



## PUBLIC MEETING: Port Commission Meeting

**DATE:** Tuesday **November 19, 2024, 6:00 PM**

**LOCATION:** Cascade Locks City Hall 140 Wa Na Pa St, Cascade Locks, OR 97014

<https://us02web.zoom.us/j/85806615790>

### AGENDA

- 1) Commission meeting called to order
  - a. Pledge of Allegiance
  - b. Roll Call
  - c. Modifications, Additions and Changes to the Agenda
- 2) Consent Agenda (\*\*\*)Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may make a motion to remove any items from the Consent Agenda for individual discussion)
  - a. Approval of minutes for Commission Meeting from October 21, 2024 – **Page 2**
  - b. Ratification of bills in the amount of \$557,744.98 – **Page 4**
  - c. Approval of payroll for October 20, 2024 in the amount of \$43,559.03 and for November 5, 2024 in the amount of \$45,177.83
- 3) Executive Director Report
- 4) Commissioner Comments and Sub-Committee Reports
- 5) Executive Session under ORS 192.660 (2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions. Final actions or decisions on these matters will be made during the Regular Session
- 6) Business Action Items
  - a. Consider Items Referred from the Executive Session
  - b. Approve Contract with Parsons Transportation Group for the Owner’s Engineering and Project Management, and Related Services for the Bridge of the Gods Seismic, Safety, & Preservations Studies Project – **Page 8**
  - c. Approve Resolution 2024-4: A Resolution Authorizing the Transfer of Appropriated Funds Within the 2024-2025 General Fund Budget – **Page 73**
- 7) Adjournment

### IMPORTANT DATES

**Thursday, November 28, 2024**

Office Closed – Thanksgiving Day

**Tuesday, December 3, 2024**

Port Committee Meeting

**Tuesday, December 17, 2024**

Port Committee Meeting



PUBLIC MEETING: Port Commission Meeting

DATE: Monday **October 21, 2024, 6 PM**

LOCATION: Cascade Locks City Hall 140 Wa Na Pa St, Cascade Locks, OR 97014

<https://us02web.zoom.us/j/85806615790>

## MINUTES

**Video Location:** <https://youtu.be/1c26JHbOulQ>

- 1) Commission meeting called to order 6:03 PM
  - a. Roll Call
    - i. President Lorang
    - ii. Vice-President Klute
    - iii. Commissioner Nance
    - iv. Commissioner Peterson
    - v. Commissioner Dodd
    - vi. Members of the Staff and Other Support – Executive Director Jeremiah Blue; Deputy Executive Director Genevieve Scholl; Administrative Specialist Keriane Stocker; Operations Manager Parker Nelson
    - vii. Members of the Public – (via Zoom) Randy Holmstrom
  - b. Modifications, Addition and Changes to the Agenda
    - i. ED Blue requested to add minutes from September 17<sup>th</sup> and September 18<sup>th</sup> to the Consent Agenda.
- 2) Consent Agenda (\*\*\*)Consent Agenda may be approved in its entirety in a single motion. Items are considered routine. Any Commissioner may take a motion to remove any items from the Consent Agenda for individual discussion).
  - a. Approval of minutes for Commission Meeting from September 17, 2024, September 18, 2024 and October 8, 2024.
  - b. Ratification of bills in the amount of \$146,169.83
  - c. Approval of payroll for 9/20/24 of \$43,506.65 and for 10/4/24 of \$48,399.86

**MOTION:** **To approve the consent agenda in its entirety, as stated**

**MOVE:** Carrie Klute

**SECOND:** Rob Peterson

**VOTE:** **Aye:** Brad Lorang, Carrie Klute, Albert Nance, and Rob Peterson  
**Absent:** Ted Dodd

**VIDEO TIMESTAMP: 00:02:14**
- 3) Executive Session under ORS 192.660 (2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions.
  - a. Recess from Regular Session, into Executive Session at 7:25 PM
  - b. Recess out of Executive Session, into Regular Session at 7:42 PM
  - c. No action was taken as a result of Executive Session
- 4) Adjournment 7:48 PM

Port of Cascade Locks

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Port Commission President  
Brad Lorang

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Port Commission Secretary  
Albert Nance

