

# Oregon Bridge Delivery Partners: Program Management

A Joint Venture of Fluor  
Enterprises, Inc., and HDR  
Engineering, Inc.



oregon bridge delivery partners<sup>SM</sup>



# Transportation is at a “cross road”

## Oregon's Infrastructure Dilemma



# Why Program Management in Oregon?

5 percent state-owned bridges weight-restricted and projected to be 30 percent by 2010

Loss to Oregon over the next 25 years:

- \$123 billion in productivity
- 88,000 jobs

Need 600 new state employees

# Oregon Transportation Investment Act (OTIA) III (2003)

\$2.46 Billion Over 10 Years



# Oregon Bridge Delivery Partners: Mission

- Repair or replace hundreds of bridges throughout Oregon while enhancing the economy, mobility, communities and environment
- Customer: Oregon Department of Transportation
- Program: OTIA III State Bridge Delivery Program
- Time: 10 years
- Budget: \$1.3 billion

# Services

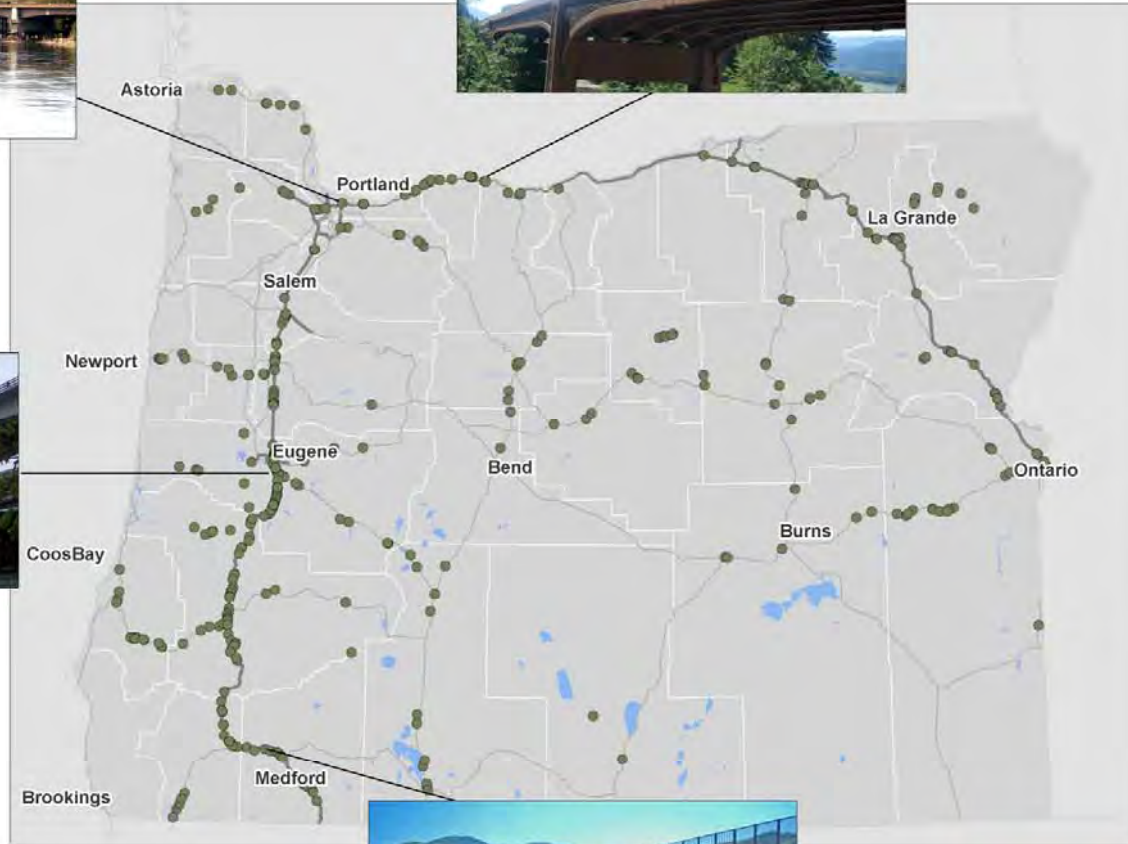
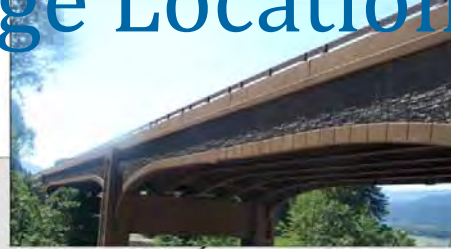
30 Program Management  
70 A/E services

