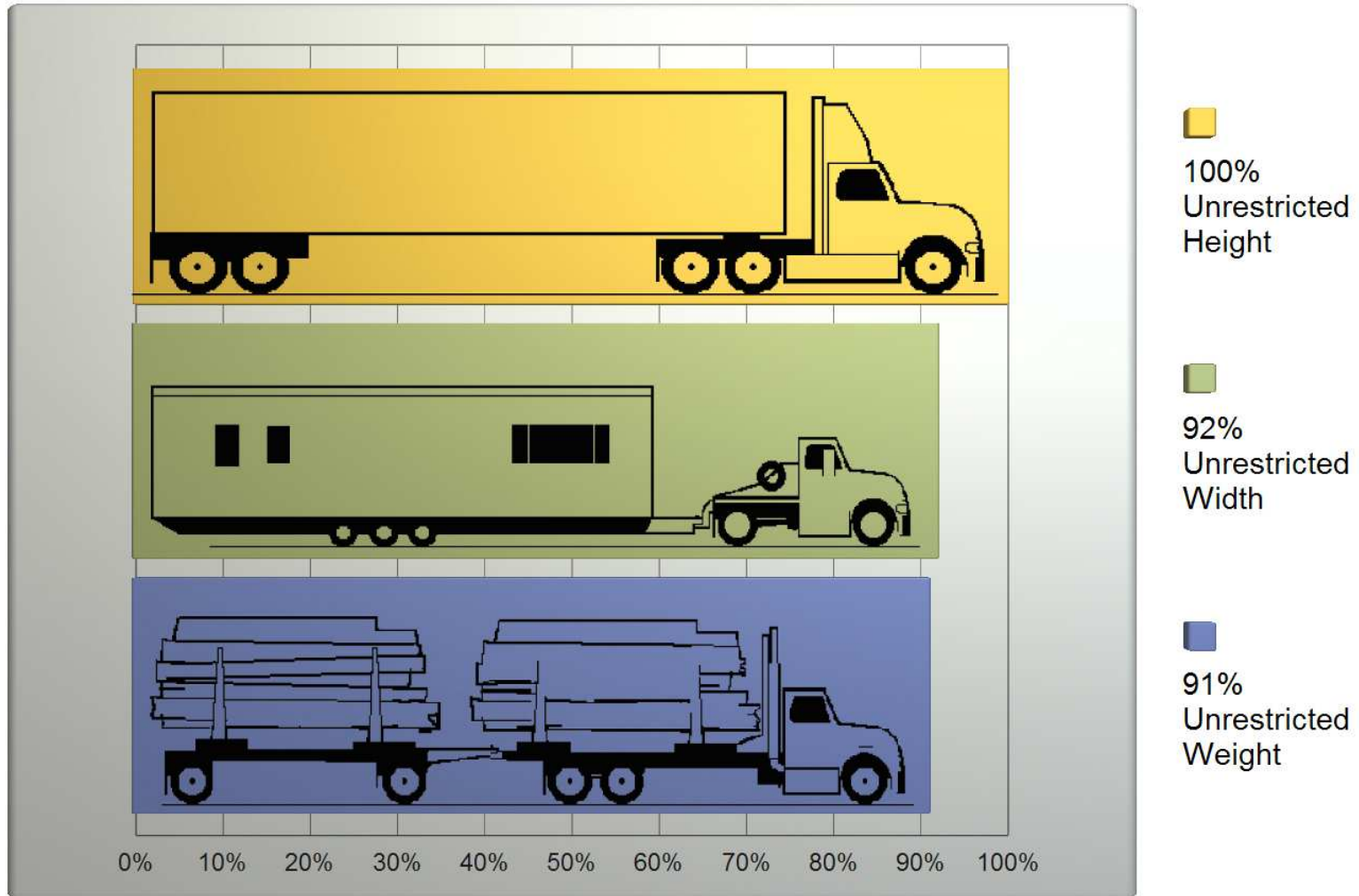


Figure 7: The percentage of OTIA III State Bridge Delivery Program bridges under construction that are free of height, width, or weight restrictions

Data Acquired from February MPR



Figure 8: When OTIA III State Bridge Delivery Program bridges will be free of construction work zones
 Note: 92 bridges are classified as “No Work” and have been excluded from the Figure above.