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Date Approved

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Prepared by Keriane Stocker

Port of Cascade Locks

Bill List

From 10-17-2024

To 11-14-2024

AKS Engineering & Forestry	Engineering Services	7,770.04
Alfonso Barron	Expenses Report	100.00
Amazon Capital Services	Supplies	1,015.00
Amerititle	Title Report	300.00
AT&T Mobility	Phone Services	828.16
Blue Mountain Networks	Phone Service	890.74
Bulldog Welding & Specialties	Welding on BOG	8,305.00
Business Oregon	Loan 6 Payments	245,831.04
C2 Recreation Consulting	General Contract trails project	448.75
Cable Huston	Legal Fee	8,496.12
Century Link	Phone Services	33.83
Checkedred Flag Asphalt Paving	Tearout & Paving Road by House 3	19,000.00
City - Cascade Locks	Permit for LGGP Grant. Job #83	5,350.00
City - Cascade Locks	Utilities	6,842.55
CM & WO Sheppard Inc	Maint Supplies	447.57
Columbia Ace Hardware	Maint Supplies	570.92
Columbia Gorge News	Ads	270.00
Dennis Snyder Jr. Contractors	Services on BOG Sign	936.00
Elyzabeth Nagode	Elyzabeth Nagode	1,466.66
ERS	Boom Life	3,626.40
FNBO 1	Nextiva, Rooms & Meals	1,094.18
FNBO 2	Meals & Rooms, QB, Supplies	1,441.31
FNBO 3	Rooms & Meals, adobe, Exacth	1,696.25
FNBO 4	QB, Flybook, Grant Watch, Rooms	1,350.32
FNBO 6	lite Towable	147.90
FNBO 7	Supplies	594.94
FNBO 8	Supplies	92.69
Genevieve Scholl	Expenses Report	162.98
Home Depot	Maint Supplies	1,586.37
Hood River County	Property Taxes	122,343.28
Hood River Supply	Maint Supplies	68.38
Jeanetta Blue	Expenses Report	100.00
Jeremiah Blue	Expenses Report	135.96
JettlyLight	Weed Removal	900.00
Joanne Wallace	Expenses Report	205.69
John Blackwell	Expenses Report	100.00
Keriane Stocker	Expenses Report	100.00
KIHR Bicoastal Media	Ads	506.00
Kristie Sadewasser	Toll Ticket Refund	8.00
Levi Delena	Expenses Report	100.00
Mahr Startegies	Lobbing Services	12,000.00

Port of Cascade Locks  
 Bill List  
 From 10-17-2024  
 To 11-14-2024

Melissa Warren	Expenses Report	192.82
Merina+Co	Accounting Services	8,496.12
MCEDD	ED Work Group	300.00
Moda Health	Dental Ins	778.24
NAPA Gorge Auto	Maint Supplies	780.17
Neal Creek Sanitation	Portable sanitation	2,788.00
Oregon Department of Revenue	Payroll Taxes	10,332.23
ODOT	Fuel	635.60
Parker Nelson	Expenses Report	300.00
Parsons Transportation Group	Engineering on BOG	957.98
PERS	PERS	14,154.45
Pro Systems	Softwear	145.00
R & S Flagging	Flagging on BOG Welding	2,544.00
RADCOMP Technologies	IT Serives	4,265.82
Retail Point of Sales	Supplies	22.95
Sierra Springs	Water & Monthly Rental	106.88
Skamania Co Chamber of Commerce	Chamber Event	50.00
Special Dist Ass'n of Oregon	STD-LTD	605.22
Special Dist Ass'n of Oregon	Medical Ins	21,228.00
Staples Business Advantage	Suplies	399.71
The Port of Hood River	BreezeBy Tolls	8,090.68
Todd Mohr	Expenses Report	100.00
United States Treasury	Payroll Taxes	20,578.78
Veritiv	Restroom Supplies	536.10
Wood Product Signs	Trail Signage for RTP Grant	2,093.20
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	<b>TOTAL</b>	<b>\$ 557,744.98</b>
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## PORT COMMISSION REPORT

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**TO:** PORT COMMISSION

**FROM:** JEREMIAH BLUE, EXECUTIVE DIRECTOR

**SUBJECT: APPROVAL OF CONTRACT WITH PARSONS TRANSPORTATION GROUP FOR THE BRIDGE OF THE GODS SEISMIC, SAFETY, & PRESERVATION STUDIES PROJECT**

**DATE:** NOVEMBER 19, 2024

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### **Introduction:**

For nearly a century, the Bridge of the Gods has served as a critical link between Oregon and Washington, supporting commerce, tourism, and regional connectivity. As the Port's most iconic asset, the bridge's preservation and safety are paramount to fulfilling our strategic commitment to community vitality and economic development. This memo presents a key contract with Parsons Engineering, whose role as Owner's Engineer and Project Manager will be crucial to advancing our objectives for seismic resilience, long-term maintenance, and safety enhancements.

