



BRIDGE REPLACEMENT PROJECT

Bi-State Working Group Meeting Summary

Monday, October 31, 2022 | 2:00 p.m. – 4:00 p.m.
Port of Hood River – Commission Board Room & Via Zoom
1000 E Port Marina Drive, Hood River OR 97031

In Attendance:

Members: Chair, Mike Fox (Commissioner), Port of Hood River; Vice Chair, Jake Anderson (Commissioner), Klickitat County; Catherine Kiewit (Mayor), City of Bingen; Marla Keethler (Mayor), City of White Salmon; Kate McBride (Mayor), City of Hood River; Bob Benton (Commissioner), Hood River County

Alternates: Kristi Chapman (Commissioner), Port of Hood River; Arthur Babitz (Commissioner), Hood River County.

Staff/Consultants: Kevin Greenwood (Executive Director), Michael Shannon (Project Manager), HNTB; Kary Witt, HNTB; Steve Siegel, Siegel Consulting; Brad Boswell, Bowell Consulting.

Guests: Michael Williams, WSDOT; Catherine Hovell; Jessica Pickul, JLA; Herb Fricke, AKANA; Sam Hunaidi, ODOT, Matt Ransom.

Welcome

Commissioner Mike Fox called the meeting to order at 2:00 p.m.

Approval of Minutes

The Bi-State Working Group (BSWG) minutes from October 3 and October 17 were approved by consensus.

Review of Previous Action Items

Michael Shannon, HNTB Project Manager, noted that Amendment No. 1 for HNTB was approved at the October 18 Port Commission meeting. WSP has reached out to Dennis Reicht from ODOT and has met with the Quality Control (QC) department regarding the Biological Opinion (BiOp). Overall, Shannon noted that it was a positive meeting, but it was concerning that they still have a significant workload. Commissioner Fox requested that the dates be stacked on the Action Items list to track how many times it has changed. The recommendation for the Commission Formation Agreement (CFA) appointees is still under discussion.

Informational Items

- a. **Update on DC Trip** – Shannon reported that Hal Hiemstra has not received a response from U.S. Department of Transportation (USDOT) regarding dinner. Commissioner Fox would like to know what they need to do different on this DC trip and what should be their focus. Commissioner Fox suggested a schedule to present to USDOT that shows their plan on how they will obtain funding. Commissioner Fox also requested a work session before the DC trip to determine what their message will be.

- b. **CFA 2nd Draft Review** – Shannon commented that they are working on a questionnaire to help determine the Primary Place of Business (PPB). Commissioner Arthur Babitz asked what methods would be used to communicate with the public about the survey. Jessica Pickul from JLA replied that they will be issuing a press release and reaching out to their contacts as well as other sources to get the word out.
- c. **Grant Status** – Shannon noted that they have not received any additional questions.
- d. **Treaty MOAs** – Shannon reported that the Yakama Nation draft MOA was submitted to Oregon Department of Transportation (ODOT). Comments were received and a revised draft addressing the ODOT comments was resubmitted. Once the document is ready it will go with the 106 MOA to the Federal Highway Administration (FHWA) for review. Commissioner Fox requested a work schedule that targets when the other tribes will approve the MOAs.
- e. **RBMC** – Shannon commented that the Geotech’s are putting their work plan together and should be available this week. They are planning to do the first two land borings on the Oregon side before the end of the year. Then they will move on to the borings in Washington, and finally the in-water borings.
- f. **Amendment No. 2 HNTB** – Kary Witt from HNTB, presented an overview of funding, financing and tolling scope and schedule updates. Some of the items that the existing scope contains are the Project Financial Plan Development, meetings and workshops, as well as competitive grant services. The proposed expanded scope contains TIFIA application support, grant administration and reporting support, additional competitive grant services, expanded traffic and revenue advisory and support, expanded advocacy support, and a Port of Hood River (POHR) Revenue Optimization Plan. Witt presented a Revenue Optimization Plan schedule. The schedule notes that the Revenue Optimization Plan will be implemented on July 1, 2023, and the new toll rates would also go into effect at this time. Commissioner Fox requested clarification on when costs begin to incur once they are pre-approved for the TIFIA loan. Witt replied that he was uncertain and would look into it and get back to the BSWG.

Pickul provided a brief presentation on public involvement and communications. Pickul noted that the initial scope was focused on building public awareness about what is included in the FEIS and next steps as well as building regional interest in the bridge replacement project. The JLA’s amendment request will support greater focus of public involvement, the need for more graphics and video, and more support with the Bi-State Bridge Authority (BSBA). Commissioner Jake Anderson expressed concern over spending money on unnecessary things such as logo creation. Commissioner Babitz suggested seeing more informational engagement through social media and less attempts of having in-person meetings. The BSWG consensus was for JLA to keep the amendment as is but to provide constant follow-up and updates to the BSWG.

Herbert Fricke from AKANA provided a presentation on the approach to developing tribal treaty MOAs. The current scope of work was to assist the Port in coordinating efforts with the four treaty tribes as well as three others. The amended scope of work includes the development of a Tribal Coordination Plan, arranging and attending meetings, developing tribal Treaty MOAs, and cultural training.

Upcoming Action Items

- a. HNTB is working with ODOT on their technical service agreement. The agreement reimburses ODOT for their time on the project.
- b. HNTB Amendment No. 2 will be presented to the Port Commission on December 2.
- c. The Project Delivery Method is moving forward. A questionnaire went out on October 28 for feedback. There is a workshop scheduled on November 7 that will be virtual. A final presentation will be provided in December.
- d. The CFA approval is scheduled for January 2023.

Commissioner Fox requested a grant report that demonstrates how much funds have been used and what is available. Commissioner Fox would also like to know what it will take to access the \$75 million grant from Washington.

Kevin Greenwood, Executive Director, introduced Michael Williams of Washington Department of Transportation (WSDOT). Greenwood noted that Williams has been the Port's liaison on the \$75 million grant. Williams commented that currently the grant is essentially a placeholder. Greenwood asked when funds would be available for construction. Williams replied that the placeholder puts it out till 2031-33, and added that when the Port is ready, they need to request access to those funds.

New Action Items

- a. DC Trip – Determine what is the focus of the trip.
- b. DC Trip – Provide a schedule to present to USDOT that shows their plan on how funds will be obtained.
- c. DC Trip – Schedule a work session before the DC trip.
- d. Treaty MOAs – Provide a schedule that targets when the other tribes will approve the MOAs.
- e. TIFIA Loan – Provide clarification on when costs begin to incur once they are pre-approved for the TIFIA loan.
- f. Amendment No. 2 – JLA to provide constant follow up and updates to the BSWG.
- g. Grants – Provide a grant report that demonstrates how much funds have been used and what is available.

Adjourn

Next meeting is on November 14. Commissioner Bob Benton commented that it's possible that by the end of the year Commissioner Arthur Babitz will take over his position on the BSWG. Mayor Catherine Kiewit noted that she and Kevin Greenwood are collaborating on a WSDOT grant that could possibly fund bike ped access on the new bridge. Commissioner Fox adjourned the meeting at 4:00 p.m.

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Flight Information:

Mike, Marla, Jacob – Alaska Airlines confirmation code **QINNXE**, Flight 764 Departs PDX Tuesday, Dec. 6 at 10:00 am, arrives DCA at 5:47 p.m. Return flight Alaska Airlines 771 departs DCA on Thursday, December 8 at 6:55 pm, arrives PDX at 10:01 pm.

Michael – Same flight, different code due to different return flight – **QJIRGN**– Your return flight is booked for December 11

Hotel Information:

Hotel reservations made a paid for at
Hyatt Regency Washington on Capitol Hill
400 New Jersey Avenue NW

Reservation number: R1786350936

Itinerary number: 9158117753086

Tentative Agenda:

Tuesday (December 6th)

6:00 PM Arrival

7:30 PM Dinner Reservation

Wednesday (December 7th)

8:00 AM

Pre-meeting @ Summit Conference Room

9:00 AM

Pre meeting @ Summit Conference Room

10:00-10:30 AM

Rep. Dan Newhouse

11:00 AM

Rep. Earl Blumenauer

1:00 PM

Sen. Wyden (Staff)

2:30 PM

Sen. Murray (Staff)

3:15 PM

Sen. Merkley

4:00 PM

Sen. Cantwell (Staff)

7:00 PM

Dinner

Thursday (December 8th)

10:00 AM

Build America Bureau (BAB)

2:00 PM

Office Secretary Transportation

5:00 PM

Departure for Airport

Geotechnical Subsurface Exploration Schedule

Activity	2022		2023											
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
11.4 Subsurface Exploration Plan and Permit Support	★													
11.5 - Oregon Upland Explorations														
11.5 - Washington Upland Explorations														
11.5 - Over-water Explorations														
11.6 Laboratory Testing														
11.7 Geotechnical Data Report														
11.8 Preliminary Geotechnical Analysis and Memorandum														
Assumptions:														
Start over-water explorations on May 1, 2023														
Over-water explorations will take 6 weeks to complete.														
8 weeks to complete laboratory testing following the completion of over-water work.														
10 weeks to complete preliminary geotechnical analysis.														
Ongoing meetings and contract management.														
Deliverables:														
Subsurface Exploration Plan: 11/11/2023														
Geotechnical Data Report: 8/11/2023														
Preliminary Geotechnical Memorandum: 10/20/2023														



16520 SW Upper Boones Ferry Road, Suite 100
Tigard, OR 97224
p | 503-641-3478 f | 503-644-8034
www.gri.com

November 9, 2022

HNTB Corporation
777 108th Ave NE, Suite 100
Bellevue, WA 98004

Attention: Michael Shannon, PE

**SUBJECT: Subsurface Exploration Plan
POHR Bridge Replacement Project
Hood River, Oregon and White Salmon, Washington**

At your request, GRI prepared this Subsurface Exploration Plan to perform preliminary geotechnical explorations for the Port of Hood River (the Port) Bridge Replacement Project. This phase of the project is intended to provide the Port with additional subsurface information to inform preliminary design and contracting efforts. The location of the project is shown on the Vicinity Map, Figure 1.