Data Acquired from February MPR



GOAL 4:

***Build Projects Sensitive to
their Communities and
Landscape***

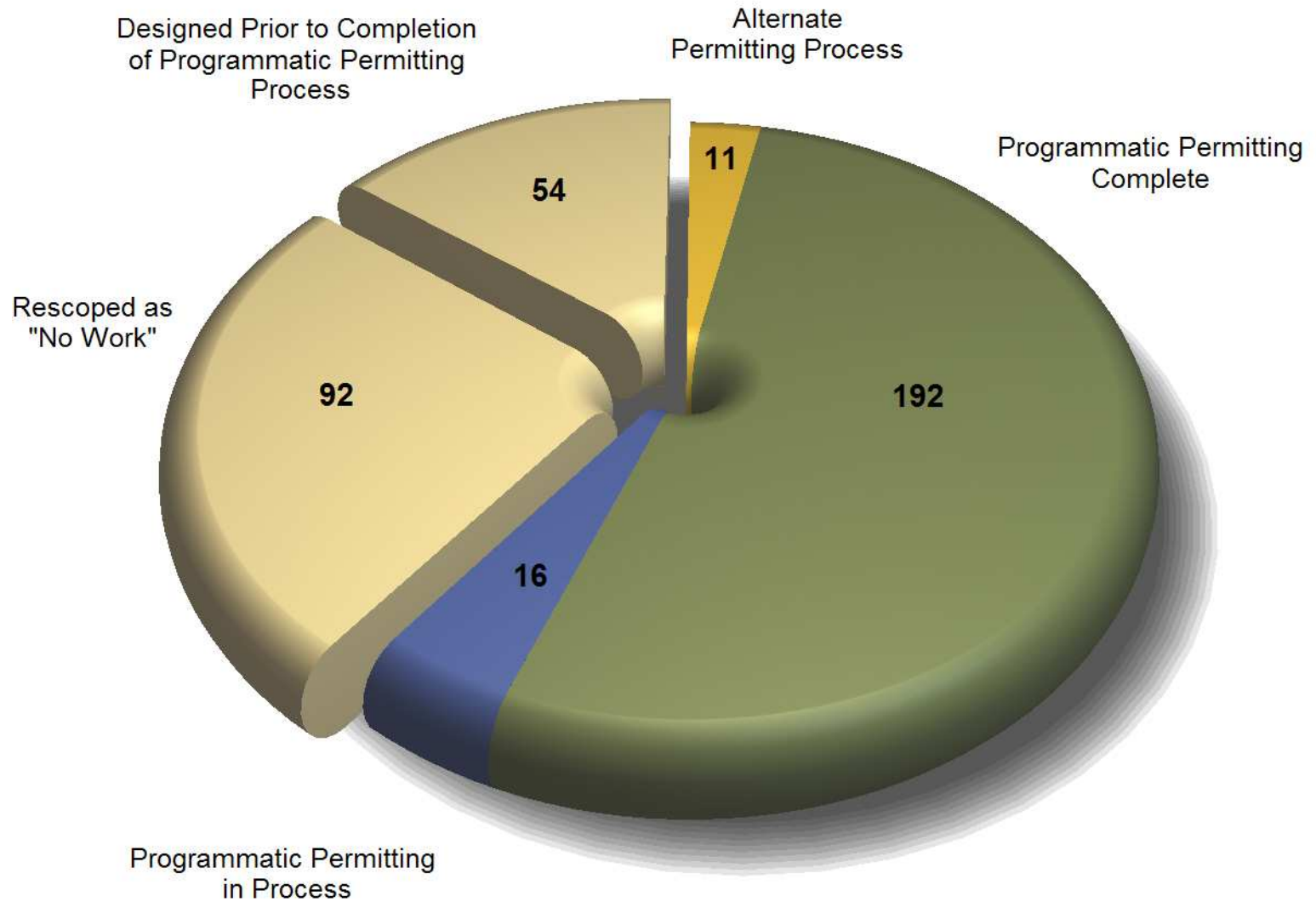


Figure 10: Summary of programmatic permitting for the OTIA III State Bridge Delivery Program as of January 31, 2010

Data Acquired from February MPR



GOAL 5:

Capitalize on Funding Opportunities



List of OTIA III State Bridge Delivery Program funds obtained as of November, 2009

