

## Citizen Advisory Committee Meeting

**ATTENDEES:** Tom Noguchi Bill Danneman  
David Snyder Geraldene Moyle, PDC  
Jim Gardner Scott Snair, PBOT  
Stefan Leflar Jody Yates, PBOT  
Don Baack Dan Raynor, CH2M HILL  
Rick Saito Gary Connor, CH2M HILL

**FROM:** Jody Yates, PBOT

**DATE:** December 1, 2009 from 3:00 to 5:00 pm

### Introduction

#### Review of bids

PCL Construction	\$11,799,822.65
Max J Kuney Company	\$12,259,520.00
Mowat Construction Co	\$12,516,825.00
Wildish Standard Paving Co	\$13,045,219.20
Engineer's Estimate	\$ 6,205,305.46

- David Snyder - Is there a re-bid possibility?
  - Jody - Not without changing the plan.
- Gary CH2M - The main cost un-realization refers to the inefficiency of the crews working around limited lane closures allowed by ODOT. The discrepancy comes from the labor hours needed to set up and break down the project site.
- Jody - We may be able to negotiate with ODOT regarding longer lane closures.
- Rick Saito - I've seen this before with the Light Rail Project. When special materials or situations are present, there needs to be a higher contingency planned.
- Jody - I had our plan reviewed by construction professionals throughout the planning process for input.
- Jim G - Let's get passed the bidding issue, learn some lessons, and get it fixed.

### Budget

Total: \$11,674,129

Spent to date: \$ 3,348,303  
 Remaining: \$ 8,325,826 (construction & construction mngt)

- Federal funding – per FHWA – low risk of losing funding
- Tom Noguchi – Is there any additional Federal Stimulus money available?
  - Jody – Not for this project. We may get \$2 million from House Bill 2001, increases in gas tax and vehicle registration, as long as voters don't reject the bill

## Value Engineering (VE)

CH2M assembled a team to provide VE for the project. Items evaluated include alternative construction techniques for the extradosed, other bridge types, and varying scope modifications and/or reductions.

- **Jody** – The fundamental cost issue of the bridge are the limited amount of piers allowed by ODOT. 280 ft spans are very costly. ODOT's current policy is to keep the area around the highways available for reconfiguration in the future.
- **Bill** - We need Mayor Adams to convince ODOT to allow another pier.
  - **Jody/Rick Saito** – Until we know if that's what we want (traffic control for center pier construction may be more) PBOT won't request a center pier.
- Alternative construction techniques for the Extradosed

### Other bridge types

- Suspension
- Truss
- CIP segmental post tension box girder
- CIP on falsework post tension box girder
- Precast spliced
- Stress ribbon
- Tied arch
- Short tied arch
- Steel box girder

Steel tub is the least expensive bridge type possible here. It also opens up bids to more competition from companies unwilling/inexperienced to bid the Extradosed Bridge.

Steel tub needs to be higher because of the height of the steel tub. It increases the grade, up 5% from Gibbs St. to pass over Mt. Hood Ave for 200ft, down 3½ % to the east landing.

- Can we incorporate the sign bridge and utilities with the steel tub design?
  - That is a possibility to save money, and if incorporated in the design phase, we should be able to make it aesthetic.
- Could we lower Mt. Hood Ave?
  - **Jody** – We could look but I feel it would be more expensive.
- **Bill** – What is the purpose of this project? Do we want an iconic piece of architecture or do we want a connection to the waterfront?
- How minimal can the bridge be for people to be comfortable?
- Utility is the most important feature. If people aren't going to use the bridge because it is difficult, it's not money well spent.
- The schedule should not be simply to build the crossing, it should be something we're proud of. The bridge is the entrance to the city.
- Are improvements to existing crossings possible in place of bridge?
  - **Jody** - They will be done eventually, but if we don't build the Gibbs Bridge, the City will be required to pay back federal money already spent.

### **Potential Scope Modifications/Reductions - CAC Concurrence?**

- Modify bridge type (to steel box girder)
- Modify bridge landing location (closer to Macadam)
- Modify shape (from rhomboid to rectangular)
- Modify cover of elevator shaft
- Modify framing and covering (no glazing)
- Eliminate one elevator cab
  - Is a single elevator expandable to two in the future?  
Possibly without redesigning the elevator shaft.
- Combine Pier 4 with elevator enclosure
- Modify elevator type (roped hydraulic to hydraulic or traction)
- Modify fence material from stainless steel to chain link
- Modify stairs (attach to elevator tower)
- Modify water treatment and detention
- Longer lane/shoulder closures from ODOT (request)

### **Other evaluated Modifications/Reductions**

- Bridge lighting
- Change east landing
- Revise west approach
  - Is there another location for the bridge?  
**Jody** – Options are limited to Gibbs St. on the west side of the bridge.  
Options exist for the east landing. [This was actually looked at prior to the 30% TSL phase.]
- Eliminate pedestrian crossings

- Eliminate overlook
- Buy America exemption  
Additional costs are incurred from Buy America clause from elevator company using unfamiliar parts/suppliers.
- Are ramps still impossible?
  - Yes, the ramps end up being twice as long as the bridge with 14 switchbacks. At approximately 30% design, a cost estimate for the ramps was estimated \$2-2.2M.
- Can we build the bridge as a base design with amenities to be included in the future as money becomes available?

## Risk

- Bid range still higher than available budget
- Landing at Macadam not preferable
- Variability of steel prices

## Schedule

<u>Item</u>	<u>Duration</u>	<u>Start Date</u>
Negotiate new scope of work	1 month	December 7, 2009
Process/Issue Notice to proceed	0.5-1 month	January 4, 2010
Re-design	3-4 months	February 4, 2010
ODOT process	3 months	June 1, 2010
Advertise for Bid	1 month	September 1, 2010
Bid Opening		October 1, 2010
Construction Notice to Proceed	2 months	December 1, 2010

## Next Steps

- Review cost reduction proposals with ODOT, HNTB
- Develop scope of work

The Steel Box Girder is an 85% consensus as the only bridge we can build with the money available. This actually includes the \$2 million we may get from HB 2001. We should continue to look for more money to build the amenities we want.

Jody will prepare a website update with survey. And send to an email listserve. Don Baack suggested a press release.

Jody would like to have a CAC follow up prior to the end of the calendar year.