Rose Quarter Project Updates

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Agenda

- Overview of Project Funding
- Phase 1A Update
- Cost Reduction Opportunities Update
- Request for Direction on the Next Phase of Construction

Total Project Scope

PROJECT KEY

1. Highway Cover
2. Hancock Crossing
3. Multimodal Local Street Improvements
4. Pedestrian and Bicycle Bridge
5. Auxiliary Lanes and Shoulders
6. I-5 Southbound Off-Ramp Relocation

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Overview of Project Funding

Rose Quarter Funding

	Misc. Fed/ State/Local	HB 2017 UMS	RCN Grant	Total
PE	$27.4M	$140M	$30M	$197.4M
Right of Way		$1M	$30M	$31M
Utilities/ Other		$1.5M	$7.5M	$9M
Phase 1A Construction	$5M	$70M		$75M
Phase 1 Construction		$167.5M		$167.5M
Total	**$32.4M**	**$380M**	**$67.5M**	**$479.9M**

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Phase 1A Update

Rose Quarter Phase 1A

Phase 1A Update

- Notice to Proceed 7/28/25
- Onboarding subcontractors
- Shop drawings for storm work and sign bridge work
- Verifying dimensions of existing structure (bridge) and preparing existing steel structure for seismic retrofit work
- UPRR C&M agreement executed. Working on right-of-entry permit
- Erosion control installed
- Drainage pond work has begun

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Cost Reduction Opportunities

Cost Reduction Approach

CONTEXT:

- As directed at the May 8th, 2025, OTC Meeting, ODOT evaluated cost reductions
- Project changes must maintain Purpose and Need
- Avoid deferring/removing critical improvements for safety & mobility

PROCESS:

- Value Engineering (VE) Study conducted
- Cost Reduction Workshop identified concepts combined with VE Study concepts
- Impacts, tradeoffs, and savings evaluated for each concept
- Concepts at a pre-30% design level

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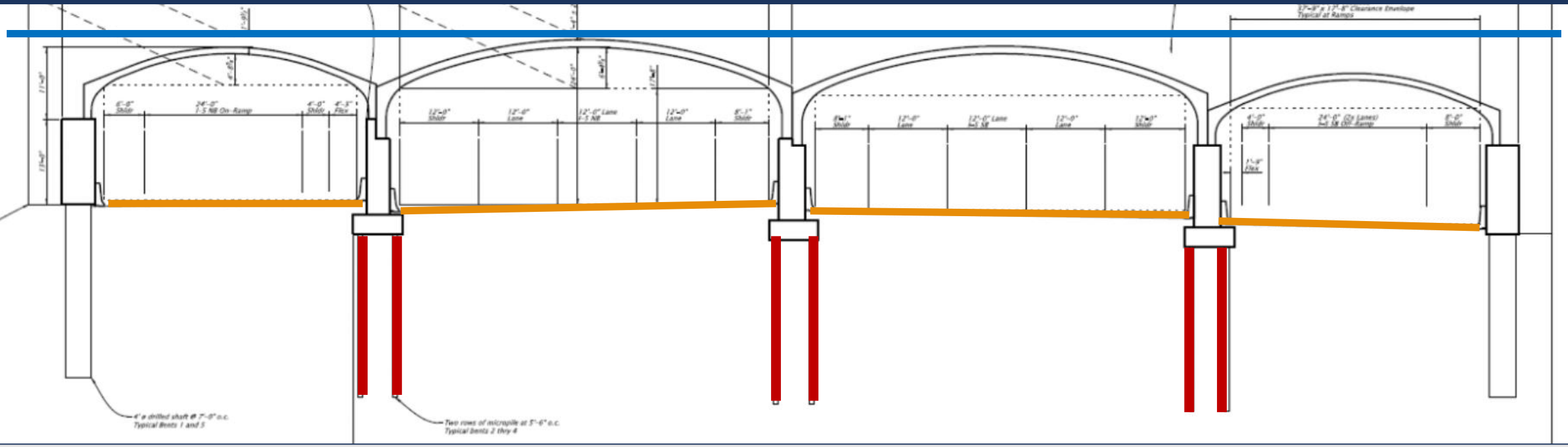
Adopted: Micropile for Highway Cover Foundation



