

# Rose Quarter Project Updates

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November 13, 2025

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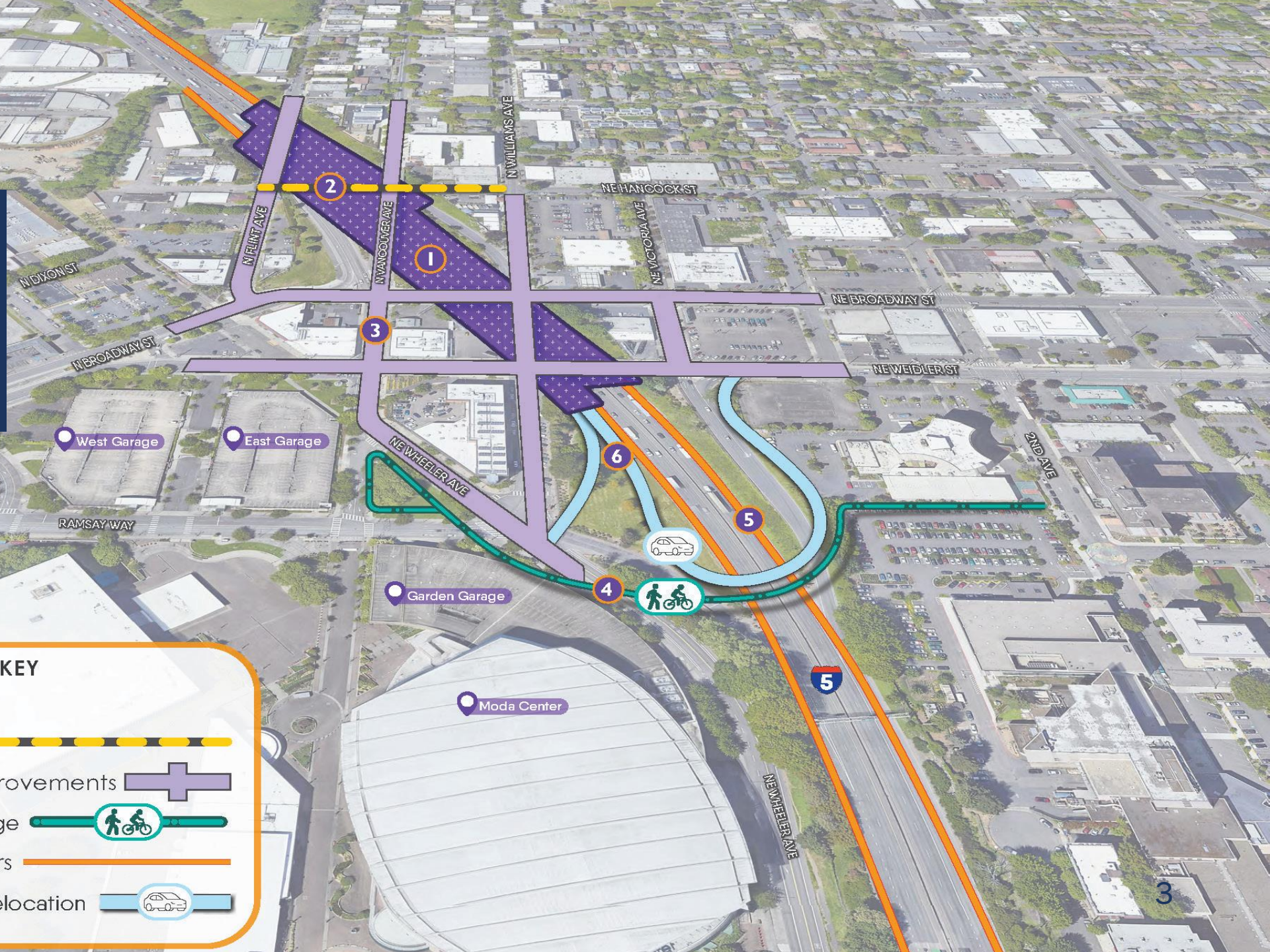
**David Kim** – Statewide Project Delivery Manager, ODOT

# Overview of Project Funding

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# 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 

## Rose Quarter Funding

|                          | Misc.Fed/State/<br>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<br>Construction | \$5M                     | \$70M         |                | \$75M           |
| Phase 1<br>Construction  |                          | \$167.5M      |                | \$167.5M        |
| <b>Total</b>             | <b>\$32.4M</b>           | <b>\$380M</b> | <b>\$67.5M</b> | <b>\$479.9M</b> |

