Project Cost Estimate (PCE) Update

Purpose = Current PCE w/ Port of Hood River Understanding:

- Project Assumptions (Bid Items, Construction Methods, Unit Prices, & Inflation / Escalation)
- Project Risks related to PCE
- *Tools to mange change throughout design and Construction*

Deliverables

- Scope assumptions memorandum
- Updated PCE and KMC cost estimate with Report
- Risk Register for cost & Schedule
- Updated Construction Schedule
- PCE memorandum

Hood River – White Salmon
BRIDGE REPLACEMENT PROJECT

PCE Scope Assumptions

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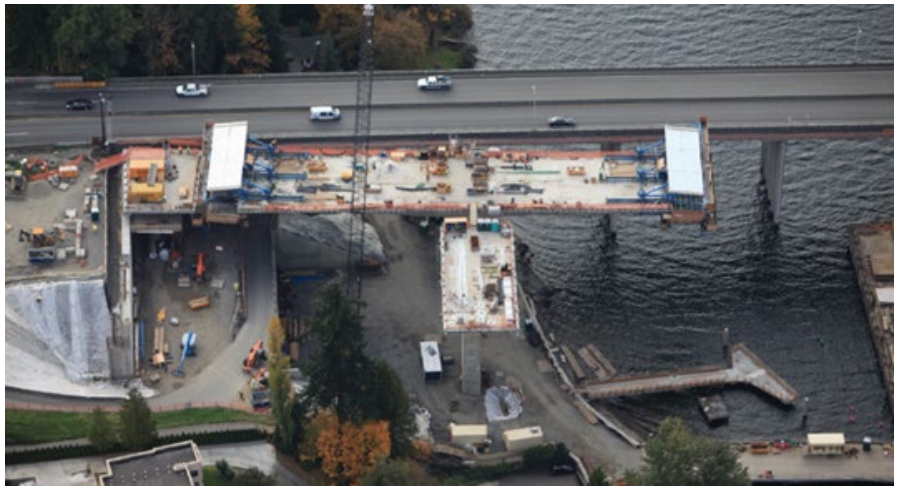
Outlines project scoped for design and construction assumptions; based on… "One way to build the project."

Key considerations:

- Key project bid items (expensive, challenging, or large quantity)
- Sequence of work, critical milestones, and work-window limits
- Design, Bid, Build delivery with flexibility for other methods
- Staging and construction access
- Environmental commitments & design criteria
- New Bridge construction
- Washington approach
- Oregon Approach
- Existing Bridge removal



PCE Update & KMC Cost Estimate

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Revised PCE construction costs to match scope assumptions

Key PCE Changes:

- Revisited key bid items for most current design and construction assumptions to update quantities
- KMC develop a “Contractor Style Construction Estimate” based on a Work Breakdown Structure (WBS) inclusive of high risk/high dollar activities with labor, equipment, material, supplies, specialty subs, and indirect costs
- Construction access, marine support, and staging
- Critical milestones to meet in-water work windows
- Unit Price Analysis for costs and labor rates
- KMC PCE Summary to roll all costs into bid items

PCE – Construction Schedule

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Previous construction schedule was modified to match updated assumptions

Key Schedule Milestones:

- Sequence of work, critical milestones, and in-water work-window(IWWW) limits (October 1 – March 15)
- Weather delays (1 day a week average for weather sensitive items)
- Port accelerated design schedule – funding, development of bridge replacement authority, RBMC, design, procurement method, EIS and permits, and other inputs
- NTP for Construction Target of December 1, 2026 to meet October 1 2027 first IWWW
- New bridge open to traffic – September 2030
- Demolition and project complete with restoration – January 2032

PCE Memorandum

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Developed Draft-Final PCE update based on the following items:

PCE Update Items:

- Construction costs (Contingencies & sales tax wrapped into bid items with KMC effort and unit prices)
- 8% Engineering and 2% Post-Design Services based on relative projects; need to define scope of services to finalize
- Risk register update for PCE cost and schedule
- Contingency (design & construction) at 30% of construction costs based on specific key factors for this project and Class 4 level estimate.
- Port programmatic costs including ROW, Tolling, BNSF, Finance, governance, RBMC efforts, and Port staff costs on the project
- Escalation based on year to construction for material and labor

PCE Update Summary

Hood River – White Salmon
BRIDGE REPLACEMENT PROJECT

SUBTOTAL, Construction Items					**$254,234,207**
	MOBILIZATION (Included in Bid Items)	LS	1	0%	$0
SUBTOTAL, All Items					**$254,234,207**
	CONTINGENCIES (Design & Construction)	LS	1	30%	$76,271,000
SUBTOTAL, All Items + Contingencies					**$330,505,207**
	SALES TAX, 7.5% - WA only (PCE assumes all materials purchased in WA)	LS	0.0	7.50%	$0
	DESIGN ENGINEERING	LS	1	6%	$19,831,000
	POST-DESIGN ENGINEERING (CSS)	LS	1	2%	$6,611,000
TO	**2021$**				**$350,336,207**
	ESCALATION (To mid-year of construction - see escalation tab)	YR	7	4.0%	$97,215,944
TO	**Mid-year Construction**				**$447,552,151**
	PROGRAMMATIC COSTS				$44,244,013
PROJECT COSTS					**$491,796,165**

A new high range cost that could be achieved…

Questions?