Oregon
Kate Brown, Governor

Department of Transportation
Region 1 Headquarters
123 NW Flanders Street
Portland, Oregon 97209
(503) 731.8500
(503) 731.8531

DATE: March 26, 2018

TO:

Project Development Team
Matt Freitag, Project Manager
Emily Clyburn, Bridge
Paul Langdale, Environmental
Karen Strauss, Pavements
Kari Sprenger, Mobility/Freight
Charlie Schwarz, HazMat
Shannon Fish, Right of Way
Marco Singer, Roadway
Kate Freitag, Traffic
Lance Calvert, City of West Linn
, Transit
Dan Gunther, Hydraulics
Dee Hidalgo, Community Affairs
, Construction
, Construction
Rick Garrison, District Maintenance
Gail Curtis, Planning
Jane Estes, Utilities
Basil Christopher, Bike/Ped
Ron Hamilton, Survey
Doug Hardt, Survey
Festus Obijiofor, Survey
Fred Gullixson, Geotech
Max Gummer, Geotech

cc:

Liantao Xu, Bridge
Stephen Hay, Env/Geo/Hyd/HM
Shyam Sharma, Traffic
Steve Muma, Survey/RoW
Ivy Lane, Roadway
Mandy Putney, Major Projects
Shelli Romero, Community Affairs
TBD, Construction
Cory Hamilton, District 2B Maintenance
Sam Hunaidi, Project Services
Jon Makler, Planning
Talena Adams, Program & Funding Srvcs

FROM:

Project Steering Committee
Mandy Putney, Program Manager
Paul Scarlett, Area Manager, Metro East
Tamira Clark, Technical Center Manager
Mandy Putney, Policy & Development Manager
Ted Miller, Maintenance & Operations Manager
Lance Calvert, City of West Linn

SUBJECT: Project Delivery Project Charter for:
OR43 Multimodal Transportation Project
Oswego Hwy, MP 8.04 to MP 9.22
Clackamas County
Key No. 20329
Work type: Enhancement

After reviewing the scoping documents and consulting with the Technical Center Discipline Managers, Program Manager, Planning Manager, Community Affairs Manager, and District Manager, the Project Steering Committee has developed this charter to guide the team in development and delivery of this project. This charter formalizes the project scope, schedule, budget and approach.

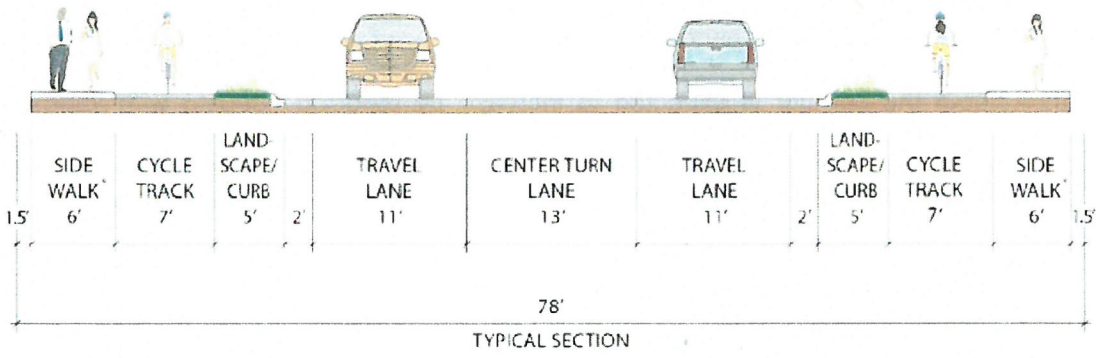
Project Purpose and Need
The purpose of this project is to improve bike and pedestrian facilities as well as the overall safety of the roadway. When fully completed, this corridor will provide a safe and critical link between users in Oregon City, the historic Willamette Falls/Locks area, Lake Oswego, Portland, and beyond.

Problem Description
The Highway 43 Corridor through West Linn is significantly lacking in accessible sidewalks and safe bike lanes and suffers from traffic congestion delays, inefficiencies, and safety issues that could be greatly improved by targeting key areas for enhancement. The majority of the project area does not have sidewalk on both sides of the Highway and one-third of the area has no sidewalk at all. Sidewalk is missing along the only area park and ride transit facility, which is also a key commercial center. Pedestrian and bike facilities in the project area are defined as substandard or completely lacking in the ODOT Active Transportation Needs Inventory as well as in the 2014 Metro Regional Transportation Plan. Deficiencies along Hwy 43 are identified in the West Linn Transportation System Plan.

Project Limits
Hwy 43: Arbor Drive to Hidden Springs Road. These limits include matching existing improvements at the city limits of Lake Oswego north of Arbor Drive and tapering to south of Hidden Springs Road near Mary S Young Park

Map

Exhibit 1: OR 43 Concept Design Plan Typical and Constrained Cross Section



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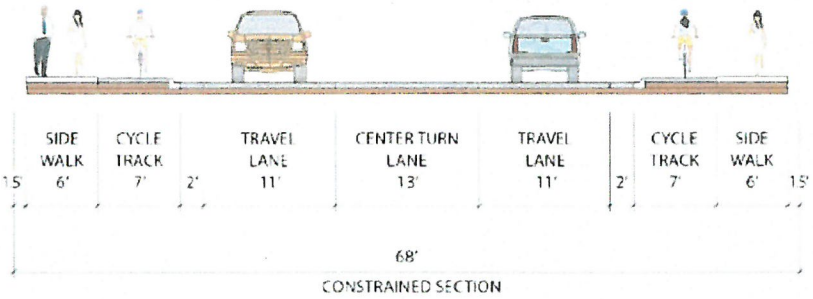


Project Delivery Approach

The development and construction of this project will be conducted by outsourced resources as a design-bid-build project.