As a subconsultant to HNTB, GRI is providing geotechnical services in support of the Project. The explorations proposed as part of this phase of work are intended to support advancing preliminary design for the bridge. We anticipate some additional geotechnical exploration work will be needed to support the final design of the project. Final analyses and design will be performed by others.

This Subsurface Exploration Plan details health and safety guidelines, the planned procedures and equipment that will be used to complete the field exploration program, the proposed laboratory testing program, and the proposed schedule.

HEALTH AND SAFETY

The health and safety of all field personnel and subcontractors is the first priority of this field exploration program. GRI has developed a site-specific Health and Safety Plan for the proposed field exploration program, included as Attachment 1A. All personnel who participate in field activities will be required to review the plan prior to accessing the site. A daily safety meeting will be held in a safe area prior to starting work and will include all personnel and contractors on site.

SUBSURFACE EXPLORATION WORK PLAN

1. Proposed Explorations. The field exploration program will consist of 13 geotechnical borings, 2 Cone Penetration Test (CPT) probes, and in-situ geophysical testing. The proposed locations are shown on the Site Plans, Figures 2 through 4. Select details of the explorations are summarized in the table below:

TABLE 1: Proposed Exploration Summary

Boring ID	Location	Proposed Latitude	Proposed Longitude	Anticipated Depth (ft)	Testing and Instrumentation
B-01	Upland (OR)	45.7128884	-121.5011966	115	VWP
B-02	Upland (OR)	45.7135036	-121.5005748	100	
B-03	Over-water (OR)	45.7139184	-121.4998414	70	
B-04	Over-water (OR)	45.7145059	-121.4992691	85	P-S
B-05	Over-water (OR)	45.7151561	-121.4986737	85	
B-06	Over-water (OR)	45.7158675	-121.4979843	125	
B-07	Over-water (OR)	45.7172166	-121.4966592	155	P-S
B-08	Over-water (WA)	45.7200812	-121.4935745	55	
B-09	Over-water (WA)	45.7207104	-121.4929000	65	
B-10	Over-water (WA)	45.7212610	-121.4923054	65	
B-11	Over-water (WA)	45.7219636	-121.4916461	60	
B-12	Over-water (WA)	45.7224919	-121.4912343	35	
B-13	Upland (WA)	45.7236226	-121.4906122	50	
CPT-1	Upland (OR)	45.7125548	-121.5014806	80	
CPT-2	Upland (OR)	45.7131941	-121.5008700	65	

1. VWP = Vibrating Wire Piezometer; P-S = P-S Suspension Logging; ft = feet
2. Latitude and Longitude are in WGS84 coordinate system

Exploration depths were estimated based on limited available project information developed by others and existing bridge records. The actual depth, location and number of explorations may vary from the planned depth and location depending on utilities, site constraints, and the materials encountered. For example, significant uncertainties exist regarding the potential depth to rock on the southern side of the proposed structure. If significant variability is encountered between the anticipated depths and the encountered conditions, boring depths may be adjusted or removed altogether to prioritize critical subsurface information at other borings.

2. Permits. We anticipate the following permits or exemptions will be required for work in Washington State Department of Transportation and private property and over-water on the Columbia River:

- WSDOT ROW Permit
- Private property Right-of-Entry
- Columbia River over-water permits:
 - US Army Corps of Engineers (USACE) Section 404 Nationwide Permit No. 6 – Survey Activities
 - National Marine Fisheries Service (NMFS) Standard Local Operating Procedures for Endangered Species (SLOPES) 5 Programmatic Biological Opinion Compliance
 - Oregon Department of Environmental (DEQ) Quality Section 401 Water Quality Certification
 - Oregon Department of State Lands (DSL) – Waterway Authorization
 - Washington Department of Ecology (Ecology) Section 401 Water Quality Certification
 - Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA)
 - Washington Department of Natural Resources (DNR) Aquatic Land Use Authorization/Easement
 - Written State Environmental Policy Act (SEPA) exemption from City of White Salmon
 - Written Shoreline Substantial Development exemption from City of White Salmon

Completed and approved permits will be required prior to the start of any field explorations. We understand that no permits are required for explorations on Port property.

- 3. Utility Locates.** A representative from GRI will visit each of the proposed upland exploration locations to gather information on site access and constraints. During the visit, the proposed exploration locations will be marked in the field and utility locate requests will be submitted to the appropriate Oregon or Washington Utility Notification Center. In addition, the Port will be notified to locate utilities on Port property.

Utility locate requests will also be submitted for the over-water explorations to appropriate Oregon or Washington Utility Notification Center. Utility corridor maps will be reviewed to check for potential utility river crossings near the proposed exploration locations.

4. **Notification of Field Work Activities.** Pending approval of this work plan and the permit applications, GRI will notify the Port and the appropriate agencies at least 48 hours prior to the start of field work.
5. **Site Access and Staging.** Access to boring B-13 on WSDOT property will begin from an existing crushed rock ramp extending approximately 100 feet south from SR-14 and follow the route shown on Figure 4. Small brush and blackberries will need to be cleared in order to reach the boring location, which will be accomplished using a tracked excavator operated by Western States Soil Conservation, Inc. (Western States). No trees larger than 4 inches in diameter will be removed. Western States will also clear a work pad at the boring location to provide a safe location for the drill rig to operate. We anticipate staging support vehicles in the Visitor Center parking lot adjacent to the WSDOT property.

Access to the Oregon upland explorations and all over-water explorations will be via Port property north of E Port Marina Drive. We anticipate the Marina boat ramp will be available for daily transport of staff, supplies, and other equipment to and from the barge.

6. **Traffic Control.** For the Oregon upland explorations, traffic control will consist of coned- or roped-off areas within Port parking lots or yards. Portions of the Marina, Port office, or Port yard may need to be temporarily closed for 1 to 2 days, depending on the final locations of the borings. For boring B-13, traffic control will consist of temporary slowdowns in the right turn lane of SR-14 using support truck flashing lights while the drill rig or excavator transits the short distance from the Visitor Center parking lot to the ramp.
7. **Exploration Procedures.** The following paragraphs describe the procedures that will be used to complete the proposed explorations to collect subsurface information. The field exploration work will be coordinated and directed by experienced members of GRI's engineering or geological staff. The GRI representatives will collect disturbed and undisturbed soil samples and maintain a continuous log of materials and conditions disclosed by each boring. Soil and rock samples will be handled, prepared, characterized, described, and transported in accordance with ODOT protocol. The GRI representatives will have overall responsibility for implementation and adherence to the Subsurface Exploration Plan.

We anticipate all borings will be advanced with a combination of mud rotary and HQ wireline coring drilling techniques. If necessary, the casing advancer drilling technique will be used if difficult drilling conditions (open-work gravel, caving, heaving) are encountered.

Subcontractors. GRI currently plans to use the following subcontractors during the field exploration program:

Subcontractor	Purpose	Contact	Phone Number
Western States Soil Conservation, Inc.	Drilling	Chuck Fobert	(503) 982-1777
Oregon Geotechnical Explorations, Inc.	CPT Probes	Terry Jacques	(503) 507-9583
In-Situ Engineering	P-S Testing	Zachary Walsh	(425) 512-2280

Mud Rotary Drilling. Mud rotary borings are typically advanced using various styles of rotating drill bits attached to a string of hollow drill rods through which drilling “mud” is pumped. The drilling mud typically consists of powdered bentonite clay mixed with water. As the drill bit rotates and breaks down the subsurface material, the drilling mud is pumped through the rods and into the borehole, keeps the borehole open, and returns the subsurface material cuttings to the surface. At the surface, the returning drill mud is passed through a screen to remove the coarse cuttings and then into a containment tub over the borehole. A pump on the drill rig is used to recirculate the drilling mud from the tub back through the drill rods into the borehole. The rods and drill bit are removed at regular intervals for sampling and testing. The diameter of the borehole is typically about 4 to 6 inches, depending on the size of the drill bit used. The casing utilized for overwater drilling with mud rotary drilling techniques is described in the Over-Water Explorations Considerations section.