Project Delivery Methods:

- Design-Bid-Build
- Design-Build
- Construction Management  
General Contractor (CM/GC)



# Program Bridge Locations



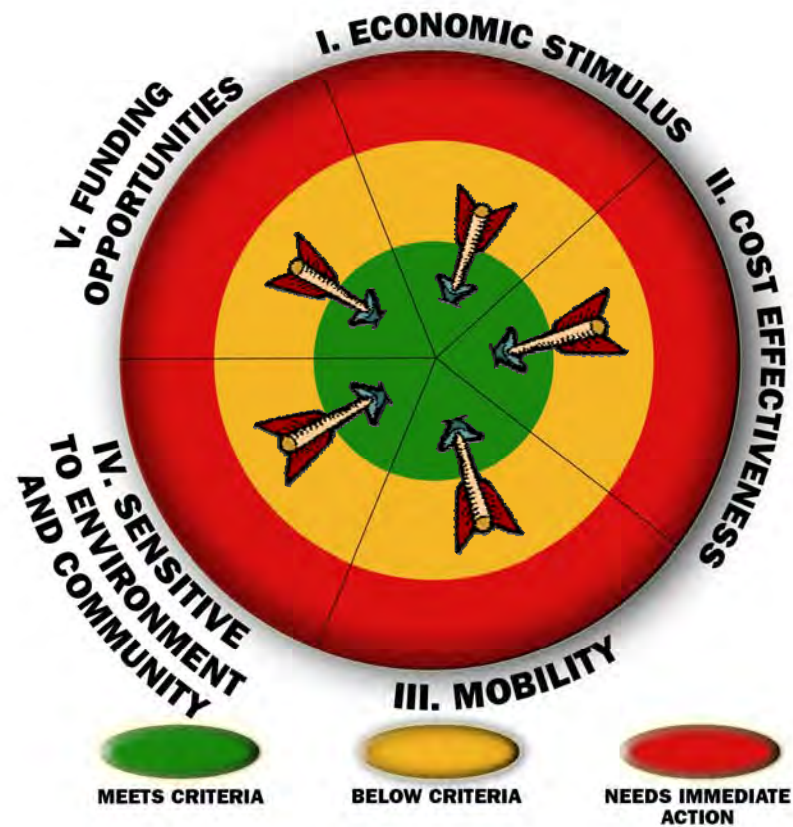
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# Context Sensitive and Sustainable Solutions (CS<sup>3</sup>) Program Goals