Project Scope

Included in Scope:

- 7' wide grade-separated bike facility within project limits
- Infill missing sections to provide continuous sidewalks, meeting accessibility standards
- Consistent three lane cross section of Hwy 43
- Extend Hidden Springs Road to Old River Road (approx. 7,500 ft² of new road)
- Intersection improvements, including enhanced turn lanes
- Traffic signal upgrades at Hwy 43/Lazy River Dr and Hwy 43/Hidden Springs Rd
- Removal of traffic signal at Hwy 43/Cedar Oak Dr and relocation of transit stop.
- Illumination
- Striping and Signing changes to reflect new roadway cross section
- Paving OR43 within project limits
- Access management (OPAL, Access management methodology and strategy)
- Right of Way acquisition
- Transit stops
- Transfer of maintenance responsibilities for bike facilities and other non-roadway elements to City of West Linn, via intergovernmental agreement

Not Included in Scope:

- Additional improvements outside of the current project limits

Benefits

This project will create an accessible pedestrian and bike transit connection that is currently missing as pedestrians are commonly seen walking along the shoulder of the Highway to access the transit area with limited handicap access.

Mobility throughout the corridor is expected to increase by reducing queuing with improved center refuge/left turn lanes, restricting conflicting left turn lanes onto the Highway, adding improved signal equipment with timing and transit prioritization, and providing better circulation at key commercial areas in addition to the major sidewalk and bike lane improvements.

Project Schedule

- August 2017 for Contract Request to OPO
- March 2018 for Contract RFP
- June 2018 for Project Kick-off Meeting
- August 2018 for Survey Complete
- December 2018 for Final DAP Complete
- January 2020 for PS&E Delivery
- March 2020 for Bid Let
- Summer 2020 for Construction
- Fall 2021 Construction Completion

Budget

Phase (FFY)	Programmed in STIP	Current Estimate	Difference
Planning (20xx dollars)			
PE (2018 dollars)	$841,248	$1,250,000	($408,752)
Right of Way (2019 dollars)	$439,779	$439,779	0
Utilities (20xx dollars)			
Other (for adjacent design)	$0	TBD	
Construction (2020 dollars)	$4,837,176	$6,000,000	($1,162,824)
Total	$6,118,203	$7,689,779	($1,571,576)

Funding source(s): Enhancement & Metro Regional Flex Funds

Project Risks

Risk	Scope	Schedule	Budget
Topography: Impacts to existing retaining walls and need for new walls in multiple areas if widening existing roadway section. Making grades work on side streets and driveways may be difficult.	X		X
Stormwater: Need to address stormwater when adding curb. Need to relocate stormwater inlets if moving curb line. Need to work through design challenges of having inlets in travel lane vs. shoulder. Water quality elements will also be needed.	X	X	X
Structures: several culverts and structures will need to be modified if widening roadway cross section.	X		X
"Protected Intersection" design proposed for Lazy River and Hidden Spring intersections is being actively investigated as a design option as part of several projects in Region 1. However, this design has not yet been implemented in	X	X	

Oregon. Will require significant design coordination, outreach, etc.			
Additional detailed design needed at all intersections and transit stops to minimize conflicts between users and ensure safe, visible, predictable path for cyclists, pedestrians, and vehicles.	X		
Pavements: If new curbs will be installed, the grade should be raised 2-4 inches to accommodate new paving with room for future grind/inlay work. The current pavement is in poor shape.	X		X
Maintenance: An ODOT/City maintenance agreement will be completed prior to completion of construction to ensure the new cross section and other design features will be maintained at acceptable levels.		X	

Constraints and Assumptions

Important scoping considerations

As applicable, document scoping decisions, assumptions, and risks regarding all elements of the project:

1. *Mobility* assumptions, decisions, and risks
   - Outreach/coordination needed with Motor Carrier to ensure sufficient clearances along Hwy 43.

2. *Access Management/Right of Way* assumptions, decisions, and risks
   - PDLT Operational Notice PD-03 to include Official Project Approach List (OPAL) that includes access control report, existing approaches status report
   - Identify ROW cost estimate in relation to access changes
   - Assume 70 right of way files needed.
   - If project is proposing to modify driveways, develop methodology and strategy in accordance with OAR 734-051-5120.
     - Public outreach to affected property owners need to be included as part of the project and occurred prior to ROW phase. The AM modifications will require a public involvement process that might impact scope, budget and schedule of the project.

3. *Utilities* assumptions, decisions, and risks
   - Many utility poles will likely need to be relocated. Schedule needs to accommodate moves.

4. *Conflict and/or coordination with other projects* by State, Local, Private, Maintenance (describe other project's schedule, assumptions, scope)
   - Pending

5. *Environmental* assumptions
   - No adverse environmental impacts are expected to result from this project. Will require coordination with Tribes, outreach to environmental justice populations, and a FAHP for ESA clearance of NMFS-listed species.
   - Section 106 impacts are not known at this time.
   - Highway widening will likely impact several trees in corridor, requiring a tree cutting permit.

6. *Bike/Ped/Transit* design
   - This segment of OR43 should have minimum 5' sidewalk (6' typical) and 7' minimum bike lane (including curb) widths. Map 57 of the Region 1 Bicycle and Pedestrian Facilities Inventory Atlas shows the width and status of existing bicycle and pedestrian facilities on OR43.
   - There is currently no sidewalk provided on approximately 50% of the corridor including at existing signalized intersections. With the exception of several newer developments on the east side of OR43 near Walling Way, existing sidewalk is substandard, approximately 5' wide curb tight with mailboxes, landscaping, and other obstructions further reducing clear width. Several segments of existing sidewalk are in need of repair to address tree root heaving that creates a tripping hazard and ADA issues. New sidewalk appears to be under construction as part of a new development on the east side of OR43 between Robinwood and Shady Hollow Way.
   - All crossings require curb ramps (new or reconstructed) to meet current ADA standards. Will need to coordinate with Traffic to determine how to address crossings at multiple T-intersections (e.g. should curb ramps be constructed at all legal unmarked crosswalks, or is there a need to close select crosswalks?)
   - Several existing transit stops are located in areas without sidewalk and do not have any waiting or boarding/alighting area for passengers. The majority of existing transit stops on this segment of OR43 do not have an ADA compliant 8x5 unloading area or adequate space for benches, shelters, or other stop amenities.
   - Project proposal includes multiple design elements that are addressed in NACTO and various Separated Bikeway Design Guides, but are not addressed in ODOT HDM. Project will require multiple design exceptions and may involve design elements that require federal permission to experiment.
   - "Separated Intersection" design proposed for Lazy River and Hidden Spring intersections is being actively investigated as an design option as part of several projects in Region 1. However, this design has not yet been implemented in Oregon.
   - Project proposal is consistent with adopted West Linn TSP, facility plan, Regional Transportation Plan project list, and Regional Active Transportation Plan network and design recommendations.