HQ Wireline Coring. If bedrock is encountered, the borings will be advanced using triple-tube, HQ-sized (2.5-inch-diameter rock core) wireline coring techniques. Rock coring is accomplished by rapidly rotating a string of steel casing equipped with a lead casing and cutting shoe. The lead casing contains an inner tube that collects the rock core and can be retrieved from the subsurface using the drill rig’s wireline winch. The inner tube contains a split tube that is extruded at the surface using pressurized water and can be split apart by hand to log and collect the rock core. While the casing rotates, fresh water is pumped through the casing to keep the cutting shoe cool and flush the rock cuttings (typically fine-grained) to the surface. The water is typically recirculated unless decomposed rock, clay seams, or other soil-like materials are encountered. Fresh water must then be continually pumped into the borehole to prevent the lead barrel from “blocking off” or seizing up from too much fine-grained material stuck within the casing. Rock core runs are typically 5 feet in length but can be shorter depending on drilling and subsurface conditions. The outside diameter of the lead casing is about 3 inches.

Unless rock is present at the surface, the boring will first be advanced with mud rotary drilling techniques until rock is encountered. Prior to coring, the driller will case the borehole with a larger diameter casing than the coring casing to maintain stability of the

borehole and to contain the core water. Any drilling mud in the borehole will be pumped out and drummed before flushing with fresh water.

Casing-Advancer Drilling. If difficult drilling conditions are encountered, such as large diameter open-work gravels or cobbles, the drillers may elect to use the casing-advancer drilling technique. This method is similar to mud rotary drilling, but the drill bit is attached to a string of steel casing instead of drill rods. The bit can be retrieved using the wireline winch, allowing the casing to remain in place during sampling. This method provides a cased borehole but is typically slower than mud rotary drilling. The outside diameter of the casing is typically 4-7/8 inches.

Cone Penetration Test (CPT) Probe. The CPT probe is a static penetrometer used to assess the engineering properties of soil and obtain shear-wave velocity measurements, which will be necessary for seismic design. The CPT is performed by hydraulically pushing a hardened 1.4-inch-diameter steel cone that is equipped with a variety of sensors vertically into the soil at a constant rate of penetration. The cone tip resistance, sleeve friction ratio, and penetration porewater pressure values recorded at each probe interval (about 2 inches) provide nearly continuous estimates of soil type, bearing capacity, undrained shear strength of fine-grained soils, and frictional resistance of cohesionless soils. In addition, shear-wave velocity measurements will be recorded at about 1-meter intervals to evaluate the ability of the site to amplify or attenuate seismic energy.

Samples are not collected and no material is removed from the subsurface during the CPT. Some pre-drilling will be required to penetrate pavement and/or gravel at the surface.

Sampling. Disturbed soil samples will be collected in the borings at 2.5-foot and 5-foot intervals using a 2-inch-outside-diameter split barrel sampler during the Standard Penetration Test (SPT), in general accordance with ASTM D1586. If suitable cohesive soils are encountered during drilling, relatively undisturbed soil samples may be collected using a 3-inch-outside-diameter Shelby tube sampler. The Shelby tube will be hydraulically pushed or piston-driven into the soil in general accordance with ASTM D1587. All soil samples will be sealed and labeled in a plastic jar or bag. Shelby tube samples will be capped and sealed with waterproof tape. Continuous rock core samples will be logged, placed in core boxes, labeled, and then photographed in the field. All samples will be returned to GRI's office for further examination and testing. The rock core will be made available to the Port for long term storage after completion of the report.

Over-Water Exploration Considerations. Over-water explorations will be advanced by a drill rig situated on a barge. The barge will be positioned at the boring locations using a tug. Once set in its position, the barge will be held in place with two to four spuds and up

to four steel anchors. The spuds will be lowered through spud wells with winches on the barge and the anchors will be retrieved with winches from the barge.

The borings will be advanced through an approximate 4.5-inch-diameter steel “conductor” casing extending from the barge into the river bottom. The conductor casing will be driven a sufficient distance below the mudline/ground surface to create a closed system through which the drilling fluid and tooling can pass without interacting with the river. Circulation of drilling mud will be maintained through the conductor casing into a mud tub on the barge deck. Visual turbidity observations will be recorded at least daily and modifications to the drilling techniques will be utilized if turbidity thresholds are exceeded.

The drill rig will be loaded onto the barge at the barge operator’s yard and transported upriver to the project site. A skiff or small boat will be used to transport staff, samples, and supplies to and from barge. We anticipate the Hood River Marina boat ramp and dock will be available for this purpose.

Adsorbent pads and granules will be available at the work site in the event of a fuel spill during refilling. The drill rigs are equipped with biodegradable hydraulic fluids.

- 8. Field Testing.** Suspension (P-S) velocity measurements will be used to obtain in-situ horizontal shear (S) and compression (P) wave velocity measurements for seismic analysis and design in borings B-04 and B-07. The P-S suspension logging will be completed by In-Situ Engineering out of Snohomish, Washington. After completion of sampling and testing, the boreholes will be backfilled in accordance with Oregon Water Resources Department (OWRD) rules and regulations.
- 9. Instrumentation.** A vibrating-wire piezometer (VWP) will be installed in boring B-01 to measure groundwater levels at the proposed Oregon approach. Installation will be performed in accordance with Oregon Water Resource Department (OWRD) regulations. The installation will be finished at the surface with a traffic-rated, steel flush mount monument set in concrete. A datalogger will be placed inside the monument to continuously record the VWP data. A GRI representative will occasionally visit the site to download the data from the datalogger.
- 10. Archaeology.** At select boring locations, we understand an archaeologist from the HNTB team will be onsite to visually screen the samples during drilling. If an artifact or other item of interest is found by the archaeologist, work will stop and GRI will contact HNTB and the Port for instructions on how to proceed.
- 11. Exploration Decommissioning.** All boreholes will be backfilled with an approved grout slurry or bentonite chips in accordance with Oregon Administrative Rules or Washington

Administrative Codes. Borings advanced through a pavement surface will be patched with a matching section of gravel and traffic-rated asphalt cold patch.

12. Investigation-Derived Waste. Investigation-derived waste (IDW) will include drilling mud and soil cuttings from drilling. IDW will be collected in DOT-approved 55-gallon drums by the driller and transported to an appropriate facility for disposal.

For the over water explorations, IDW will be collected in DOT-approved 55-gallon drums. At the completion of each boring, the smaller barge with filled drums will be pushed to the Hood River Marina boat launch, where equipment will be used to load the drums onto a truck for transport to an appropriate facility. As the drums are loaded and unloaded, the team will make reasonable efforts to reduce impacts on public use of the launch area. The long-reach forklift will be stored at an approved location on Port property.

Fresh (potable) water with rock core fines will be generated and returned to the surface during rock coring. As discussed in the HQ Wireline Coring section, this return water is typically recirculated unless too much fine-grained material is mixed in from clay seams or decomposed rock encountered during coring. If this occurs, additional fresh water will need to be continuously pumped into the borehole, and the return water will need to be disposed. The return water will be temporarily stored in 250-gallon tanks and transported to the shore when full to be disposed of off-site at an appropriate facility.

13. Contaminated Material. If GRI field personnel identify potentially contaminated soil samples or cuttings, we will suspend exploration activities and confer with the project team on the appropriate next steps.

14. Best Management Practices. The drill rig will be inspected daily before work for any leaks of fuel, oil, or other materials and repaired as required to prevent spills. Spill kits including adsorbent pads and granules will be available at the work site in the event of a spill.

LABORATORY TESTING

Laboratory tests will be conducted to provide data on the important physical characteristics of the subsoils, which are essential for engineering studies and analyses. Testing may include:

- Moisture/density
- Atterberg limits
- Gradation (minus No. 200 sieve wash)
- Organic content (if significant organics are encountered)

- Consolidation
- Direct shear (soil)
- Soil or rock unconfined compressive strength
- Rock CERCHAR Abrasivity
- Triaxial tests
- Cyclic direct simple shear

All testing will be performed in substantial conformance with applicable ASTM International standards. The types and number of tests will be determined based on the materials and conditions disclosed by the borings.

SCHEDULE

The explorations are anticipated to occur in separate phases depending on the approval of permits and coordination with stakeholders. The table below details our anticipated schedule:

Explorations	Estimated Start Date	Estimated End Date
Oregon Upland (B-1, B-2, CPT-1, CPT-2)	1/16/23*	1/20/23*
Washington Upland (B-13)	2023 (TBD)*	2023 (TBD)*
Over-Water (B-3 through B-12)	Spring 2023 (permit dependent)	(6 weeks from start) TBD

* Pending tribal and stakeholder coordination

DRAFT



Please contact the undersigned if you have any questions about the information contained in this work plan.

Submitted for GRI,

A handwritten signature in black ink, appearing to read 'Scott Schlechter'.