In early 2024, the State of Oregon allocated \$6 million to the Port of Cascade Locks for a comprehensive Seismic Resilience & Preservation Study. This funding jumpstarted our efforts to conduct thorough engineering studies, cost assessments, and feasibility analyses. Today, we seek Commission approval to formalize the contract with Parsons Engineering, a firm with extensive experience in seismic retrofitting and preservation, to manage and execute this essential project.

### **Project Overview:**

The Bridge of the Gods Seismic, Safety, & Preservation Studies Project has three key focus areas:

- 1. Seismic Resilience:** The project will conduct detailed seismic assessments to identify vulnerabilities and design conceptual retrofitting measures to strengthen the bridge's structural integrity against earthquakes.
- 2. Preservation Planning:** This phase will establish a preservation strategy that includes a comprehensive bridge assessment, structural monitoring, and a 15-year plan for maintenance and rehabilitation, aligning with the Port's goal to extend the bridge's lifespan by at least 50 years.
- 3. Safety Improvements:** Addressing immediate safety needs, the project includes exploring options for pedestrian and cyclist pathways, enhanced lighting, and ADA-compliant facilities, especially for the Pacific Crest Trail crossing.

#### **Documents for Review:**

- 1. Proposal and Team Qualifications** – Outlines Parsons Engineering's relevant experience, team credentials, and approach to each focus area. Parsons' qualifications demonstrate their ability to meet the unique demands of this project.
- 2. Project Budget by Task** – Provides a detailed budget breakdown for each project component, ensuring transparent allocation of the \$6 million in state funding.
- 3. DRAFT Contract Agreement** – Defines the scope, deliverables, timelines, and terms under which Parsons Engineering will provide Owner's Engineering and Project Management services for this project.

#### **Strategic Alignment:**

This project is central to the Port's Strategic Plan (2024-2029) and aligns with the Port's goals to:

- 1. Maintain Port Assets:** Through the planned preservation and upgrades, we ensure the bridge's operational safety, protecting this key asset for current and future generations.
- 2. Enhance Regional Connectivity and Tourism:** By exploring pedestrian and cyclist pathways, the project supports the Port's vision of Cascade Locks as a vibrant, business-friendly destination, attracting visitors and bolstering the local economy.
- 3. Leverage Community Partnerships and Funding:** The study phase will provide a foundation to pursue additional state and federal funds required to carry out future capital improvements.

**Recommendation:**

Approve the contract with Parsons Engineering for the Bridge of the Gods Seismic, Safety, & Preservation Studies Project, authorizing them to proceed with the outlined scope of work, subject to final legal review and approval by the Executive Director.



# BRIDGE OF THE GODS SEISMIC, SAFETY, & PRESERVATION STUDIES PROJECT

## OWNER'S ENGINEER & PROJECT MANAGER AGREEMENT

This is an Agreement between **the Port of Cascade Locks** (Owner) and **[name of Engineer]** (Engineer). Owner's Project, of which Engineer's services under this Agreement are a part, is generally identified as the **Bridge of the Gods Seismic, Safety, & Preservation Studies Project** (Project).

Owner and Engineer further agree as follows:

### ARTICLE 1—ENGINEER'S SERVICES

#### 1.01 Study and Report Services of Engineer

- A. Engineer's services under this Agreement are generally identified as **Owner's Engineering, Project Management, and Related Services** ("Study and Report Services").
- B. Engineer shall perform or furnish the Study and Report Services set forth in this Agreement, expressly including the Basic Services described in Article 1 of Exhibit A, Scope of Engineer's Study and Report Services, and any duly authorized Additional Services described in Article 2 of Exhibit A.

### ARTICLE 2—OWNER'S RESPONSIBILITIES

#### 2.01 Owner shall:

- A. Provide Engineer with all criteria and full information as to Owner's requirements for the Study and Report Services, including but not limited to design objectives and constraints; space, capacity and performance requirements; flexibility and expandability goals; security issues; any anticipated funding sources; and budgetary limitations.
- B. Furnish to Engineer all existing studies, reports, and other available information pertinent to the Engineer's performance of the Study and Report Services, including reports and data relative to previous investigations, designs, construction, or existing facilities at or adjacent to any Site under consideration.
- C. Following Engineer's assessment of initially-available Project data and information, and receipt of Engineer's advice regarding the need (if any) for additional Project-related data and information, either (1) authorize Engineer to undertake Additional Services necessary to obtain such additional Project-related data and information, or (2) obtain, furnish, or otherwise make available (if necessary through title searches, or retention of specialists or consultants) such additional Project-related data and information. Such additional data and information would generally include the following:
  - 1. Property descriptions.
  - 2. Zoning, deed, and other land use restrictions.
  - 3. Utility information, reports, and mapping.