7. *HazMat* design
   - DEQ Facility Profiler indicates there are several known leaking underground storage tank sites adjacent to the project corridor. Exposed surface soil adjacent to OR 43 may be contaminated with metals and oil and is a high risk to the project. Recommend Hazardous Materials Corridor Study to identify adjacent contaminated properties and their potential to impact the project. Also recommend sampling surface soil to determine if excavated topsoil will meet DEQ clean fill standards.
   - HazMat Corridor Study, geophysical survey for underground tanks at Chevron Station, subsurface sampling and testing at Chevron Station, and testing of road shoulder soil will all be needed in the design phase.

8. *Hydraulic* design
   - Five existing culverts cross under the highway within the project limits. However, all of the culverts on OR 43 have not been inventoried yet.
   - Water quality and drainage design will need to be included in the project.

9. *Geotechnical* design

- There is a creek crossing at MP 8 (N of Arbor Drive). Is this creek fish bearing, and will the culvert be lengthened or replaced? Retaining walls may be needed.
- Multiple cut and fill retaining walls will be needed for any highway widening.

10. *Maintenance* needs for this project
    - Building the bicycle and pedestrian facility at similar grade may allow the facility to be maintained with a standard sweeper. An ODOT/City maintenance agreement will delineate maintenance responsibilities between the two agencies for planned improvements.

11. *Illumination* design
    - Illumination will need to be coordinated with Portland General Electric (PGE) per the existing franchise agreement with the City of West Linn. It is anticipated additional lighting will be provided by PGE using standard LED street luminaires and poles in accordance with the City's franchise agreement at no additional cost to the project.

12. *Signals* and warning systems design (electrical)
    - Signal at Cedar Oak Dr will be removed, intersection will be restricted to right-out movements. Existing interconnect cable and/or fiber optic cable in the existing signal cabinet must be preserved or re-routed to maintain functionality. The solution must be amenable to ODOT and Clackamas County.
    - Full signal replacements at Lazy River Rd and Hidden Springs Rd meeting ODOT/City design standards. New east leg to be built for Old River Road extension at Hidden Springs intersection.

13. *Design Standards/References*
    - Standards: ODOT HDM, ODOT Ped and Bike Design Guide, PROWAG, AASHTO LRFD Specifications for Structural Support for Highway Signs, Luminaries and Traffic Signals 2015
    - References: NACTO Urban Bikeway Design Guide, NACTO Urban Street Design Guide, FHWA Separated Bikeway Design Guide, MassDOT Separated Bikeway Design Guide, City of West Linn Public Works Standards

14. *Agreements* with partners
    - Maintenance/Landscaping and Project Funding IGAs needed with City of West Linn.
    - IGA also needed with Tri-Met for coordination with stops and transit improvements.
    - Metro is a funding partner for the project, with whom the City and ODOT will communicate and consult on project changes and project progress. City and ODOT will communicate with Metro project cost and schedule information for the purpose of programming of funds.

15. *Schedule* constraints
    - Recommended STIP year for PE phase: 2018
    - Recommended design duration (does include project initiation): 2 years
    - Recommended construction obligation year: 2020

Preliminary Engineering Budget: Attached is a breakdown of the PE budgets provided by the technical center, maintenance, and planning managers. Each unit budget is broken down by major milestones.

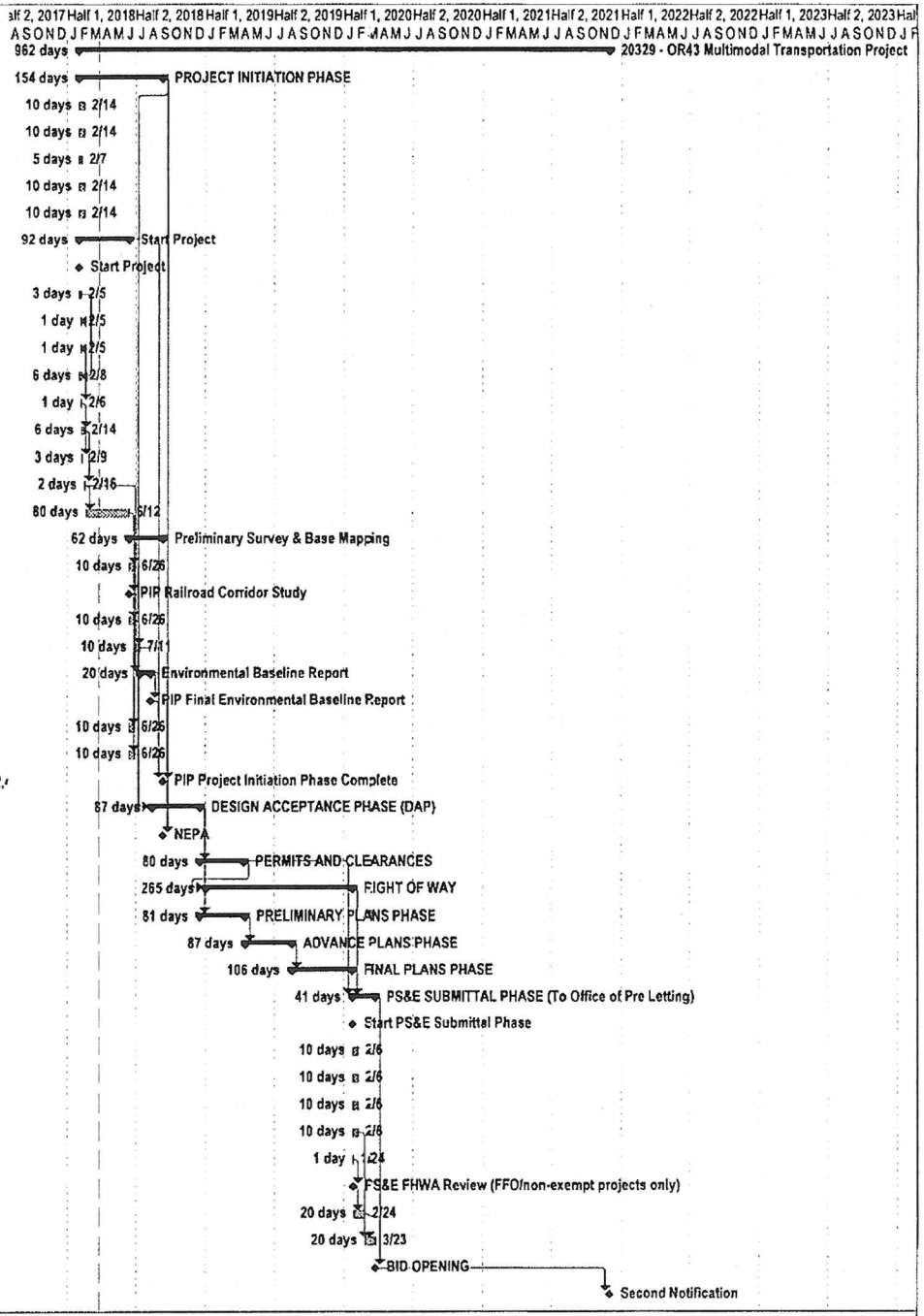
General Expectations of the Project Development Team
This charter, when signed, documents agreement by the signing parties and gives the project development team approval to proceed with the project as identified herein. Following approval of this document, any deviations or subsequent proposed changes to the project scope, schedule, budget and/or approach must go through the formal Change Management Request (CMR) process as outlined in PD-02 and the Region 1 Addendum to PD-02.