# Phase 1A Update

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## 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 being installed to begin work on drainage pond



# Cost Reduction Opportunities

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# Cost Reduction Approach

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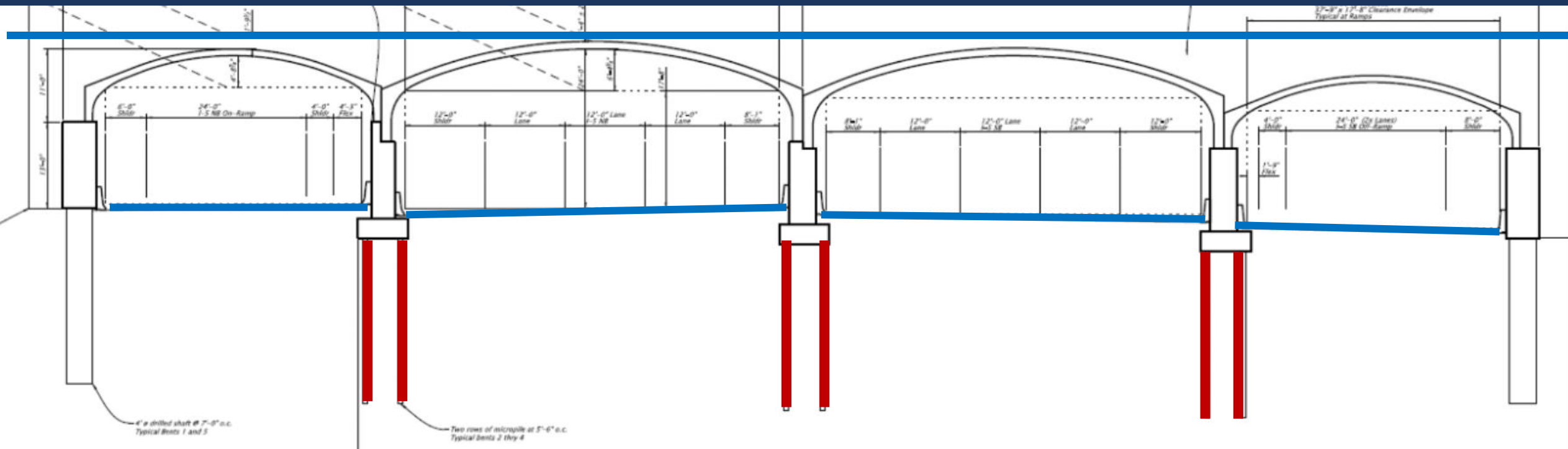
## CONTEXT:

- As directed at the May 8<sup>th</sup>, 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

# Adopted: Micropile for Highway Cover Foundation



## Adopted

# Micropiles for Highway Cover Foundation

**Concept:** Micropiles for highway cover foundation

- ★ Schedule
  - Neutral
- ★ Budget
  - \$45M reduction

| Benefits                                                                                                                                                                                                                                                                                                                                                                            | Challenges                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Micropile foundations offer flexibility in construction and are better suited to address known and unknown subsurface obstructions, if encountered.</li><li>• Drilling equipment for micropiles is smaller than other traditional foundation types, and can be better mobilized in restrictive areas and low headroom conditions.</li></ul> | <ul style="list-style-type: none"><li>• 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.</li><li>• Micropiles will require a large pile cap, resulting in a larger foundation footprint.</li><li>• Micropile foundations will require temporary shoring and potential traffic closures for construction.</li></ul> |