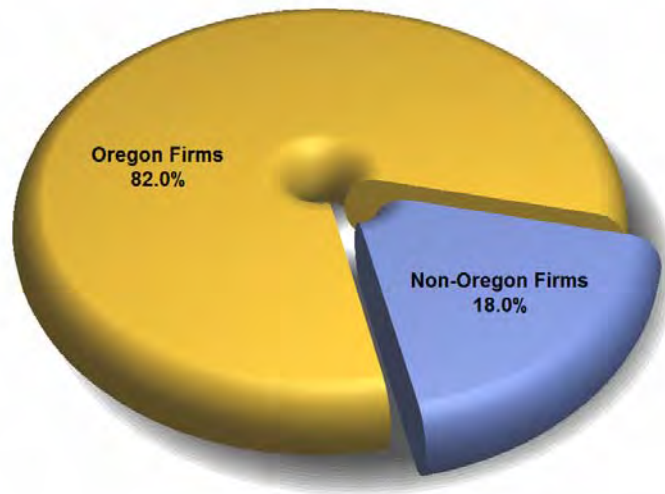




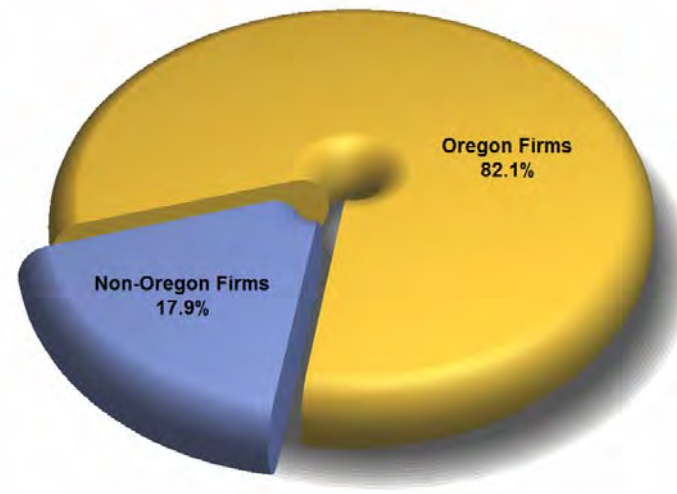
# CS<sup>3</sup> Results



# Economic Stimulus



Quantity of Work on Bridge Program



Percentage of Work in Dollars on Bridge Program

During the duration of the OTIA III bridge program, total direct spending (including program management and non-OTIA money) was over \$2.1 billion. The total economic impact of the bridge program is estimated to be over \$5.6 billion due to respending throughout the economy. In addition, over the duration of the bridge program it is estimated to create or sustain 22,000 jobs.