Approval:

Signing Order					
1	Program Manager	Mandy Putney, P&D Manager		Date: 3/30/18	
3	Area Manager	Paul Scarlett, Metro East		Date:	3-31-18
4	Technical Center Manager	Tamira Clark		Date:	4/9/18
5	Policy & Development Manager	see above Mandy Putney		Date:	
6	Maintenance & Operations Manager	Ted Miller		Date: 3/26/18	
7	City of West Linn	Lance Calvert, Public Works Director		Date:	4/9/18

Attachments:
MS Project Schedule - required
Transportation Planning Summary (TPS Form)
Tech Center Budget Estimates (PE and/or ROW)
Cost estimates
Scoping Notes

ID	Activity ID	Task Name	Duration	Start	Finish	Predecessors
1		**20329 - OR43 Multimodal Transportation Project**	**962 days**	**Thu 2/1/18**	**Tue 11/30/21**	
2		**PROJECT INITIATION PHASE**	**154 days**	**Thu 2/1/18**	**Mon 9/10/18**	
3		*PIP PL Project Management*	*10 days*	*Thu 2/1/18*	*Wed 2/14/18*	
4		PIP Env Project Management	10 days	Thu 2/1/18	Wed 2/14/18	
5		PIP RW Project Management	5 days	Thu 2/1/18	Wed 2/7/18	
6		PIP Utility Project Management	10 days	Thu 2/1/18	Wed 2/14/18	
7		PIP Rdwy Project Management	10 days	Thu 2/1/18	Wed 2/14/18	
8		**Start Project**	**92 days**	**Thu 2/1/18**	**Tue 6/12/18**	
9	001	Start Project	0 days	Thu 2/1/18	Thu 2/1/18	
10		PIP Review and Confirm Project Scope (Scoping Tn	3 days	Thu 2/1/18	Mon 2/5/18	
11	008	*PIP Request for/Approval of Preliminary Engineering*	*1 day*	*Mon 2/5/18*	*Mon 2/5/18*	10FF
12		*PIP Request for/Approval of Environmental Expendi*	*1 day*	*Mon 2/5/18*	*Mon 2/5/18*	10FF
13						
14	016	PIP Project Kickoff Meeting	1 day	Tue 2/6/18	Tue 2/6/18	12
15	011	PIP Roadway Conceptual Design	6 days	Wed 2/7/18	Wed 2/14/18	14
16	002	*PIP Public/Stakeholder Involvement Plan*	*3 days*	*Wed 2/7/18*	*Fri 2/9/18*	*14*
17	030	*PIP Project Work Plan*	*2 days*	*Thu 2/15/18*	*Fri 2/16/18*	15
18	010	*PIP Negotiate and Execute Consultant Contract(s)*	*80 days*	*Tue 2/20/18*	*Tue 6/12/18*	17
19		**Preliminary Survey & Base Mapping**	**62 days**	**Wed 6/13/18**	**Mon 9/10/18**	
28	154	PIP Hazardous Materials Corridor Study	10 days	Wed 6/13/18	Tue 6/26/18	18
29	246	PIP Railroad Corridor Study	0 days	Tue 6/12/18	Tue 6/12/18	18
30		PIP Area of Potential Impact (API)	10 days	Wed 6/13/18	Tue 6/26/18	18
31		PIP Area of Potential Impact (API) Review	10 days	Wed 6/27/18	Wed 7/11/18	30
32	100	**Environmental Baseline Report**	**20 days**	**Wed 7/11/18**	**Wed 8/8/18**	17
41		PIP Final Environmental Baseline Report	0 days	Wed 8/8/18	Wed 8/8/18	32
42	329	PIP Initial Work Zone Traffic Issues Identification	10 days	Wed 6/13/18	Tue 6/26/18	18
43	045	PIP Traffic Counts and Preliminary Traffic Analysis	10 days	Wed 6/13/18	Tue 6/26/18	18
44	050	PIP Project Initiation Phase Complete	0 days	Mon 9/10/18	Mon 9/10/18	8,19,28,29,31,32,41,42,4
45		**DESIGN ACCEPTANCE PHASE (DAP)**	**87 days**	**Mon 8/13/18**	**Mon 12/17/18**	2FS-20 days
115		**NEPA**	**0 days**	**Mon 9/10/18**	**Mon 9/10/18**	2
124	380	**PERMITS AND CLEARANCES**	**80 days**	**Mon 12/17/18**	**Fri 4/12/19**	45
186		**RIGHT OF WAY**	**265 days**	**Thu 1/3/19**	**Thu 1/23/20**	124FS-70 days
193		**PRELIMINARY PLANS PHASE**	**81 days**	**Mon 12/17/18**	**Mon 4/15/19**	45
243		**ADVANCE PLANS PHASE**	**87 days**	**Mon 4/15/19**	**Fri 8/16/19**	193
298		**FINAL PLANS PHASE**	**106 days**	**Fri 8/16/19**	**Wed 1/22/20**	243
356		**PS&E SUBMITTAL PHASE (To Office of Pre Letting)**	**41 days**	**Thu 1/23/20**	**Mon 3/23/20**	124,186,298,352
357	552	Start PS&E Submittal Phase	0 days	Thu 1/23/20	Thu 1/23/20	
358		*PS&E PL Project Management*	*10 days*	*Fri 1/24/20*	*Thu 2/6/20*	
359		PS&E Env Project Management	10 days	Fri 1/24/20	Thu 2/6/20	
360		PS&E Utility Project Management	10 days	Fri 1/24/20	Thu 2/6/20	
361		3D Prep and Submittal	10 days	Fri 1/24/20	Thu 2/6/20	
362	551	PS&E Acceptance (delivery to Office of Pre Letting)	1 day	Fri 1/24/20	Fri 1/24/20	
363	553	PS&E FHWA Review (FFO/non-exempt projects only)	0 days	Fri 1/24/20	Fri 1/24/20	362
364	550	PS&E Pre-Letting Review - approvals and printing	20 days	Mon 1/27/20	Mon 2/24/20	363
365	555	PS&E Advertising	20 days	Tue 2/25/20	Mon 3/23/20	364,361
366	560	BID OPENING	0 days	Mon 3/23/20	Mon 3/23/20	356
367	790	Second Notification	0 days	Tue 11/30/21	Tue 11/30/21	366