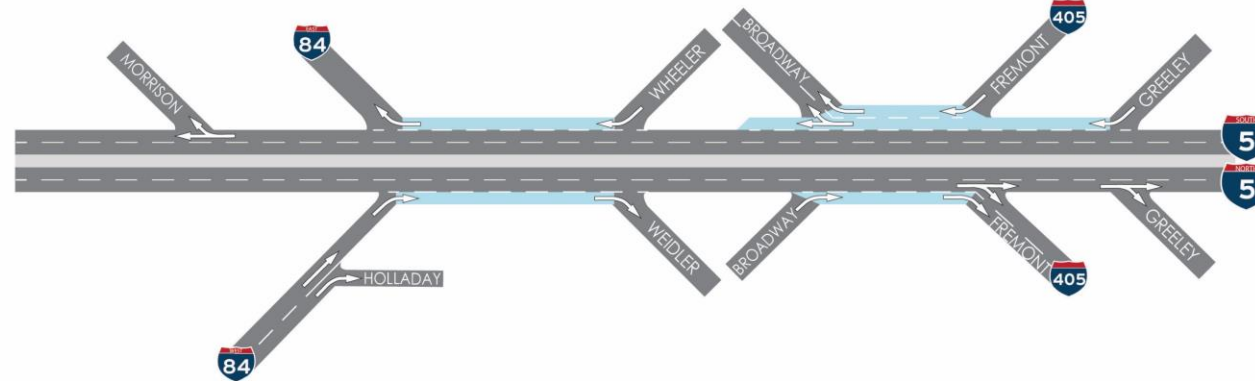
## Cost Reduction Concepts – Continuing Evaluation (\$2M - \$50M)

- 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

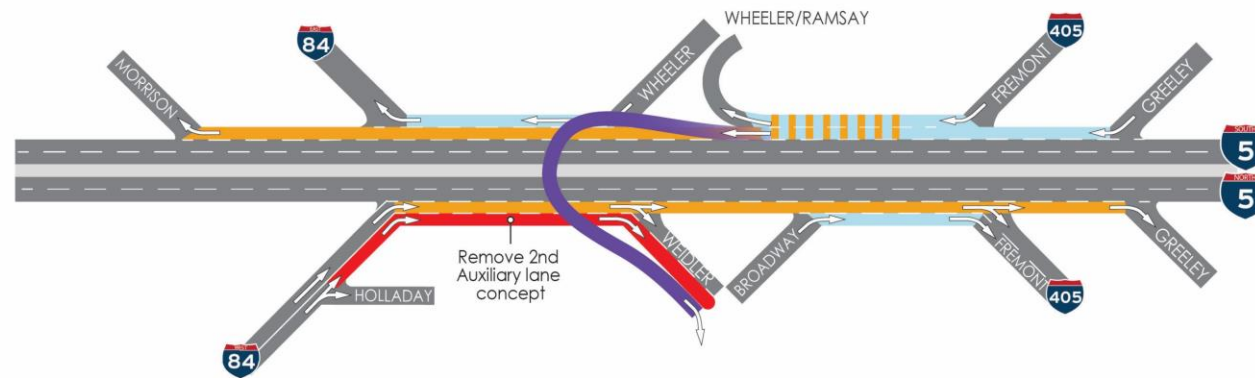


# Ruled Out: Remove Second Auxiliary Lane (I-84 to Weidler)

## EXISTING CONDITIONS



## PROPOSED IMPROVEMENTS



- Legend:**
- Existing I-5 Travel Lanes
  - New Auxiliary Lanes and Shoulders
  - Existing Auxiliary Lanes
  - Extension of Existing Auxiliary Lane and Shoulders
  - New Flyover
  - Remove 2nd Auxiliary lane concept