4. Property, boundary, easement, right-of-way, topographic, and other special surveys or data, including establishing relevant reference points.
  5. Explorations and tests of subsurface conditions at or adjacent to a Site; geotechnical reports and investigations; drawings of physical conditions relating to existing surface or subsurface structures at a Site; hydrographic surveys, laboratory tests and inspections of samples, materials, and equipment; with appropriate professional interpretation of such information or data.
  6. Environmental assessments, audits, investigations, and impact statements, and other relevant environmental, historical, or cultural studies relevant to the Project, the Site(s), and adjacent areas.
  7. Data or consultations as required for the Project but not otherwise identified in this Agreement.
- D. Advise Engineer of the identity and scope of services of any independent consultants and contractors retained by Owner to perform or furnish services pertinent to the Study and Report Services.
  - E. Arrange for safe access to and make all provisions for Engineer to enter upon public and private property as required for Engineer to perform services under the Agreement.
  - F. Inform Engineer in writing of any specific requirements of safety or security programs that are applicable to Engineer, as a visitor to any Site under study.
  - G. Examine all Documents submitted by Engineer (and obtain the advice of an attorney, risk manager, financial advisor, insurance counselor, or other advisors or consultants as Owner deems appropriate with respect to such examination), and render in writing timely decisions pertaining to such Document submittals.
  - H. Inform Engineer regarding any need for assistance in evaluating the possible use of Project Strategies, Technologies, and Techniques, as defined in Exhibit A.
  - I. Furnish (if necessary by retaining qualified specialists or consultants) accounting services; bond and financial advisory services; independent cost estimating; and insurance, risk management, and legal services, as required in support of Engineer's performance of its Study and Report Services.
- 2.02 Owner shall be responsible for all requirements and instructions that it furnished to Engineer pursuant to this Agreement. Engineer may rely upon information and data provided by Owner, but must nonetheless, independently verify and validate such information and data is suitable for the intended use. Engineer is entitled to rely upon the following Attachments, which are included in the Documents:
- A. 2017 seismic vulnerability assessment report for the bridge and its approaches completed by firm HDR, available for download here: <https://bit.ly/seismicvulnerabilitystudy>
  - B. 2016 report for improving pedestrian safety & trail experience at the Bridge of the Gods completed by firm HDR, available for download here: <https://bit.ly/bikepedxingstudy>
- 2.03 Owner shall give prompt written notice to Engineer whenever Owner acquires actual knowledge of:
- A. any development that affects the scope or time of performance of Engineer's services;

- B. the presence of any Constituent of Concern at any Site; or
- C. any relevant, material defect or nonconformance in Engineer's services or Owner's performance of its responsibilities under this Agreement.

### **ARTICLE 3—SCHEDULE**

#### **3.01 Schedule for Rendering Services**

Engineer shall furnish Phase Reports and any other Study and Report deliverables to Owner within the following specific time period:

1. October 1, 2024 – January 30, 2025 for Phase 1.
2. February 1, 2025 – July 31, 2024 for Phase 2.
3. August 1, 2025 – May 30, 2026 for Phase 3.
4. June 1, 2026 – December 31, 2026 for Phase 4.
5. January 1, 2027 – December 31, 2027 for Phase 5.
6. Phase 6 is dependent on future additional funding. Performance period is to be determined.

Owner shall review the Documents submitted by Engineer and provide one set of coordinated comments to Engineer within **30** days after Owner receives the Documents from Engineer. If Owner requires additional time to review the Documents, Owner shall promptly notify Engineer, noting the timeframe in which the review will be completed. Upon receipt of such notice, Engineer shall inform Owner whether the additional time is likely to impact the time for completion of Engineer's Study and Report Services

Engineer shall revise the Report and other deliverables and submit such Documents to Owner within **30** days of receipt of Owner's comments.

If, through no fault of Engineer, such periods of time or dates are changed in a manner that impacts the continuous progress of Engineer's Study and Report Services, then the time for completion of Engineer's Study and Report Services, and the rates and amounts of Engineer's compensation, will be adjusted equitably through an Amendment.

