Continuous Improvement Advisory Committee

Major Projects Quarterly Report

Quarter 3 – 2026

Oregon Department of Transportation

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Introduction

Legislation developed during the 2025 Legislative Sessions emphasized ODOT accountability, Legislative and Commission oversight, and Agency performance, specifically related to delivery of major projects. These accountability measures were codified in HB 3991 (2025), including modifications to the Continuous Improvement Advisory Committee (CIAC) that was originally established in HB 2017 (2017).

HB 3991 primarily modified the scope, the membership and the oversight of this committee, and specified reporting from this committee related to delivery of major projects, defined as projects over $250 million.

HB 3991 modified the language regarding membership to focus on specific roles, skillsets and expertise of CIAC members going forward. In January 2025, the Commission approved membership of the new iteration of the CIAC, as follows:

- Oregon Transportation Commission Chair Brown
- Oregon Transportation Commission Vice Chair Beyer
- Interim ODOT Director – Chris Warner
- ODOT Delivery and Operations Division Administrator / Chief Engineer - Tova Peltz
- Subject Matter Expert in Delivering Major Projects - Paula Hammond
- Subject Matter Expert in Delivering Major Projects - Ted Aadland
- Subject Matter Expert in Federal NEPA Process - Troy Halouska

The CIAC focuses on major project delivery oversight and overall project portfolio management. This includes projects $250 million or greater (per the HB3991 language), as well as projects staff have identified with the estimated cost of $50 million or greater to construct. Projects that meet these criteria will be included in this quarterly report to the CIAC which includes updates on delivery progress and health relative to scope, schedule and budget, and with an emphasis on risk assessment and management.

The Major Projects Quarterly Report provides:

- Background on project origin, purpose, benefits, scope, schedule, estimated cost, project financial plan and spending to date.
- Overview of project risks and risk management strategies
- Overview of project opportunities
- Insight around how costs/cost-estimates and project scopes evolve over time
- Line-of-sight on the “why” behind project changes and decisions from project development through construction/delivery
- Transparency into project delivery health
- Information for decision-makers to consider future funding needs, project trajectory and overall portfolio management

The quarter 3 (Q3) report reflects project progress during the third quarter of the year, July through September 2026. Subsequent reports will be delivered on a quarterly basis, first to the CIAC, then the Commission and finally to the Legislature's Transportation Committees.

Input and feedback on reporting content and structure from the Committee, Commission and Legislature will be used to inform revisions to future reports.

Special note regarding the projects covered in this report and Interstate Bridge Replacement (IBR) Project:
HB 3991 requires ODOT to report the status of major projects, at or exceeding $250 million in construction. We have chosen to include all projects in planning, design and construction at or anticipated to exceed $50 million in construction:

16 projects with estimated cost of $50 million or more:

- 2 projects (or phases of projects) in planning
- 6 projects (or phases of projects) in design
- 8 projects (or phases of projects) in construction

3 projects currently in design or construction estimated to exceed $250 million or more include:

- Center Street Bridge
- I-5 Rose Quarter, Phase 1A
- I-205 Abernethy Bridge

Additional projects estimated to exceed $250 million in construction are in early planning or design and are unfunded for construction.

While the IBR program meets the cost threshold for this reporting requirement, it is a unique program that reports separately to the Commission and the Legislature with regularity, based on an approach developed and approved by the bi-state governance structure, which is wholly distinct from the other major projects managed and delivered by ODOT.

Current information on the IBR program is included as an appendix to this report.

The Q3 report builds directly on Q2, updating status, financials, risks, and accomplishments of each project. In Q3 2026, previously paused projects remain unchanged while tangible progress has been made in construction and design for several projects (with some moving into final stages or opening to traffic). Risks, delays, and potential cost implications are more clearly described, particularly for Abernethy Bridge and Rose Quarter.

Major Projects Quarterly Report Q3 2026 – Summary Table

Project	Phase	Current Cost Estimate (or Range)	Q3 Schedule and Status Comments
I-205: I-5 to OR 213 Phase 2	Planning	>$500M (last Design Acceptance Package (DAP)-level construction cost estimate developed in 2022)	No new design activity; no new developments in Q3; financials and risks unchanged. Remains on pause since 2022 due to lack of funding post indefinite pause on tolling. Corridor at 60% design.
I-5: Boone Bridge Widening & Seismic Retrofit Study	Planning	~~>$250M~~ >$1B	Ethnographic work advancing; geotechnical drilling completed July 2026; groundwater monitoring continues; legislative site visits conducted; geotechnical report expected April 2027. No funds for design or construction.
Newberg-Dundee Bypass Phase 2B & Phase 3	Planning	>$500M (Phase 2B construction, $210-$250M; Phase 3 planning estimate, $400-$600M)	No design activity or progress in Q3. No new progress; 2B design remains paused; only right of way continues with limited remaining budget; Phase 3 unfunded.
I-5 Rose Quarter Phases 1B, 1C, and 2	Design	~~$1.8-$2.2B~~ $3.25B-$3.59B (updated based on August 2026 cost estimate)	Phase 1A completing in 2026; 1B ~90% design; 1C unfunded for construction; Phase 2 fully unfunded; grant rescission continues to limit federal funding. Major inflation and schedule assumptions revised. No construction funding identified.
I-84 WB: Union Pacific RR Bridge (Hood River County)	Design	~~$57-$60M~~ $58M-$62M	Plans, Specifications, and Estimates (PS&E) submitted Aug 2026; mandatory pre-bid set for Oct 2026; bid opening Nov 2026. Railroad agreement remains the key schedule risk but is progressing. Construction planned 2027–2029. Fully funded.

Project	Phase	Current Cost Estimate (or Range)	Q3 Schedule and Status Comments
OR 99E: Kellogg Creek Restoration (Clackamas County)	Design	$110-$134M	Design progressing toward 2027 final plans; permitting and early coordination active; construction funding reliant on PROTECT and AOP grants (applications submitted). No construction timeline can be committed without funding awards. NEPA pending NOAA programmatic Environmental Impact Statement (EIS).
OR 22: OR 51 Interchange Project (Polk County)	Design	$50-$70M	Design start delayed to Fall 2026; key risks remain geotechnical settlement, utility conflicts, wetland mitigation. NEPA not yet started. No construction funding identified.
OR 22: Center Street Bridge Phase 1	Design	~~$188~~$170M-$198M	Project advertised; US Coast Guard (USCG) permit delays remain the largest schedule threat; no in-water work allowed in 2026.
I-5 Rose Quarter Phase 1A	Construction	$75M	Phase 1A advanced into major construction delivery, including completion of the southbound rail retrofit and full execution of SB I-5 deck overlay during September closure. Micro-milling, demolition, and concrete placement progressed to near-completion, joint repair, curing, and reopening activities underway, seismic retrofit and water-quality facility construction moved toward end-of-year milestones. Schedule may be extended into Spring 2027 to advance part of Phase 1B, maintaining project momentum.
I-205 Improvements, Phase 1A Abernethy Bridge	Construction	~~$672M~~ $697M	Major delay: project now anticipated to complete in Winter 2027. Q3 increased authorization by $25M for extended inspection, owner's rep support, and realized risks. Soil stabilization work (future contract) will require an additional $100M–$130M.

Project	Phase	Current Cost Estimate (or Range)	Q3 Schedule and Status Comments
US 26 (Outer Powell): SE 99th to East City Limits	Construction	$99M	Construction progressing well; water line work finishing early; sidewalk and widening work expanding; no need for increased authorization. Completion anticipated June 2029.
I-5: Aurora-Donald Interchange Phase 2	Construction	$62.6M	On schedule; no major risks or cost increases; bridge staging continues. Completion anticipated October 2027.
Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2	Construction	$95.2M	849 ramps completed up from 599 in Q2; additional ramps added via change orders; project on track for expanded scope; operating within added time and funds.
I-5: Kuebler Blvd to Delaney Rd Widening	Construction	$45.8M	Continuing on schedule; roundabout and bridge work complete; no new major risks. Completion anticipated March 2027.
OR 18: Newberg Dundee Bypass Phase 2A	Construction Design, Bid, Build	$45.9M	Strong progress on OR219 corridor; bridge deck placed; retaining wall and signal work continuing; no major risks. Completion anticipated October 2027.
OR 34: Van Buren Bridge	Construction	$73.5M	Project ahead of schedule and under budget; remaining work is landscaping and closeout; net cost savings realized from Contract Change Orders (CCOs) (approximately $344k).

Acronym/Term	Definition
ADA	Americans with Disabilities Act
AI	Anticipated Item: project line-items that have not yet gone out to formal bid but are necessary for completion
BPA	Bonneville Power Administration
CCO	Contract Change Order
CatEX	A Categorical Exclusion (CATEX) is part of the National Environmental Policy Act (NEPA) review framework. It allows federal agencies to streamline environmental review for actions that are routine, well-understood, and historically shown not to significantly affect the human environment.
CE	Construction Engineering
CN	Construction phase
CR	Constructability Review
CRA	Cost Risk Assessment
CSRA	Cost and Schedule Risk Assessment
C&M Agreement	Construction and Maintenance agreement
CO	Change Order
DAP	Design Acceptance Phase/Package: critical milestone that occurs at the end of the initial design phase.
DOJ	Department of Justice
DRB	Dispute Review Board
EA	Environmental Assessment (EA) is part of the National Environmental Policy Act (NEPA) review framework. Allows stakeholders—both technical and non-technical—to review design elements, identify anticipated design exceptions, and confirm compliance with standards such as ADA accessibility for curb ramps
EIA/EA	Environmental Impact Assessment/Environmental Assessment is a core component of NEPA compliance process consisting of formal evaluation processes required by law to analyze how a proposed infrastructure project will affect the surrounding environment.
EIS	Environmental Impact Statement (EIS) is a public document required for major projects (using federal funding) that significantly affect the quality of the human and natural environment.

Acronym/Term	Definition
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FLS	Freight and Logistics Services
FONSI	Finding of no significant impact (related to NEPA environmental assessment) issued by federal lead agency (e.g. FHWA) that officially concludes the Environmental Assessment (EA) phase of the NEPA process.
IGA	Intergovernmental Agreement
IM	Interstate Maintenance
IBR	Interstate Bridge Replacement program
KN	Key Number (ODOT project identifier)
MP	Milepost
MSE Wall	Mechanically Stabilized Earth Wall is a structural engineering system used to retain soil and support vertical grade changes.
NEPA	National Environmental Policy Act. Any project utilizing federal funds – including IIJA/BIL, PROTECT, AOP – must clear NEPA review prior to construction.
NOAA	National Oceanic and Atmospheric Administration
NOFO	Notice of Funding Opportunity
OHW	Notice of Funding Opportunity
PE	Preliminary Engineering
PEL	Planning and Environmental Linkage
PLA	Project Labor Agreement
PMG	Project Management Group
PS&E	Plans, Specifications, and Estimates
PCO	Project Controls Office
RCP	Reconnecting Communities Pilot (see RCN grant program
RR	Railroad
RQ	Rose Quarter
RW	Right of Way
STIP	Statewide Transportation Improvement Program

Acronym/Term	Definition
SPIS	Safety Priority Index System
TSP	Transportation System Plan
UMO	Urban Mobility Office
UMS	Urban Mobility Strategy
UR	Utility Relocation
USCG	United States Coast Guard
VE	Value Engineering

Funding Source	Description
American Rescue Plan Act (ARPA)	2021 federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and support the President's call to vaccinate the U.S. population.
All Roads Transportation Safety (ARTS) Program	The All-Roads Transportation Safety Program (ARTS) is a statewide safety program that addresses safety for all public roads in the state of Oregon. The program is a competitive program with a focus on implementation of cost-effective and proven safety countermeasures. It is supported through federal and state funds based on the federal Highway Safety Improvement Program.
Congressional Directed Spending (CDS)	Federal earmark funds. Mechanism that allows members of Congress to direct federal funding to specific local, non-profit, or government projects outside of traditional competitive grant processes.
Culvert Aquatic Organism Passage (AOP) Program	Federal competitive grant program. Funds the replacement, removal, or repair of road-stream culverts and weirs to restore or improve passage for anadromous fish (species like salmon, steelhead, and lamprey that migrate from saltwater to freshwater to spawn)
Federal Formula	Most Federal transportation funding flows through formula grants. Formula grant programs allocate funding to recipients based on formulas set by Congress. DOT distributes these funds to States, federally recognized Tribal recipients, and transit agencies. The funds may be further allocated to localities at State, Tribal, or agency discretion.

Funding Source	Description
Grant Anticipation Revenue Vehicle (GARVEE) bonds - ADA	GARVEE bonds are being used to accelerate ADA transportation funding, particularly for Oregon's initiative to construct over 25,000 ADA-compliant curb ramps by 2032. This federal debt financing, backed by future federal highway funds, allows for major projects—such as urbanized public transit enhancements and curb ramp construction—to be funded immediately.
Infrastructure Investment and Jobs Act (IIJA)	**Infrastructure Investment and Jobs Act (IIJA)**—widely known as the **Bipartisan Infrastructure Law (BIL)**—Source for other funding described in this glossary – AOP, PROTECT, RFFA etc.
Jobs and Transportation Act (JTA)	The 2009 Oregon Jobs and Transportation Act (JTA) is a state-level funding package that leverages federal, state, and local dollars to build major transportation projects. While primarily funded through state fuel tax and registration increases, the JTA has been used to complement federal funding from the FHWA and FTA
National Highway Freight (NHFN)	The National Highway Freight Program (NHFP) is a federal-aid formula program providing dedicated funding to states for improving freight movement on the National Highway Freight Network (NHFN)
Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program	Federal competitive grant program. Funds projects that reinforce, elevate, or relocate vulnerable highways, transit systems, ports, and bridges to survive extreme weather events, sea-level rise, flooding, wildfires, and mudslides.
Reconnecting Communities and Neighborhoods (RCN) Grant	The USDOT Reconnecting Communities and Neighborhoods (RCN) Grant Program is a ~billion federal initiative combining the Reconnecting Communities Pilot (RCP) and Neighborhood Access and Equity (NAE) programs. Funds planning, design, and construction to remove or retrofit transportation infrastructure (highways/railways) that creates barriers, prioritizing equity and reconnection in disadvantaged communities
RFFA Step 1A	Flexible Funding Allocation for investments in sidewalks, trails and roadways in communities across a region. Metropolitan Planning Organizations (MPOs) (e.g. Oregon Metro in the Portland tri-county area) distribute designated pool of federal transportation funds across regional priorities.
Surface Transportation block grants (STBG) – Flex FAST ext.	The Surface Transportation Block Grant (STBG) Program, established by the FAST Act, provides flexible funding for state and local transportation needs, including highways, bridges, and transit projects. Most flexible FHWA funding source, allowing funds to be used on various federal-aid highways and public roads.