Date Submitted	Funding Body	Target	Amount Requested	Status
April 2009	FHWA Transportation Enhancement Program (administered by ODOT)	Bundle 220/258	\$998,025	Received
January 2009	FHWA Transportation Enhancement Program (administered by ODOT)	Bundle 209	\$718,019	Received
November 2006	FHWA Highways for Life	Bundle 401	\$5,000,000	Received an allocated amount of \$1,000,000
July 2005	FHWA Supportive Services Funds	Workforce Development Plan	\$1,800,000 (over two years)	Received
July 2005	Environmental Protection Agency (in conjunction with the Lane Regional Air Pollution Authority)	Engine upgrades and retrofitted exhaust controls on construction equipment	\$120,000	Received
March 2005	Environmental Protection Agency (in conjunction with the Lane Regional Air Pollution Authority)	Clean-burning fuels in construction equipment	\$80,000	Received
July 2004	FHWA Innovative Bridge Research and Construction	Bundle 203	\$1,000,000	Received a reduced amount of \$400,000 in February 2005

Total Received = \$5,116,044



Program Status

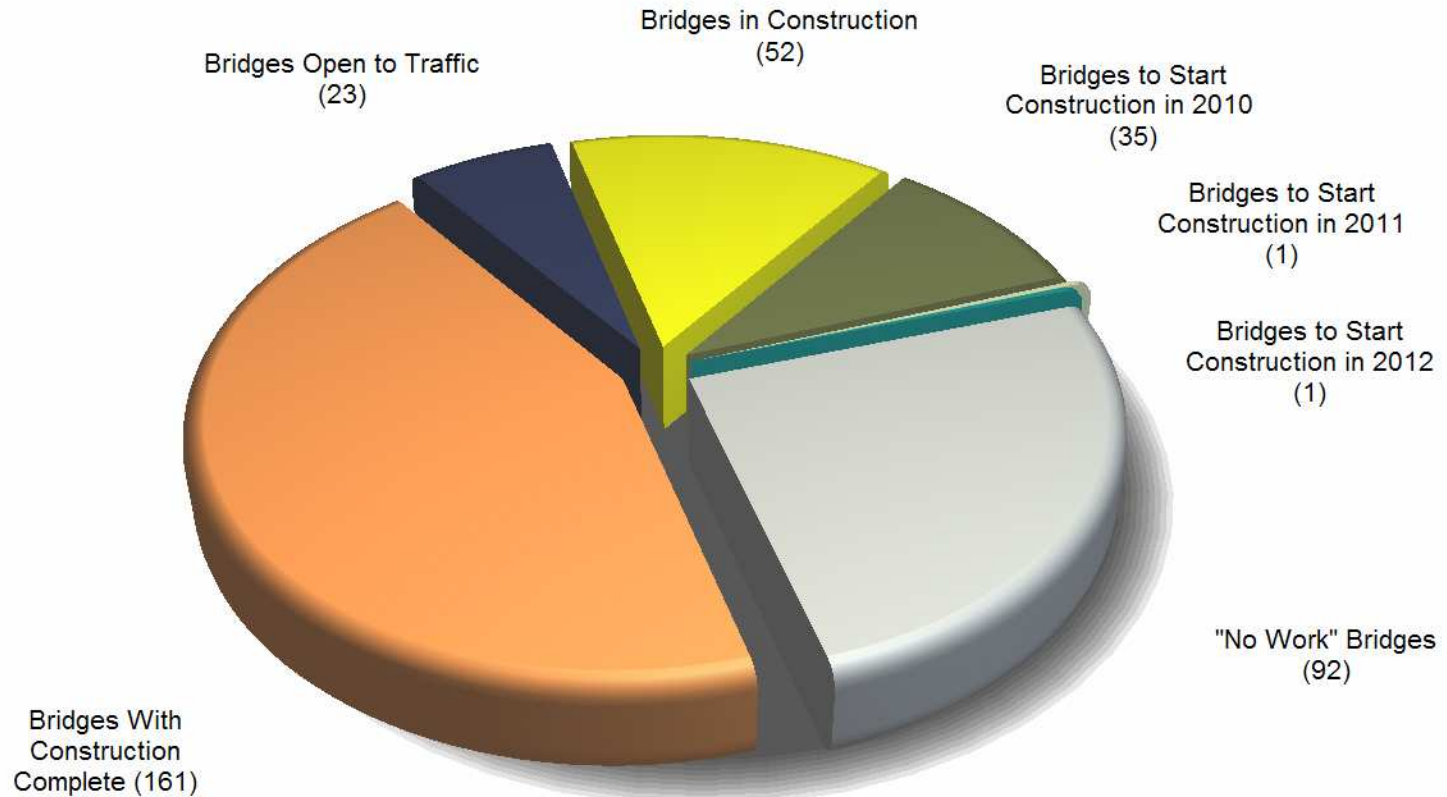
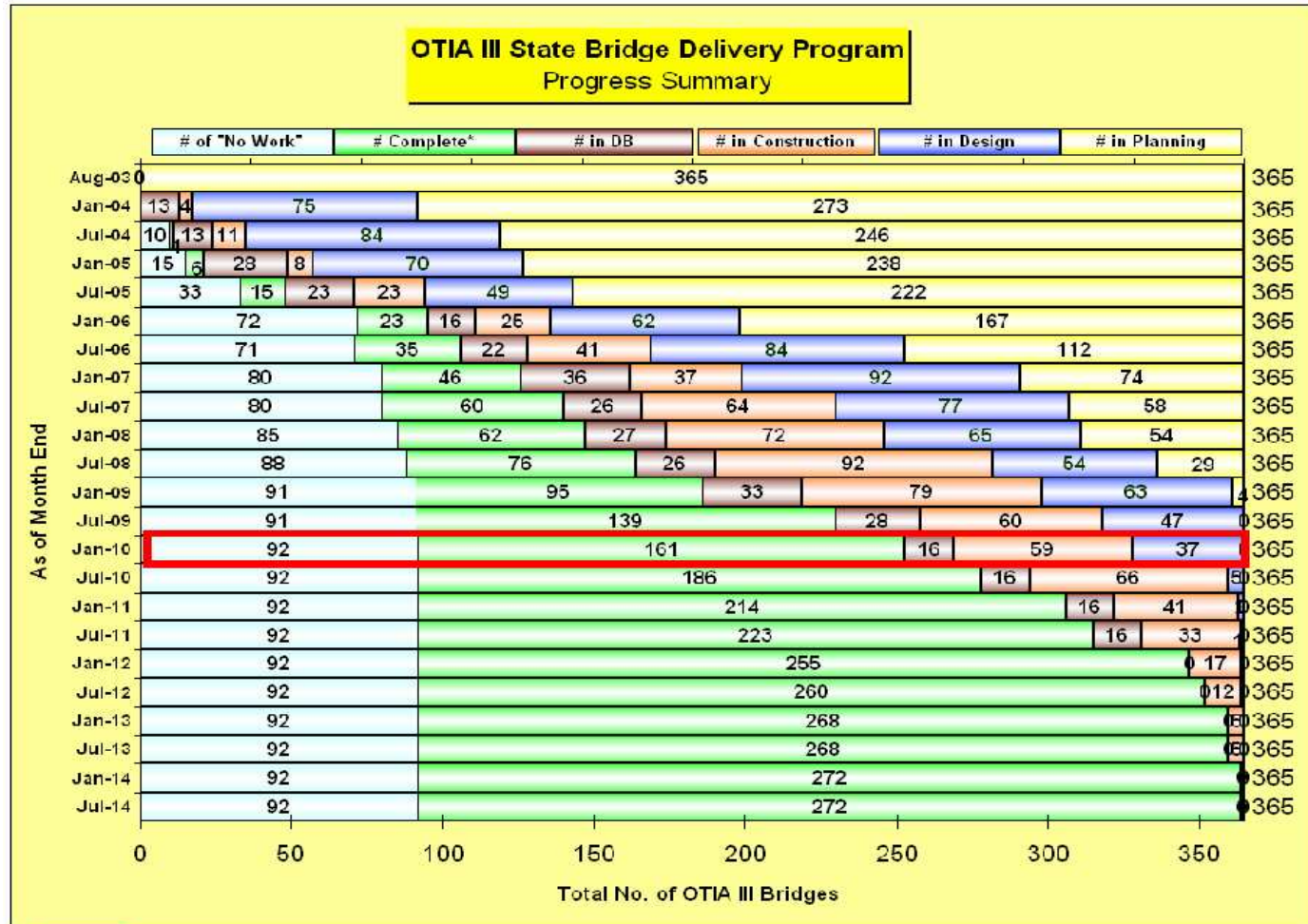


Figure 13: OTIA III State Bridge Delivery Program construction summary as of Jan. 31, 2010