Local Street Roadway

I-5 Roadway

Micropile

Adopted

Micropiles for Highway Cover Foundation

Concept: Micropiles for highway cover foundation

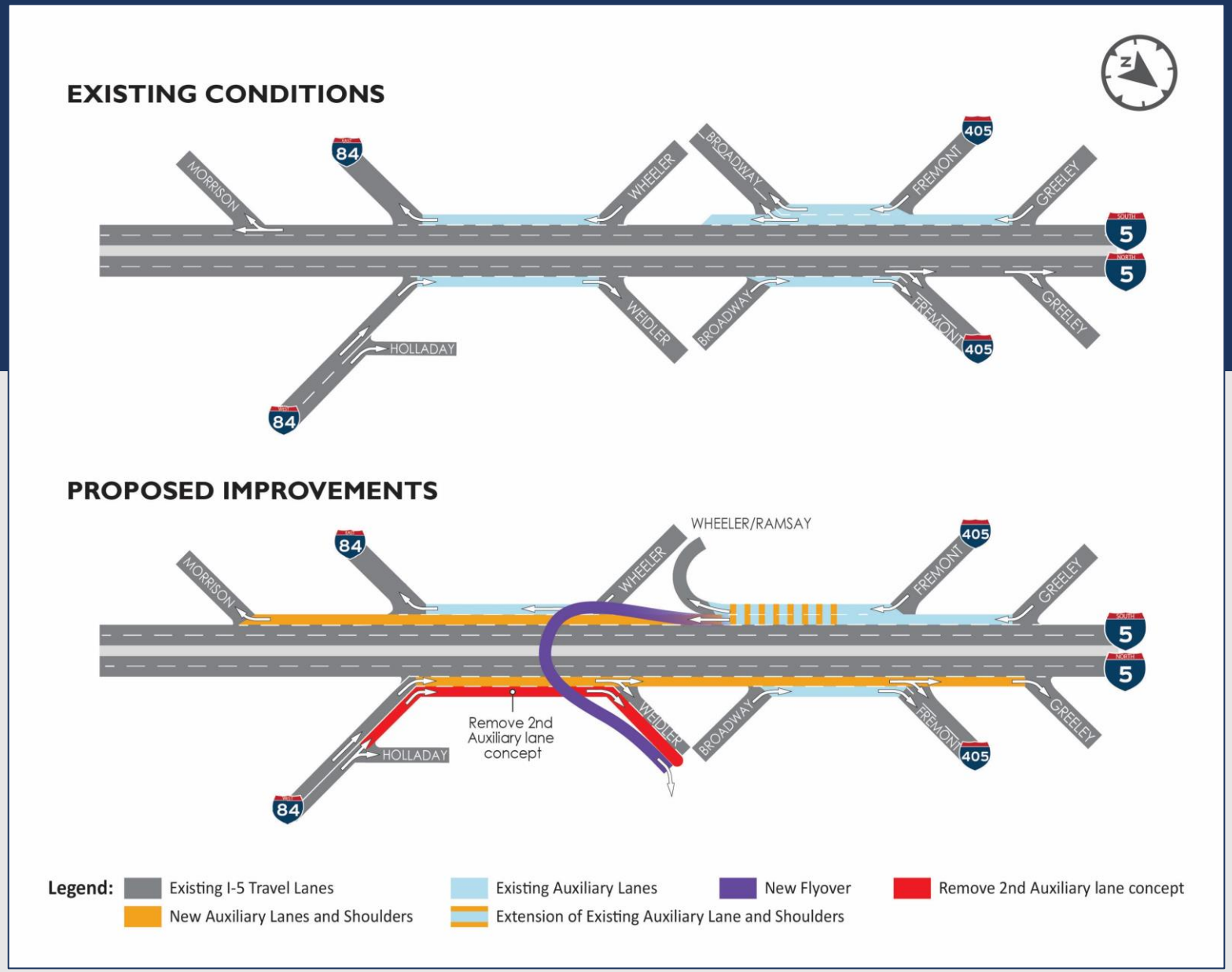
- ★ Schedule
  - Neutral
- ★ Budget
  - $45M Reduction

Benefits	Challenges
• Micropile foundations offer flexibility in construction and are better suited to address known and unknown subsurface obstructions, if encountered. • Drilling equipment for micropiles is smaller than other traditional foundation types, and can be better mobilized in restrictive areas and low headroom conditions.	• Micropiles are known to have limited lateral capacity for seismic resistance, which results in a large number of micropiles that contribute to a larger foundation footprint. • Micropiles will require a large pile cap, resulting in a larger foundation footprint. • Micropile foundations will require temporary shoring and potential traffic closures for construction.