Funding Source	Description
HB 5006 (2025)	Oregon Legislature appropriated $1,000,000 to the Department of Transportation, for the biennium beginning July 1, 2025, out of the General Fund, for the Boone Bridge Replacement Project.
HB 3055 (2021)	House Bill 3055 restructures statutes related to tolling and financing of tollway projects, and provides for flexibility in funding the major projects outlined in House Bill 2017 (2017), as well as adding the Interstate 5 Boone Bridge
HB 2017 Discretionary	While much of HB 2017 was specifically directed to programs and named projects discretionary funds allow for addressing emerging needs such as seismic upgrades and connectivity.
HB 2017 71D allocations	Many of the projects were included in HB 2017 (2017), section 71D named projects with specified amounts of funding allocated to fund a portion of the project.
HB 2017 Bridge	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state bridge program.
HB 2017 Bridge/Seismic	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state bridge/seismic program.
HB 2017 Safety	Amount comes out of the portion of HB 2017 (2017) funding that was directed toward investments in state discretionary safety spending.

PROJECT IN PLANNING |

I-205: I-5 to OR213 Phase 2



Scope:

The I-205 Improvements Project (Phase 2) will enhance seismic resilience and improve operations along the I-205 corridor between the I-205/OR 43 interchange and the I-205/Stafford Road interchange. The project encompasses approximately 6.3 miles of widening to expand the corridor from four to six lanes. It also includes the seismic retrofit and widening of four existing mainline bridges, the full replacement of six mainline bridges, and the full replacement of two overcrossing structures. Additionally, two new sound walls will be constructed as part of the planned improvements.

Status and Schedule:

PAUSED INDEFINITELY DUE TO INSUFFICIENT FUNDING

In 2017, the Legislature directed ODOT to use toll revenue to pay for I-205 Corridor Improvements. Design of the entire corridor began in July 2017. Project limits and phases were created in October 2019. Phase 1 of the project, which focuses on the seismic resilience of the Abernethy Bridge, is under construction. This project, Phase 2, is on hold indefinitely due to lack of funding after cancellation of Oregon Toll Program.

PROJECT IN PLANNING |

I-205: I-5 to OR213 Phase 2



Overview of NEPA Status

- Categorical Exclusion (CatEx)[1] for the entire project was submitted and accepted by FHWA in 2018.
- A re-evaluation for Phase 1A was submitted and accepted by FHWA in 2023.
- Much of the original CatEx work could be updated/re-used in future NEPA tasks.

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete *(in terms of >$100M, $250M, $500M)*	>$500M	Last Design Acceptance Phase (DAP)-level construction estimate created in 2022.
Estimated Cost to Reach 30% Design Milestone	$0	Project was designed to 60% in 2022.

Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Status
Inflation of CN costs	Threat	6-8%/year	TBD

Programmed Funding

Phase	Amount
Planning (PL)	$12.5M
Preliminary Engineering (PE)	$42.7M
Right-of-Way (RW)	$2.5M
Utility Relocation (UR)	
Construction (CN)	
Total	**$57.7M***

*Funds spent to bring full corridor to 60% design, design Phase 1A to 100%, and purchase ROW for Phase 1A.

[1] A Categorical Exclusion (CATEX) is part of the National Environmental Policy Act (NEPA) review framework. It allows federal agencies to streamline environmental review for actions that are routine, well-understood, and historically shown not to significantly affect the human environment.

PROJECT IN PLANNING |

I-205: I-5 to OR213 Phase 2



Funding sources

Funding Sources	PL	PE	RW	UR	CN	Totals
Region 1 FIX-IT	$2.5M	$16.8M				**$19.3M**
National Highway Freight (NHFN)	$10M					**$10M**
Jobs and Transportation Act (JTA)		$12.9M	$2.5M			**$15.4M**
HB 3055 (2021)		$10.5M				**$10.5M**
Other		$2.5M				**$2.5M**
Total Above	**$12.45M**	**$42.7M**	**$2.5M**			**$57.7M**

Financial Strategy to Construct

Funding must be identified prior to completing the design and updating the associated cost estimate.

Quarterly Updates

Recent activities / accomplishments (July- September 2026)

No new activity on Phase 2 since project was put on indefinite pause in 2022.

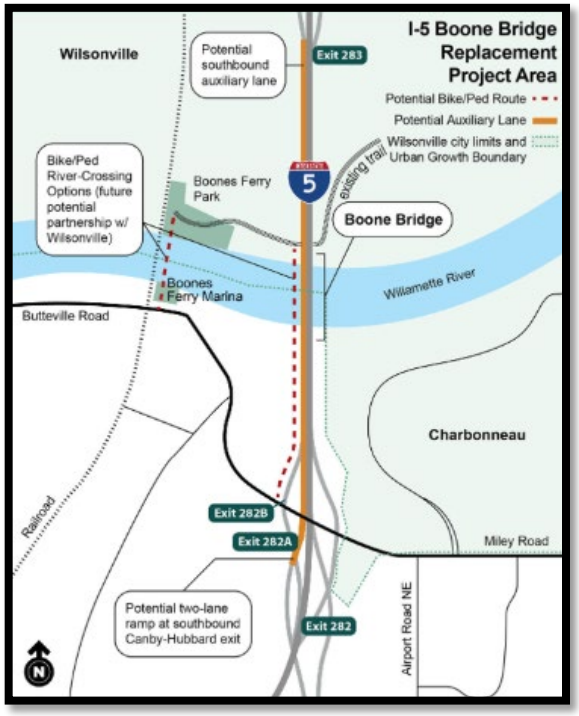
Points of Contact:

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PROJECT IN PLANNING |

I-5: Boone Bridge Widening & Seismic Retrofit Study





Scope:

This planning level effort is studying the feasibility of widening and seismically retrofitting the Boone Bridge, as well as making interchange improvements on I-5 between Wilsonville Road and the Canby-Hubbard Highway. Through an alternatives analysis, the project was narrowed to two alternatives.

Status and Schedule:



In 2019, House Bill 5050 directed ODOT to evaluate options for widening and seismically retrofitting the I-5 structure and to develop an associated cost estimate. In 2021, the Oregon Transportation Commission allocated $4 million to support Planning and Environmental Linkage (PEL) work during the Planning phase, which was completed in September 2025. Following the 2025 legislative session and the subsequent dissolution of the Urban Mobility Office, the project was transferred to ODOT Region 1 in September 2025 for continued management. Public involvement and external communications continue.

PROJECT IN PLANNING |

I-5: Boone Bridge Widening & Seismic Retrofit Study



Overview of NEPA or similar tasks

$1 million (HB 5006 (2025)) was added to the STIP by the Oregon Transportation Commission on May 12, 2026, for this project, and with this additional funding ODOT will continue pre-NEPA work including:

- Ethnographic study – 2026.
- Exploratory Geotechnical Drilling – Summer 2026.
- Final Geotechnical Report – April 2027.

Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete *(in terms of >$100M, $250M, $500M)*	>$1B	In 2021 a summary report was shared with legislature that included a cost of >$500M assuming 2026 construction. In 2025 the estimate was increased to >$1B with assuming 2037 construction.
Estimated Cost to Reach 30% Design Milestone	$65M - $75M (Alt 2) $80M - $95M (Alt 4)	Top-down estimate compiled in late 2024. Includes AI, NEPA, cost to advance PE to DAP.

Major Risk Items

Item	Threat or Opportunity?	Risk Value	Status
Construction Starting Year: Every year of delay is approximately $30M of additional cost.	Threat	$50 - 100M	TBD
Liquefaction Potential for the I-5 Bridge: If future geotechnical investigations reveal that liquifiable soils are weaker or more extensive than identified by preliminary investigations, then additional engineering costs may be realized.	Threat	$2-100M	Geotechnical drilling was completed in July 2026, with a report to follow in April 2027. Ongoing geotechnical wo rk to determine full extent of risk will be completed in the PL and PE phases.)

PROJECT IN PLANNING |

I-5: Boone Bridge Widening & Seismic Retrofit Study



Item	Threat or Opportunity?	Risk Value	Status
Culturally significant designation for the French Prairie Bridge: If Alternative Four is chosen, an Environmental Assessment (EA) or Environmental Impact Assessment (EIA) may be required. Could result in one alternative being designated as infeasible and/or identify an alternative alignment.	Threat	$3-4M	Ethnographic Study will be completed in June 2027. Other environmental work to follow in Planning (PL) and Preliminary Engineering (PE) Phases.
VE Study and Constructability Review: The project will go through an industry constructability workshop with the contracting community using the draft Design Acceptance Package (DAP). If the contractor provides improvements to the design, the project could reduce overall budget and shorten construction duration.	Opportunity	Savings of $250k-26M	PE Phase

Programmed Funding (Total Project Cost)

Phase	Amount
Planning (PL)	$5M
Total	$5M

Funding sources (Total Project Cost)

Funding Sources	PL	PE	RW	UR	CN	Totals
Surface Transportation Block Grant (STBG)	$4M					**$4M**
HB 5006 (2025)	$1M*					**$1M***
Total	**$5M**					**$5M**

PROJECT IN PLANNING |

I-5: Boone Bridge Widening & Seismic Retrofit Study



Financial Strategy to Construct:

Not identified at this time.

Quarterly Updates

Recent activities/accomplishments (July-September 2026)

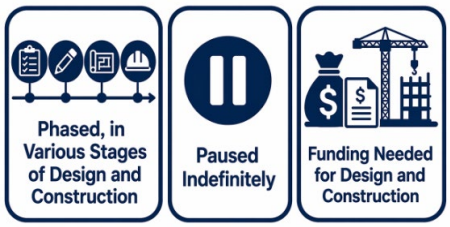
- **Work on Ethnographic Study for both Alternatives progressing:**
  An ethnographic study uses oral traditions and tribal engagement to provide historical context of the area. ODOT's Tribal Liaison began coordination with Grand Ronde, Warm Springs, and Siletz tribes in November 2025.
    - Grand Ronde anticipates signing the Intergovernmental Agreement (IGA) on 9/21. There was a delay in the anticipated timeline due to recent Tribal Council elections. Next steps for the ethnographic work include establishing a contract with a consultant to perform this work.
- **Geotechnical drilling on slopes for Alternative 2:**
  Drilling in the shoulders and mid-slope under the existing I-5 Bridge concluded in July. Groundwater monitoring will continue through 2026 and into early 2027. The geotechnical report is due to the Agency in April 2027. The report will provide technical guidance on soil liquefaction risk and bridge foundation recommendations, informing early cost-risk assessments.
- Legislative visits were held in early July. Representative Salinas, State Senator Neron Misslin, State Representative Rieke Smith, and Wilsonville Mayor O'Neil were able to tour the drilling locations and discuss the work underway.

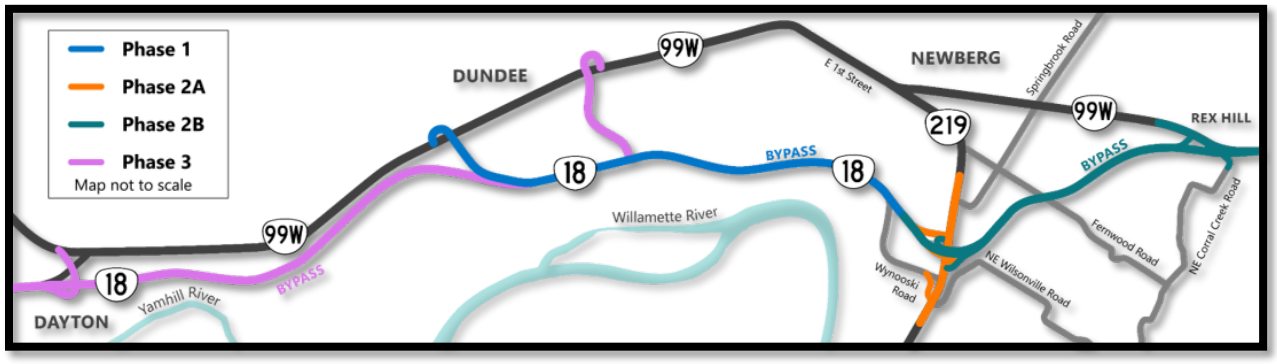
Points of Contact:

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Area Manager – Stephanie Turner, stephanie.turner@odot.oregon.gov

PROJECT IN PLANNING & DESIGN |

Newberg-Dundee Bypass Phase 2B and Phase 3





Scope:

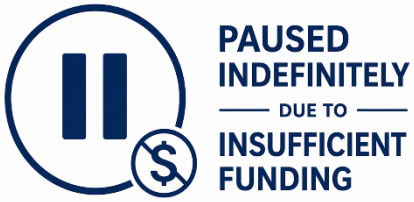
The Newberg-Dundee Bypass addresses increasing traffic congestion by improving mobility and safety through Newberg and Dundee in Yamhill County. Decades of work and financial contributions by local jurisdictions have helped move the project forward.

Phase 2 includes the construction of bike and pedestrian improvements, building a new interchange at OR 18 and OR 219 and extending the bypass to connect with OR 99W. The work has been divided into smaller phases.

- Phase 2A began construction in 2025 and focuses on the OR 219 interchange and surrounding area. This project will be reported out to the CIAC in a separate form.
- Phase 2B focuses on the new bypass road and provides a new connection to OR 219 and at OR 99W.

Phase 3 finishes the bypass by extending Phase 1 further southwest.

Status and Schedule:

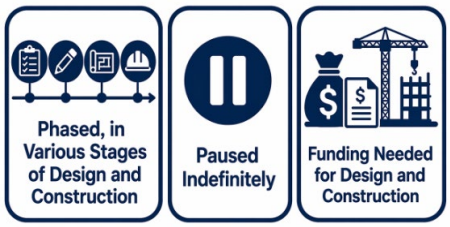


Phase 2b has progressed to the 50 percent design level. A Value Engineering study was completed in 2020, and the 50 percent design milestone was reached in 2022; however, further design work has been paused until additional funding becomes available for both design and construction. Right-of-way acquisition activities will continue using the remaining $5 million budget, though 27 parcels still require acquisition, and additional funding will be necessary to complete this work.

Phase 3 has not yet initiated any design efforts.

PROJECT IN PLANNING & DESIGN |

Newberg-Dundee Bypass Phase 2B and Phase 3



Overview of NEPA or similar tasks

- The Final Environmental Impact Statement for the entire Newberg-Dundee Bypass was reviewed and authorized by FHWA in 2012. A re-evaluation was done in 2022.
- The completed NEPA approval covers the full bypass corridor, including Phase 1, Phase 2A and planned Phase 2B.

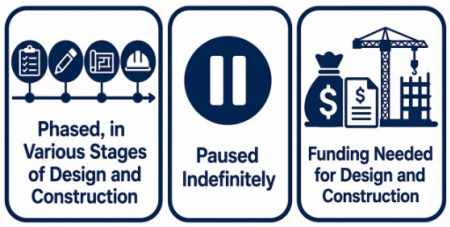
Financial Overview:

Overall

	Amount	Notes
Order of Magnitude Cost to Complete *(in terms of >$100M, $250M, $500M)*	>$500M	Phase 2B costs were developed in 2025 but need refinement to account for inflation and risks. • PE – $10M-$12M • RW – $30M-$38M • CN – $210M-$250M Phase 3 costs were developed in 2025 with a *planning level cost estimate* between $400M-$600M. These would need refinement to account for full design, inflation, and risks.
Estimated Cost to Reach 30% Design Milestone	See Notes	Phase 2B is already over 30% design. Estimate for Phase 3 design is unknown.

Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Status
Inflation of CN costs	Threat	6-8%/year	TBD



PROJECT IN PLANNING & DESIGN |

Newberg-Dundee Bypass Phase 2B and Phase 3

*Programmed Funding for Phase 2**

Phase	Amount
Preliminary Engineering (PE)	$16.3M
Right-of-Way (RW)	$14.8M
Utility Relocation (UR)	
Construction (CN)	
Total	$31.2M

*Funds spent to design and construct Phase 2a and begin design work for Phase 2B. Additional funding needed to fully design and construct Phase 2B. No funding identified or spent for Phase 3.

Funding sources

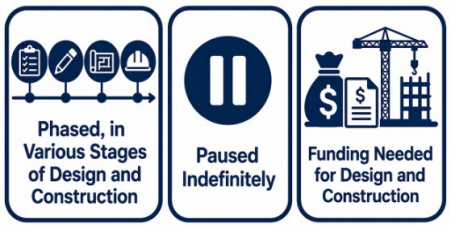
Funding Sources	PL	PE	RW	UR	CN	Totals
American Rescue Plan Act (ARPA)		$4.7M				**$4.7M**
Statewide		$200k	$10.3M			**$10.5M**
Jobs and Transportation Act (JTA)			$4.6M			**$4.6M**
HB 2017 Discretionary		$11.5M				**$11.5M**
Total		**$16.22M**	**$14.9M**	**$0**	**$0**	**$31.22M**

Financial Strategy to Construct

Wait for funding to be identified to complete Phase 2B design and update the cost estimate. No funding yet identified to start work on Phase 3.

PROJECT IN PLANNING & DESIGN |

Newberg-Dundee Bypass Phase 2B and Phase 3



Quarterly Updates

Recent activities/accomplishments (July-September 2026):

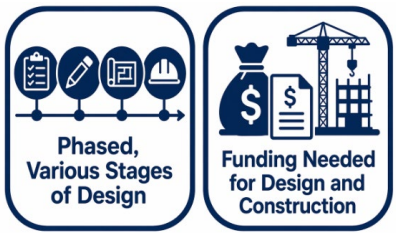
No design activity on Phase 2B since project was put on indefinite pause in 2022. Team did analyze options to further divide Phase 2B into smaller projects in 2024, with only one smaller option identified to focus on the OR99W intersection configuration near Rex Hill. Given the smaller project would still range in the $40M+ range, that option has not been revisited and the project remains on pause.

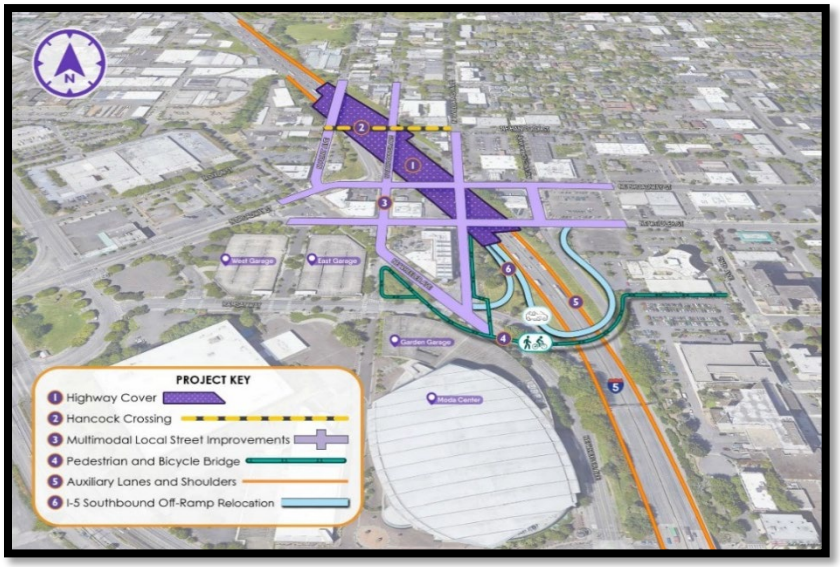
Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2





Scope

The I-5 Rose Quarter Project is located in Portland, Oregon, along the 1.8-mile segment of I-5 between I-405 to the north (at milepost [MP] 303.2), inclusive of the Greeley exit ramp connection, and the Morrison Bridge exit (US 26 and OR 99E) to the south (MP 301.4). The project also includes the interchanges between: (1) I-5 and I-84 and (2) I-5 and NE Broadway and NE Weidler streets (the Broadway/Weidler interchange), and the surrounding transportation network from approximately NE Russell Street to the north, Flint Avenue to the west, NE Oregon Street to the south, and NE Second Avenue to the east.

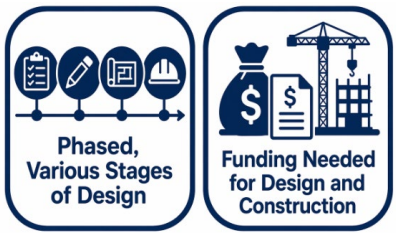
In addition, the project is designed to better reconnect the surrounding Albina community across I-5, support future development opportunities associated with the highway cover, and create a safer, more functional transportation system for the area overall.

Project investments will:

- Reduce congestion and delays on I-5 benefitting the regional economy and improving the movement of goods and people.
- Improve safety and congestion on I-5 and on surrounding local streets where three major interstates converge.
- Restore community and neighborhood street connections over I-5 by redesigning overpasses.
- Design and build a highway cover that can accommodate new community development and enhanced public space.
- Create opportunities for small businesses through contracts that build long-term career prospects for small businesses.

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



Background and Timeline

House Bill 2017 directed ODOT to address congestion and safety on a 1.8-mile segment of I-5 at the Rose Quarter and to work with community and local partners to reconnect Lower Albina and improve traffic flow. In 2024, ODOT received a $450 million Reconnecting Communities and Neighborhoods (RCN) grant for the Broadway-Weidler Phase 1 package, and the Oregon Transportation Commission (OTC) incorporated this funding into the STIP that August (2024). In January 2025, the OTC supplemented the grant with $250 million in HB 2017 Urban Mobility Strategy funds. ODOT was able to obligate $67.5 million of the RCN award before the remaining $382.5 million was rescinded under the 2025 federal budget reconciliation act. Following this action, the project retained $480.6 million in total funding, with the remaining RCN funds restricted to Phase 1C preliminary engineering, right-of-way, and utilities.

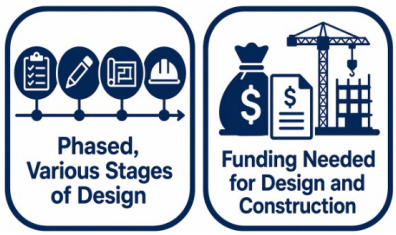
In response to the rescission, ODOT and the Project Management Group (PMG) repackaged Phase 1 into Phases 1A, 1B, and 1C to align scope with available funds. No new funds were added; existing resources were redistributed across phases based on OTC direction. Phase 1A construction began in August 2025 and is approximately 45% complete, delivering required I-5 corridor improvements and deferred maintenance. Phase 1B is fully funded, is at roughly 90% design, and is scheduled for construction beginning in summer 2027. Phase 1C is funded only through preliminary design, ROW, and utilities; final design and construction remain unfunded. The PMG refined a minimum-viable Phase 1C scope to maintain project momentum and support the long-term vision. A planning-level cost estimate for Phase 1C currently ranges between $939 million and $1.058 billion, with a full updated estimate to follow the 60% design milestone.

Phase 2, which completes the remaining elements of the Rose Quarter Improvement Project—including the full highway cover, multimodal improvements, and additional ramp and auxiliary lane work—remains unfunded. A preliminary planning-level cost estimate of $1.83–$2.054 billion reflects market escalation, updated sequencing assumptions, and risk factors tied to delayed delivery. A comprehensive schedule and estimate will be prepared at the next design milestone once funding becomes available.

**For additional information on the Rose Quarter Project history please refer to the Major Projects Quarterly Report, Quarter 2-2026 and the project website: Welcome | I-5 Rose Quarter Improvement Project.*

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



Status and Schedule:

Construction of the original Phase 1A scope will conclude by the end of 2026. To maintain continuity in field activities, the project team is finalizing negotiations and contracting efforts to advance a portion of Phase 1B work into the Phase 1A delivery package. Design for both Phase 1B and the Broadway/Weidler Phase 1 segment (Phase 1C) continued this quarter.

Key upcoming design milestones include:

- Phase 1B – 90% Final Plans: October 2026
- Phase 1B – 98% Pricing and Permit Plans: January 2027
- Phase 1B – 100% Plans: March 2027
- Broadway to Weidler, Phase 1C – 60% Advanced Plans: February 2027

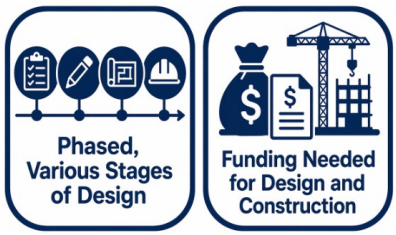
ODOT is also actively engaging with the Project Management Group—which includes representatives from the community, the City of Portland, Metro, the Oregon Trucking Association, Albina Vision Trust, and Rip City Management—to position the project for future funding opportunities.

Overview of NEPA

- 2017, The project's NEPA process began.
- 2019, ODOT and FHWA released the Environmental Assessment, followed by a public comment period and formation of key advisory committees to ensure community oversight and equity in contracting.
- 2020, ODOT and FHWA issued a Revised Environmental Assessment and a Finding of No Significant Impact (FONSI), enabling the project to move forward. Additional committees and reviews—including the Historic Albina Advisory Board and the Independent Cover Assessment—shaped design refinements in 2021.
- 2022, a Supplemental Environmental Assessment was published.
- 2023, incorporated updated design elements, and public feedback led to further refinements such as changes to the southbound off-ramp configuration and pedestrian/bike connections.
- 2024, FHWA issued a FONSI for the revised design, allowing ODOT to advance into detailed engineering.

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



- 2025, the OTC authorized advancing design and construction of Phase 1B later that year.
- 2026, construction on Phase 1A is nearing completion, and design activities for Phase 1B and Phase 1C are underway.
- Engagement with the Project Management Group continues to support funding and phasing decisions as the NEPA-approved design advances toward implementation.

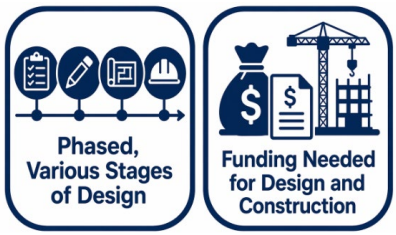
Financial Overview:

Overall

Risk Item	Amount	Notes
Committed Project Funding	$481M	No changes
Cost to Complete (Range)	$3.25B-$3.59B	Updated Cost from previous 2025 CSRA ($1.96-2.08 billion), based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026.
Assumed Year to Bid	2025-2032	Multiple work packages bidding, assuming funding in place. Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026.
Assumed Construction Duration	11 years	Multiple work packages constructed, assuming funding in place. Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026.
Assumed Annual Inflation Rate applied to mid-point of construction	4%	No change.
Estimated Cost of Design	$182M	For work to complete. Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026. This assumes the high end of the design cost range for the unfunded Phase 1C and Phase 2 design.

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



Risk Item	Amount	Notes
Estimated Value of Bid Items	$1.19-1.34B	Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026.
Estimated Construction Engineering & Project Management	$335-377M	Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026.
Design Contingency	$1.05-1.18B	Updated based on the most recent basis of cost work completed this summer and presented to the OTC in August 2026. Includes 40% risk and 4% escalation.

I-5 Rose Quarter: Phase 1B, Major Risk Items

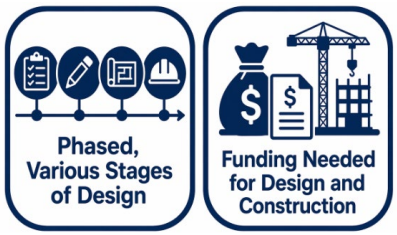
Item	Threat or Opportunity?	Risk Value Range	Status
Lack of Funding	Threat	$5-10M	***Resolved***; Phase 1B funded through our most recent STIP amendment.
Scope Growth of Packages within Funding Limits	Threat	$10M	NA
Potential to find unknown utilities at the RQ Transit Center. Mitigation	Threat	$7.5-15M	Mitigation by additional potholing/underground investigation at drilled shaft location

Broadway – Weidler Phase 1 (Phase 1C), Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Time Horizon to Resolve
Material Scarcity in Current Market Conditions	Threat	$5M - $10M	NA
Subcontractor Capacity not sufficient to meet demand	Threat	$10M	NA
Additional Demobilization costs if Phase 1C or MCP funding is delayed	Threat	$7.5M - $15M	NA
Streetcar Relocation	Threat	$5M - $10M	12 months

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



Item	Threat or Opportunity?	Risk Value Range	Time Horizon to Resolve
FLS Staging Requirements are not fully vetted	Threat	$5M - $8M	12 months

Programmed Funding – for Design and Preliminary Engineering

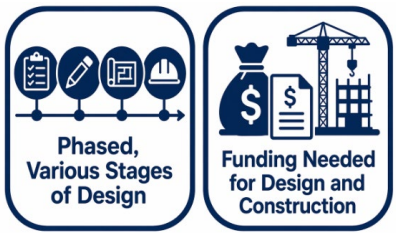
Phase	Amount
Preliminary Engineering (PE)	$200.4M
Right-of-Way (RW)	$32M
Utility Relocation (UR)	$8.5M
Construction (CN)	
Other (OT)	$500k
Total	$241.4M

Funding Sources

Funding Sources	PE	RW	UR	CN	OT	Totals
Federal USDOT RCN Grant	$30M	$30M	$7.5M			**$67.5M**
Federal Formula	$21.65M					**$21.65M**
State Match (Fed Formula)	$1.74M					**$1.74M**
HB 2017 Bond	$143M	$2M	$1M	$67M	$500k	**$213.5M**
HB 2017 Bridge				$5M		**$5M**
HB 2017 Bond				$167.2M		**$167.2M**
Local	$4M					**$4M**
Total	**$200.4M**	**$32M**	**$8.5M**	**$239.2M**	**$500k**	**$480.6M**

PROJECT IN DESIGN |

I-5 Rose Quarter Project Phases 1B, 1C, and 2



Financial Strategy to Construct:

The full I-5 Rose Quarter Improvement Project, including all preliminary engineering, right-of-way acquisitions, utility relocation, and construction phases, is expected to cost an estimated $3.25B-$3.59 billion (as of August 2026).