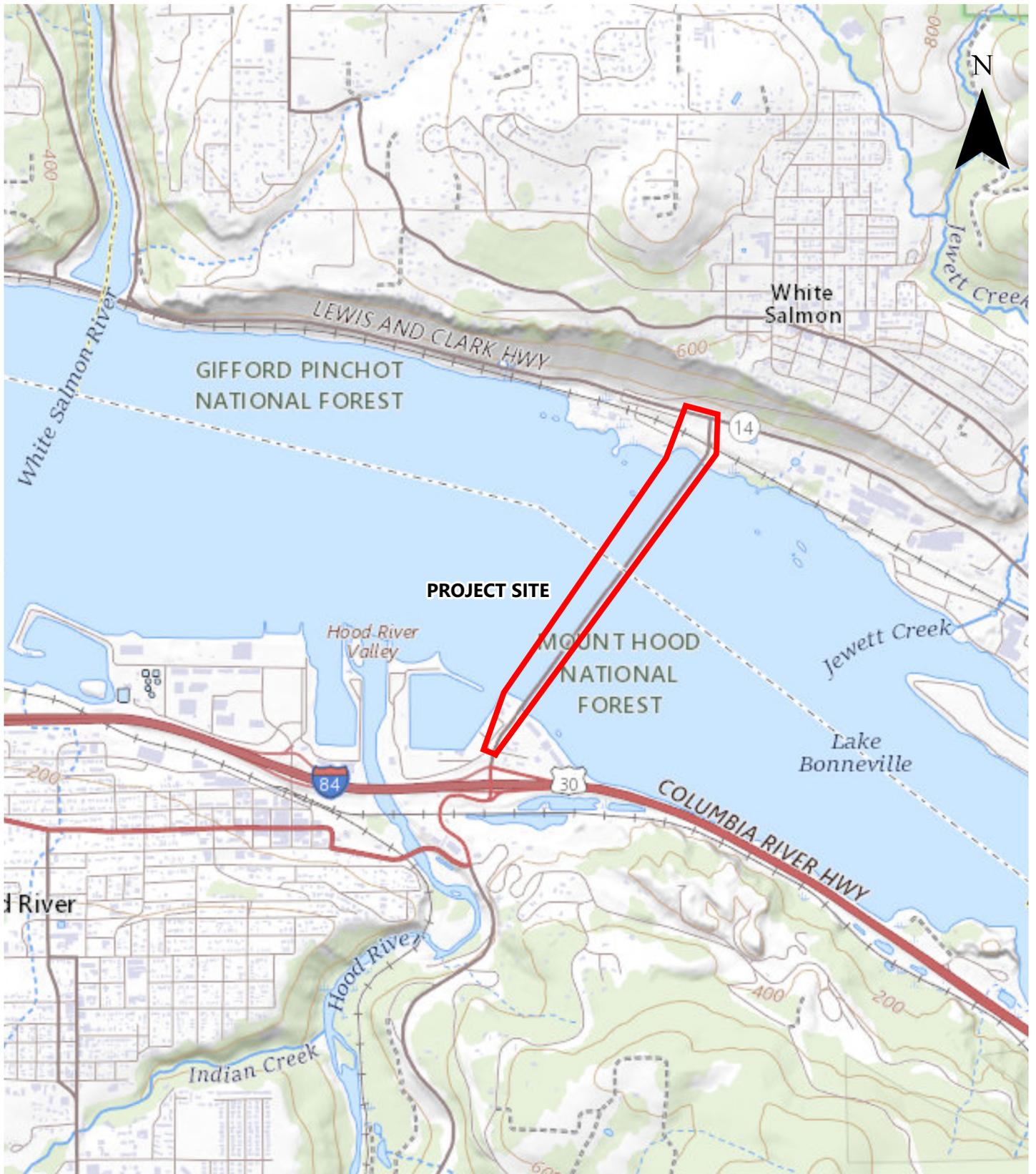
Scott Schlechter, PE, GE
Principal
(sschlechter@gri.com)

A handwritten signature in black ink, appearing to read 'Nathan M. Villeneuve'.

Nathan M. Villeneuve, C.E.G.
Project Geologist
(nvilleneuve@gri.com)

This document has been submitted electronically.

Enclosures: Vicinity Map (Figure 1)
Site Plan (Figure 2)
Oregon Site Plan (Figure 3)
Washington Site Plan (Figure 4)
Field Safety Plan (Attachment 1A)



HNTB
POHR BRIDGE REPLACEMENT PROJECT

VICINITY MAP



LEGEND

- ⊕ APPROX. LOCATION OF HISTORICAL BORING
- ⊙ PROPOSED BORING LOCATION
- ⬇ PROPOSED CPT LOCATION
- APPROX. LOCATION OF PREFERRED EC-2 ALIGNMENT
- - ESTIMATED NAVIGATION CHANNEL



HNTB
POHR BRIDGE REPLACEMENT PROJECT

PROPOSED EXPLORATIONS



LEGEND

- ⊕ APPROX. LOCATION OF HISTORICAL BORING
- ⊙ PROPOSED BORING LOCATION
- ⊕ PROPOSED CPT LOCATION
- APPROX. LOCATION OF PREFERRED EC-2 ALIGNMENT
- APPROX. ODOT ROW BOUNDARY



GRI HNTB
POHR BRIDGE REPLACEMENT PROJECT

PROPOSED OREGON UPLAND EXPLORATIONS



LEGEND

-  PROPOSED BORING LOCATION
-  APPROX. LOCATION OF PREFERRED EC-2 ALIGNMENT
-  PROPOSED ACCESS ROUTE



HNTB
POHR BRIDGE REPLACEMENT

SITE PLAN

ATTACHMENT 1A

FIELD SAFETY PLAN POHR BRIDGE REPLACEMENT PROJECT

This plan is to be used by GRI personnel on the sites listed below and is based on our understanding of the potential hazards associated with the planned work activities. GRI subcontractors will be provided with copies of the GRI Subsurface Exploration Plan and Field Safety Plan at an off-site safety meeting prior to beginning field work. Form A-1 (attached) will be used to record attendance and participation in the safety meeting.

1A.1 GENERAL PROJECT INFORMATION

- Project Name:** POHR Bridge Replacement Project
- Project Site:** Hood River, Oregon; Columbia River; White Salmon/Bingen, Washington
- Type of Project:** Geotechnical Explorations
- Start/Complete:** January 2023 – July 2023
- Subcontractors:** Drilling: Western States Soil Conservation, Inc. of Hubbard, OR
CPT: Oregon Geotechnical Explorations, Inc. of Keizer, OR
P-S Testing: In-Situ Engineering of Snohomish, WA

1A.2 SCOPE OF WORK

The scope of work is provided in the Subsurface Exploration Plan.

1A.3 PERSONNEL/CONTACT INFORMATION PHONE NUMBERS

Title	Name	Telephone Numbers
GRI Principal-in-Charge	Scott Schlechter, PE, GE	(503) 597-7602 (office) (503) 708-5334 (cell)
GRI Field Services Manager	Nathan M. Villeneuve, C.E.G.	(971) 405-5272 (office) (425) 681-7271 (cell)
GRI Health & Safety Manager	George Freitag, CEG	(503) 641-3478 (office) (503) 708-5335 (cell)
GRI Site Safety Officer/Field Representative	TBD	TBD
Client	HNTB – Michael Shannon, PE	(425) 577-8071 (cell)

1A.4 EMERGENCY INFORMATION

Hospital Name and Address: Providence Hood River Memorial Hospital

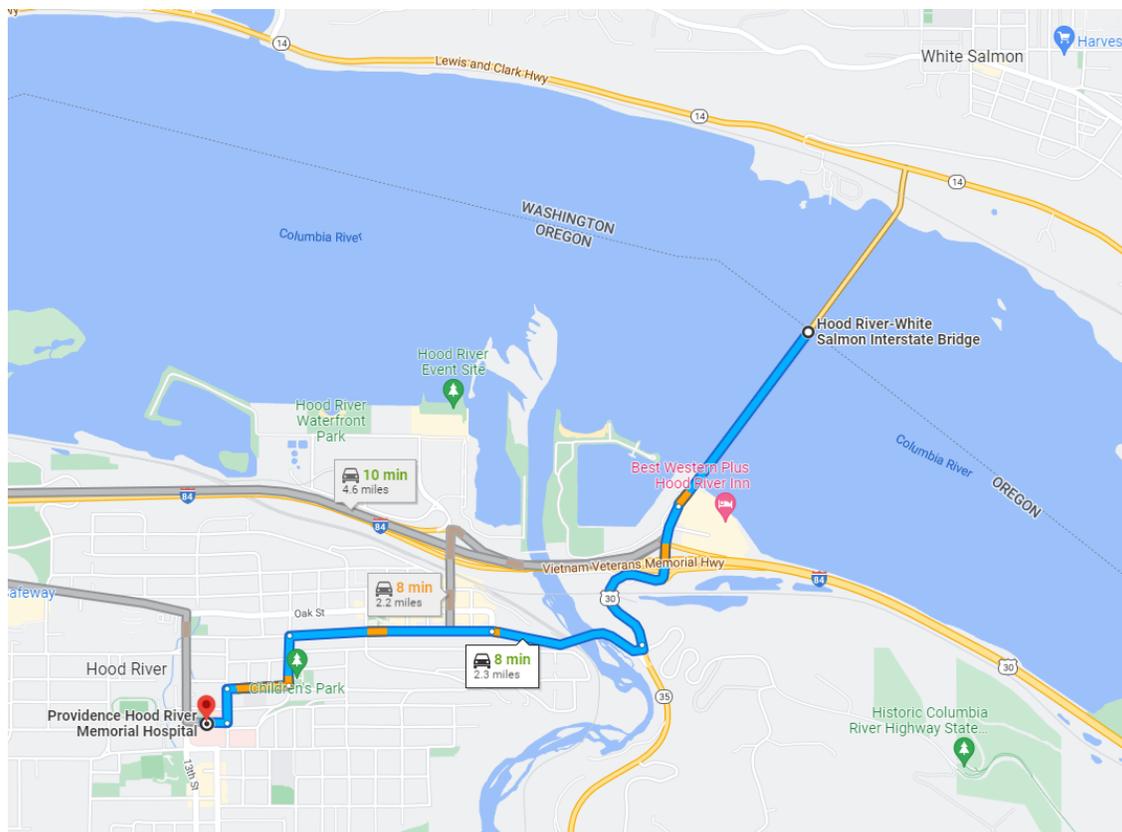
Hospital Phone Number

(Emergency): (541) 386-3911

Driving Directions from Site

1. From Port property: Go south to E Port Marina Dr and head east. Turn right onto Button Bridge Rd and head south. Turn right onto E State St. Turn left onto 9th St. Turn right onto Eugene St. Turn left onto 12th St, the hospital will be on the right.
2. From the Washington Visitor Center: Get onto SR-14 and head east. Turn right to cross the Hood River Bridge. Continue onto Button Bridge Rd and head south. Turn right onto E State St. Turn left onto 9th St. Turn right onto Eugene St. Turn left onto 12th St, the hospital will be on the right.
3. From the barge: Use the skiff to reach the Marina boat, and follow the directions from Port Property.