# Economic Savings

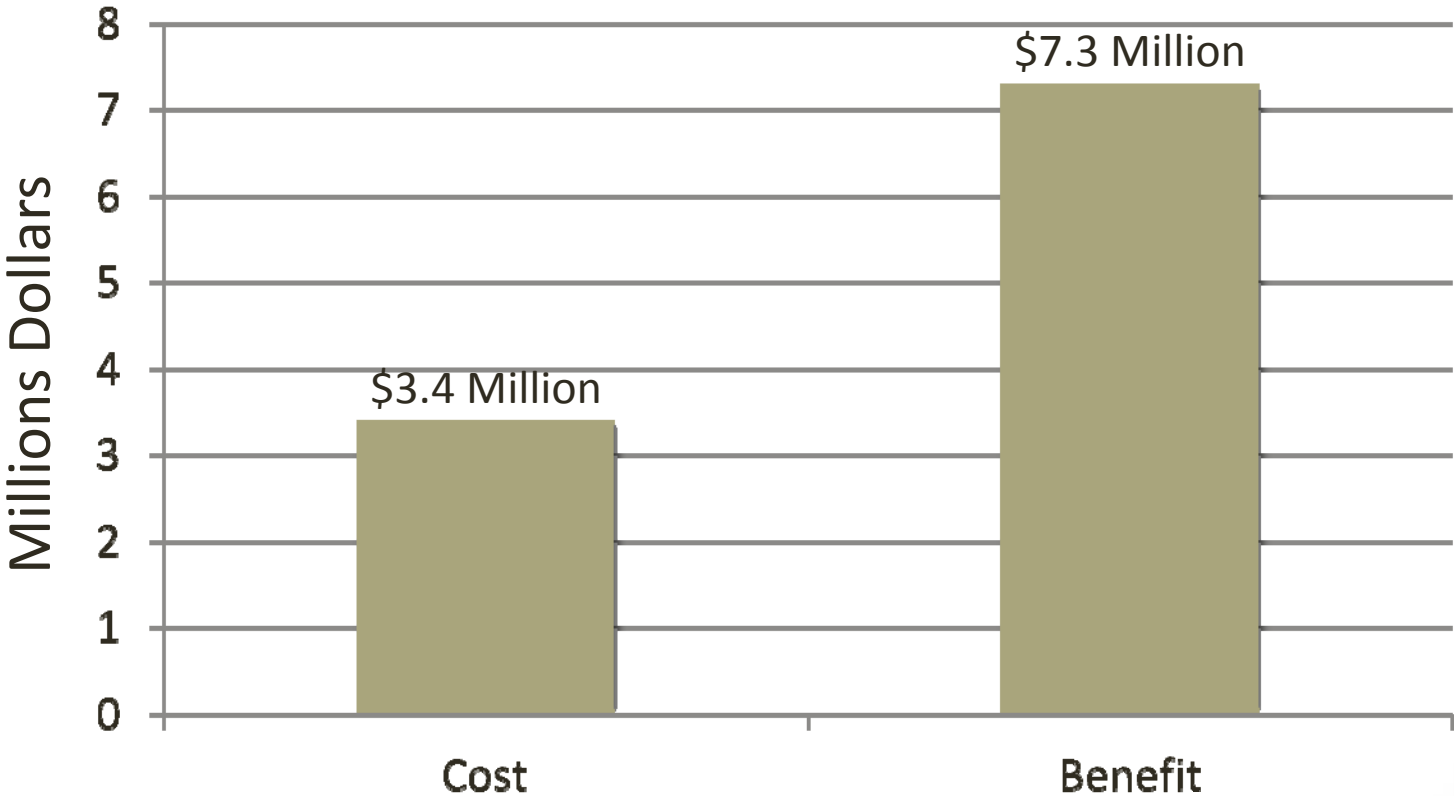
(Estimated through program completion unless otherwise stated)

Economic Savings	\$1.3 billion “Delivery” Budget	\$1.512 billion Program Budget
Budget under run (as of May 2012)	> \$50 million	> \$60 million
Mobility Impact Reduction	> \$200 million	> \$200 million
Environmental Programmatic Permitting	\$74 million	\$74 million
Recycled Material	\$20 million	\$20 million
Design Exceptions	\$683 million	\$683 million
Total	> \$1.027 billion	> 1.037 billion

\* Nearly \$150 million additional savings for bulk steel buys, steel versus concrete, CMGC risk-analysis, and flood mitigation