- Phase 1B is fully funded for design and construction and is currently at approximately 90% design completion. Construction is anticipated to begin in summer 2027.
- Phase 1C is currently funded for preliminary engineering up to 60%, right-of-way acquisition, and utility relocation through Reconnecting Communities and Neighborhoods (RCN) funding. Final design and construction funding has not been identified. ($939M-$1.06B)
- Funding has not been identified for preliminary engineering, right of way acquisition, utility relocation or construction of Phase 2 ($1.83B-$2.05B).

The PMG is now focused on strategies for seeking funding for the remaining unfunded portions of work. Funding is anticipated to have to come from a combination of federal, state, and local sources.

Quarterly Updates

Recent Accomplishments Since Last Quarter (July-September 2026):

- Design for Phase 1B design progressing towards 98% design milestone that will be submitted in October 2026. The A&E and CMGC team has made significant progress in modifying the freeway closure plans to minimize impacts to the traveling public while the work is being constructed.
- Broadway / Weidler Phase 1 (Phase 1C) design progressed.
- ODOT is continuing collaboration with the community and partners through the Project Management Group (PMG).
- The PMG agreed on the scope for Phase 1C to bring to the OTC for approval. Phase 1C scope, schedule and basis of cost were presented to OTC in August 2026.
- The Right of Way acquisition process started in September 2026 for the properties that will be acquired using the $30M in RCN grant funding.

Points of Contact:

Statewide Project Delivery Manager – David Kim, david.kim@odot.oregon.gov
Interim Project Director – Monica Blanchard, monica.blanchard@wsp.com

PROJECT IN DESIGN |

I-84 (WB): Union Pacific Railroad Bridge (Hood River County)



Scope:

This project will replace the aging westbound I-84 bridge over the Union Pacific Railroad near Exit 63 in Hood River. The existing structure, built in 1953, is more than 70 years old, has exceeded its useful life, and no longer meets current seismic standards. Construction is scheduled to begin in spring 2027 and continue through fall 2029. Replacing the bridge will preserve this vital interstate connection and significantly improve its resilience during a major earthquake.

Status and Schedule:

- The Mechanically Stabilized Earth (MSE) Wall Variance ODOT submitted for placing a MSE wall within 50ft of the RR tracks was approved on March 26, 2026.
- The Overhead Structure Variance ODOT submitted for splice towers within 10’ of the railroad track was approved on July 16, 2026.
- The railroad approved the 100% Design Package on July 16, 2026.
- Plans, Specifications and Estimates (PS&E) package submitted to Project Controls Office (PCO), August 24, 2026.
- Mandatory pre-bid for interested contractors scheduled for October 19, 2026.
- Bid Opening scheduled for November 5, 2026, following a six-week ad period.

PROJECT IN DESIGN |

I-84 (WB): Union Pacific Railroad Bridge (Hood River County)



Overview of NEPA status

- NEPA complete.

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	$70.4M	
Cost to Complete (Range)	$58M-62M	Total project cost includes charges for PE ($5.2M) and ROW ($68,000.00) spent to date and PS&E CN estimate ($52,880,000).
Assumed Year to Bid	2027	
Assumed Construction Duration	3 years	2 years new bridge construction; 1 year demo of existing bridge
Assumed Annual Inflation Rate applied to mid-point of construction	5%	2028
Estimated Cost of Design	~$5.2M	PS&E was submitted on 8/24/26; design phase is complete. Any additional charges to the PE phase will be related to the invitation to bid. Based on current burn rate, anticipated remaining design spending, and reduced design contingency
Estimated Value of Bid Items	$41.17M	From PS&E Estimate
Estimated Construction Engineering & Project Management	$9.9M	CE amount increased to reflect increased bid item estimate. Currently approximately 24% of bid items. CE budget is at a high percentage to account for factors such as multiple years of construction, railroad coordination, environmental oversight and coordination with specific disciplines, the city of Hood River, and consultants.

PROJECT IN DESIGN |

I-84 (WB): Union Pacific Railroad Bridge (Hood River County)



	Amount	Notes
Design Contingency	$0	Design contingency goes to $0 at PS&E. All design risks identified during design have been substantially retired. There is one construction related risk for steel girder cost which, if necessary, will be mitigated with available project funds.
Value of Risk Items	$1M	Risk Register. There is one active construction risk in the risk register related to uncertainty tied to steel plate girder cost. The expected value of the risk is $1M. The project has sufficient funds to cover the potential increase in cost.

Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Status
Receipt of Construction & Maintenance Agreement with Union Pacific	Threat	Time	The agreement is currently under review by ODOT-DOJ. It is anticipated that the Agreement will be sent to UPRR for review the week of Oct. 12th.The Agreement is on schedule to be executed before the end of the calendar year.
Bridge Construction access	Threat	$50k	Bridge Construction access risk was related to the Railroad's horizontal clearance restriction. ODOT submitted a variance, which was approved by UPRR on 7/16/26. As a result the risk has been retired. However, access to the portion of the bridge within Railroad ROW is contingent on obtaining an approved C&M agreement. The agreement is anticipated to be issued by end of 2026.
~~Work Platforms for girder erection (splice towers)~~	~~Threat~~	~~$300k~~	This has been resolved.

PROJECT IN DESIGN |

I-84 (WB): Union Pacific Railroad Bridge (Hood River County)



Programmed Funding (Total Project Cost)

Phase	Amount
Planning (PL)	$451k
Preliminary Engineering (PE)	$9.2M
Right-of-Way (RW)	$575k
Construction (CN)	$60M
Total	$70.3M

In July 2026, a STIP amendment was completed to fully fund the Construction phase. The project was originally programmed with $15M in PE, $5M in ROW, and $50M in CON. The Final Plans Estimate (from June 2026) exceeded the programmed Construction phase. In order to submit a balanced PS&E budget, excess funds from PE and ROW were moved to fully fund the Construction phase.

Funding sources (Total Project Cost)

Funding Sources	PL	PE	RW	CN	Totals
FIX-IT SW BRIDGE	$451k	$8.2M		$54.89M	**$63.5M**
HB 2017 Bridge Seismic		$1M	$575k	$4.6M	**$6.2M**
Other				$480k	**$480k**
Statewide Transportation Operating Fund (TOF)				6k	**6k**
Total	**$451k**	**$14.95M**	**$5M**	**$50M**	**$70.2M**

Financial Strategy to Construct

The project is expected to be completed within the programmed budget.

Following the final plans milestone the project team requested to move savings from the PE and ROW phases to construction prior to bid. This reallocation of programmed funds will ensure the project can be awarded quickly following the opening of bids.

PROJECT IN DESIGN |

I-84 (WB): Union Pacific Railroad Bridge (Hood River County)



Quarterly Updates

Recent activities/accomplishments (June-Sept. 2026):

- Plans Specifications and Estimates (PS&E) was delivered to Project Controls Office (PCO) on time (August 4, 2026).
- The project design and necessary bridge variances were approved by UPRR on July 16, 2026.

Changes to Scope / Schedule valued at >$500k or 30 days:

None at this time.

Project Threats

The reliance on the Railroad responding in a timely manner is a threat to the project's delivery schedule. Typically, we plan on 8 months to a year for negotiations. The Bid Opening is November 5, 2026. It is expected that Award will occur in December 2026, with NTP in January 2027, and then a pre-construction meeting in February. There is significant work that can be completed on ODOT property without final Railroad permits. Work on Railroad property does not need to begin until July 2027. While the agreement will not be in place at bid, there is more than a year before the Railroad C&M Agreement and contractor RR submittals need to be completed.

Project Opportunities

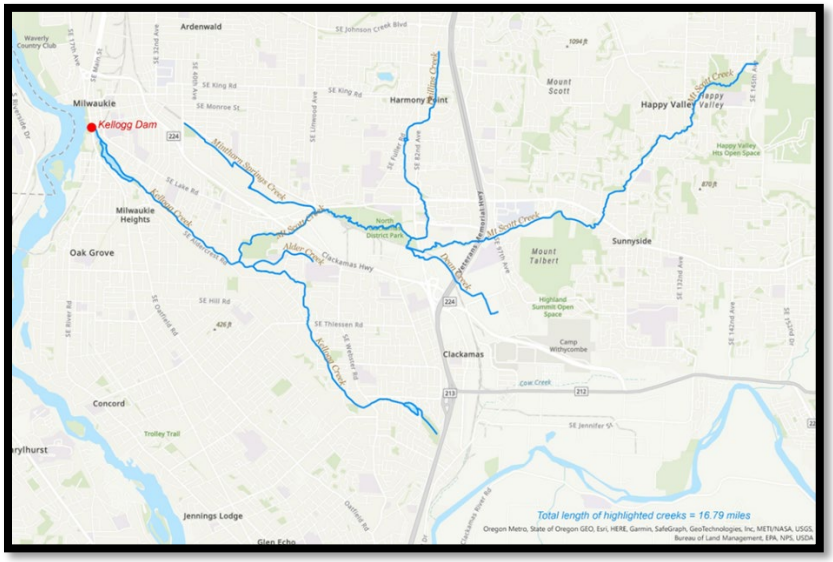
The design completion date was advanced from FFY '27 26 and even with focused and increased attention during this phase, savings were realized in the PE and ROW phases. Another anticipated opportunity will come in the form of the sequencing of the construction activities. The new bridge will be simultaneously built to the north of the existing bridge while traffic is allowed to use the existing bridge. This will reduce impacts on the highway and the traveling public during this time. The existing bridge will be demolished in 2029, following completion of the new bridge. During demolition of the existing bridge, there will be no lane closures during this work.

Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov
Area Manager – Paul Scarlett Paul.SCARLETT@odot.oregon.gov

PROJECT IN DESIGN |

OR99E: Kellogg Creek Restoration (Clackamas County)



Background:

The OR99E Kellogg Creek Restoration is a major regional effort to remove a long-standing fish passage barrier, restore habitat, reduce flooding, and modernize critical transportation infrastructure. This is a non-traditional project for ODOT – project partners, American Rivers, the City of Milwaukie and North Clackamas Watershed Council, requested that ODOT join the team as a delivery partner. ODOT is responsible for overseeing the design consultants and construction contracts in the future. The other partners are responsible for identifying and raising funds for the project.

Scope:

Removal of the obsolete Kellogg Creek dam which has been identified as a top fish passage barrier, construction of a new, modernized OR99E bridge over Kellogg Creek, and habitat restoration of the Kellogg-Mt. Scott watershed. The new highway bridge structure will increase seismic resiliency and establish a safe pedestrian and bicycle undercrossing. Significant environmental benefits include restored fish habitat, flood plain storage, and access to nature. Improved access to greenspaces and parks will meet the goals of City Milwaukie Master Plan.

Status and Schedule:

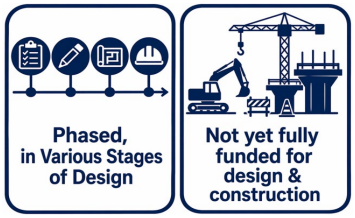
ADVANCING THROUGH DESIGN PHASES

Not yet funded for Construction

- The Final Design Acceptance Package was submitted in November 2025 and formally accepted in April 2026.
- A Constructability Review was held January 13–15, 2026, with input from five contractors to inform construction methods and sequencing.

PROJECT IN DESIGN |

OR99E: Kellogg Creek Restoration (Clackamas County)



- A Proof-of-Concept meeting took place in February 2026 to validate the project's technical direction.
- The design team submitted the draft Preliminary Design Package for review in August 2026.
- Advance Plans are anticipated in January 2027.
- Final Plans are anticipated in March 2027, positioning the project to transition from design into construction.
- Bid opening timing remains to be determined, pending identification and allocation of construction funding.

Overview of NEPA status

- Pending NOAA programmatic EIS, anticipated late 2026/early 2027.

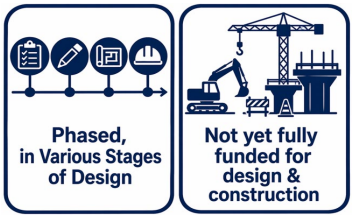
Financial Overview:

Overall

	Amount/Impact	Notes
Committed Project Funding	$15M for PE $11.85M for CON	National Oceanic and Atmospheric Administration (NOAA) Grant funding for preliminary engineering (PE). Metro Grant for construction (CN).
Cost to Complete (Range)	$110-$134M	Total project cost (PE + CN). Updated based on preliminary plans estimate September 2026.
Assumed Year to Bid	2027	Pending CN funding being secured and programmed
Assumed Construction Duration	2-3 years	Potentially 2028-2029
Assumed Annual Inflation Rate applied to mid-point of construction	3.0% / year	3.0% / year to the midpoint of construction (1/2029)
Estimated Cost of Design	~$15M	Programmed in Statewide Transportation Improvement Program (STIP)
Estimated Value of Bid Items	~65M	Updated based on draft preliminary estimate

PROJECT IN DESIGN |

OR99E: Kellogg Creek Restoration (Clackamas County)



	Amount/Impact	Notes
Estimated Construction Engineering & Project Management	~$10M	Updated based on draft preliminary estimate
Design Contingency	~$8.5M	Updated based on draft preliminary estimate
Value of Risk Items	$8.5M	Risk Register

Major Risk Items

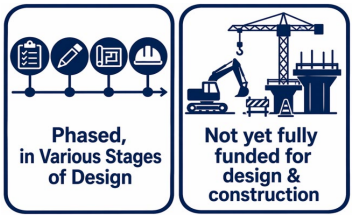
Item	Threat or Opportunity?	Risk Value Range	Status
Permitting and requested changes to in-water work window.	Opportunity	-$150k	Need permitting to advance before requesting extension
Temporary Water Management	Threat	$100k	Need to resolve prior to advance plans
Sediment Management	Threat	~$1.9M	Need to resolve prior to advance plans
UPRR Trestle	Threat	$1.2M	Ongoing coordination
Impacts to City sewer line	Threat	Time	Ongoing coordination for non-reimbursable utility impact
Sediment disposal location	Opportunity	Up to $20M	Project team continues to look for a disposal option for the sediment and had a very successful initial conversation with the Vance Property representatives. Need to resolve prior to Plans, Specifications and Estimates (PS&E).

*Programmed Funding**

Phase	Amount
Preliminary Engineering (PE)	$15M
Total	$15M

PROJECT IN DESIGN |

OR99E: Kellogg Creek Restoration (Clackamas County)



*Funding sources**

Funding Sources	PE	RW	UR	CN	OT	Totals
OTHER	$15M					**$15M**
Total	**$15M**					**$15M**

***Note:** The tables above do not include the following:

- $10 million in construction funding secured through the Metro Large-Scale Community Visions Grant program. The project team is working on developing the Intergovernmental Agreement (IGA) to transfer the grant funds, which need to be spent by 2031.
- $850k in recently received Congressionally Directed Spending (CDS Federal earmark) funding.
- $1M in City of Milwaukie Urban Renewal Areas (URA) funds.