Transportation Planning Summary Report

Planning and Major Projects

The purpose of the Transportation Planning Summary Report is to provide a summary of relevant information and risks based on planning knowledge for a specific STIP project. This report will be filled out for each STIP project by the assigned planner during the Scoping phase of Project Delivery and stored on the Region 1 Project Delivery Sharepoint site for use by the assigned Project Leader.

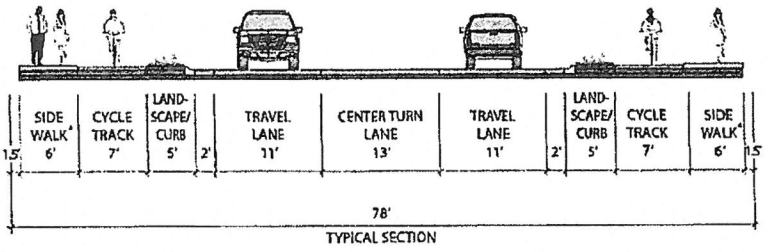
Review by Manager (Signature & Date): 9/13/17

Today's Date:	July 27, 2017
STIP Project Name:	OR43 Multimodal Transportation Project
Project Key Number:	20329
Project Work Type:	Enhancement
STIP Project Leader:	Matt Freitag
STIP Project County:	Clackamas County
Relevant Plan(s):	2016 Transportation System Plan 2016 Transportation System Plan Technical Appendices Element of TSP: 2016 Highway 43 Concept Plan ; and 2016 Highway 43 Concept Plan Technical Appendices
Plan Jurisdiction(s):	City of West Linn
ODOT Facility & Functional Classification:	Hwy 43: Arbor Drive to Hidden Springs Road. Classification: Statewide
Plan(s) Horizon Year:	2040
Plan(s) Adoption Date/Status:	March 28, 2016 under Ordinance 1646
Web link to plan:	http://westlinnoregon.gov/planning/highway-43-conceptual-design-plan
Planning Contact:	Gail Curtis x 8206
Overall Risk Assessment:	Risk score: 2 (on scale of 1-5 where 1 represents the least amount of risk). A risk is the challenge of ODOT maintaining consistency with locally, adopted "2016 Highway 43 Concept Plan" and design acceptance approved by ODOT, November, 2016 signed by Robert Pappe, PE, Chief Engineer. E.G., Project Charter calls for minimum 6' bike lane but the plan's typical cross section is 7'. See cross sections below plus extensive list of risks identified in Project Charter.
Key Plan Objectives	
This enhancement project is a segment of a larger, OR 43 planned bike/ped corridor within West Linn. The project objectives are to improve bike and pedestrian facilities as well as the overall roadway safety within a	

constrained corridor using a "cycle track", landscaped buffer and sidewalk features. When fully completed, this corridor will provide a regional bike/ped connection between Oregon City, the historic Willamette Falls/Locks area, Lake Oswego, Portland implementing the regional active transportation plan and addressing and identified priority in the ODOT active transportation inventory.
Major Design Elements in Plan
Sidewalks, cycle track, landscape buffer, and transit stops: see typical cross sections below.
Design Exceptions
Cross sections shown below received "Design Acceptance" approval from Robert Pappe, P.E., Chief Engineer via a letter issued November, 2016.
Public Involvement
City of West Linn conducted public outreach and "2016 Highway 43 Concept Plan" adoption through public hearing. No known community issues.
Risks and Other Information
There is a risk associated with designing the roadway for peds and cyclists where driveways exist. This is a known project risk. See other project risks listed in Project Charter pertaining to topography, stormwater, etc.. Note: The funding for this project comes from multiple sources (ODOT Enhance, Metro RFFA) and is part of a larger effort to complete this cross section on 43 throughout West Linn.

Attachments: Two, sets of same cross sections with different levels of detail. The first set (below) is part of the ODOT approved, "design acceptance"; the second, set are from the adopted, City of West Linn "2016 Highway 43 Concept Plan".

Exhibit 1: OR 43 Concept Design Plan Typical and Constrained Cross Section



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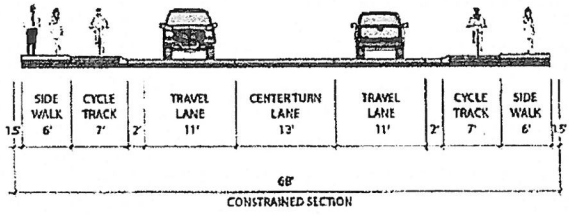
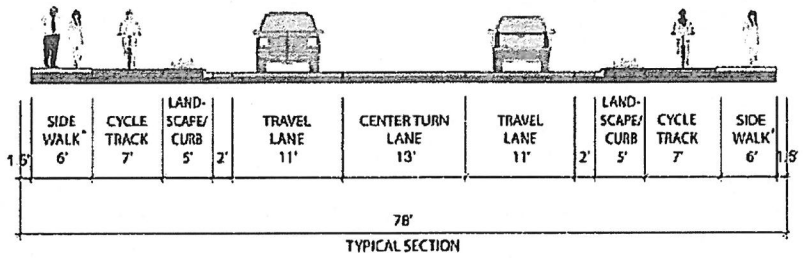


Source: 2016 Highway 43 Concept Plan

Typical Cross Section (Final design is subject to ODOT approval)

The typical cross section includes sidewalks, protected bike facilities (cycle tracks), a landscape buffer, one motor vehicle travel lane in each direction, and a center turn lane. This cross section is the preferred cross section throughout the corridor and is applied in locations not limited by extreme topography or potential building impacts.