# Efficient and Cost Effective Delivery Practices

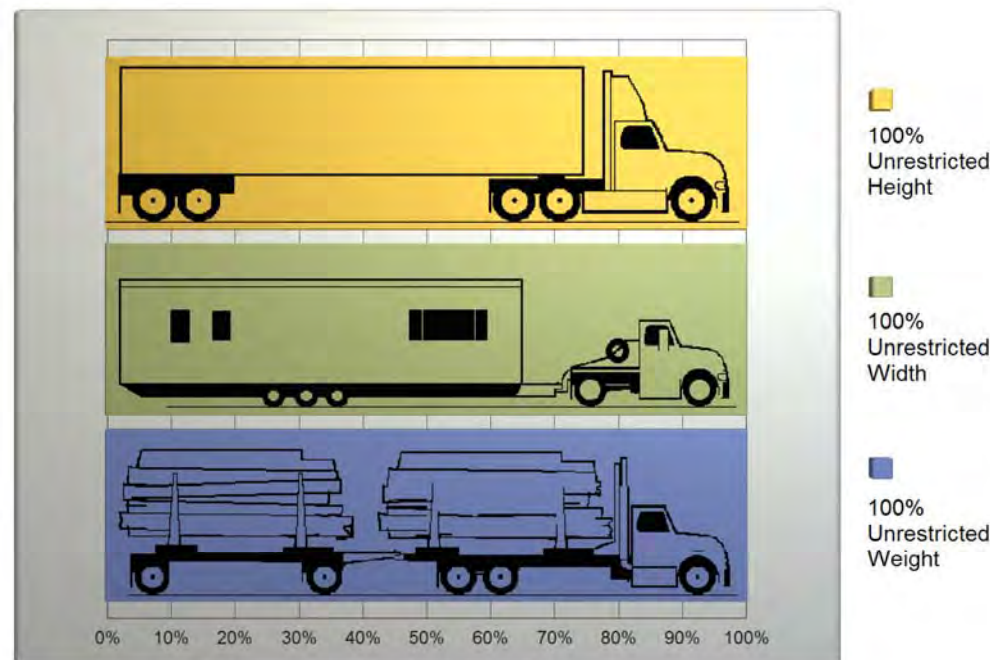
**Benefit-Cost of IT Systems**



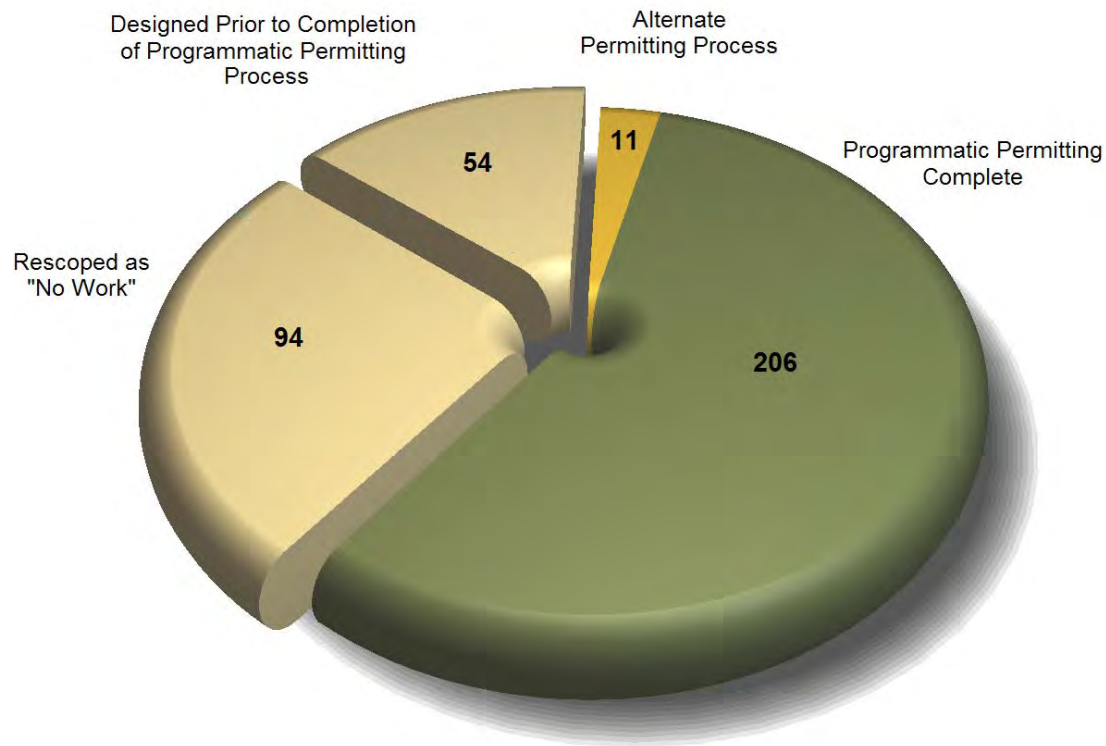
# Mobility

(Estimated through program completion unless otherwise stated.)