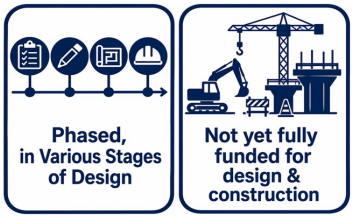
Financial Strategy to Construct

The Kellogg Creek construction phase is anticipated to be funded predominantly through federal grants, potentially including, but not limited to: Federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program and Aquatic Organism Passage (AOP). The Notice of Funding Opportunity (NOFO) for AOP was released and the project team submitted an application in July requesting $44m. The PROTECT NOFO was recently released and the team is working on an application with the City of Milwaukie, who will be the lead applicant. The PROTECT Grant application is due on October 9th. Both grant programs are expected to announce awards before the end of the calendar year. The project has secured $10 million from Metro's Large-Scale Community Visions Grant program which has been identified as eligible match to the federal grant requirements.

The project team developed a phased delivery strategy since construction funding is uncertain. The strategy includes advancing the OR99E and associated transportation elements to the Advanced Plans design stage (to reduce the need for future re-work should standards/specifications change) and continue to develop design on the non-transportation related elements (areas without current ODOT standards/specifications) through PS&E.

PROJECT IN DESIGN |

OR99E: Kellogg Creek Restoration (Clackamas County)



If construction funding becomes available the project will proceed to bid, otherwise the project will be shelved until additional funding becomes available.

Quarterly Updates

Recent activities/accomplishments (June-September 2026):

- Continued work on construction permitting, including Section 106, Tribal consultation, 404, etc.
- Our consultant designer, Consor, submitted the Draft Preliminary Plans deliverable.
- The City of Milwaukie and Metro continue to advance property acquisitions.
- ODOT/American River Agreement extended our project agreement through 2026.
- ODOT/Milwaukie IGA is in progress for property access during construction, stormwater treatment placement, and maintenance responsibilities.
- AOP Grant NOFO application has been submitted. Project team will continue tracking Culvert AOP decision-making and other federal funding opportunities.
- PROTECT Grant NOFO released with applications due October 9, 2026. The team is working on an application package.

Changes to Scope / Schedule valued at >$500k or 30 days:

None at this time.

Project Threats

Listed above.

Project Opportunities

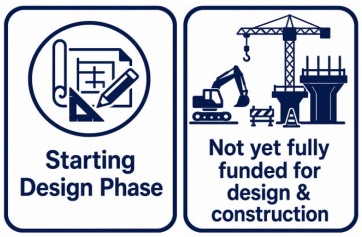
- New, more seismically resilient OR99E structure.
- Shared-use undercrossing further improves bike and pedestrian connectivity.

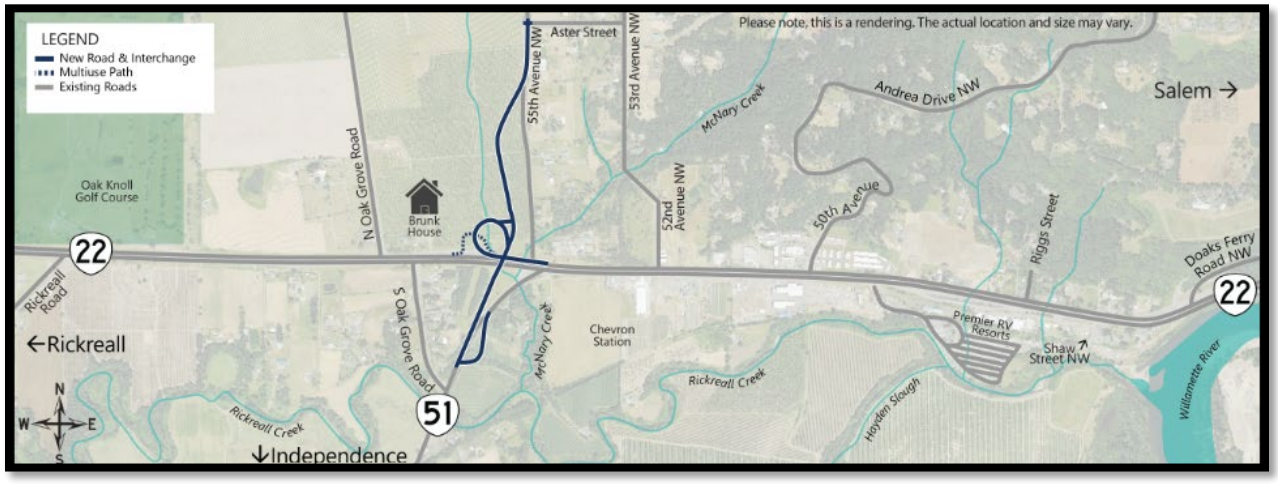
Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov
Area Manager – Shelli Romero Shelli.ROMERO@odot.oregon.gov

PROJECT IN DESIGN |

OR 22: OR 51 Interchange Project (Polk County)





Scope:

Design an interchange at the intersection of OR22 and OR51 to the design acceptance package (DAP) for a future construction project to improve safety at this location.

The purpose of this project is to address the high rate of crashes. Creating an interchange will make the area safer, which is important for your trip, whether you're a local headed to Monmouth and Independence, a truck driver delivering goods, or a tourist headed to the coast.

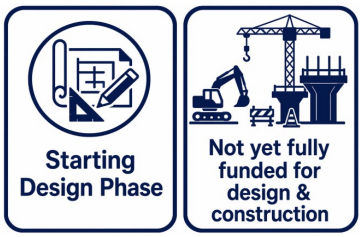
This is the first project of several listed in the OR22 Expressway Management Plan totaling between $270M-$400M. The project includes:

- Designing a new interchange at the intersection of OR 22 and OR 51, which will allow traffic to turn freely onto OR 51 using a bridge over OR 22.
- Realigning OR 51 and the on-ramp to OR 22.
- Realigning 55th Avenue to connect to the new interchange.

Polk County and surrounding local cities (Monmouth, Dallas and Independence) are invested in the success of this project due to the impact of crashes on their community. These cities are rapidly growing and adding to traffic at this intersection.

Status and Schedule:

- Design to start late Fall 2026.
- Currently the scope of work and breakdown of costs for consultant design work is under review by ODOT Procurement and DOJ.



PROJECT IN DESIGN |

OR 22: OR 51 Interchange Project (Polk County)

Overview of NEPA status:

- Not started yet.

Financial Overview:

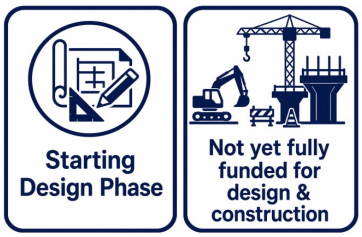
Overall

	Amount	Notes
Committed Project Funding	$3.3M	Preliminary Engineering (PE) only
Cost to Complete (Range)	$50–70M	Concept level estimate*
Assumed Year to Bid	TBD	
Assumed Construction Duration	2-3 years	
Assumed Annual Inflation Rate applied to mid-point of construction	TBD	
Estimated Cost of Design	$10–12M	20% of Construction (CN) cost, safety project
Estimated Value of Bid Items	TBD	
Estimated Construction Engineering & Project Management	TBD	
Design Contingency	TBD	
Value of Risk Items	TBD	

No Cost Risk Analysis (CRA) has been undertaken as design on the project has not commenced.

Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Status
Excessive Settlement	Threat	$500k– 2.5M	Timeline to resolve: 12 months
Utility Conflict – BPA transmission line	Threat	$50k –1M	Timeline to resolve: 12 months
Wetland Mitigation – onsite if no banks are available	Threat	$350k–1M	Timeline to resolve: 12-24 months



PROJECT IN DESIGN |

OR 22: OR 51 Interchange Project (Polk County)

Programmed Funding

Phase	Amount
Preliminary Engineering	$3.3M
Total	$3.3M

Funding sources

Funding Sources	PE	RW	UR	CN	OT	Totals
FIX-IT Region 2	$3.3M	$0	$0	$0	$0	**$3.3M**
Total	**$ 3.3M**	**$0**	**$0**	**$0**	**$0**	**$3.3M**

Financial Strategy to Construct

Develop a DAP level estimate to aid in effort to secure funding for the completion of the project through construction. The current estimate is high-level and does not have sufficient detail to give certainty to the funds needed for the project.

Quarterly Updates

Recent activities/accomplishments (July – September 2026):

Contract amendment was developed to take this first project of the larger corridor from Project Initiation to Final DAP.

Changes to Scope / Schedule valued at >$500k or 30 days:

- Project design to start has been delayed to Fall 2026

Project Threats

- Noted above.

Project Opportunities

- None determined as this time.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN DESIGN |

OR 22: Center St Bridge Phase 1



Background:

In 2017, the Oregon Legislature passed House Bill 2017, a transformative investment in Oregon's transportation system. The bill included $60 million of statutorily directed funding to design and construct seismic retrofit improvements to improve safety and speed of recovery of the Salem area after a major seismic event.

Only two vehicle bridges (Center Street Bridge and Marion Street Bridge) cross over the Willamette River in the Salem area, connecting West Salem to portions of Salem east of the river; both are state-owned bridges. Both bridges are seismically vulnerable and unable to withstand a significant earthquake, potentially disconnecting the Salem community in the event of a major seismic event. Since limited funding precludes the ability to replace both bridges, ODOT plans to provide a seismically resilient river crossing through retrofit of a single bridge. Of the two bridges, the Center Street Bridge is a better candidate for a seismic retrofit. This project is being phased to advance resiliency with limited funding.

Scope:

Phase 1 addresses the resiliency of the east side ramps of the Center Street Bridge and the river spans. The strengthening of these sections will significantly reduce the time needed to restore service to the west side of Salem. This is an important consideration given that most essential services necessary for residents of the west Salem area (including medical services) are on the east side of the river and would be inaccessible if both bridges should fail. Phase 1 is fully funded. Construction is planned to begin in Winter of 2026.

PROJECT IN DESIGN |

OR 22: Center St Bridge Phase 1



Status and Schedule (Pending USCG Approvals):

- Phase 2 was recently funded by the OTC in May 2026
- PS&E due date 07/06/2026
- Advertisement date 08/04/2026
- Ad length 9 weeks
- Bid date 10/27/2026
- Estimated Completion 05/01/2031
- Currently Advertised

Project Delivery Type/Delivery Method: Design, bid, build.

Overview of NEPA status

- Complete.

Financial Overview:

Overall

	Amount	Notes
Committed Project Funding	$198M	This includes PE, RW, CN, and OT for phase 1
Cost to Complete (Range)	$170M-$198M	
Assumed Year to Bid	2026	
Assumed Construction Duration	4 years	
Assumed Annual Inflation Rate applied to mid-point of construction	5%	
Estimated Cost of Design	$13M	
Estimated Value of Bid Items	$110.9M	
Estimated Construction Engineering & Project Management	$20M	
Design Contingency	$0	
Value of Risk Items	$34.9M	$33.0M Construction Contingency and $1.9M Anticipated Items

PROJECT IN DESIGN |

OR 22: Center St Bridge Phase 1



Major Risk Items

Item	Threat or Opportunity?	Risk Value Range	Status
Unforeseen Obstructions below OHW	Threat	$4M-$9M	Timeline to resolve: 2030
Accelerated Schedule	Threat	$3M-$6M	Timeline to resolve: 2030
Full Length Work Bridge	Threat	$4M-$9M	Timeline to resolve: 12/2026

Programmed Funding

Phase	Amount
Preliminary Engineering (PE)	$13M
Right-of-Way (RW)	$1.4M
Utility Relocation (UR)	
Construction (CN)	$181.6M
Other (OT)	$2M
Total	**$198M**

Funding sources

Funding Sources	PE	RW	CN	OT	Total
HB2017 Discretionary	$12.48M	$1.4M	$46.12M		**$60M**
Local	$525k				**$525k**
HB2017 Bridge Seismic			$40M		**$40M**
HB5005 GO			$95.48M	$2M	**$97.48M**
Total	**$13M**	**$1.4M**	**$181.6M**	**$2M**	**$198M**

PROJECT IN DESIGN |

OR 22: Center St Bridge Phase 1



Financial Strategy to Construct

Refer to financial Plan: **Preliminary Center Street Bridge Finance Plan_9.15.2025.pdf**

Quarterly Updates

Recent activities/accomplishments (July- September 2026)

The project team has delivered PS&E and advertised the project. The US Coast Guard provided initial comments and is reviewing ODOT responses. Resolution is expected in December.

Changes to Scope / Schedule valued at >$500k or 30 days

Project was originally scheduled to bid in April of 2026. Delayed to October of 2026 due to lack of US Coast Guard permit.

Project Threats

The US Coast Guard's review of our permit application was delayed due to federal shutdown Current schedule shows we likely will receive our permit by late 2026, after notice to proceed is issued to the contractor. The project has been delayed due to the delay in US Coast Guard permit issuance. No in-water work will occur in 2026 as a result and the US Coast Guard permit is not needed for in-water work until mid-2027.

Project Opportunities

None determined at this time.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION |
I-5 Rose Quarter Project Phase 1A





Phase 1A Scope:

- NEW STORMWATER FACILITIES: A stormwater collection vault, underground piping and infiltration pond will be constructed east and west of I-5 near the I-405 off-ramps and the Greeley Avenue exit. These new facilities are required by the Portland Harbor Superfund agreement to improve Willamette River water quality.
- I-5 BRIDGE WORK, including:
    - CONCRETE DECK REPAIR: The elevated portion of I-5 southbound from the Burnside Bridge to the I-84 on-ramp will receive a structural concrete overlay to preserve its longevity and prevent a more costly full deck replacement.
    - SEISMIC RETROFIT: Crews will work under the elevated I-5 structure from the Burnside Bridge to the I-84 on-ramp to enhance seismic resiliency.
- EXTENDING EXISTING MERGING LANE: Crews will build a longer merging (auxiliary) lane for entering and exiting I-5 southbound between the Moda Center, I-84 ramp, and Morrison Bridge/ OMSI exit. This extension allows more time and distance for merges and reduces collisions with the crash barrier. Space will be created by moving a crash barrier and shifting the I-5 center median eastward.
    - a. BARRIER REPLACEMENT: The barrier rail on I-5 near the I-84 ramp will be replaced to meet current safety standards.
- NEW SIGNAGE: A new sign structure will be constructed over I-5 near the Oregon Convention Center to provide up-to-date electronic safety messaging for travelers.



PROJECT IN CONSTRUCTION |
I-5 Rose Quarter Project Phase 1A

Status and Schedule:

- Construction Notice to Proceed (NTP) – 7/28/2025
- Physical Construction Start – 9/17/2025
- Contract completion date and/or projected completion date – Second Note (physical completion of contract work) is projected to be 12/23/2026
- Contract Change Order in progress to accelerate the Phase 1B NB overlay work into Phase 1A and extend the contract completion date to August 2027.