The following map shows the location of the hospital relative to the bridge.



Ambulance	9-1-1
Poison Control:	9-1-1
Police:	9-1-1
Fire:	9-1-1
Location of Nearest Telephone:	Cellular service is dependable at the sites and cellular phones are carried by field personnel.
Nearest Fire Extinguisher:	GRI and subcontractor on-site vehicle during all hours of work.
Nearest First-Aid Kit:	GRI and subcontractor on-site vehicle during all hours of work.

1A.4.1 Standard Emergency Procedures

1. Stop work in the event of accident or injury.
2. Assess the situation and secure the area.
3. Render first aid to the injured party.
4. If serious, contact emergency services at 9-1-1.
5. Transport the injured party by ambulance or company vehicle to the above-listed medical facility.
6. Notify GRI and HNTB project managers of the situation.

1A.5 KNOWN (OR ANTICIPATED) HAZARDS

Our assessment of potential hazards at the work sites is provided below.

1A.5.1 Physical Hazards

- | | |
|--|--|
| <input type="checkbox"/> Heat | <input checked="" type="checkbox"/> Noise |
| <input checked="" type="checkbox"/> Cold | <input checked="" type="checkbox"/> Underground Hazards |
| <input checked="" type="checkbox"/> Rain | <input checked="" type="checkbox"/> High Winds |
| <input checked="" type="checkbox"/> Puncture, Abrasions, Cuts, Bruises, etc. | <input checked="" type="checkbox"/> Traffic |
| <input checked="" type="checkbox"/> Hypothermia or Heat Stress/Stroke | <input checked="" type="checkbox"/> Drill Rig |
| <input type="checkbox"/> Fall Protection | <input checked="" type="checkbox"/> Biological Hazards |
| <input checked="" type="checkbox"/> Slip, Trip, Fall | <input checked="" type="checkbox"/> Water and Boating Safety |

1A.5.2 Physical Hazard Mitigation Measures or Procedures

- Work areas will be marked with reflective cones, barricades, and/or caution tape when working in parking lots. Traffic control, in accordance with the Subsurface Exploration and Field Safety plans, will be in-place during all work activities where required. Personnel will

wear high-visibility safety vests for increased visibility by vehicle and equipment operators. GRI personnel will occupy a safe area as far away from traffic as practical.

- Field personnel will be constantly aware of the location and operation of the equipment. A safe distance will be maintained between personnel and the equipment. Personnel will be easily visible to the operator at all times and remain out of the swing of equipment and/or direction of the equipment apparatus. Personnel will approach operating equipment only when they are certain the operator has established eye contact and indicated it is safe to do so.
- Access to the drill rig mast will be limited to 6 ft high or less.
- Personnel will avoid tripping hazards, steep slopes, pits, and other hazardous encumbrances. GRI personnel will not work in areas where fall protection is required.
- Required Personal Protective Equipment (PPE) for all field personnel includes a hard hat, safety glasses, highly visible retro-reflective vests (American National Standards Institute [ANSI] Class 2 or 3), work boots, hearing protection, and gloves, as needed. All field personnel will be outfitted with personal flotation devices while onboard boats or barges. Boats and barges will also be equipped with lifesaving/recovery flotation devices.
- GRI personnel and subcontractors will conduct an off-site safety meeting prior to the start of work activities to discuss protocol and potential hazards each day to discuss safety protocol and potential hazards. GRI will also conduct daily safety briefings during the course of work to discuss additional safety measures that may be required based on the current site conditions and scheduled work. Daily safety briefings will include an open forum for site personnel to voice suggestions and report unsafe conditions.
- **Construction Equipment.** GRI personnel will maintain a safe distance of at least 10 feet from the equipment to remain clear of rotating and swinging equipment and rods and in an area clearly visible to the crew. GRI personnel will not approach the equipment until eye contact has been established with the operator and the operator has indicated it is safe to approach.
 - The equipment will be inspected daily for mechanical and maintenance issues prior to operation. The equipment includes the mast, rigging, and outriggers for the drill rig.
 - The drilling subcontractor will be required to have a Spill Prevention Kit (including adsorbent pads, absorbent granules, etc.) to contain and clean potential spills of

fuel and hydraulic or motor oil. The equipment will be inspected daily prior to work for any leaks and appropriate mitigation measures implemented to prevent spills.

- **Fall Protection/Personal Flotation Device.** Proposed field activities do not include working at elevations above the ground that would require fall protection. Field personnel will be outfitted with personal flotation devices when completing the overwater work.
- **Noise.** Field personnel will wear ear plugs or muffs with a noise reduction rating (NRR) of at least 25 decibels when at the boring locations and work is in progress.

1A.5.3 Biological Hazards

- | | |
|---|------------------------|
| <input checked="" type="checkbox"/> Insects or snakes | <u>Avoid.</u> |
| <input checked="" type="checkbox"/> Infectious litter/garbage | <u>Do not pick up.</u> |

1A.5.4 Biological Hazard Mitigation Measures or Procedures

Site personnel shall avoid contact with or exposures to potential biological hazards encountered.

1A.5.5 Additional Hazards (Update in Daily Log)

Include evaluation of the following:

- Physical Hazards (drilling equipment, traffic, tripping, heat stress, cold stress, and others)
- Chemical Hazards (odors, spills, free product, airborne particulates, and others present)
- Biological Hazards (snakes, spiders, other animals, and discarded hazardous materials)

1A.6 FIELD ACTIVITIES

The scope of work includes advancing geotechnical soil borings and completing geophysical testing in the upland properties located on both the north and south bank of the Columbia River and from a barge located in the Columbia River. Additional discussion regarding the scope of work is included in the Subsurface Exploration Plan.

1A.7 PERSONAL PROTECTIVE EQUIPMENT

The minimum level of protective equipment required for these sites is a hard hat, highly visible retro-reflective vest meeting ANSI Class 2 or 3 requirements, eye protection, work boots, and hearing protection. After the initial and/or daily hazard assessment has been completed, select the appropriate PPE to preserve worker safety. Task-specific levels of PPE will be reviewed with field personnel during the pre-work briefing conducted prior to the start of site operations.

Check applicable personal protection gear to be used:

- Hard hat

- Work boots
- High-visibility vest
- Safety glasses
- Hearing protection
- Personal Flotation Device (all barge work)

Protective clothing:

- Rain gear (as needed)
- Layered warm clothing (as needed)

1A.8 DOCUMENTATION EXPECTED TO BE COMPLETED

Note: The Field Log is to contain the following information:

- Updates on hazard assessments, field decisions, and conversations with subconsultants, the client, or other parties.
- Meteorological conditions (temperature, wind direction, speed, humidity, etc.).
- Required forms:
 - Field Log
 - Site Safety Plan acknowledgment by GRI employees
 - Contractor's Health and Safety Plan

1A.9 APPROVALS

1. Plan Prepared	 _____ Signature	11/1/22 _____ Date
2. Plan Approval	 _____ PM Signature	11/8/22 _____ Date
3. Health & Safety Officer	 _____ Health & Safety Program Manager	11/8/22 _____ Date

DRAFT



**FORM A-2
SITE SAFETY PLAN – GRI EMPLOYEE ACKNOWLEDGMENT
POHR BRIDGE REPLACEMENT PROJECT**

(All GRI site workers must complete this form, which should remain attached to the safety plan checklist and filed with other project documentation.)

I, the undersigned, do hereby verify that a copy of the current Field Safety Plan has been provided by GRI for my review and personal use. I have read the document completely and acknowledge a full understanding of the safety procedures and protocol for my responsibilities on site. I agree to comply with all required, specified safety regulations and procedures. I understand I will be informed immediately of any changes that would affect site personnel safety.