### **ARTICLE 4—ENGINEER'S COMPENSATION**

#### **4.01 Invoices and Payments**

- A. Invoices—Engineer shall prepare invoices in accordance with its standard invoicing practices and submit the invoices to Owner on a monthly basis. Invoices are due and payable within 30 days of receipt. Engineer shall also comply with the progress reporting and special invoicing requirements (if any) in Exhibit A Paragraph 1.01.A.
- B. Payment—As compensation for Engineer providing or furnishing Study and Report Services, Owner shall pay Engineer as set forth in this Paragraph 4.01, Invoices and Payments. If Owner disputes an invoice, either as to amount or entitlement, then Owner shall promptly advise Engineer in writing of the specific basis for doing so, may withhold only that portion so disputed, and must pay the undisputed portion.
- C. Failure to Pay—If Owner fails to make any payment due Engineer for Study and Report Services or expenses within 30 days after receipt of Engineer's invoice, then Engineer may,

after giving 7 days' written notice to Owner, suspend the Study and Report Services under this Agreement until Engineer has been paid in full all amounts due for such services, expenses, and other related charges, and in such case Owner waives any and all claims against Engineer for any such suspension.

- D. Reimbursable Expenses—Engineer is entitled to reimbursement of expenses only if so indicated in Paragraph 4.02.A or 4.02.B. If so entitled, and unless expressly specified otherwise, the amounts payable to Engineer for reimbursement of expenses will be the Project-related internal expenses actually incurred or allocated by Engineer, plus all invoiced external expenses allocable to the Project, including Engineer's subcontractor and subconsultant charges.

#### 4.02 Compensation

##### A. Basis of Compensation—Basic Services

1. Hourly Rates. Owner shall pay Engineer for Basic Services as follows:

- a. An amount equal to the cumulative hours charged to the Project by Engineer's employees times standard hourly rates for each applicable billing class, plus reimbursement of expenses incurred in connection with providing the Basic Services.
- b. Engineer's Standard Hourly Rates are attached as Appendix 1.
- c. The total compensation for Basic Services and reimbursement of expenses is estimated to be **\$2,540.00**.

- B. Additional Services—For authorized Additional Services, Owner shall pay Engineer an amount equal to the cumulative hours charged by Engineer's employees in providing the Additional Services, times standard hourly rates for each applicable billing class; plus reimbursement of expenses incurred in connection with providing the Additional Services. Engineer's standard hourly rates are attached as Appendix 1.

### ARTICLE 5—TERMINATION

#### 5.01 Termination for Cause

- A. Either party may terminate the Agreement for cause upon 30 days' written notice in the event of substantial failure by the other party to perform in accordance with the terms of the Agreement, through no fault of the terminating party.

1. Notwithstanding the foregoing, this Agreement will not terminate under Paragraph 5.01.A if the party receiving such notice begins, within 7 days of receipt of such notice, to correct its substantial failure to perform and proceeds diligently to cure such failure within no more than 30 days of receipt thereof; provided, however, that if and to the extent such substantial failure cannot be reasonably cured within such 30-day period, and if such party has diligently attempted to cure the same and thereafter continues diligently to cure the same, then the cure period provided for herein will extend up to, but in no case more than, 60 days after the date of receipt of the notice.

- B. In addition to its termination rights in Paragraph 5.01.A, Engineer may terminate this Agreement for cause upon 7 days' written notice (a) if Owner demands that Engineer furnish or perform services contrary to Engineer's responsibilities as a licensed professional, (b) if

payment due Engineer remains unpaid for 90 days, as set forth in Paragraph 4.01.C, or (c) as the result of the presence at the Site of undisclosed Constituents of Concern as set forth in Paragraph 6.06.A.

5.02 Termination for Convenience—Owner may terminate this Agreement for convenience, effective upon Engineer's receipt of notice from Owner.

5.03 Payments Upon Termination

- A. In the event of any termination under this Article 5, Engineer will be entitled to invoice Owner and to receive full payment for all services performed or furnished in accordance with this Agreement, and to reimbursement of expenses incurred through the effective date of termination. Upon making such payment, Owner will have the limited right to the use of all deliverable Documents, whether completed or under preparation, subject to the provisions of Paragraph 6.04, at Owner's sole risk.
- B. If Owner has terminated the Agreement for cause and disputes Engineer's entitlement to compensation for services and reimbursement of expenses, then Engineer's entitlement to payment and Owner's rights to the use of the deliverable documents will be resolved in accordance with the dispute resolution provisions of this Agreement or as otherwise agreed in writing.
- C. If Owner has terminated the Agreement for convenience, or if Engineer has terminated the Agreement for cause, then Engineer will be entitled, in addition to the payments identified above, to invoice Owner and receive payment of a reasonable amount for services and expenses directly attributable to termination, both before and after the effective date of termination, such as reassignment of personnel, costs of terminating contracts with Engineer's subcontractors or subconsultants, and other related close-out costs, using methods and rates for Additional Services as set forth in Paragraph 4.02.B.