Financial Overview:

Overall

Item	Amount	Notes
Design Cost (spent in design, utility relocations, right-of-way acquisition)	NA	This was designed under KN19071.
Original Construction Authorization (Contract, CE, Anticipated Items)	$60M	
Construction Authorization Today (Contract, CE, Anticipated Items, increased in authorization)	$75M	SB I-5 Overlay Bridge Deck Repair added. Increase in CN authorization to $93M pending final approval to align with approved STIP amendment to accelerate the Phase 1B, NB overlay work into Phase 1A
Original Contract Value	$43.62M	
Contract Amount Paid to Date	$ 38.2M	As of 9/29/2026
CCOs Executed to Date	$11.8M	CCO#1-7 have been executed. CCO #7 was a reduction of $115k
Construction Engineering Spent to Date	$6.1M	As of 9/29/2026



PROJECT IN CONSTRUCTION |
I-5 Rose Quarter Project Phase 1A

Estimated Cost to Complete

Item	Amount
Remaining Contract Work	$17.3M
Estimated Construction Engineering & Project Management	$9.8M
Pending Contract Change Orders (CCOs) (approx.)	$216k
Risk Items / Anticipated Items	$3.5M
Total Above	$30.8M

Programmed Funding – for Construction of Phase 1A and part of Phase 1B.

Phase	Amount	Key Number
Preliminary Engineering (PE)		19071
Right-of-Way (RW)		19071
Utility Relocation (UR)		19071
Construction (CN)	$93M	23682
Construction (CN)	$146.2M	23672
Other (OT)		19071
Total	$239.2M	

Funding Sources – for Preliminary Engineering, Right of Way, Utilities and Construction

Funding Sources	PE	RW	UR	CN	OT	Totals
Federal USDOT RCN Grant	$30M	$30M	$7.5M			**$67.5M**
Federal Formula	$21.7M					**$21,.7M**
State Match (Fed Formula)	$1.7M					**$1.7M**
HB 2017 Bond	$143M	$2M	$1M	$67M	$0.5M	**$213.5M**
HB 2017 Bridge				$5M		**$5M**
HB 2017 Bond				$167.2M		**$167.2M**
Local	$4M					**$4M**
Total	**$200.4M**	**$32M**	**$8.5M**	**$239.2M**	**$0.5M**	**$480.6M**

PROJECT IN CONSTRUCTION |
I-5 Rose Quarter Project Phase 1A



Major Risk Items – Phase 1A

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
Differing Subsurface Site Conditions	Threat	$1-3 M	Fall of 2026
Material Sourcing Availability	Threat	$1-3 M	Fall of 2026
Labor and Subcontractor Availability	Threat	$500k-$1 M	Fall of 2026
Archaeological Discoveries	Threat	$100-$500k	Dec of 2026

Financial Contingency Plan

The risks have been included in the contingency planning for the project budget.

Quarterly Updates

Recent activities/accomplishments (July-September 2026):

Current status – major work completed to date

- Rail Retrofit on SB I-5 is done and poured. Crews are currently doing surface cleanup
- I-5 Southbound closure for the new bridge deck overlay started September 11th, 2026:
  - Micro milling, hydro demolition, and hand demolition is complete
  - Concrete placement between the I-84 and Morrison St offramps will be completed by 9/30
  - Curing, bridge joint repair work, clean up and striping work to follow prior to reopening I-5 SB in early October
- Seismic retrofit continues and is scheduled to be complete by the end of 2026
- Water quality facility at the north end of the project near the I-405 interchange will be done mid-October.

PROJECT IN CONSTRUCTION |
I-5 Rose Quarter Project Phase 1A



Changes to Scope / Schedule valued at >$500k or 30 days:

Provide high level narrative of large-scale items that are either CCOs or bid item overruns

- CCO#3 – Southbound bridge deck overlay between Moda and Morrison/OMSI exit - $8,738,131.89 executed 1/16/26
- CCO#5 – Joint Repair between northbound and southbound bridges - $2,182,218.93 executed 5/14/26
- Overruns to date: No overruns totaling greater than $500k to date

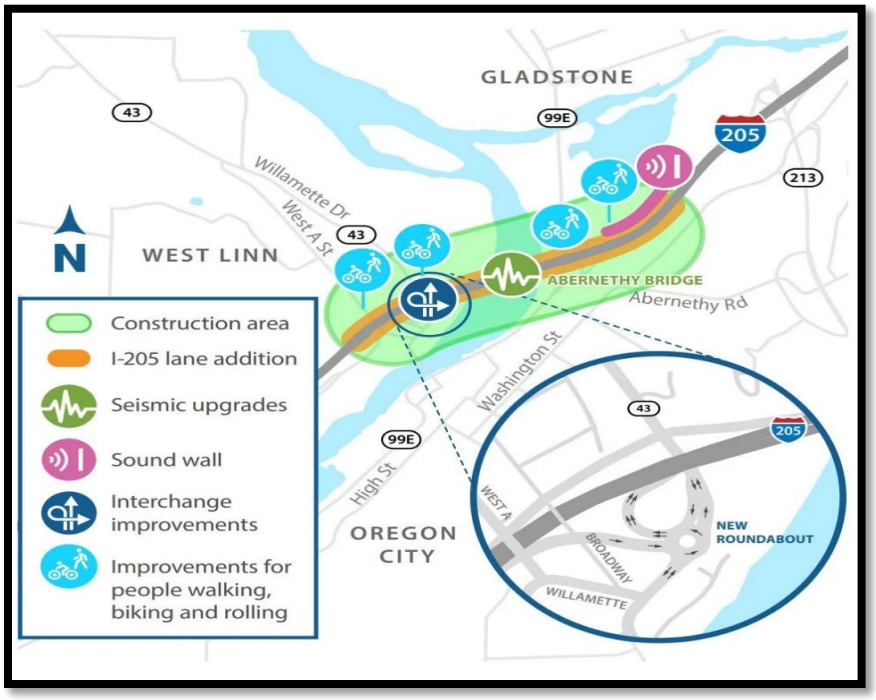
Points of Contact:

Statewide Project Delivery Manager – David Kim, david.kim@odot.oregon.gov
Interim Project Director – Monica Blanchard, monica.blanchard@wsp.com

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge

DELAYED
Additional Funding Needed to Complete Construction



Background

This project is Phase 1A of improvements to I-205 between Stafford Road and OR213. The purpose of the project is to improve safety, reduce congestion and create seismic resiliency.

Scope

The project includes widening and seismically retrofitting the Abernethy Bridge, improving safety and capacity at the interchanges, including a roundabout and ramp improvements at Highway 43, stormwater treatment, retaining walls, signing, striping, sign bridges, illumination, construction of a sound wall at Exit 9, and locally funded water and sewer line improvements.

Status and Schedule

- Construction start date (1st Note) – **5/31/2022**
- Projected completion date – **10/21/2026**
- *Anticipated* completion date – Winter 2027
  ODOT has been working with the contractor for over a year to get to an accepted schedule. The contractor continues to show the project completing late.

Project Delivery Type/Delivery Method: Best value - design, bid, build

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge



Total Project Funding by Source:

Funding Sources	PE	RW	UR	CN	OT	Totals
HB 3055			$60k	$521M	$180.5k	**$521.24M**
LOCAL				$18.8M		**$18.8M**
FIX-IT SW BRIDGE				$85.2M		**$85.2M**
HB2017 Bridge Seismic				$72M		**$72M**
Total			**$60k**	**$697M**	**$181k**	**$697.2M**

*Note: PL, PE and RW completed under a different project key (K19786)

Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	$57.6M	Design cost was completed and tracked under K19786.

Financial Breakdown by Construction (CN) Phase

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$495M	
Current CN Authorization (original authorization + increased construction cost)	$697M	

Phase	Total Amount Spent	Notes
Current CN Authorization	$697M	
CN Spent to Date	$562.13M	Through Sept. 2026
Remaining CN Funds	**$134.87M**	

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge



Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

No. ODOT had been requesting a contract compliant schedule from the contractor since January of 2025. After withholding a portion of the contractor's payments for three months to gain compliance, the contractor's November 2025 schedule submission was accepted by ODOT on February 4, 2026, showing the project 205 days behind. Once the new accepted schedule was known, it was shared with the OTC at their meeting in March 2026.

The anticipated delay shown in the contractor's schedule equates to an additional 14 months of contract administration, engineering and inspection costs, which we estimate at $1.5M/month for a total cost of $21M.

In August 2026, the project team requested \an additional $25 million to address the cost increases associated with the extended project schedule ($21M), for the unanticipated costs of hiring an Owner's Representative to supplement ODOT inspection and contract management functions ($3.5M) and other realized risk items such as extending leases, extending permits and fuel escalation ($1.5M). This $25 million increase was approved by the OTC and is now reflected in the budget above.

It is important to note that the project will need additional funding for soil stabilization work, which will be done under a different contract following completion of the structure. This spring ODOT initiated an updated cost estimate and Cost Risk Analysis (CRA) to quantify the anticipated risks and mitigation options. The preliminary CRA indicates this work will cost between $100 million and $130 million. Currently, the project team is continuing to review and update the Cost Risk Analysis and developing mitigation options manage risks and lower expected construction costs.

It was known at the time the Urban Mobility Strategy was developed that both the construction of the bridge and the soil stabilization work had a high likelihood of requiring additional funding. Unfortunately, the risks on this project are materializing and were not fully budgeted for.

Financial Contingency Plan

Discussion with OTC will be necessary to add additional funds. One approach would be to utilize the programmed funds for soil stabilization to complete the bridge now, knowing a financing strategy will need to be developed prior to bidding the soil stabilization work.

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge



Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

Change orders to date include two CCOs for "project issues settlement" and bridge element changes. Listed separately, totaling $165M for CCOs approved through 3/1/2026.

Item	Threat or Opportunity?	Risk Value	Status
Extended Construction Engineering Based on contractor scheduling we now anticipate the project will likely extend into winter 2027, an additional 14 months.	Threat	$0-5M	Time horizon to resolve: Spring 2027. Until the contractor translates the bridge, there is potential for this to increase beyond the $21M recently added.
PCO 61 – Additional information required to evaluate entitlement relating to subcontractor's and supplier's costs as defined in CCO50 Section D. Pursuant to the DRB Report and Recommendations (DRB Findings) issued October 31, 2025	Threat	$1-50M	Contractor requested $58M and 107 days of additional time. ODOT's response was to deny time and offer up to $2M. Contractor likely to protest.
If field-verified conditions of the superstructure don't match existing structures drawings, specific parts may need to be modified to fit.	Threat	$500k – 1M	Ongoing
Delay in opening of the bridge following translation and/or need for the implementation of contingency plans.	Threat	$1-2M	Translation is now expected to be completed by Spring 2027. ODOT team will continue to review contractor submittals to reduce the threat.
Utility relocation issues	Threat	$1-2M	Ongoing.
Translation	Theat	$1-2M	Time horizon to resolve: Spring 2027 –
PPC overlay during winter	Threat	240-300 days	Resolved_July 2026. CCO was generated to delete this work/risk.

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge



Item	Threat or Opportunity?	Risk Value	Status
Benefits of Epoxy CCO	Opportunity	0-30 days of recovery	Time horizon to resolve: Fall 2026 – The contractor has used the liquid shim is some areas but not all. They still have a couple more locations that they can try this at.
Recovery Schedule Effort	Opportunity	Up to 124 days of recovery	Ongoing. Time horizon to resolve: Winter 2026
Delays in production of steel girders	Threat	100-150 days	Time horizon to resolve: Winter 2026 - Ongoing

Cumulative impacts of CCOs to-date:

- **Change in project cost**
  - Increase in authorization $202M, cumulative cost of CCOs $166.6M to date.
- **Change in project schedule**
  - Original completion date, 9/30/25. Current contract completion date, 10/21/26. Anticipated contract completion date Aug. 2027
- **Change in project scope**
  - N/A

Quarterly Updates

Recent activities/accomplishments (July – September 2026):

- Girder erection completed for all of spans 1 through 9. Earlier we completed the Oregon City side of the bridge and now we are halfway through the West Linn side.
- Completed deck widening for spans 7 through 9. Reinforcing completed and concrete placed.
- New girders installed for spans 7 through 9 in both directions.
- Completed demo work along ramp C-3 and barrier demo work along mainline from C-3 Ramp gore to end of bridge on West Linn side.
- Began placing stiffeners on main span in preparation for translation. .
- Removal of old column piers has begun and removal of temporary work bridge from waterway.
- Repaving Ramp A2: NB I-205 off to OR99 completed.

PROJECT IN CONSTRUCTION |

I-205 Improvements Project Phase 1A Abernethy Bridge



Other significant accomplishments have been:

- Provided Oregon City council first project quarterly keeping them updated on project progress August 19th.

Points of Contact:

Region Manager – Rian Windsheimer Rian.M.WINDSHEIMER@odot.oregon.gov
Area Manager – Vidal Francis Vidal.T.FRANCIS@odot.oregon.gov

PROJECT IN CONSTRUCTION |

US26 (Outer Powell): SE 99th to East City Limits





Background

This project originated as a House Bill 2017 project. Improvements along this project have strong public support and are the culmination of nearly 20 years of collaboration with the City and community. This section of roadway includes over 80 of the Region's top 10% of SPIS sites, emphasizing the need for safety improvements along the corridor.

A number of efforts led to design and construction including East Portland Action Plan, Outer Powell Conceptual Design Plan (completed by City of Portland with ODOT participation), and the Outer Powell NEPA phase for the entire corridor. Additional input from the Outer Powell Community Advisory Committee, the Decision Committee, and the Technical Advisory Committee. The design phase had significant engagement from the City of Portland Bureaus of Transportation, Parks and Recreation, Water, Environmental Services and Civic Engagement.

Scope

Safety improvements on outer SE Powell Boulevard from I-205 to SE 122nd Avenue, and SE 136th Avenue to just east of SE 174th Avenue (the Portland/Gresham city limits). This is the second phase of the project. The first phase (SE 122nd to SE 136th) was completed in 2020. Improvements for this phase are consistent with Phase 1 and include:

PROJECT IN CONSTRUCTION |

US26 (Outer Powell): SE 99th to East City Limits



- Sidewalks – fully connected sidewalks along the duration of the project corridor,
- A combination of buffered bike lanes and sidewalk level bike lanes
- Upgraded signals at six existing signals along the project corridor
- Enhanced pedestrian crossings at 10 locations (rapid flashing beacons)
- Widening of the roadway to allow for a center turn lane
- Improved illumination for better nighttime visibility
- Improved storm drains to prevent water pooling
- Soundwalls at five locations
- New City of Portland waterline along the full corridor

These safety improvements will reduce the frequency and severity of crashes and help vehicles, pedestrians, transit and cyclists share the road with fewer conflicts. Upon completion of construction the corridor will be jurisdictionally transferred to the City of Portland.

As of June 2026, there are no CCOs that change the scope or require increased authorization.