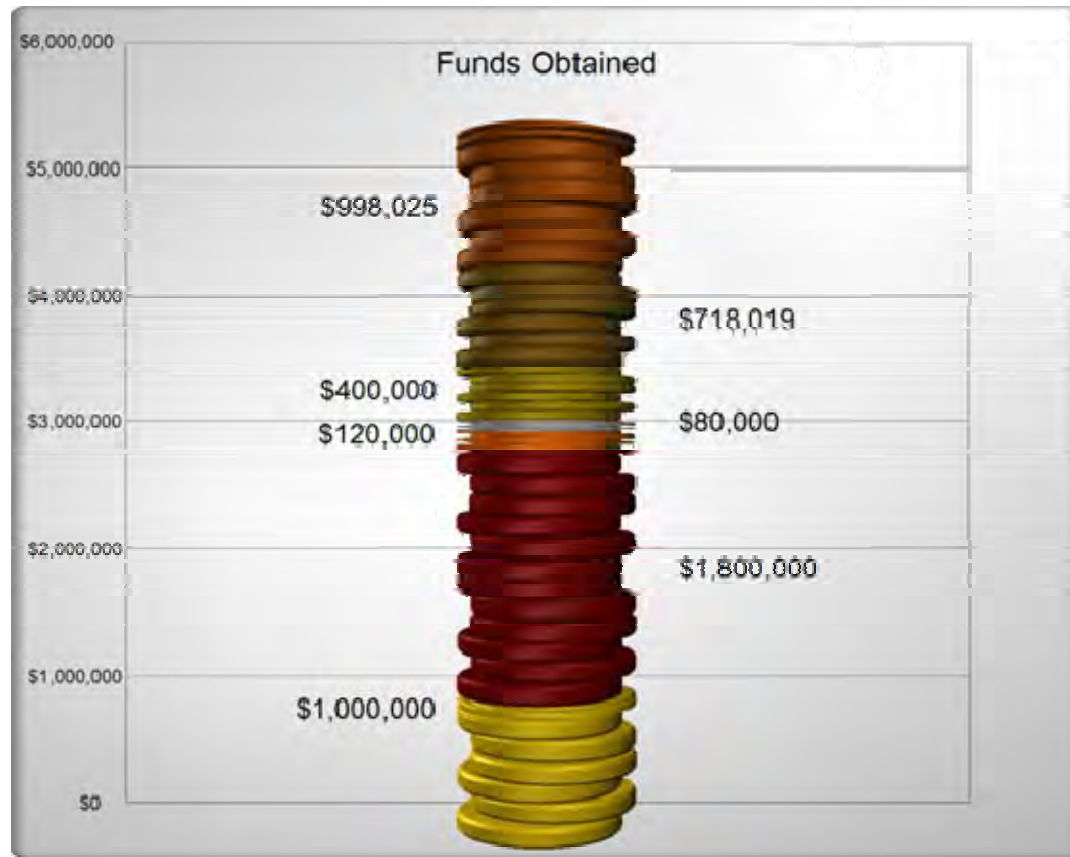
- Zero delays in construction zones
- Zero load restricted bridges