Cost Reduction Concepts – Continuing Evaluation ($2M - $50M Total)

- I-5 Mainline Asphalt Shoulders
- Highway Cover Reduction
- Flyover Bridge Width Reduction
- Multimodal Bridge Refinements
- Highway Cover Development Zones
- Major Broadway/Williams Closure
- Contaminated Soil Disposal
- Eliminate Greeley Gore Widening

Ruled Out: Remove Second Auxiliary Lane (I-84 to Weidler)



Ruled Out

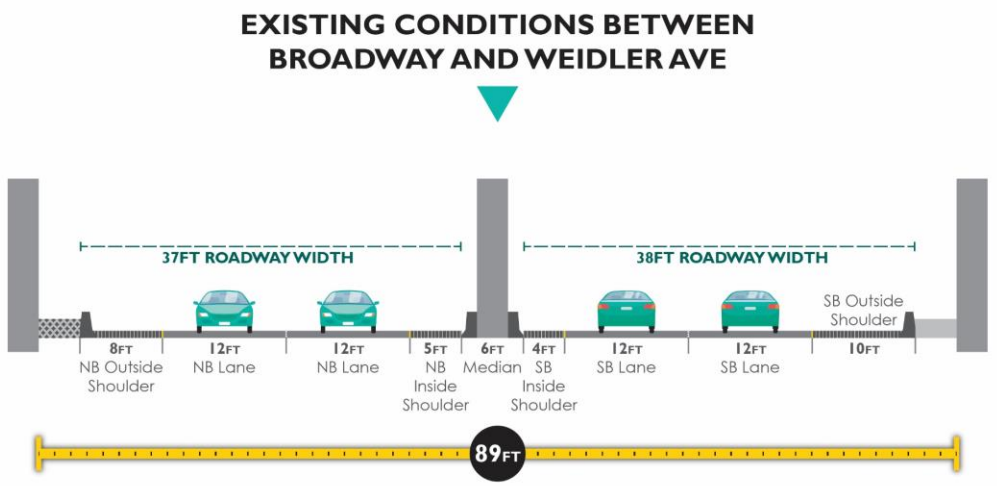
Remove Second Auxiliary Lane (I-84 to Weidler)

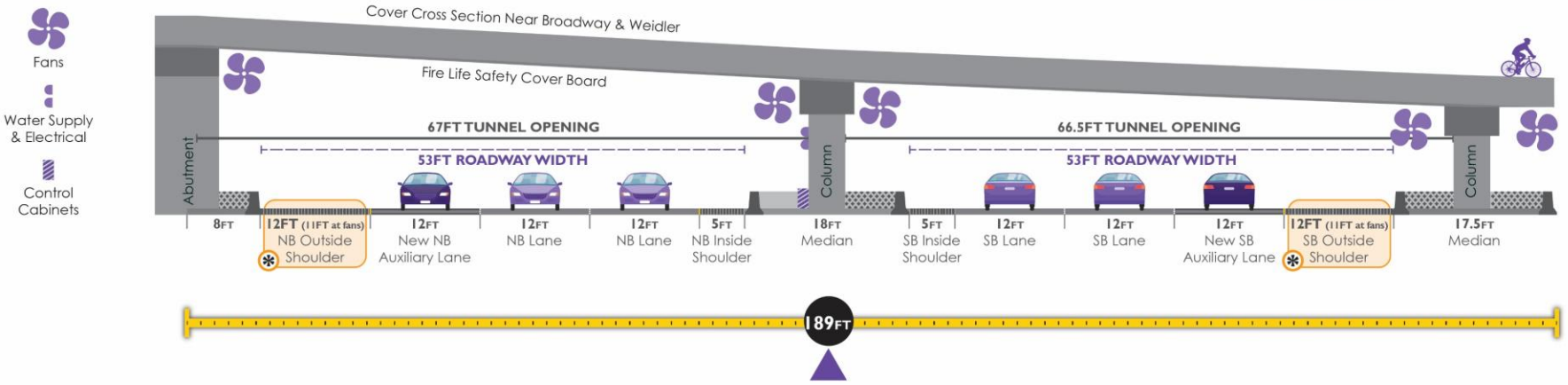
Concept: Eliminate 2nd auxiliary lane from I-84 on-ramp to Weidler off-ramp

- ★ Schedule
  - Neutral
- ★ Budget
  - $30M-$35M Reduction

Benefits	Challenges
• Eliminates significant widening and walls • Still addresses operational issue by providing continuous aux lane from I-84 to I-405 • Still provides safety shoulders • Freight pinch point at existing on-ramp would be addressed • Does not preclude future aux lane addition	• Full operational benefits identified in NEPA would not be realized • Not constructing the 2nd aux lane would remove a core element of the planned operational and safety improvement of the project. The life-span benefit of building the second Aux lane with the project will outweigh the up-front savings of not building it.