Status and Schedule

- Construction start date: **3/25/2025**
- Projected completion date: **6/28/2029** (except planting contract which will be administered by City of Portland after Jurisdictional Transfer)
- Interim construction dates:
    - Contract Time 1, SE 174th to SE 148th: waterline work to be completed by June 26, 2026 (Complete)
    - Contract Time 2, SE 174th to SE 148th (south side): all work except paving and striping, completed by April 7, 2027
    - Contract Time 3, SE 99th to SE 174th: all waterline work completed on entire corridor, completed by September 12, 2027.
    - Contract time 4, SE 148th to SE 136th (northside) and from SE 122nd to SE 99th (south side): All work completed, except paving and striping, by March 13, 2028
    - Contract time 5, SE 174th to SE 148th (north side): all work completed by August 12, 2028
    - Contract time 6, SE 148th to SE 136th: All work completed by September 4, 2028
    - Contract time 7, SE 122nd to SE 99th: All work completed by June 28, 2029
- No identified changes in schedule

Project Delivery Type/Delivery Method: Traditional design-bid-build

PROJECT IN CONSTRUCTION |

US26 (Outer Powell): SE 99th to East City Limits



Total Project Funding by Source

[Funding based on AUTHORIZED CN amount of $98.9M (matches STIP)]

Funding Sources	PE	RW	UR	CN	OT	Totals
HB2017 Discretionary	$16.2M	$24.9M	$1.1M	$61.3M	$558k	**$104M**
SW Great Streets	$1.6M	--	--	$13.3M	$137k	**$15M**
OTHER	$232k	--	--	$4.8M	--	**$5M**
FIX-IT REGION 1	--	--	--	$11.7M	--	**$11.67M**
GARVEE - ADA	--	--	--	$8M	--	**$8M**
House/Senate Bill	$1M	--	--	--	--	**$1M**
Total	**$19M**	**$24.9M**	**$1.1M**	**$99M**	**$695k**	**$144.7M**

Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR+OT)	PE - $18.7M RW - $24.2M UR - $0 OT - $574k TOTAL = $43.5M	

Financial Breakdown by Construction (CN) Phase

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$98.97M	
Current CN Authorization (original authorization + increased construction cost)	$98.97M	*No changes*

PROJECT IN CONSTRUCTION |

US26 (Outer Powell): SE 99th to East City Limits



Phase	Total Amount Spent	Notes
Current CN Authorization	$99M	
CN Spent to Date	$38.4	
Remaining CN Funds	**$60.6M**	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

The CE budget that reflects the size and complexity of this project. A 7% construction contingency was requested and approved. Bids came in $14M under the engineer's estimate, those funds are being held in reserve to address potential project needs.

Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

Change orders executed and pending as of March 2026 totaled $661,606 and have not resulted in a need for an increase in authorization.

Item	Threat or Opportunity?	Risk Value Range	Status
ROW TCE extensions required – in process	Threat	$200k - 1M	Ongoing. Required due to late bid to address potential Project Labor Agreement extension.
Coordination with City of Portland Water Bureau	Threat	$200k - 600k	Time horizon to resolve: 2026.
Resolving unknown underground conflicts during waterline installation.	Threat	$250k or less	Time horizon to resolve: End of 2027.
Delayed utility relocations Lumen – letter sent for Notice of Delay and anticipated delay claims	Threat	$400k-800k	Ongoing; Time horizon to resolve: 2026.
Increased temp traffic control quantities	Threat	$300k-900k	Ongoing.

PROJECT IN CONSTRUCTION |

US26 (Outer Powell): SE 99th to East City Limits



Cumulative impacts of CCOs to-date:

- **Change in project cost –** no increases to authorization
- **Change in project schedule –** no change
- **Change in project scope –** no change

Quarterly Updates

Recent activities/accomplishments (July-September 2026):

- Significant progress on the Portland water lines. Main line is complete, lateral line installation and connections has been completed to 136th Ave. All water line work is anticipated to be completed by end of September 2027.
- Most utility relocations to accommodate the corridor width are substantially complete.
- Work to widen the roadway (base rock and paving) has been completed from 174th to150th on the Eastbound side. Westbound widening is currently in progress from 174*th* to 162*nd*.
- Four sound walls are now complete. A fifth is currently under construction.
- Drywells and storm lines are also being installed project wide.
- Sidewalks are now installed between 174th and 150thh on the south side. Over 20% of the total new sidewalks have been installed.

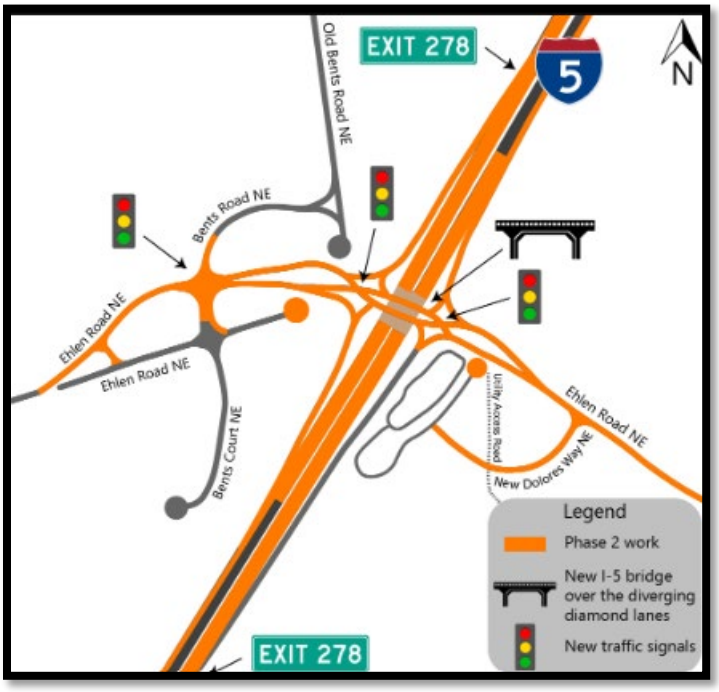
Points of Contact:

Region Manager – Rian Windsheimer, rian.m.windsheimer@odot.oregon.gov
Area Manager – Shelli Romero, shelli.romero@odot.oregon.gov

PROJECT IN CONSTRUCTION |

I-5: Aurora Donald Interchange (Exit 278) Phase 2

On Track to Complete On-Time and Within Budget



Background

Approximately 32,000 vehicles use Exit 278 Aurora-Donald or travel past the ramps entering and exiting I-5 including a significant volume of truck traffic. The overall volume of local and highway traffic, proximity of roads and access points and visibility issues cause congestion and safety concerns around the interchange.

Phase 1A addressed widening and building a soundwall along northbound off-ramp, realigning local roads and installing new traffic signals.

Scope

Phase 2 of this project will construct a new I-5 interchange bridge, reconfigure interchange ramps and Ehlen Road, and install new traffic signals at ramp terminal intersections to improve safety and traffic flow.

Status and Schedule

- Construction start date – **5/23/24**
- Projected completion date – **10/29/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, bid, build – consultant delivered.

PROJECT IN CONSTRUCTION |

I-5: Aurora Donald Interchange (Exit 278) Phase 2



Total Project Funding by Source

Funding Source	RW	CN	OT	Totals
FIX-IT Region 2		$6.1M		**$6.1M**
HWY Leverage R2		$7.4M		**$7.4M**
HB2017 Safety R2		$9.3M		**$9.3M**
HB2017 Bridge Seismic		$3.3M		**$3.3M**
SW Enhance		$32.7M		**$32.7M**
HB2017 Discretionary	$1.76M	$3.8M	$390k	**$5.95M**
ARTS Region 2	$70k			**$70k**
Total	**$1.83M**	**$62.6M**	**$390k**	**$64.9M**

Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $13.7M RW - $2.1M	*This portion of the project was conducted and financed as part of Phase 1.*

Financial Breakdown by Construction (CN) Phase

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$62.5M	
Current CN Authorization (original authorization + increased construction cost)	$62.6M	*No adjustments to authorization to date*

PROJECT IN CONSTRUCTION |

I-5: Aurora Donald Interchange (Exit 278) Phase 2



Phase	Total Amount Spent	Notes
Current CN Authorization	$62.6M	*$53.3M is contract value for contractor.*
CN Spent to Date	$48.0M	$43.4M paid to contractor
Remaining CN Funds	**$14.6M**	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

This project has not had any change orders that fit these criteria.

Item	Threat or Opportunity?	Risk Value (provide a range)	Time Horizon to Resolve
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost**
  - $975k
- **Change in project schedule**
  - 20 days
- **Change in project scope**
  - N/A

PROJECT IN CONSTRUCTION |

I-5: Aurora Donald Interchange (Exit 278) Phase 2



Quarterly Updates

Recent activities/accomplishments (July – September 2026):

- Switch Traffic onto new NB bridge.
- Stage III bridge demolition (old SB I-5)
- Structure Excavation for Stage III bridge
- Soldier Pile Shafts for Retaining Wall
- SB Exit Ramp Shift
- Retaining Wall Concrete Placement – SB exit ramp
- Wall Drainage and connection to Main Storm – connecting east and west ends of project.
- Pile Driving – SB bridge
- Bent 2 Footing and Columns
- Preparations to open C2 and Bents Road Signal for connection onto Ehlen Road

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION |

Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2

On Track to Complete On-Time and Within Budget



Design Unit	# of Ramps	Ramp Category	Start Date	Finish Date
A1.1	14	Categories 3 & 4	10/14/25	10/20/25
A1.2	106	Category 5	11/5/25	2/12/26
A1.3	145	Categories 5 & 6	6/9/27	8/10/27
A1.4	91	Categories 3, 5, & 6	11/4/27	12/30/27
B1.1	44	Categories 3 & 4	10/14/25	10/27/25
B1.2	117	Category 5	11/5/25	3/30/26
B1.3	227	Category 5	8/12/26	11/10/26
B1.4	137	Categories 5 & 6	6/15/26	8/27/26
B1.5	150	Categories 3, 5, & 6	8/10/2027	10/27/27
B1.6	76	Categories 5 & 6	11/4/26	10/15/26
C1.1	14	Categories 3 & 4	10/14/25	10/20/25
C1.2	237	Category 5	4/1/2026	7/13/26
C1.3	279	Categories 3 & 6	1/19/2027	5/11/2027

Background

In 2017, the Oregon Department of Transportation entered into a settlement agreement with the Association of Oregon Centers for Independent Living and implemented a dedicated ADA Program to bring nearly 26,000 curb ramps up to current standards. The 15-year settlement agreement specifies that 30% of the curb ramps are compliant by 2022, 75% of the curb ramps are compliant by 2027, and 100% of the curb ramps are compliant by 2032.

The Northwest Oregon 2024-2027 ADA curb ramps, phase 2 project will remediate over 1,600 curb ramps by 2027 using the design-build contract procurement method.

Scope

Rebuilding or installing curb ramps across Region 2 in Astoria, Corvallis, Cottage Grove, Independence, Monmouth, Newberg, Salem, Keizer, and Springfield to meet ADA standards and create better accessibility for all users. This is an ADA Delivery Program project originally contracted to remediate approximately 1,633 curb ramps included in the settlement agreement with 1,952 total curb ramps. The project is in the process of adding over 200 ramps via change order. This is an alternative delivery design-build project.

PROJECT IN CONSTRUCTION |

Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2



Status and Schedule

- Construction started October 13, 2025.
- Contract completion date for original ramps is December 30, 2027. The completion date for additional ramps added via change order #11 is December 30, 2028.
- There is one interim completion date. The first 300 settlement ramps were completed by May 31, 2026.
- The Design-Builder has constructed 849 ramps as of September 23rd, 2026.
- Current status – in construction with 9 Design Units completed.

Project Delivery Type/Delivery Method

As an alternative delivery design- build project; work phasing, timing of work, and funding authorization sequencing is unique. The PE phase includes preliminary layout and contract development, procurement, and negotiation. However, the bulk of design work occurs in the CN phase after contract award. Utility relocation (UT phase) and right-of-way acquisition (RW phase) work also occurs after contract award during the design development. Construction authorization occurs in phases. The contract is divided into multiple price centers and design units and construction funding for each design unit is authorized once that unit reaches the ready to construct milestone. A similar segmented authorization approach is utilized for RW phase.

Total Project Funding by Source

Funding Sources	PE	RW	UR	CN	OT	Totals
GARVEE-ADA	$6.5M	$4.34M	$400k	$109.7M		**$120.97M**
SW ADA TRANSITION		$31k				
Total	$6.5M	$4.37M	$400k	$109.7M		**$120.97M**

Financial Breakdown by Design Phase:

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	$51.8M	As of 9/24/2026.

PROJECT IN CONSTRUCTION |

Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2



Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (construction contract, construction engineering, anticipated items)	$95.2M	This represents the original approved CN phase budget. Authorization on the CN phase is segmented.
Original CN Authorization (original authorization segment)	$34.8M	Original authorization segment consists of design, quality management, and construction mobilization items only.
Current CN Authorization (Construction contract, Construction engineering, anticipated items)	$109.7M	This represents the current approved CN phase budget. Authorization on the CN phase is segmented.
Current CN Authorization (original authorization + increased construction cost)	$81.2M	This authorization adds construction funds for ten design units.
Original Contract Value	$82.3M	
Current Contract Value	$98.5M	

Phase	Total Amount Spent	Notes
Contract Amount Paid to Date	$45.34M	As of 9/30/2026.
Construction Engineering Spent to Date	$3.0M	As of 9/30/2026.
Total CN spent to date	**$48.34M**	
Remaining Contract Work	**$53.20M**	
Risk Items / Anticipated Items	$3M -$5.2M	30% and 70% Agency Risk from January 2026 risk update. 70% schedule risk is 4.9 months.

PROJECT IN CONSTRUCTION |

Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2



Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

The expanded scope of work is expected to be completed within the added contract time and funding amount set by CCO11. There are additional opportunities to expand the scope of work identified below.

Financial Contingency Plan

The project is currently holding 3.5% contingency funding.

Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

Item	Threat or Opportunity	Risk Value	Status
Additional Newberg pedestrian enhancements	Opportunity	$292k	CCO #1 executed
Additional Philomath ramps	Opportunity	$195k	CCO #4 executed
Contaminated media disposal	Threat	$1.59M	CCO #10 pending
Additional Eugene and Philomath ramps	Opportunity	Approx. 4 yrs savings to program delivery schedule. Approx. $1.5M program cost savings. $14.5M	CCO #11 executed
Additional railroad ramps – Keizer, Salem, Independence, and Newberg	Opportunity	$3.38M	under review

Cumulative impacts of CCOs to-date:

- **Change in project cost:** None
- **Change in project schedule:** Additional ramps added by change order #11 to be completed by the end of 2028.
- **Change in project scope:** Approved additional pedestrian enhancements in Newberg and Philomath. Approved additional ramps in Eugene and Philomath, CCO #11 received OTC authorization increase approval in August 2026. Opportunity for additional ramps requiring railroad coordination under review.

PROJECT IN CONSTRUCTION |

Northwest Oregon 2024-2027 ADA Curb Ramps Phase 2



Quarterly Updates

Recent activities/accomplishments (July – September 2026):

Curb ramps are divided into multiple design units based on complexity and geographic locations, as shown in the project map diagram. Significant progress was made during the quarter in both design and construction. As of September 23rd, 2026, approximately 849 curb ramps have been installed, an increase of 250 ramps during the quarter. Construction activities continued across multiple communities throughout Region 2 while maintaining ongoing traffic control, quality management, environmental compliance, and public coordination efforts.