## Ruled Out

### Remove Second Auxiliary Lane (I-84 to Weidler)

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

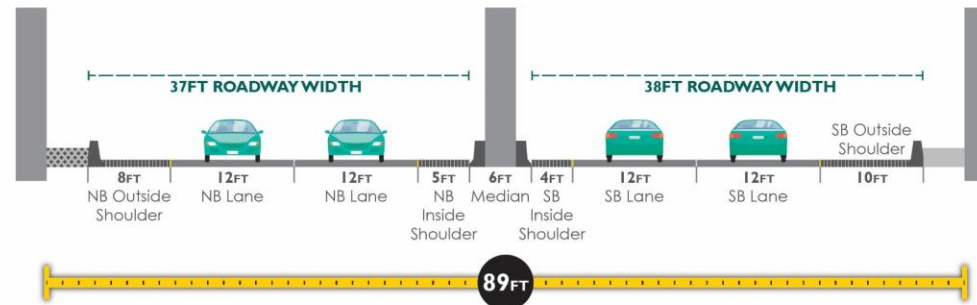
- ★ Schedule
  - Neutral

- ★ Budget
  - \$30M-\$35M Reduction

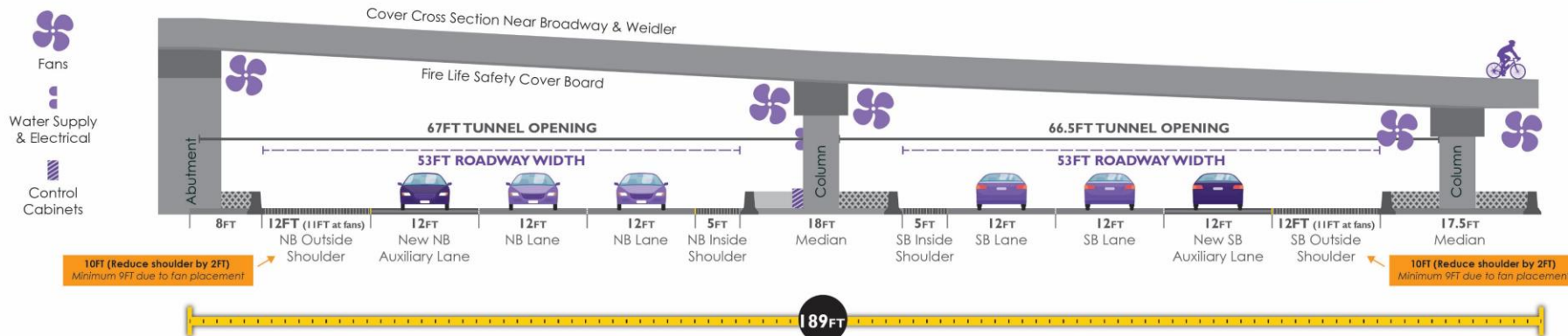
| Benefits                                                                                                                                                                                                                                                                                                                                                        | Challenges                                                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Eliminates significant widening and walls</li><li>• Still addresses operational issue by providing continuous aux lane from I-84 to I-405</li><li>• Still provides safety shoulders</li><li>• Freight pinch point at existing on-ramp would be addressed</li><li>• Does not preclude future aux lane addition</li></ul> | <ul style="list-style-type: none"><li>• Full operational benefits identified in NEPA would not be realized</li><li>• Not constructing the 2<sup>nd</sup> 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.</li></ul> |