Signed: _____
Signature Date

DRAFT



**FORM A-3
SUBCONTRACTOR AND VISITOR SITE SAFETY FORM
POHR BRIDGE REPLACEMENT PROJECT**

I, the undersigned, verify that a copy of the current Field Safety Plan has been provided by GRI to inform me of the hazardous substances on site and provide safety procedures and protocols that will be used by GRI staff at the site. If I choose to use the GRI Field Safety Plan, I agree to do so on behalf of the undersigned company only at my own risk and shall hold GRI harmless and indemnify it against all liability in the case of any injury or death. By accepting and using this Field Safety Plan, I agree the safety of my employees is the responsibility of the undersigned company.

Signed: _____
Signature Date

Firm: _____

Hood River White Salmon Bridge Replacement Industry One-on-One Meetings

Nov. 15th	Time	Name	Company		Email		Virtual/In-Person
	8-9am	Joe Iniguez	Halmar International	Director, Alternative Delivery	jiniguez@halmarinternational.com	Contractor	In-Person
		Jim Laing	Halmar International	ExVP	jlaing@halmarinternational.com	Contractor	
		Brian Petersen	Halmar International	Area Mgr	bpetersen@halmarinternational.com	Contractor	
		David Hernandez	Halmar International	VP	dhernandez@halmarinternational.com	Contractor	Virtual
		Pay Foye	ASTM North America P3 Concessions	CEO	pfoye@astmna.com	Contractor	
		Ryan Price	ASTM North America P3 Concessions	Financial Director	rprice@astmna.com	Contractor	
		Jose Ibanez	Halmar International	ExVP	jmibanez@halmarinternational.com	Contractor	
	9:30-10:30am	Ken Kubacki	Sundt	Area Manager	kmkubacki@sundt.com	Contractor	Virtual
		Karen Reynolds	HKLBY	Principal	karen@hklbrycreative.com	Design	Virtual
	2:30-3:30pm	Glenn Walsh	Traylor Bros., Inc.	Pursuit Manager	gwalsh@traylor.com	Contractor	Virtual
		Mohamed Ramlawi	Traylor Bros., Inc.			Contractor	Virtual
		Dan Collins	Traylor Bros., Inc.		dcollins@traylor.com	Contractor	Virtual
		Josh Harmon	Traylor Bros., Inc.			Contractor	Virtual
	4-5pm	David Renicker	Guy F. Atkinson Construction	Chief Estimator	david.renicker@atkn.com	Contractor	Virtual
		Brandon Dully	Guy F. Atkinson Construction	President	brandon.dully@atkn.com	Contractor	Virtual
		Stuart Moore	Guy F. Atkinson Construction	Operations Manager	stuart.moore@atkn.com	Contractor	Virtual
		Jim Zusy	Guy F. Atkinson Construction	Area Manager	james.zusy@atkn.com	Contractor	Virtual
Nov. 16th							
	8-9am	Neal Spoon	Hamilton Construction		nspoon@hamil.com	Contractor	Virtual
		Randy Burg	Hamilton Construction	Project Estimator	rburg@hamil.com	Contractor	Virtual
		Jan Lusso	Hamilton Construction	Project Estimator	jlusso@hamil.com	Contractor	Virtual
		Aaron Standeford	Hamilton Construction	Project Estimator	astandeford@hamil.com	Contractor	Virtual
		Susan Schramm	Hamilton Construction	Proposal Manager	sschramm@hamil.com	Contractor	Virtual
		Joe Hampton	Hamilton Construction	Operations Manager	jhampton@hamil.com	Contractor	Virtual
	9:30-10:30am	Deborah Scott	HDR	Senior Marketing Coordinator	deborah.scott@hdrinc.com	Design	Virtual
		Ron Panaanen	HDR	Vice President	ron.panaanen@hdrinc.com	Design	Virtual
		Mike LaViolette	HDR	Principal	mike.laviolette@hdrinc.com	Design	Virtual
		Justin Doornink	HDR	Alternative Delivery Business Development	justin.doornink@hdrinc.com	Design	Virtual
			Mott Macdonald		Andrew.Gardner@mottmac.com	Design	Virtual
	11am-12pm	Tony Taddeo	Skanska USA Civil	Senior VP	Tony.taddeo@skanska.com	Contractor	In-Person
		Steve Agor	Skanska USA Civil		Steve.Agor@skanska.com	Contractor	In-Person
		Troy Neuenswander	Skanska USA Civil		Troy.Neuenswander@skanska.com	Contractor	In-Person
	1-2pm	Tim Rule	The Walsh Group	Senior Project Manager	tjrule@walshgroup.com	Contractor	Virtual
		David Buch	The Walsh Group		djbuch@walshgroup.com	Contractor	Virtual
	2:30-3:30pm	Geoff Owen	Kiewit Infrastructure	Senior Business Development Manager	geoff.owen@kiewit.com	Contractor	In-Person
		Bryan Bahl	Kiewit Infrastructure			Contractor	In-Person
		John Brestin	Kiewit Infrastructure			Contractor	Virtual
Nov. 28th							
	3:30-4:30pm	Dan Raynor	American Bridge Company	Western Regional Manager	draynor@americanbridge.net	Contractor	Virtual
		Kenneth Shovlin	American Bridge Company		Kshovlin@americanbridge.net	Contractor	Virtual
		Heather Engbretson	American Bridge Company		Hengbretson@americanbridge.net	Contractor	Virtual
Dec. 16th							
	3-4pm	Annie D'Angelo	Flatiron Corp	Mgr Business Development NW	adangelo@flatironcorp.com	Contractor	Virtual
		Dave Horn	Flatiron Corp	General Manager	dhorn@flatironcorp.com	Contractor	Virtual
		Jon Jordan	Flatiron Corp	Preconstruction Manager	jojordan@flatironcorp.com	Contractor	Virtual
		Talin Espinoza	Flatiron Corp	Director, Business Development	tespinoza@flatironcorp.com	Contractor	Virtual
		Shawn Marvin	Flatiron Corp	Operations Manager WA District	smarvin@flatironcorp.com	Contractor	Virtual

Port of Hood River Bridge Replacement Project
 Industry Outreach Forum
 November 7, 2022

Firm	Name	Email
AECOM	Despradel, Shukre	Shukre.Despradel@aecom.com
AECOM	Shaffer, Bradford	Bradford.Shaffer@aecom.com
Aecon	Frank Daams	fdaams@aecon.com
American Bridge / Southland	Heather Engbretson	HEngbretson@americanbridge.net
American Bridge / Southland	Kenneth Shovlin	KShovlin@americanbridge.net
American Bridge / Southland	Dan Raynor	draynor@americanbridge.net
American Bridge / Southland	Cole Hanson	chanson@southlandholdings.com
Arup	Kirk Ellison	Kirk.Ellison@arup.com
Arup	Jennifer Sudario	jennifer.sudario@arup.com
Arup	Matt Carter	Matt.Carter@arup.com
ASTM NA	Pat Foye	pfoye@astmna.com
ASTM NA	Ryan Prince	rprince@astmna.com
Ballard Marine Contractors	Liam O'Brien	liam.obrien@ballardmc.com
Conсор Engineering	Scott Phelan	Scott.Phelan@consoreng.com
Conсор Engineering	Reza Sehhati	Reza.Sehhati@consoreng.com
COWI	Don Bergman	dwb@cowi.com
COWI	Thomas Wilson	TSWN@COWI.COM
COWI	Craig Finley	crfi@cowi.com
David Evans & Associates	Gavin Oien	Gjo@deainc.com
David Evans & Associates	Adrian Roberts	Adcr@deainc.com
David Evans & Associates	Haley Malmberg	Hxma@deainc.com
David Evans & Associates	Lwin Hwee	Ylh@deainc.com
DKS	Jessica V.	
DKS	Nate - DKS	
DOWL	Jeff Parker	JParker@dowl.com
DOWL	Trissa Kelley	TKelley@dowl.com
Emerio Design	Tom Wilcox	twilcox@emeriodesign.com
Emerio Design	Shawn Mitchell	shawn@emeriodesign.com
Emerio Design	Robert Tovar	rtovar@emeriodesign.com
Emerio Design	Nicole Kimbrell	nkimbrell@emeriodesign.com
Exeltech	Ian Cannon	icannon@xltech.com
Flatiron	Jordan, Jon	jojordan@flatironcorp.com

Port of Hood River Bridge Replacement Project
 Industry Outreach Forum
 November 7, 2022