Data Acquired from February MPR



Oregon Department of Transportation

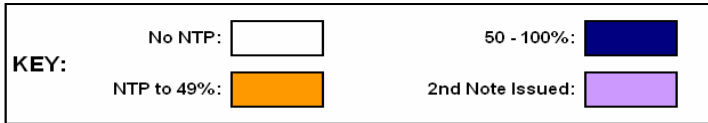
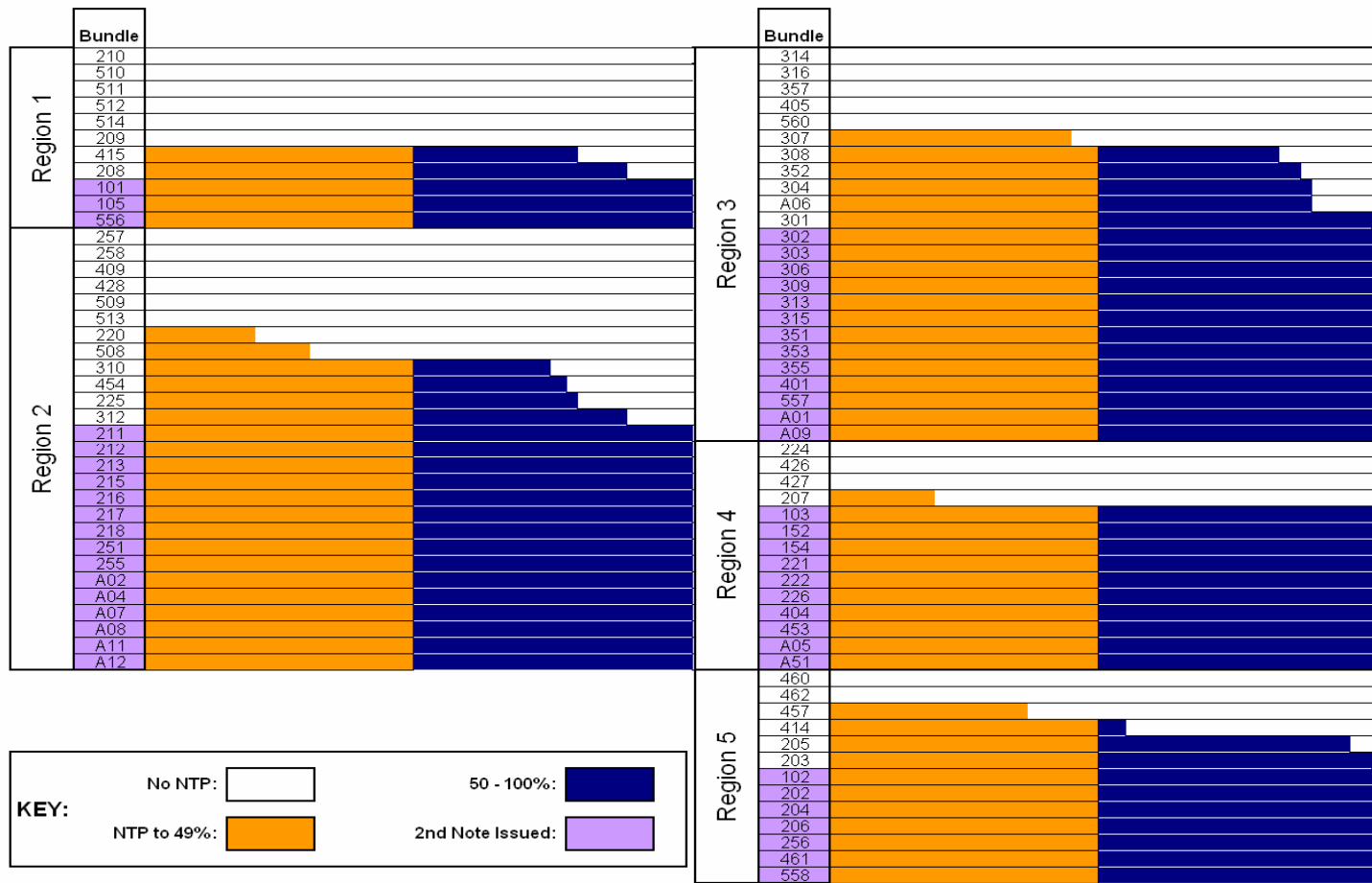


Jan-10 = Current Month. Bridge counts by phase prior to current month represent actual data. Future counts are based on planned (target) dates.
 * # Complete is based on Bundle 2nd Notice. Bridges open to traffic are not included in this count.