Ruled Out: Highway Width Reduction within Highway Cover Area





NB = North Bound
SB = South Bound

Cost reduction opportunity is reducing the orange highlighted shoulders to 10 ft (9 ft at fans)

LOCATION 4: PROPOSED HIGHWAY LANES IN THE ROSE QUARTER AREA

PLEASE NOTE THAT THESE GRAPHICS ARE CONCEPTUAL AND DETAILS MAY CHANGE AS PROJECT DESIGN PROGRESSES

Ruled Out: Highway Width Reduction within Highway Cover Area

I-5 ROSE QUARTER IMPROVEMENT PROJECT

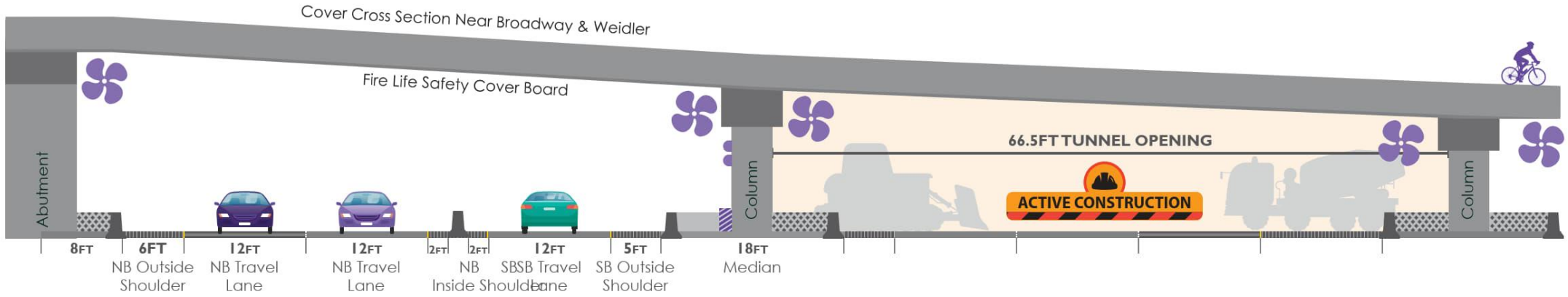
LOCATION 4:TRAFFIC DURING CONSTRUCTION OF SOUTHBOUND DIRECTION

4

Fans

Water Supply & Electrical

Control Cabinets



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SB = South Bound

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Ruled Out

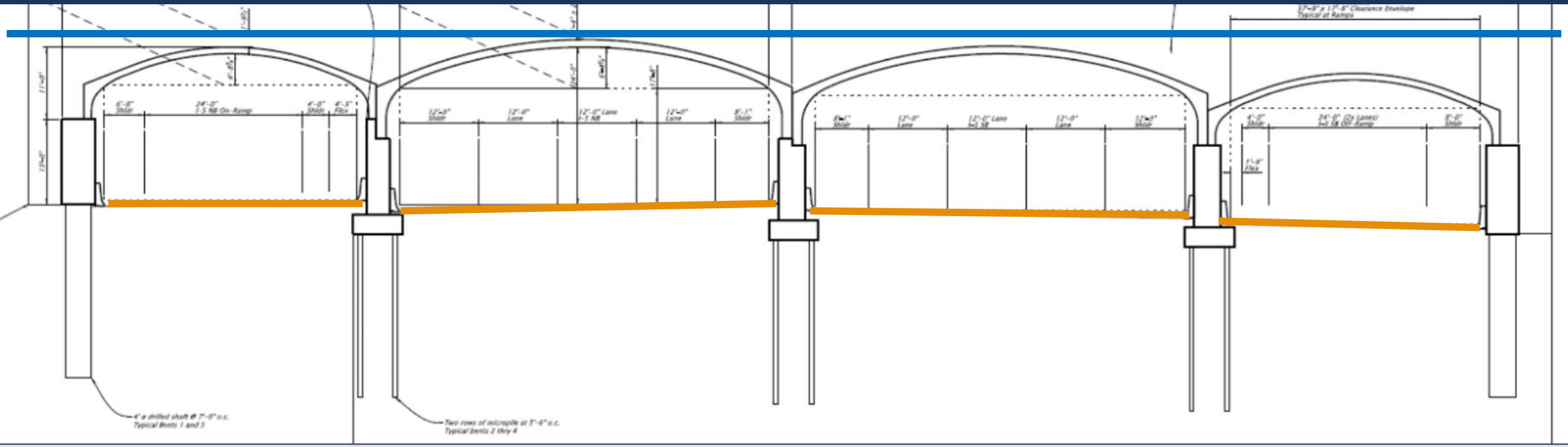
Highway Width Reduction within Highway Cover Area