Several design units advanced through design development and review milestones. A1.3 (Newberg) was submitted for Ready For Construction (RFC) review , C1.3 (Springfield/Cottage Grove) advanced through RFC review and comment resolution, and B1.5 (Salem) submitted its RFC package. A1.4 (Astoria) continued design development and preparation for RFC submittal. Multiple design exception approvals were obtained during the quarter.

The project also advanced scope expansion opportunities. OTC authorization was received in August 2026 for the additional Eugene and Philomath ramp package (CCO #11), which will add more than 200 ramps to the project and accelerate ADA program delivery while providing substantial program-level cost and schedule benefits. Additional ramp opportunities requiring railroad coordination for 52 ramps in Keizer, Salem, Independence, and Newberg remain under review.

Points of Contact:

ADA Program Director: Tony Snyder, Tony.R.Snyder@odot.oregon.gov
ADA Project Delivery Manager: Melissa Sutkowski, Melissa.Sutkowski@odot.oregon.gov

PROJECT IN CONSTRUCTION |

I-5: Kuebler Blvd to Delaney Road Widening

On Track to Complete On-Time and Within Budget



Background

This project is Phase 1 of a two-phase effort to widen I-5 in both directions between Kuebler Boulevard and Delaney Road. Phase 1 will construct a southbound climbing lane to separate low speed truck traffic in the existing lanes and relieve congestion at the south Salem hill near the Commercial Street and Delaney Road ramps.

When funded, Phase 2 will widen I-5 northbound to three lanes through this same section, including a new northbound bridge over the Commercial Street off-ramp.

Scope

This is Phase 1 of a larger project to widen I-5 to three lanes in both directions from Kuebler Boulevard to Delaney Road (MP 248 to MP 252).

- Widen a portion of southbound I-5 between Kuebler Boulevard and the Delaney Road interchange in South Salem.
- Obtain Right of Way for the entire project corridor (both southbound and northbound).
- Replace bridge over the Commercial Street northbound off-ramp.
- Replace and realign the Battle Creek Road Bridge over I-5.
- Build a new roundabout at the Battle Creek Road SE and Wiltsey Street SE intersection.
- Pave the existing sections southbound and northbound.
- Build two sound walls on the west side, one near the Terrace Lake Park community and another along the southbound Commercial Street on-ramp.

PROJECT IN CONSTRUCTION |

I-5: Kuebler Blvd to Delaney Road Widening



As of April 2025, there was a change in scope that added $557,203 as an increase in authorization. The funding came from Marion County to change a county intersection (Battle Creek Rd and Wiltsey Ave) to a roundabout.

Status and Schedule

- Construction start date – **8/28/24**
- Projected completion date – **3/4/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, Bid, Build

Total Project Funding by Source

Funding Sources	PE	RW	UR	CN	OT	Totals
Region 2 Enhance	$870k			$2.2M		**$3M**
Statewide Enhance	$500k			$11M		**$11.5M**
Region 2 Fix-It	$6.82M	$1.5M		$10.3M		**$18.6M**
Statewide Fix-It Interstate Maintenance (IM)				$3.6M		**$3.6M**
HB2017 Bridge Seismic				$9.7M		**$9.7M**
Statewide National Highway Freight				$8.5M		**$8.5M**
Local Agency				$560k		**$560k**
Total	**$8.2M**	**$1.5M**	**$0**	**$45.8M**	**$0**	**$55.5M**

PROJECT IN CONSTRUCTION |

I-5: Kuebler Blvd to Delaney Road Widening



Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $8.91M RW - $1.21M	*Designed phase 2 to Design Acceptance Phase (DAP) and purchased all right of way for phase 2.*

Financial Breakdown by Construction (CN) Phase

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$39.46M	
Current CN Authorization (original authorization + increased construction cost)	$45.81M	*$5.6M added in June 2024 via OTC decision in order to award. Low bid was higher than estimate due to traffic control and material costs (steel/concrete). Added $560,000 from Marion County for roundabout*

Phase	Total Amount Spent	Notes
Current CN Authorization	$45.81M	*$38.27M is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$40.97M	*$36.79M paid to contractor*
Remaining CN Funds	**$4.84M**	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

PROJECT IN CONSTRUCTION |

I-5: Kuebler Blvd to Delaney Road Widening



Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

The only change order meeting these criteria is the addition of the roundabout, costing $557,203 and making no changes to contract time. This was paid for by Marion County.

Item	Threat or Opportunity?	Risk Value	Status
None at this time			

Cumulative impacts of CCOs to-date:

- **Change in project cost:** $1.29M
- **Change in project schedule:** None
- **Change in project scope:** Added roundabout for Marion County

Quarterly Updates

Recent activities/accomplishments (July-September 2026):

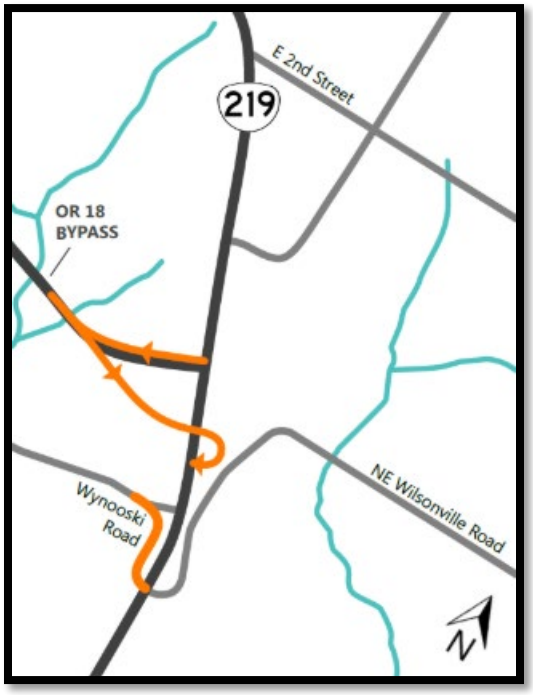
- During the third quarter of 2026, the contractor removed the old Battle Creek Bridge and completed widening for the new southbound lane.
- They completed paving for both northbound and southbound directions and moved traffic onto the permanent alignments.
- The contractor continues to make progress throughout the project with drainage work, barrier, guardrail, fencing and other miscellaneous items.
- The contractor expects to be substantially complete by November 2026.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION |

OR 18: Newberg-Dundee Bypass Phase 2A



Background

This project is Phase 2A of the larger Newberg-Dundee Bypass project.

Phase 1 opened in 2018 as a two-lane highway between OR219 in Newberg and OR99W at the south end of Dundee. Phase 2 (split into two parts) will extend the two-lane highway from OR219 north to OR99W near Rex Hill. Phase 3 would extend the two-lane bypass south from Dundee to the OR99W/OR18 junction in Dayton.

Scope

This is Phase 2A of a larger project to create a bypass around Newberg and Dundee. This phase will:

- Realign OR18 with a new connection to OR219
- Add an eastbound exit ramp, a westbound entrance ramp and installing traffic signals at intersections
- Add a bridge carrying the eastbound exit ramp over OR219
- Realign Wynooski Rd to align with the intersection of OR219 and Wilsonville Rd and install new signal at the intersection
- Widen OR219 for an additional travel lane, sidewalk, ADA ramps and drainage

PROJECT IN CONSTRUCTION |

OR 18: Newberg-Dundee Bypass Phase 2A



Status and Schedule

- Construction start date – **2/10/25**
- Projected completion date – **10/7/27**
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Design, Bid, Build

Total Project Funding by Source

Funding Sources	PE*	RW	UR	CN	OT	Totals
ARPA		$9M		$18.3M		**$27.3M**
JTA		$1M		$17M		**$18M**
HB 2017 Discretionary				$10.6M		**$10.6M**
Total	**$0**	**$10M**	**$0**	**$45.9M**	**$0**	**$55.9M**

*Note: PE funding from K19909

Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $14.8M RW - $10M	*From K19909, includes funding to bring Phase 2B to 50% design and purchase some of the needed right of way (RW) for Phase 2B.*

PROJECT IN CONSTRUCTION |

OR 18: Newberg-Dundee Bypass Phase 2A



Financial Breakdown by Construction (CN) Phase

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$37.9M	
Current CN Authorization (original authorization + increased construction cost)	$45.9M	*$8M added in June 2022 using Phase 1 project savings*

Phase	Total Amount Spent	Notes
Current CN Authorization	$45.9M	*$39.6M is contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$29.5M	*$27.41M paid to contractor*
Remaining CN Funds	**$16.5M**	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

Major Risk Items or Scope Changes valued at >$250K or 30-day change in schedule:

This project has not had any change orders meeting these criteria.

Item	Threat or Opportunity?	Risk Value (range)	Status
None at this time			

PROJECT IN CONSTRUCTION |

OR 18: Newberg-Dundee Bypass Phase 2A



Cumulative impacts of CCOs to-date:

- **Change in project cost:** $150k
- **Change in project schedule:** None
- **Change in project scope:** None

Quarterly Updates

Recent activities/accomplishments (July - September 2026):

- During the third quarter of 2026, the contractor finished excavation, embankment, subgrade, curb and paving along the western side of OR219. They shifted traffic and began work on the eastern side of OR219.
- The bridge over OR219 is complete and most of the new ramp alignment has been paved.
- The retaining wall along Wynooski Road is complete.
- Electrical work for the new traffic signals continues throughout the project.

Points of Contact:

Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Anna Henson, anna.henson@odot.oregon.gov

PROJECT IN CONSTRUCTION |

OR 34: Van Buren Bridge



Background:

The project was initiated to replace the original Van Buren Bridge with a seismically resilient structure that meets modern engineering and safety standards. The former bridge was seismically vulnerable and functionally obsolete, lacking adequate height and weight capacity for highway traffic and not meeting Americans with Disabilities Act (ADA) requirements. The new bridge is intended to support emergency response, commercial and freight movement, and multi-modal transportation.

To support this effort, the Oregon Department of Transportation (ODOT) secured $85.4 million from a combination of Bridge Fix-It and House Bill 2017 Bridge Seismic Funding. ODOT selected DOWL LLC (DOWL) to provide project design services and prepare plans, specifications, and estimates.

Scope:

The scope of this project is to replace the deteriorated Van Buren Bridge with an earthquake resilient two-lane bridge, add a new signalized intersection at 1st and Van Buren, and upgrade the traffic signal elements at 2nd and Van Buren to improve traffic flow.

PROJECT IN CONSTRUCTION |

OR 34: Van Buren Bridge



Status and Schedule:

- Construction start date **4/24/23**
  - Interim completion date for construction of a diversion bridge was met by contractor for the interim date on 11/15/23
- Projected completion date **12/31/26**
  - Contractor work is ahead of schedule
- No changes in schedule anticipated

Project Delivery Type/Delivery Method: Traditional design, bid, build.

Total Project Funding by Source

Funding Sources	PE	RW	UR	CN	OT	Totals
Fix-it Statewide Bridge	$9.1M	$545k	$0	$0	$2.2M	**$11.8M**
HB2017 Bridge Seismic	$0	$0	$0	$73.2M	$158k	**$73.3M**
Region 2 Fix-It	$0	$0	$0	$271k	$0	**$271k**
Total	**$9.1M**	**$545k**	**$0**	**$73.5M**	**$2.3M**	**$ 85.4M**

Financial Breakdown by Design Phase

Phase	Total Amount Spent	Notes
Total Design Cost (PE+RW+UR)	PE - $9.1M RW – $144k UR - $0	*$1.79M funding from project UR phase moved to PE and OT to fund additional Section 106 coordination. There remains $401k available until final right of way close out 12/31/26.*

PROJECT IN CONSTRUCTION |

OR 34: Van Buren Bridge



Financial Breakdown by Construction (CN) Phase:

Phase	Funding Status	Notes
Original CN Authorization (contractor contract, construction engineering, anticipated items)	$65M	
Current CN Authorization (original authorization + increased construction cost)	$73.46M	*This project had $60M of HB2017 funds, with HB2017 Bridge Seismic funding added over time with revised cost estimates. $4.96M was added for bid award due to bid item increases.*

Phase	Total Amount Spent	Notes
Current CN Authorization	$73.5M	*$61.4M is the original contract value for contractor. Remainder is for internal staff construction engineering, anticipated items, and contingency.*
CN Spent to Date	$64.9M	*$59.8M paid to contractor*
Remaining CN Funds	$8.6M	

Will the project be completed within the existing funding amount shown above as Current Construction Authorization (yes or no)? If no, explain what is expected to go over and strategy to manage overage.

Yes, the project is anticipated to stay within the current construction authorization amount.

Financial Contingency Plan

Not needed.

PROJECT IN CONSTRUCTION |

OR 34: Van Buren Bridge



Major Risk Items or Scope Changes valued at >$250k or 30-day change in schedule:

Net value of change orders is negative $359k (project savings) and 0 days. Largest CCOs include:

- $220,160 in savings for a cost reduction proposal to change the model of bridge joints. This is ODOT's portion of the savings. The contractor who proposed the change also received a portion of the savings.
- $48,370 in savings due to a drainage change proposed by the contractor and approved by ODOT.
- $53,391 for contractor to provide form liners for aesthetic elements. It cost significantly less to have the contractor provide form liners than the consultant artist, which was the original plan. Although the CCO added cost to the construction contract, it reduced overall project cost because of the corresponding reduction in payment to the consultant artist.
- $74,055 savings due to a change in salvage of the original bridge components. Salvaging foundation concrete supporting original bridge components was not necessary and was deleted, which reduced effort and cost.
- $129,324 in savings due to a contractor proposed change to a type of sheet piling used in the construction of a pedestrian path and maintenance access road.

Item	Threat or Opportunity?	Risk Value	Status
Claim 1 – Drilled Shaft Differing Site Condition	Threat	$551k	Contract Administration Engineer denied claim in full on 5/13/26. No request has been made by the contractor to elevate the claim.

PROJECT IN CONSTRUCTION |

OR 34: Van Buren Bridge



Quarterly Updates

Recent activities/accomplishments (July-September 2026):

- Nearly 100 attendees attended a ribbon-cutting event to celebrate the near completion of the Van Buren Bridge.
- Construction is in its final stages with remaining work that includes completing the park pedestrian facilities, landscaping, final grading, and site cleanup. Planting on the east side of the Willamette River will commence once the wet season arrives.

The contractor has demobilized most of their equipment, office trailers, and construction materials. Only a small onsite presence remains. The project continues to remain under budget and ahead of schedule**.**

Points of Contact:
Region Manager – Savannah Crawford, savannah.crawford@odot.oregon.gov
Area Manager – Christine Hildebrant, christine.d.hildebrant@odot.oregon.gov

Conclusion:

This report provides an opportunity to identify the strategy for unfunded projects moving forward and will serve to inform future conversations around establishing the funding strategy and practice.

Report development will be an iterative process with multiple opportunities for input from the new CIAC, the Commission and the Joint Legislative Committee.

Timeline for Major Projects Quarterly Report