# Ruled Out: Highway Width Reduction within Highway Cover Area

## EXISTING CONDITIONS BETWEEN BROADWAY AND WEIDLER AVE



Existing Proposed Cover



## 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

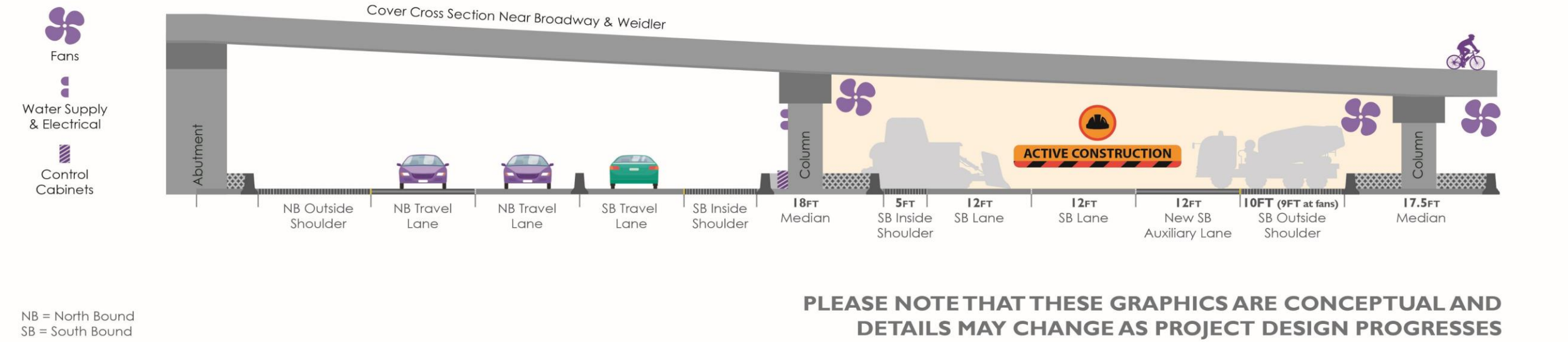
NB = North Bound  
SB = South Bound

# Ruled Out: Highway Width Reduction within Highway Cover Area



LOCATION 4: TRAFFIC DURING CONSTRUCTION OF SOUTHBOUND DIRECTION

4



## Ruled Out

### Highway Width Reduction within Highway Cover Area

**Concept:** Reduce cover width by two feet  
in each direction

★ Schedule

- Neutral

★ Budget

- \$20M Reduction

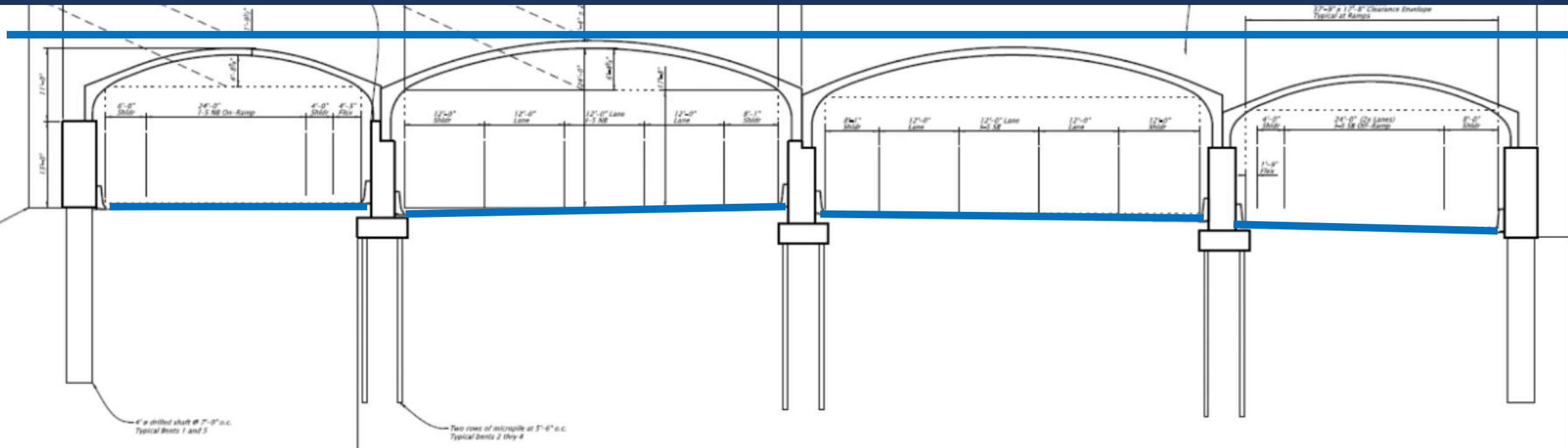
## Benefits

- Meets AASHTO minimum shoulder egress for Fire, Life, Safety

## Challenges

- 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



## 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• Potential reduction in long term maintenance</li><li>• More flexible Fire, Life, Safety design in the arch sections.</li><li>• Utility routing on the cover is simplified for future development</li></ul> | <ul style="list-style-type: none"><li>• 12-month impact to design schedule</li><li>• Non-traditional concept has more risks</li><li>• Maintaining traffic during construction more complex</li><li>• Impact to cover use undetermined and does not allow asymmetrical loading</li><li>• 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</li><li>• 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.</li></ul> |