Concept: Reduce cover width by two feet in each direction

- ★ Schedule
  - Neutral
- ★ Budget
  - $20M Reduction

Benefits	Challenges
• Meets AASHTO minimum shoulder egress for Fire, Life, Safety	• Width reduction prohibits the ability to maintain four lanes of highway traffic during construction – 3 lanes max. (NO Solution identified, NOT PRICED) • Maintaining 4 lanes would require drastic alteration of the current traffic control plan and likely add significant time to the schedule, resulting in additional cost. • Significantly impact traffic operations on I-5 throughout several years of highway cover construction.

Ruled Out: Buried Concrete Arches in Lieu of Girders



Local Street Roadway

I-5 Roadway

Ruled Out

Buried Concrete Arches in Lieu of Girders

Concept: Switch from conventional girders to pre-cast arch structures

- ★ Schedule
  - 12-month delay
- ★ Budget
  - Neutral

Benefits	Challenges
• Potential reduction in long term maintenance • More flexible Fire, Life, Safety design in the arch sections • Utility routing on the cover is simplified for future development	• 12-month impact to design schedule • Non-traditional concept has more risks • Maintaining traffic during construction more complex • Impact to cover use undetermined and does not allow asymmetrical loading • Spans at the north end of the structure is wider than what the arch spans can be designed for. Requires standard girders at the north end • Current plan is girders on a skew. The arch spans must be perpendicular to I-5 which creates challenges with maintaining traffic on local streets during construction.

Next Steps & Continued Process Improvement

- Ongoing identification of cost reduction opportunities
- Ongoing evaluation of cost reduction opportunities
- Meeting with Partners
- Collaboration with CMGC & A&E
  - Constructability reviews
- Continued OTC updates on cost reduction opportunities

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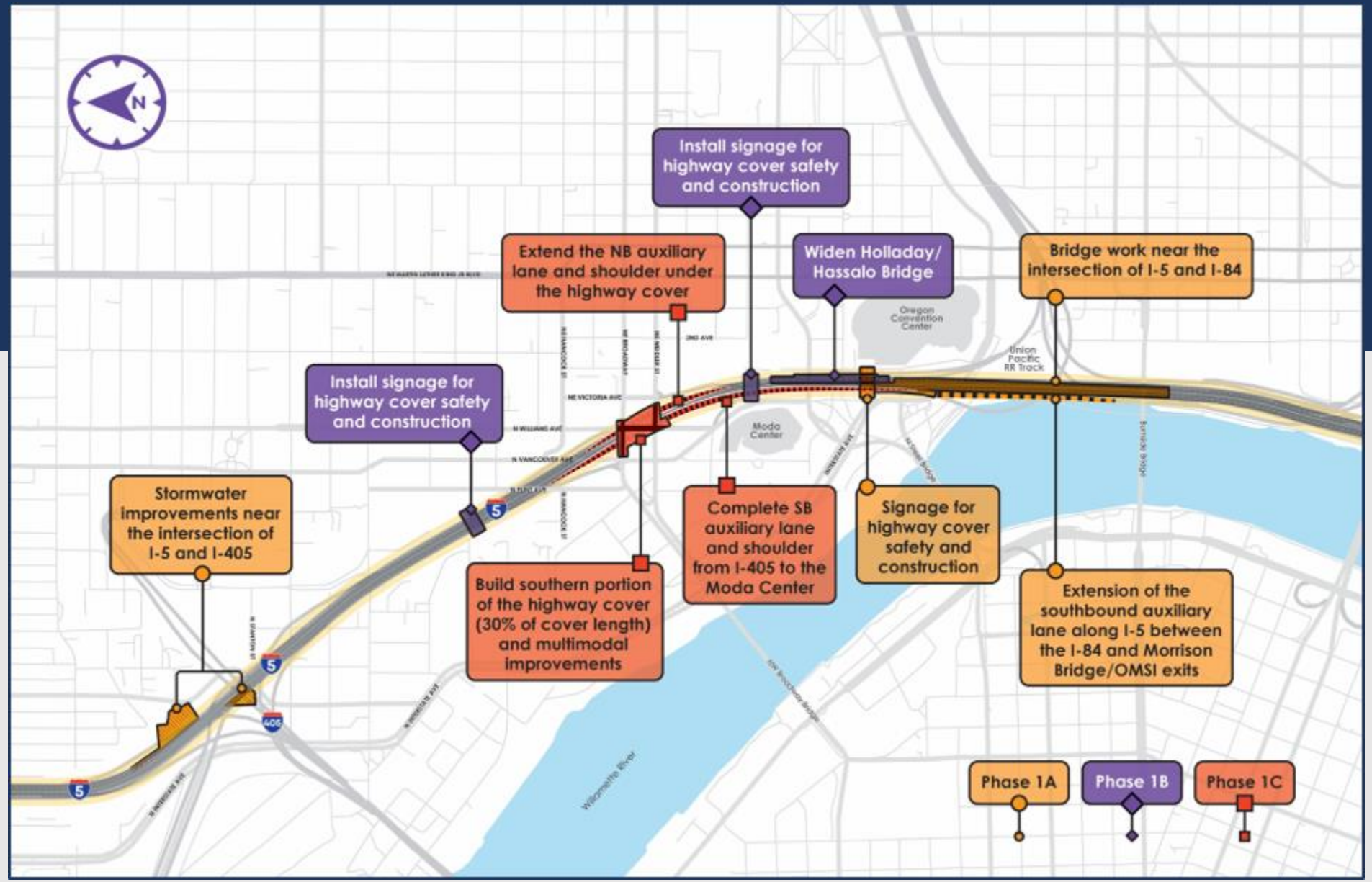
Construction Options Moving Forward