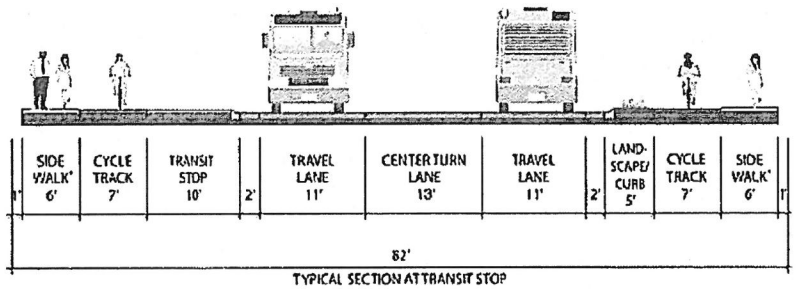


TYPICAL SECTION

* *In commercial areas with zero-setback buildings, sidewalk widths may be expanded to provide additional pedestrian sp*

Transit Stop Cross Section (Final design is subject to ODOT approval)

The transit stop cross section is very similar to the typical cross section, but it replaces the landscape buffer with a slightly wider transit stop platform to allow for accessible boarding and alighting of the transit vehicles in a location separated from the bicycle facility

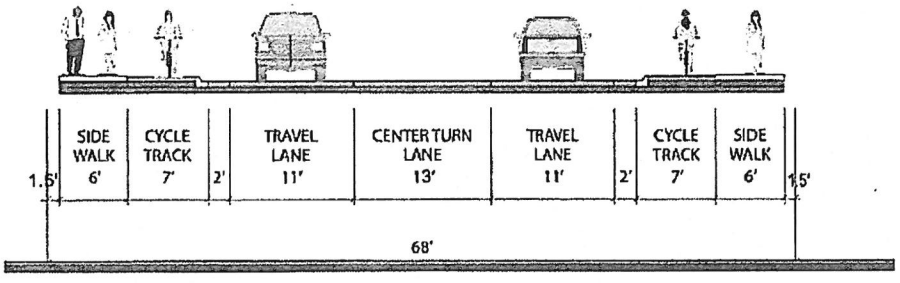


TYPICAL SECTION AT TRANSIT STOP

* *In commercial areas with zero-setback buildings, sidewalk widths may be expanded to provide additional pedestrian space.*

Constrained Cross Section (Final design is subject to ODOT approval)

The constrained cross section is similar to the typical cross section, but it removes the landscape buffers between the bicycle facility and the motor vehicle travel lane. The constrained cross section is applied on one or both sides of the roadway in locations where topography, other natural features, or building impacts limit the total roadway width.



2014 - 2015 SCOPING COST ESTIMATE
REGION 1
OREGON STATE HIGHWAY DIVISION

PROJECT NAME: KEY NUMBER: HWY. NAME & NUMBER: MILEPOINT LIMITS: COUNTY: WORK TYPE:	DESCRIPTION: Cycletrack and sidewalk on both sides of OR43 from Arbor to Hidden Springs, 7,500 sf of new road extending Hidden Spring Rd to Old River Dr PREPARED BY: Jake Skugrud DATE PREPARED: 22 April rev 1 - 25 April rev 2 - 26 April, Jake Skugrud (West Linn reductions, ROW, Drain, Contg %) rev 3 - 27 April, Skugrud rev 4 - 28 April, Skugrud (moved southern limit to Cedar Oak Drive) ANTICIPATED ESTIMATE UPDATE:	PROJECT TEAM:

QUANTITY SUMMARY & COST ESTIMATE

PROJ SUM	% ITEM	BID ITEM NUMBER	ITEM	UNIT	QUANTITY	UNIT COST	ITEM COST	COMMENT
			PROSPECTUS COST ESTIMATE SUMMARY	Est. Cost x $1,000	Inf. Cost x $1,000	Inflation Year		Annual Factor Year & Rate
PL			PLANNING	$ -	$ -	2011		2010 to 2011 = 4.3%
PE			PRELIMINARY ENGINEERING	$ 939	$ 976	2011		2012 to 2015 = 4.0%
RW			RIGHT OF WAY	$ 440	$ 457	2011		
UR			UTILITY REIMBURSEMENT	$ -	$ -	2011		
								INFLATION FACTOR
MO			MOBILIZATION	$ 361	$ 406	2013		2010 = 1.000
RO			ROADWAY	$ 2,066	$ 2,324	2013		2011 = 1.040
ST			STRUCTURES	$ 295	$ 332	2013		2012 = 1.082
SI			SIGNALS	$ 600	$ 675	2013		2013 = 1.125
IL			ILLUMINATION	$ -	$ -	2013		2014 = 1.170
TP			TEMPORARY PROTECTION	$ 289	$ 325	2013		2015 = 1.217
CC			CONSTRUCTION CONTINGENCIES	$ 1,083	$ 1,219	2013		
CE			CONSTRUCTION ENGINEERING	$ 704	$ 792	2013		
AN			ANTICIPATED ITEMS	$ -	$ -	2013		
			TOTAL CE AND CONSTRUCTION	$ 5,398	$ 6,073	STATUS		TOTAL ESTIMATE CHECK
			TOTAL ESTIMATE	$ 6,776	$ 7,506	OK		$6,776
		0200	MOBILIZATION AND TRAFFIC CONTROL					(see notes)
MO	A	0210-0100000A	MOBILIZATION	LS	ALL	10%	$361,057	
TP	A	0225-0100000A	TEMPORARY PROTECTION AND DIRECTION OF TRAFFIC	LS	ALL	8%	$288,845	
		0280	EROSION CONTROL					(see notes)
RO	A	0280-0100000A	EROSION CONTROL	LS	ALL	2%	$72,211	
		0300	ROADWORK					(see notes)
RO	B	0305-0100000A	CONSTRUCTION SURVEY WORK	LS				
RO	B	0310-0101000F	REMOVAL OF CURBS	FOOT	4000	$1.50	$6,000	approximetly one side only
RO	B	0310-0102000J	REMOVAL OF WALKS AND DRIVEWAYS	SQYD	2667	$15.00	$40,000	appx. One side only 6 ft wide
RO	B	0310-0106000A	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	LS				
RO	B	0350-0105000J	SUBGRADE GEOTEXTILE	SQYD				
		0400	DRAINAGE AND SEWERS					(see notes)
RO	B	0400-9Z90000A	DETENTION	LS				
RO	B	0400-9Z90001A	WATER QUALITY	LS	1	$100,000	$100,000	discussion w/ city engineer
RO	B	0400-9Z90002	DRAINAGE	LS	1	$200,000	$200,000	discussion w/ city engineer
RO	B	0490-0120000E	MINOR ADJUSTMENT OF MANHOLES	EACH				
		0500	BRIDGES					(see notes)
ST	B	0500-9Z90000A	BRIDGE #XXXX	LS				
ST	B	0501-0100000A	BRIDGE REMOVAL WORK	SQFT				
ST	B	0596-0103000J	RETAINING WALL, CONVENTIONAL SEGMENTAL	SQFT	4536	$65.00	$294,840	3 culverts w/ 12' avg wall height
		0600	BASES					(see notes)
RO	B	0620-0104000J	COLD PLANE PAVEMENT REMOVAL, 0 - 2 INCHES DEEP	SQYD				
RO	B	0620-0120000J	COLD PLANE PAVEMENT REMOVAL, 2 INCHES DEEP	SQYD	24,387	$3.00	$73,162	
RO	B	0640-0100000M	AGGREGATE BASE	TON	4,100	$25.00	$102,500	8" below cycletrack + 6" below si
RO	B	0640-0101000M	AGGREGATE SHOULDERS	TON				
		0700	WEARING SURFACES					(see notes)
RO	B	0730-0100000M	EMULSIFIED ASPHALT FOR TACK COAT	TON	5	$125.00	$640	OR43 and new Old River Rd.
RO	B	0745-0302000M	LEVEL 3, 1/2 INCH DENSE HMAC	TON	2,000	$56.00	$112,000	OR43 and new Old River Rd.
RO	B	0745-0640000M	PG 70-22 ASPHALT IN HMAC	TON	120	$200.00	$24,000	OR43 and new Old River Rd.
RO	B	0749-0100000E	EXTRA FOR ASPHALT APPROACHES	EACH				
RO	B	0759-0100000F	CONCRETE CURBS	FOOT	15,380	$16.00	$246,080	double due to landscape buffer
RO	B	0759-0106000F	CONCRETE CURBS, LOW PROFILE MOUNTABLE CURB	FOOT	7,690	$14.00	$107,660	
RO	B	0759-0122000J	CONCRETE ISLANDS	SQFT				
RO	B	0759-0126000J	CONCRETE DRIVEWAYS	SQFT				25 driveways not scoped yet
RO	B	0759-0128000J	CONCRETE WALKS	SQFT	46,140	$5.00	$230,700	includes new road design
RO	B	0759-0153000Y	RETROFIT CONCRETE SIDEWALK RAMPS	EACH	46	$2,000	$92,000	
RO	B	0759-0153000Z	EXTRA FOR NEW SIDEWALK RAMPS	EACH				
RO	B	0759-9Z90003	CONCRETE CYCLETRACK	SQFT	53,396	$5.00	$266,980	concept sketch has 4" A.C.
		0800	PERMANENT TRAFFIC SAFETY AND GUIDANCE DEVICES					(see notes)
RO	B	0800-9Z90005	STRIPING AND PAVEMENT MARKINGS	LS	0.75	$45,000	$33,750	
RO	B	0810-0104000F	GUARDRAIL, TYPE 2A	FOOT				
RO	B	0840-0100000E	DELINEATORS, TYPE 1	EACH				
RO	B	0865-0119000F	THERMOPLASTIC, NON-PROFILE, 120 MILS, SPRAYED	FOOT				
		0900	PERMANENT TRAFFIC CONTROL AND ILLUMINATION SYSTEMS					(see notes)
RO	B	0900-9Z90006	REMOVE EXISTING TRAFFIC SIGNAL	LS		$10,000		
RO	B	0905-0100000A	REMOVE EXISTING SIGNS	LS				
RO	B	0905-0101000A	REMOVE AND REINSTALL EXISTING SIGNS	LS				
SI	B	0990-0101000A	TRAFFIC SIGNAL INSTALLATION	LS	2	$300,000	$600,000	Lazy R Rd and Hidden Springs R
RO	B	0990-9Z90004	ILLUMINATION UPGRADE	LS	0.75	$50,000	$37,500	add illumination arms to PGE
		1000	RIGHT OF WAY DEVELOPMENT AND CONTROL					(see notes)
RO	B	1030-0106000R	PERMANENT SEEDING, MIX NO. 1	ACRE				
RO	B	1070-0100000E	SINGLE MAILBOX SUPPORTS	EACH				
RO	B	1070-0102000E	MAILBOX CONCRETE COLLARS	EACH				
		8000	OTHER					(see notes)
RO	B	8000-9Z90001	CONTAMINATED SOIL REMOVAL AND DISPOSAL	TON	4,275	$75	$320,642	23' on one side, 10' deep
RO	B	8000-9Z90002	OTHER2	UNIT				
			BID ITEMS SUBTOTAL				$3,610,568	
CC			CONTINGENCIES (3.5% min. at Final Plans)			30%	$1,083,171	(see notes)
CE			CONSTRUCTION ENGINEERING			15%	$704,061	(see notes)
			ANTICIPATED ITEMS (Confirm Anticipated Items with Area Manager)					
AN				LS	1			(see notes)
AN			ANTICIPATED ITEM - PUBLIC OUTREACH	LS	1			(see notes)
AN			ANTICIPATED ITEM - ESCALATION	LS	1			(see notes)
			ANTICIPATED ITEM - SMOOTHNESS BONUS OR STATISTICAL					
AN			BONUS	LS	1			(see notes)
			TOTAL CONSTRUCTION COST				$5,397,800	
PE			PRELIMINARY ENGINEERING	LS	ALL	20%	$938,748	includes R/W
UR			UTILITY REIMBURSEMENTS	LS	1			(see notes)
			PLANNING or ACCESS MNGMNT PLAN (Request Est. from Planner					
PL			or Access Rep.)	LS	1			(see notes)
RW			RIGHT OF WAY ESTIMATE (Request Est. from Right of Way)	LS	1	$439,779	$439,779	(see notes)
			TOTAL ESTIMATE				$6,776,327	