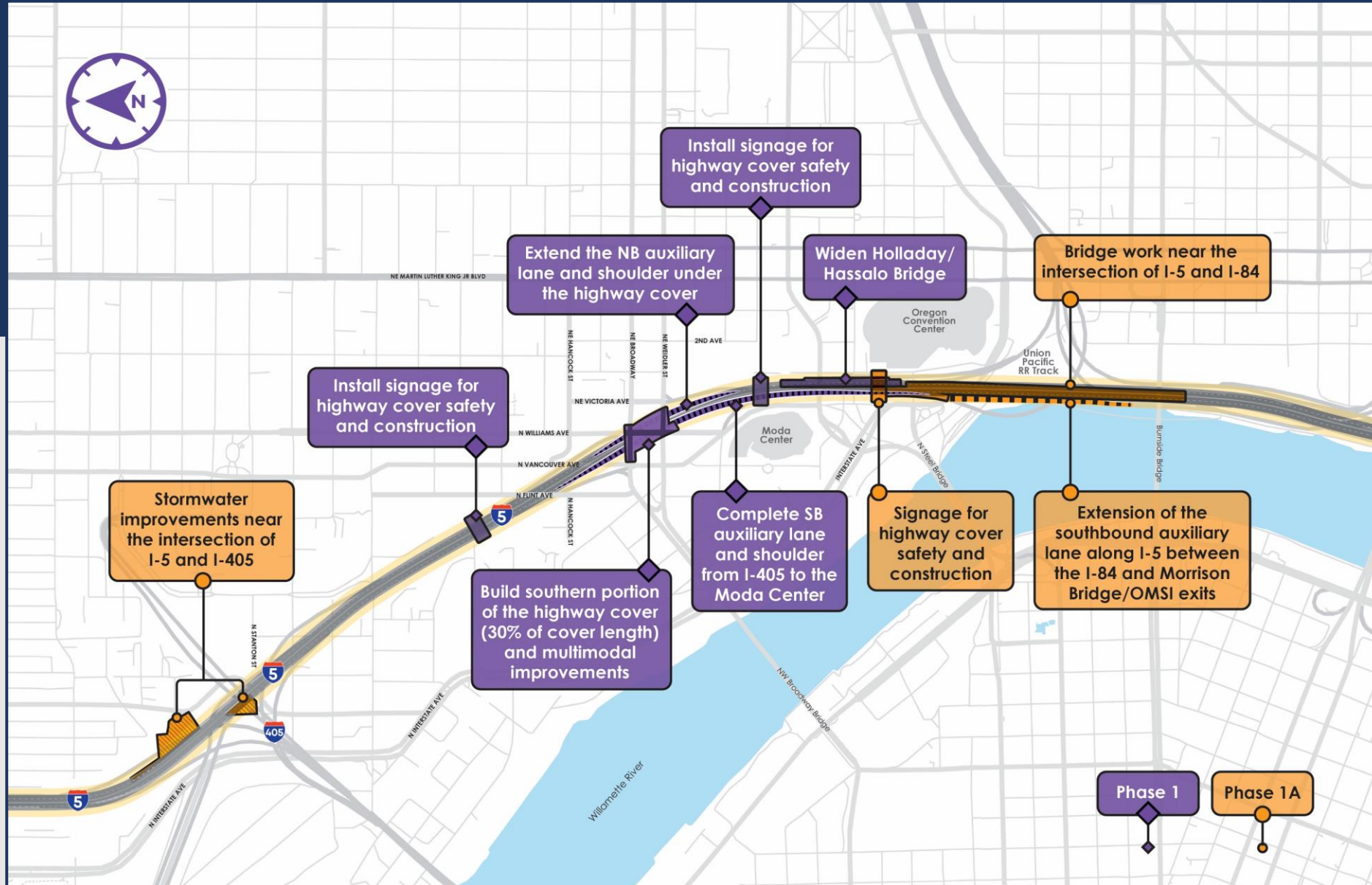
## Next Steps & Continued Process Improvement

- 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

# Options Moving Forward

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# Option 1: Broadway Weidler Phase 1 Full Package