Option 1: Build Phase 1B With Available $167M

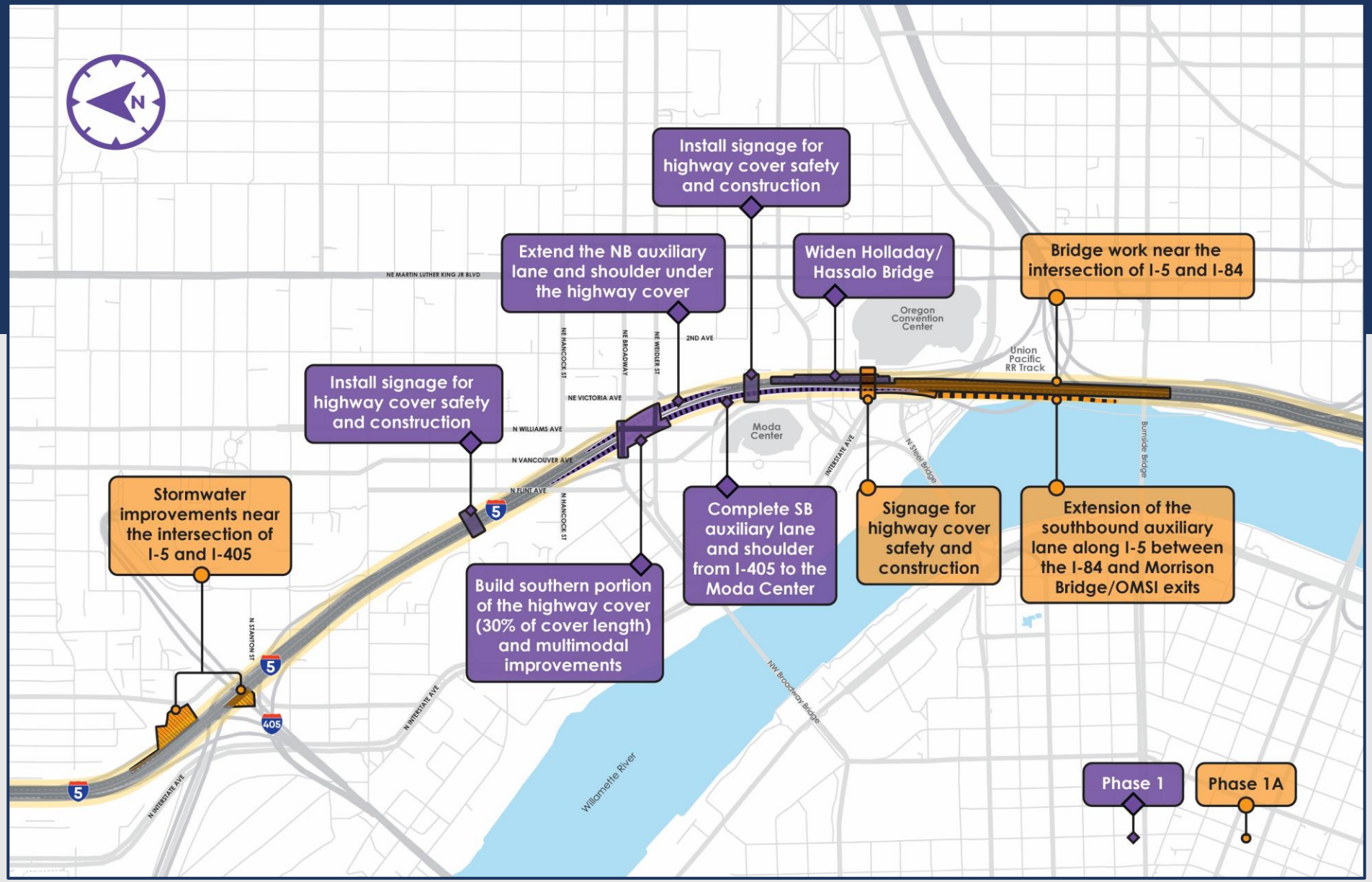


Option 1: Build Phase 1B with Available $167M

- ★ Schedule – Phase 1B
  - 100% Design Q2 2027
  - ROW Complete Q2 2027
  - Construction NTP Q2 2027
- ★ Budget – Phase 1B
  - $167M
  - Construction & Risk Cost Included
- ★ Schedule – Phase 1C
  - 90% Design Q4 2026
  - 100% Design Q2 2027
  - ROW Complete Q2 2028
  - Construction NTP Q3 2028
- ★ Budget – Phase 1C
  - Estimate will be updated with 60% Design Q2 2026
  - Risk modeling will be updated with estimate update

Benefits	Challenges
• Close to continuous construction after Phase 1a. • Some operational and safety improvements including shoulders. • This portion of the project is at an advanced design level. • The complicated construction element of widening over the Rose Quarter Transit Center would be complete. • Removes the I-84 NB on-ramp pinch point. This is a concern to the Mobility Advisory Committee (MAC) and the freight community. • Does not preclude further design refinement of Phase 1C.	• Due to the proximity of the Weidler structure to the north, the NB auxiliary cannot be extended by restriping after widening Holladay/Hassalo. • Does not complete full operational and safety improvements between I-84 and Broadway/Weidler. • Continue to seek funding for Phase 1C to progress Phase 1C construction.

Option 2: Delay Broadway Weidler Phase 1 Full Package Construction



Option 2: Delay BW Phase 1 Full Package Construction

★ Schedule
- 90% Design Q4 2026
- 100% Design Q2 2027
- ROW Complete Q2 2028
- Construction NTP Q3 2028

★ Budget
- Estimate will be updated with 60% Design Q2 2026
- Risk modeling will be updated with estimate update

Benefits	Challenges
• The design would be advanced such that the B/W Phase 1 is ready to go to construction. • The $51M remaining in the PE phase will bring B/W Phase 1 to a shovel ready state. • We are preserving the design, engineering and environmental work already completed. • Shovel-ready designs for B/W Phase 1 positions us to receive future funding. • Does not preclude further design refinement of Phase 1.	• Construction will not be continuous after Phase 1a is complete. • There will be impacts to HSJV & subcontractors. • Additional demobilization/re-mobilization of construction force and deferring the Phase1B scope will add additional cost to the overall project. • Unused construction funding could create the perception of a lack of commitment by ODOT to advance the project. • Continue to seek funding for full Phase 1 to progress construction.