Firm	Name	Email
Flatiron	Marvin, Shawn	SMarvin@flatironcorp.com
GeoEngineers	Ben Upsall	bupsall@geoengineers.com
Guy F. Atkinson	David Renicker	david.renicker@atkn.com
Guy F. Atkinson	Jim Zusy	james.zusy@atkn.com
Halmar	Jose Miguel Ibanez	jmibanez@halmarinternational.com
Halmar	Joe A. Iniguez	jiniguez@halmarinternational.com
Halmar	David Hernandez	dhernandez@halmarinternational.com
Halmar	Jim Laing	jlaing@halmarinternational.com
Hamilton Construction	Conference Room Coburg Estimating	ConfRoomCoburgEst@Hamilton1939.onmicrosoft.com
HDR	Paananen, Ron	Ron.Paananen@hdrinc.com
HDR	Doornink, Justin	Justin.Doornink@hdrinc.com
HDR	LaViolette, Mike	Mike.LaViolette@hdrinc.com
HNTB	Catherine Hovell	chovell@HNTB.com
HNTB	Paul Huston	PHuston@HNTB.com
HNTB	Michael Shannon	mwshannon@HNTB.com
HNTB	Steven Howe	showe@HNTB.com
HNTB	Giridhar Reddy	greddy@HNTB.com
Jacobs Engineering	Richards, Shelley	Shelley.Richards@jacobs.com
Kiewit	Kent.Boden	Kent.Boden@kiewit.com
Kiewit	jeff.ellis	jeff.ellis@kiewit.com
Kiewit	Geoffrey.Owen	geoff.owen@kiewit.com
KPFF	Don Oates	don.oates@kpff.com
KPFF	Stuart Finney	Stuart.Finney@kpff.com
KPFF	Curt Vanderzanden	Curt.Vanderzanden@kpff.com
KPFF	Aaron Olson	Aaron.Olson@kpff.com
Massman Construction	John M. Kelley	jkelly@massman.net
Michael Baker Intl	Hoysick, Michelle	Michelle.Hoysick@mbakerintl.com
Modjeski & Masters	Lentz, Lee R.	LRlentz@modjeski.com
Modjeski & Masters	Murphy, Thomas P.	TPMurphy@modjeski.com
Modjeski & Masters	Haynes, Jack R.	JRHaynes@modjeski.com
Mott MacDonald	Diana Walker	Diana.Walker@mottmac.com
NV5	John Gannon	John.Gannon@nv5.com
Owner	Commissioner Mike Fox	
Owner	Commissioner Anderson	
Owner	Catherine Kiewit, Mayor of Bingen	

Port of Hood River Bridge Replacement Project
 Industry Outreach Forum
 November 7, 2022

Firm	Name	Email
Red Team Go	Karen Reynolds	karen@redteam-go.com
Skanska	Taddeo, Tony	Tony.Taddeo@skanska.com
Skanska	Neuenswander, Troy	troy.neuenswander@skanska.com
STV	McCurry Jr, David D.	David.McCurry@stvinc.com
STV	Lindsey, Adrienne	Adrienne.Lindsey@stvinc.com
Sun Engineering Technology	Gernot Komar	gernot.komar@sunengtech.com
Sundt	Ken M. Kubacki	kmkubacki@sundt.com
Traylor Bros.	Harmon, Josh	jharmon@traylor.com
Traylor Bros.	Ramlawi, Mohamad	mramlawi@traylor.com
Traylor Bros.	Walsh, Glenn	gwalsh@traylor.com
Walsh	Buch, David	djbuch@walshgroup.com
Walsh	Rule, Timothy	tjrule@walshgroup.com
Wolf Water Resources	Darlene Siegel	Darlene@wolfwaterresources.com
WSP	Bennion, Stuart	stuart.bennion@wsp.com
WSP	Turton, Robert D. [Rob]	Robert.Turton@wsp.com
WSP	Chynoweth, Matthew	Matthew.Chynoweth@wsp.com
Unknown	Jacob Heinz	
Unknown	Stuart	

Welcome



Hood River – White Salmon Bridge Replacement

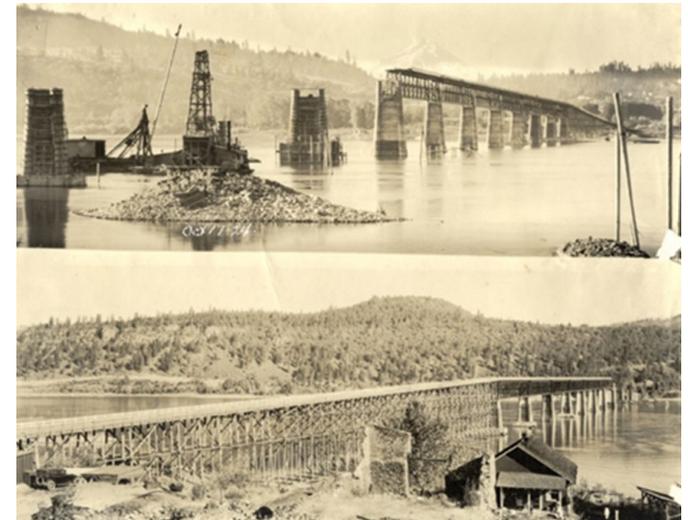
Agenda

- Current & Future Bridge
- Project Specifics & Construction Risks
- Delivery Method Overview
- Bridge Ownership & Oversight
- Schedule
- Funding
- Q&A

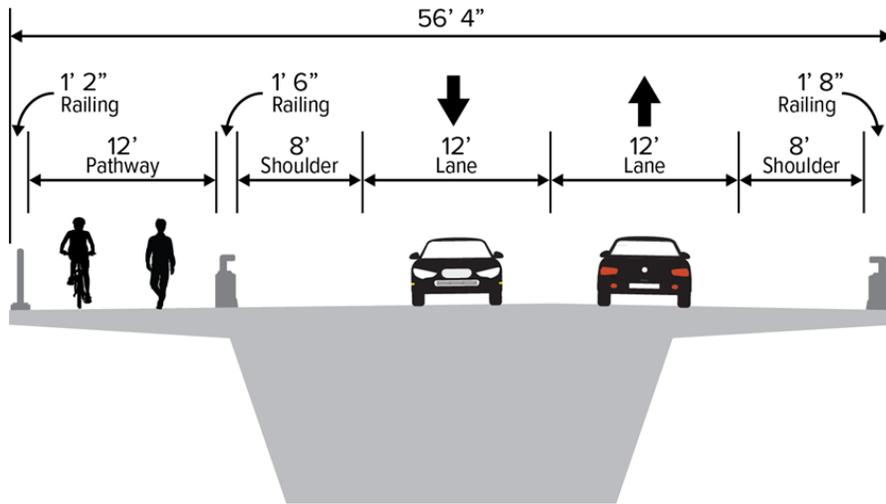


Existing Bridge

- Built in 1924
- Structurally Deficient
- Functionally Obsolete
- Open grate deck
- No non-motorized facilities
- Aging central lift span
- Deteriorating structure
- Load rated



Future Bridge

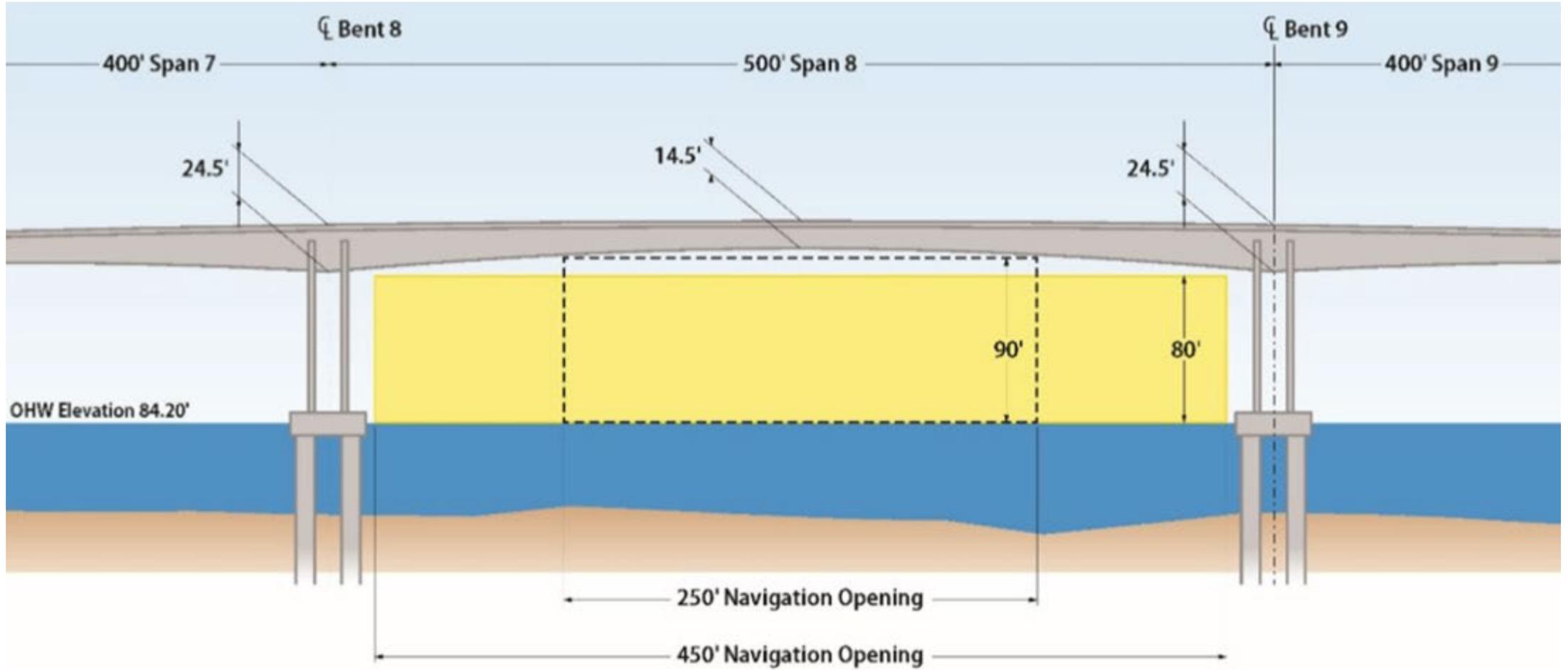


Future Bridge



- 1 New two-lane roundabout with marked crosswalks
- 2 New shared use path across bridge
- 3 New stormwater detention and water quality treatment facilities
- 4 Elimination of toll booth
- 5 New wider bridge opening crosses navigation channel at a perpendicular angle

Future Bridge



Project Specifics & Construction Risks

Why are you here?
What are next steps?