# Option 1: Build BW Phase 1 Full Package with Additional Funding

★ Schedule

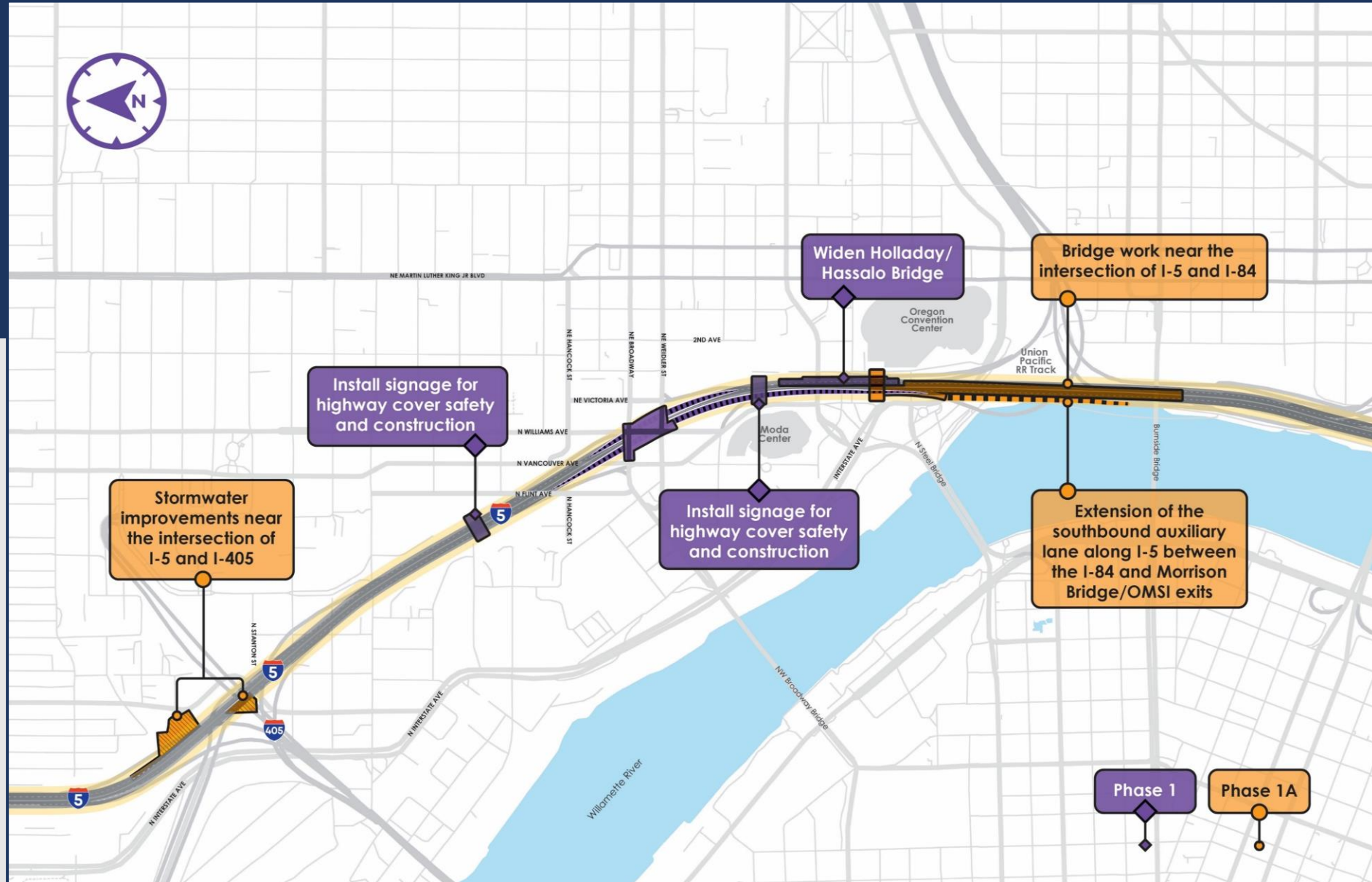
- 90% Design Q4 2026
- 100% Design Q2 2027
- ROW Complete Q2 2028
- Construction NTP Q3 2028

★ Budget

- Estimate will be updated with 60% Design Q2 2026
- Risk modeling will be updated

| Benefits                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Challenges                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"><li>• The design would be advanced such that the B/W Phase 1 is ready to go to construction.</li><li>• The \$51M remaining in the PE phase will bring B/W Phase 1 to a shovel ready state.</li><li>• By continuing with the design, we are preserving the design, engineering and environmental work already completed.</li><li>• Shovel-ready designs for B/W Phase 1 to better position us to receive future funding.</li></ul> | <ul style="list-style-type: none"><li>• Construction will not be continuous after Phase 1a is complete.</li><li>• There will be impacts to HSJV &amp; subcontractors.</li><li>• There's a cost to demobilizing the construction force, and bringing them back will add additional cost to the overall project.</li><li>• Unused construction funding could create the perception of a lack of commitment by ODOT to advance the project.</li></ul> |

# Option 2: Build Phase 1B With Available \$167M



## Option 2: Build Phase 1B with Available \$167M

### ★ Schedule

- 100% Design Q2 2027
- ROW Complete Q2 2027
- Construction NTP Q1 2028

### ★ Budget

- \$167M
- Design, Construction & Risk Cost included

### Pros

- 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.
- Close to continuous construction after Phase 1a.
- Removes the I-84 NB on-ramp pinch point. This is a concern to the Mobility Advisory Committee (MAC) and the freight community.

### Cons

- 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.

## Option 3: Stop Spending RQ Construction Funding

- **Option 3A:** \$167M goes to Abernethy – 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

| Pros                                                                                             | Cons                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <ul style="list-style-type: none"><li>• Budget is reallocated to other ODOT priorities</li></ul> | <ul style="list-style-type: none"><li>• 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.</li><li>• Reallocating dollars from RQ to Abernethy would be interpreted as ODOT's lack of commitment to small construction companies, undermining years of work to build strength in smaller construction firms.</li><li>• 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.</li><li>• Significant rework would be required to restart the project in the future.</li></ul> |



## Next Steps

### OTC Action: How would OTC like the Rose Quarter Project?

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