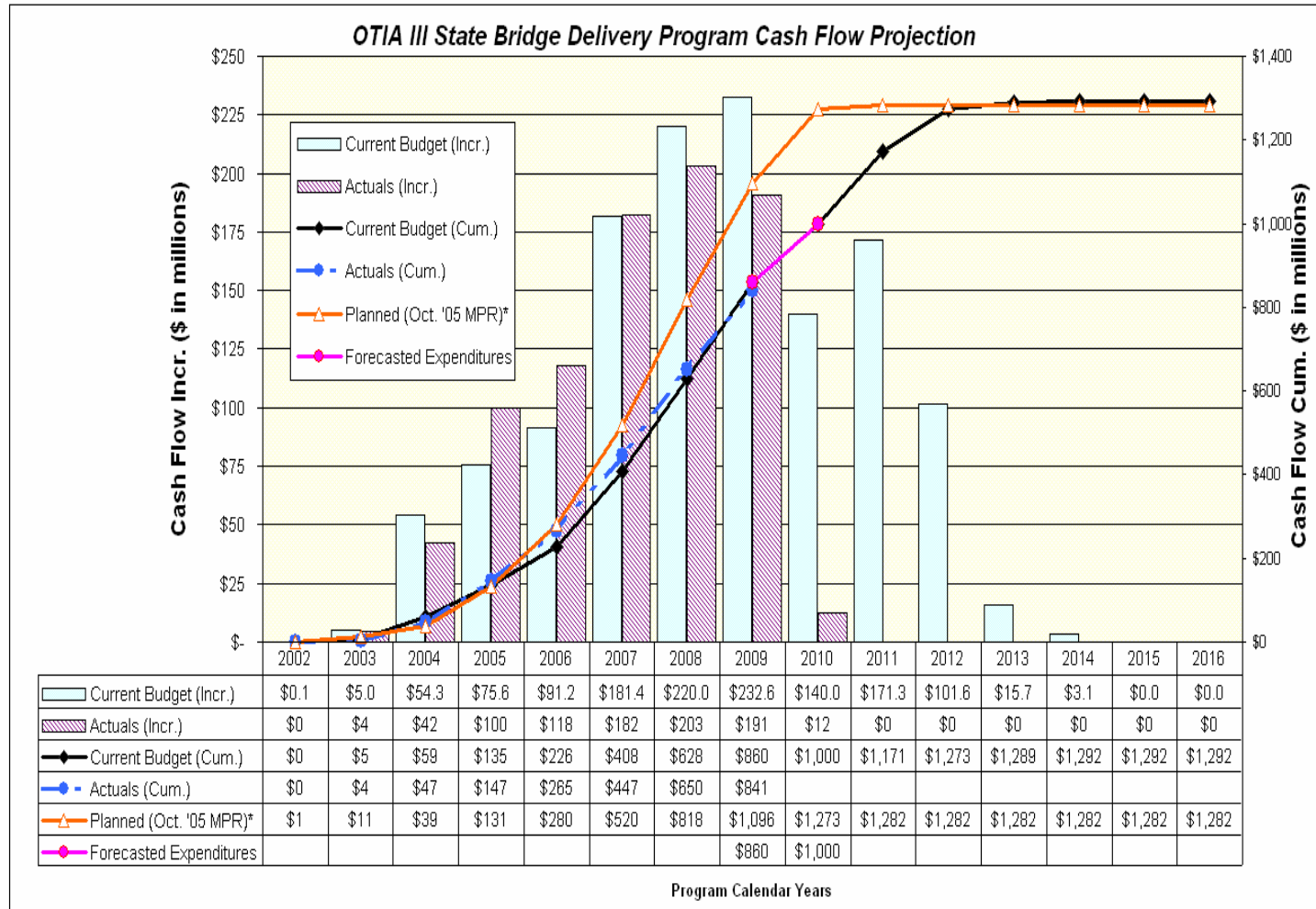


OTIA III STATE BRIDGE DELIVERY PROGRAM CONSTRUCTION PROGRESS REPORT by REGION

Data current through January 31, 2010



Data Acquired from February MPR



Notes: Budget data source is OBDP BRS; forecast timeframe is based on January, 2010 month end OTIA III Program Master Schedule calendar years. Actuals are current as of January, 2010 month end. Value will be increased as the current calendar year progresses.
 * The October 2005 MPR cash flow was based on anticipated accruals. Budget curves are based on anticipated expenditures (lagged to account for payment processing).
 Actuals for 2009 include a ~\$9.6 M reduction for January, 2009; expenditures were reallocated to OBDP Program Management Oversight.