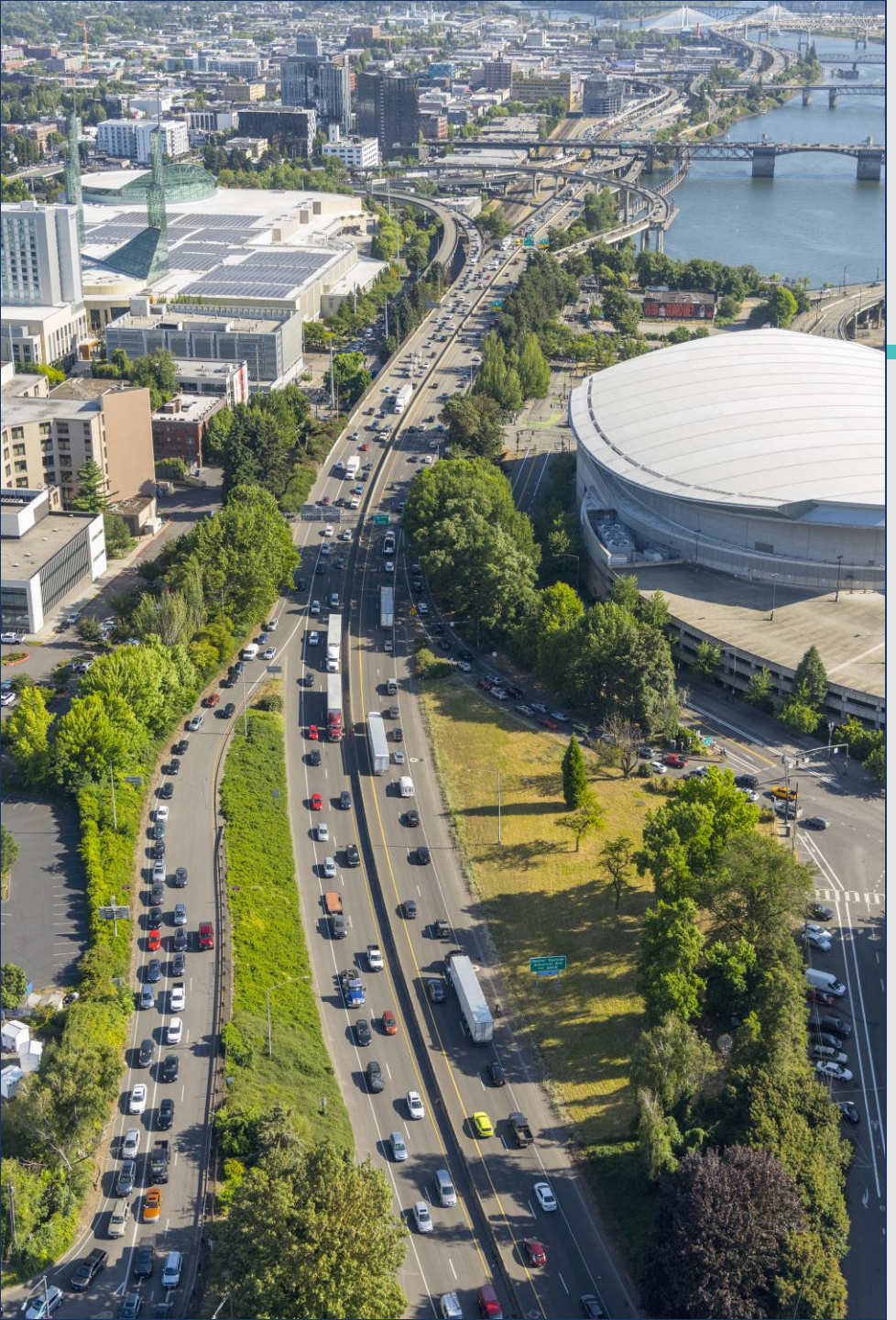
Option 3: Stop Spending RQ Construction Funding

- **Option 3A:** $167M goes to other Urban Mobility Strategy Projects – OTC action
- **Option 3B:** $167M goes to ODOT budget – Legislative action

★ Schedule
- Phase 1 100% Design Q2 2027
- Phase 1a Construction Complete Q2 2027

★ Budget
- $30M RCE Grant PE Funding
- $0M Phase 1 Construction

Benefits	Challenges
• Budget is reallocated to other ODOT priorities	• Community partners and project Advisory Committees (AVT, HAAB, COAC, City of Portland, and Portland's Black community) will be disappointed – this will be seen as ODOT walking back its commitments and canceling the project. • Reallocating dollars from RQ to other Urban Mobility Strategy Projects would be interpreted as ODOT's lack of commitment to small construction companies, undermining years of work to build strength in smaller construction firms. • Lack of trust in ODOT as an agency will affect bidding on future RQ work packages and could affect bidding on IBR and other regional projects. • Significant rework would be required to restart the project in the future.



Next Steps

OTC Action: How would OTC like the Rose Quarter Project to proceed with the next phase of construction?

- **Option 1:** Build Phase 1B with Available $167M
- **Option 2:** Delay BW Phase 1 Full Package Construction
- **Option 3:** Stop Spending RQ Construction Funding