2008 BID ITEM LIST (Updated 7/15/10) http://www.oregon.gov/ODOT/HWY/SPECS/docs/bid_item_list/2008_Bid_Item_List.xls

From:	Calvert, Lance
To:	FREITAG Matthew D * Matt; Coffie, Morgan
Cc:	SCARLETT Paul; Stein, Eileen
Subject:	RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review
Date:	Monday, February 12, 2018 10:43:09 AM

Just proceed as planned and we can modify during design if necessary. The city is committed to seeing this project completed and we are also pursuing design as much as possible along the corridor.

Thanks,

Lance

From: FREITAG Matthew D * Matt [mailto:Matthew.D.FREITAG@odot.state.or.us]
Sent: Friday, February 09, 2018 9:09 AM
To: Calvert, Lance <lcalvert@westlinnoregon.gov>; Coffie, Morgan <mcoffie@westlinnoregon.gov>
Cc: SCARLETT Paul <Paul.SCARLETT@odot.state.or.us>
Subject: RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review

Lance,

The IGAs are moving, looks like you should have something soon.

I've received all of the comments I expect to get on the Charter (attached). I think it is ready for signatures after your final review. Of particular concern is the updated estimate for PE and CN, which shows a funding shortfall of over $1M. We can manage some of the costs with minor adjustments during design, but to keep the project balanced will likely require significant cuts to scope or additional funding from the City. Is your preference to adjust scope now, or modify during design?

Thanks,
Matt Freitag, P.E.
(503) 731-4851 Office
(503) 704-3839 Mobile

From: Calvert, Lance [mailto:lcalvert@westlinnoregon.gov]
Sent: Friday, January 26, 2018 12:35 PM
To: FREITAG Matthew D * Matt; Coffie, Morgan
Subject: RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review

Matt,

What is the latest on getting the IGA's approved? I need these ASAP to get on the next Council

agenda or I'm pushing back to March agendas!

At this point, these IGA delays are going to delay the entire project schedule. We need to get going.

Let me know how I can help.

Thanks,

Lance

From: FREITAG Matthew D * Matt [mailto:Matthew.D.FREITAG@odot.state.or.us]
Sent: Monday, January 08, 2018 9:03 AM
To: Coffie, Morgan <mcoffie@westlinnoregon.gov>
Cc: Calvert, Lance <lcalvert@westlinnoregon.gov>
Subject: RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review

Hi Morgan,

I don't think I'm missing anything from the City for the Charter, just ODOT items. I wanted to keep you both in the loop on the progress. I hope to have this wrapped up in the next 2 weeks.

Thanks,
Matt Freitag, P.E.
(503) 731-4851 Office
(503) 704-3839 Mobile

From: Coffie, Morgan [mailto:mcoffie@westlinnoregon.gov]
Sent: Tuesday, January 02, 2018 8:27 AM
To: FREITAG Matthew D * Matt
Subject: RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review

Matt,

You mentioned that there are a few gaps that you need info from and want that info by 1/5. Lance is out of the office until 1/8. Can you clarify if any of the missing information needs to come from the City? If so, I will follow up with Lance on vacation to get you the info by 1/5.

Thanks,
Morgan

From: FREITAG Matthew D * Matt [mailto:Matthew.D.FREITAG@odot.state.or.us]
Sent: Thursday, December 28, 2017 4:18 PM
To: XU Liantao R <Liantao.R.XU@odot.state.or.us>; SHARMA Shyam

<Shyam.SHARMA@odot.state.or.us>; ROMERO Shelli <Shelli.ROMERO@odot.state.or.us>; MODERIE Justin G <Justin.G.MODERIE@odot.state.or.us>; LANE Ivy Y <Ivy.Y.LANE@odot.state.or.us>
Cc: GARRISON Richard F <Richard.F.GARRISON@odot.state.or.us>; CLARK Tamira J <Tamira.J.CLARK@odot.state.or.us>; SCARLETT Paul <Paul.SCARLETT@odot.state.or.us>; WATANABE Richard F <Richard.F.WATANABE@odot.state.or.us>; SEXTON Ryan <Ryan.SEXTON@odot.state.or.us>; Calvert, Lance <lcalvert@westlinnoregon.gov>; Coffie, Morgan <mcoffie@westlinnoregon.gov>
Subject: RE: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review

Here is the updated charter and PE budget. There are a few gaps that need to be filled in for team members and PE estimates. I'd like this information by 1/5 please.

The link below still works for scoping docs.

Thanks,
Matt

From: FREITAG Matthew D * Matt
Sent: Wednesday, August 09, 2017 3:55 PM
To: XU Liantao R; PELTZ Tova R; SHARMA Shyam; MUMA Steven L; LANE Ivy Y; PUTNEY Mandy; ROMERO Shelli; PETERS Jacob D; HUNAIDI Sam H; MAKLER Jon; ADAMS Talena E; HALPENNY Kathryn L * Kat; CURTIS Gail E; SEXTON Ryan
Cc: GARRISON Richard F; CLARK Tamira J; WATANABE Richard F
Subject: K20329 OR43 Multimodal Transportation Project (West Linn), draft charter for review
Importance: High

Attached are the current draft Charter and draft PE budget for review. Please take a look and let me know what edits are needed. I will also need a project representative assigned for each technical discipline and updated PE estimates for both consultant tasks and ODOT review. **I'd appreciate this information by 8/23/17**.

Scoping files: \\7D1087MF\share\K20329_OR43_MMTP

Thanks,

Matt Freitag, P.E.
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Portland OR 97209-4012
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(503) 704-3839 Mobile
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Morgan Coffie
Management Analyst
Public Works Support

22500 Salamo Rd.