

OTIA III STATE BRIDGE DELIVERY PROGRAM OVERVIEW

The OTIA III State Bridge Delivery Program is changing the way ODOT does business.

The Oregon Department of Transportation is leaving a lasting legacy and enhancing the quality of life for all Oregonians through the OTIA III State Bridge Delivery Program. The bridge program involves more than repairing and replacing bridges; it is a transportation solution that reflects Oregon's values. In delivering the bridge program, ODOT is achieving five interrelated program goals: maintaining mobility and safety; stimulating Oregon's economy; fostering workforce growth and development; engaging stakeholders to meet community needs and ensuring environmental stewardship; and promoting cost-effective decision making.

The OTIA III State Bridge Delivery Program is part of the Oregon Department of Transportation's 10-year, \$3 billion Oregon Transportation Investment Act. OTIA funds will repair or replace hundreds of bridges, pave and maintain city and county roads, improve and expand interchanges, add new capacity to Oregon's highway system, and remove freight bottlenecks statewide.

In 2003, the Oregon Legislature enacted the third Oregon Transportation Investment Act, or OTIA III. The package includes \$1.3 billion for bridges on the state highway system. By 2013, ODOT's OTIA III State Bridge Delivery Program will repair or replace hundreds of aging bridges on major corridors throughout Oregon.

Oregonians have not seen an investment of this magnitude in highway and bridge construction since the state's interstate freeway system was built in the 1950s and '60s.

The sheer scope of the bridge program means that ODOT had to change how it does business. The agency hired Oregon Bridge Delivery Partners, a private company, to help it manage the program. ODOT is making a historic shift from designing and building projects to managing the transportation system.

Many of the bridges slated for repair or replacement are on Interstate 5 and Interstate 84, which are the state's economic lifelines. These interstate highways carry most of Oregon's commercial truck traffic. If the hundreds of aging bridges on these routes and others were not repaired or replaced, ODOT would soon be forced to place weight limits on highway bridges that would impair Oregon's economy.

Over the life of the bridge program, ODOT will stimulate Oregon's economy through construction job growth. About 17 family-wage jobs are sustained for every \$1 million spent on transportation construction in Oregon. Bridge program projects will sustain an average of 2,500 jobs each year.

ODOT is working with emerging small businesses, including firms owned by women and minorities, to provide new jobs and economic opportunities. A primary legislative mandate for the bridge program is to stimulate Oregon's economic recovery by sustaining job and contracting opportunities, from project development through final bridge construction.



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ODOT is asking communities and stakeholders to help make important project decisions. This new decision-making framework is called CS³, or Context Sensitive and Sustainable Solutions. CS³ helps to preserve Oregon's scenic, aesthetic, historical, cultural, economic and environmental values while building safe and enduring projects. Through CS³ initiatives, the bridge program will help produce a sustainable, qualified workforce; a stronger state economy; and bridges designed to limit impacts on the natural environment.

ODOT is committed to keeping drivers, communities and transportation stakeholders informed about construction work as it progresses. The agency is working to minimize traffic hassles, to help drivers plan their trips using alternate routes and to keep travelers informed about bridge construction delays where they exist.

Good planning will help ensure that traffic keeps moving relatively smoothly during construction work. The bridge repairs are grouped into logical units along each highway corridor. This strategy allows contractors to achieve economies of scale in performing design work, ordering materials, and mobilizing equipment and labor. It will also help traffic engineers keep traffic moving during construction.

The bridge repair and replacement work is happening in five overlapping stages:

- Stage 1 includes repairs to bridges along the U.S. 97 and U.S. 26 corridor from Klamath Falls to Portland, and on U.S. 20 from Bend to Ontario. This route will serve as an alternate for commercial vehicles and motorists as repairs are under way on I-5 and I-84.
- Stage 2 is the largest stage, both in funding and in the number of bridges. It includes bridges on I-84 and the northern portion of I-5 from the Washington border to the Eugene-Springfield area.
- Stage 3 includes bridges on southern I-5, from Eugene to the California border.
- Stage 4 will repair or replace bridges on vital freight corridors connecting coastal communities to I-5 and I-84 as well as key north-south routes in eastern Oregon.
- Stage 5 addresses routes and connections for rural and remote areas within eastern and central Oregon and the coastal corridor south of Coos Bay.