# Build Projects Sensitive to Their Communities and Landscape



# Capitalize on Funding Opportunities



# The Currency of the Future is Trust

$$\text{TRUST} = C + R + I/\text{SO}$$

*Where*

C = credibility

R = reliability

I = intimacy

SO = self-orientation



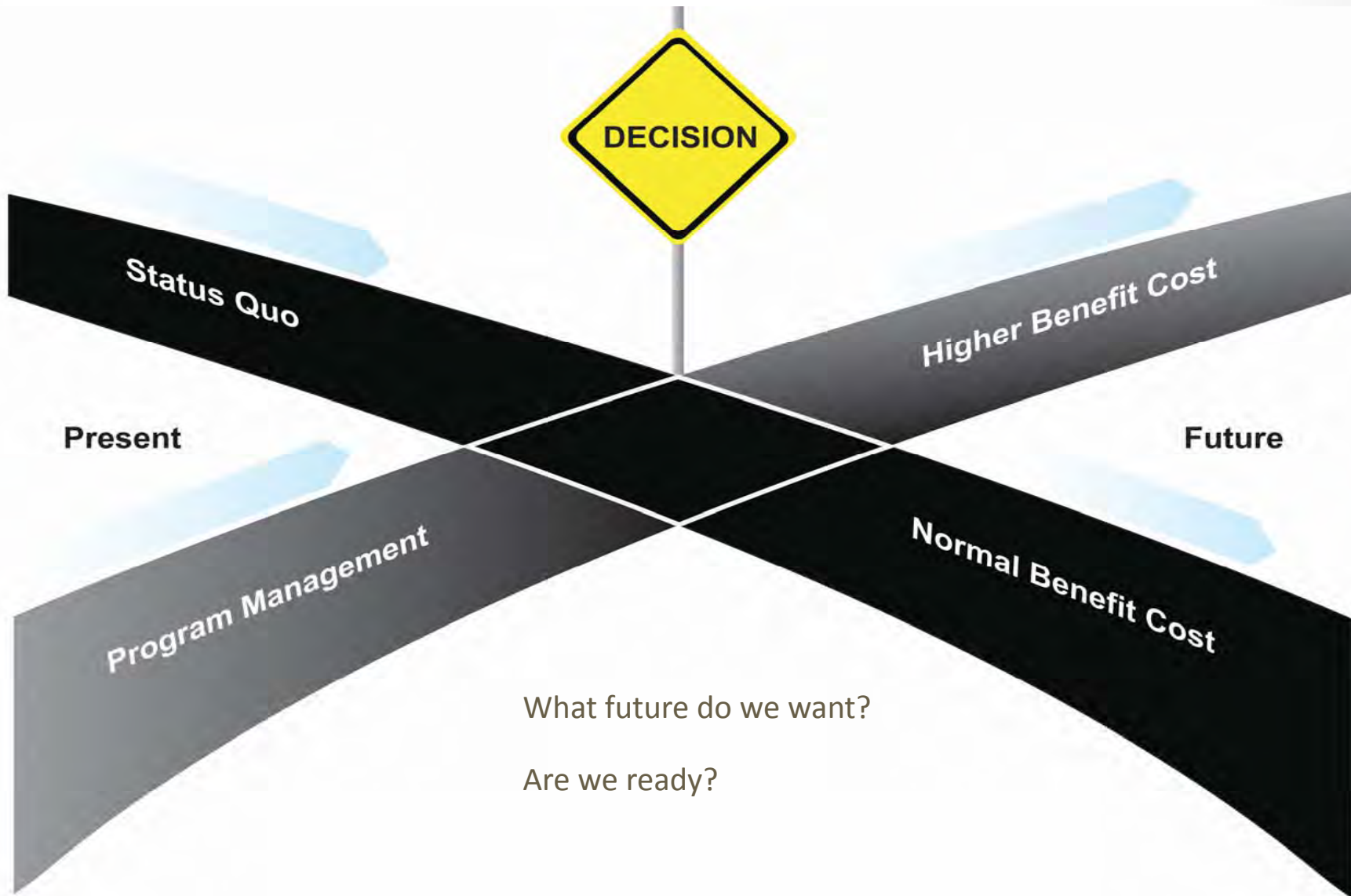


# Conclusion

- Historic change in the way ODOT does business
- Over 2.8 million safe work hours
- On schedule
- Under budget
- 35 international, national, and regional awards
- Outstanding client relationship

# Transportation is at a “cross road”

Problems without clear answers: economical, social, environmental



# Questions



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## Contact

John L. Craig

Program Director, Oregon Bridge Delivery Partners

Phone: (503) 587-2904

E-mail: [john.craig@obdp.org](mailto:john.craig@obdp.org)

Website: <http://www.obdp.org>