We are evaluating project delivery method options

We are confirming our current work is reducing the right risks

Project Specifics & Construction Risks

Geotechnical information at the bridge site

In the next six months, we will collect:

- 3 borings, 2 CPTs on-land
- 10 in-water borings

What other information would be useful to collect now vs. as part of delivery?



Project Specifics & Construction Risks

Utilities

- PG&E gas line
- Charter Cable
- Northwest Pipeline LLC
- Lumen

Is there perceived benefit of relocations occurring ahead of contractor selection?



Project Specifics & Construction Risks

Stakeholders

- Local cities, counties, Port
- Treaty tribes
- Local railroad
- US Coast Guard
- Columbia River Gorge Commission
- Outdoor sportsfolks



What stakeholder risks are best held by the owner vs. the contractor?



Project Specifics & Construction Risks

Right of Way

- Construction access needs
- Identification of “best” options for laydown areas
- Need to relocate Port offices?

Safety

- River users near construction

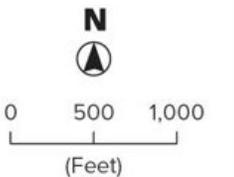


LEGEND

API

Existing Land Use within API

Commercial	Industrial
Tribal	Parks and Recreation
Transportation	Vacant
Government	Utilities



Project Specifics & Construction Risks

Other Topics

- Environmental approvals
- Permits
- Drainage (bridge currently has open grate deck)
- Aesthetics



Delivery Method Overview

Evaluating several options by end of 2022

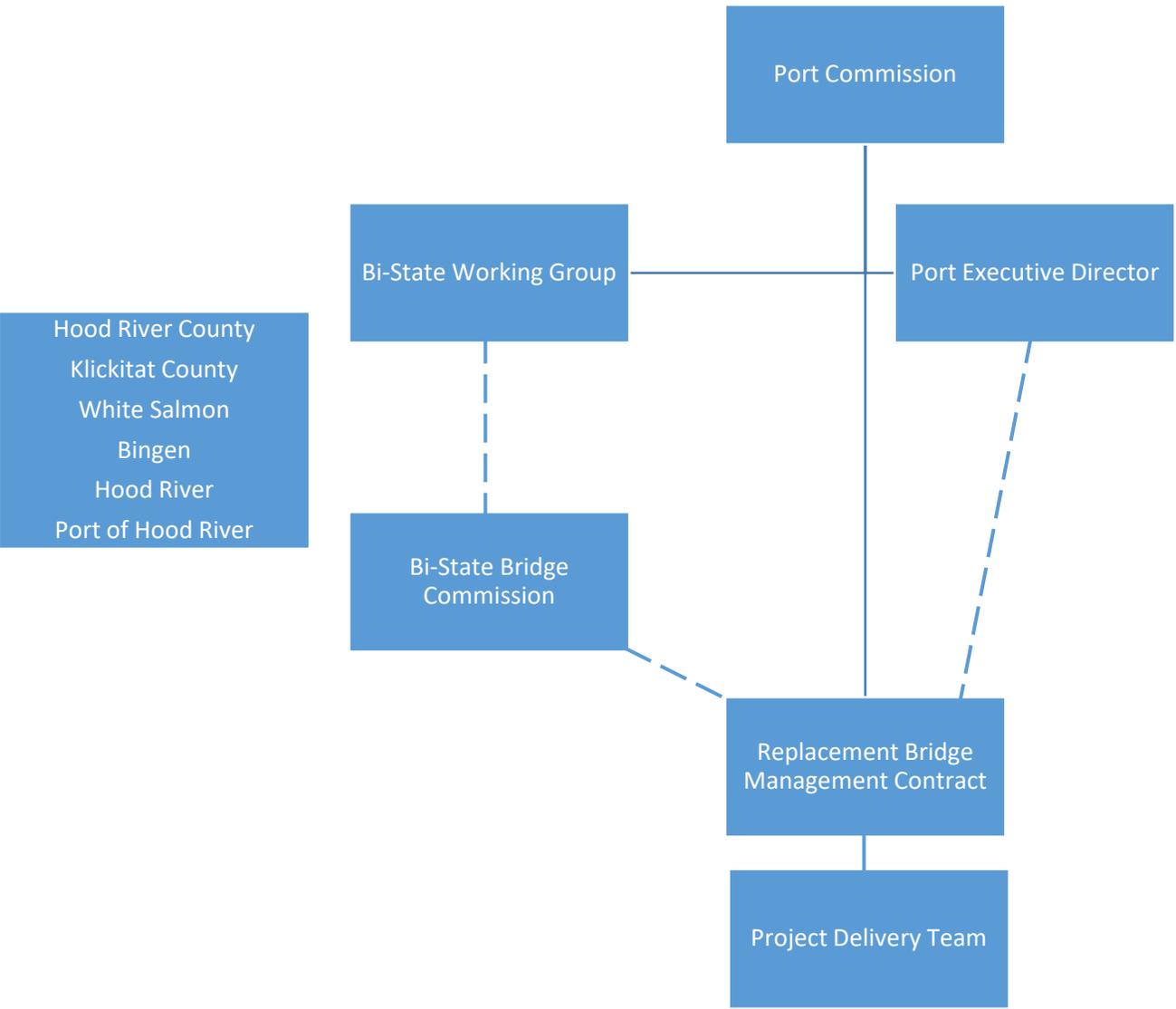
- Design-Bid-Build
- Construction Manager / General Contractor (CM/GC)
- Progressive Design-Build
- Design-Build Best Value
- Public-Private Partnership

Federal funding/Federal contracting regulations

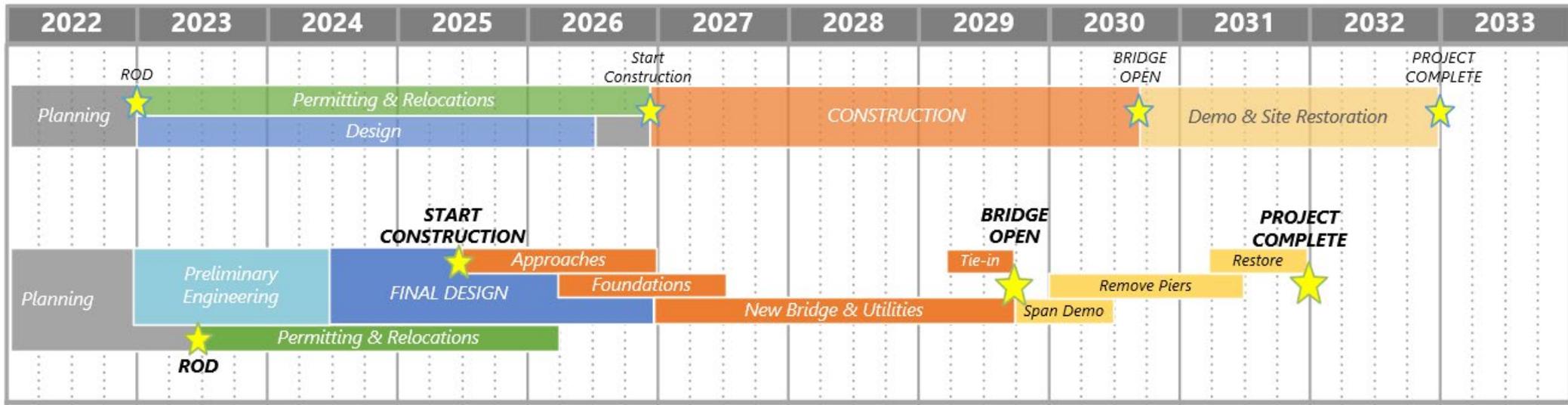
Seeking industry input as part of this decision

- What delivery method(s) and procurement process(s) would you recommend we consider for the Project?
- Potential for staged procurements, staged construction/demolition

Organizational Structure



Schedule



- FEIS/ROD will be ready for signature at end 2022
- Advancing Preliminary Design in 2023
- RFP/RFQ for Final Designer/Contractor in 2023
- Early Construction Project in 2025
- Accelerate opening date to 2029 or sooner

Funding

Committed Funding

Fund Sources*	Fund Type	Reference	Year	Amount
OR Planning Grant	State - OR	COMPLETE	2017	\$5 M
USDOT BUILD Grant	Federal		2020	\$5 M
WA Planning Grant	State - WA	SB 5165	2021	\$5 M
Oregon ARPA	State - OR	HB 5006	2021	\$5 M
Move-Ahead WA	State - WA	SB 5974	2022	\$75 M
			TOTAL	\$95 M

Questions?

Michael Shannon, *Project Director*
(425) 577-8071 • mwshannon@hntb.com

Portofhoodriver.com





Thank you!