## **ARTICLE 6—GENERAL CONSIDERATIONS**

6.01 Standard of Care

- A. The standard of care for all professional engineering and related services performed or furnished by Engineer under this Agreement will be the care and skill ordinarily used by members of the subject profession practicing under similar circumstances at the same time and in the same locality. Subject to the foregoing standard of care, Engineer may use or rely upon design elements and information ordinarily or customarily furnished by others, including, but not limited to, specialty contractors, manufacturers, suppliers, and the publishers of technical standards. Notwithstanding anything to the contrary, no provision of this Agreement shall elevate or otherwise alter the Standard of Care or be deemed to require any express or implied warranty by Engineer other than as expressly required by this Agreement.

6.02 Construction Costs; Project Costs

- A. Engineer's opinions (if any) of probable construction costs are to be made on the basis of Engineer's experience, qualifications, and general familiarity with the construction industry. However, because of the limited and preliminary nature (1) of the Study and Report Services and (2) of any capital improvements described in any delivered Document, and because Engineer has no control over the cost of labor, materials, equipment, or services furnished

by others, or over contractors' methods of determining prices, or over competitive bidding or market conditions, Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from opinions of probable construction costs prepared by Engineer. If Owner requires greater assurance as to probable construction costs, then Owner agrees to obtain an independent cost estimate.

- B. The services, if any, of Engineer with respect to Total Project Costs will be limited to assisting the Owner in tabulating the various categories that comprise Total Project Costs. Engineer assumes no responsibility for the accuracy of any opinions of Total Project Costs, provided that such opinions are based on the standard of care required of Engineer by this Agreement.

#### 6.03 Constructors' Work

- A. Engineer shall not at any time supervise, direct, control, or have authority over any Constructor's work, nor will Engineer have authority over or be responsible for the means, methods, techniques, sequences, or procedures of construction selected or used by any Constructor, or the safety precautions and programs incident thereto, for security or safety at any Site, nor for any failure of a Constructor to comply with laws and regulations applicable to that Constructor's furnishing and performing of its work. Engineer shall not be responsible for the acts or omissions of any Constructor.

#### 6.04 Documents

- A. All work products of Engineer that result from this Agreement ("Work Products") are the exclusive property of Owner after payment to Engineer. If any of the Work Products contain intellectual property of Engineer that is or could be protected by federal copyright, patent or trademark laws or state trade secret laws, Engineer hereby grants Owner a perpetual, royalty-free fully paid, non-exclusive and irrevocable license to copy, reproduce, deliver, publish, perform, dispose of, use and re-use, in whole or in part, and to authorize others to do so, all such Work Products and any other information, designs, plans, or information provided or delivered to Owners or produced by Engineer under this Agreement. The Parties expressly agree that all works produced pursuant to this Agreement are works specifically commissioned by Owner and that Engineer shall obtain written permission from Owner before publishing, displaying or using any Work or Work Products resulting from this Agreement. Any reuse or modification of Work Products for purposes other than those intended by Engineer shall be at the Owners' sole risk and without liability to Engineer.
- B. All original written material and other documentation, including background data documentation, and staff work that is preliminary to final reports, originated and prepared for Owner under the Agreement, shall be the exclusive property of Owner. Engineer will not use any written or other materials developed for Owner under the Agreement in developing materials for others, except as may be specifically provided in writing to the contrary.
- C. This Agreement shall not preclude Engineer from independently developing materials which may be similar to materials developed pursuant to the Agreement.
- D. Owner acknowledges that the Documents are not design or construction documents;
  - 1. No Document shall be altered, modified, or reused by Owner or any third party for any purpose except with Engineer's express written consent;

2. Any use, reuse, alteration, or modification of the Documents, except as authorized in this Agreement or by Engineer's written consent, will be at Owner's sole risk and without liability or legal exposure to Engineer or to its officers, directors, members, partners, agents, employees, subcontractors, and subconsultants;
  3. Owner shall indemnify and hold harmless Engineer and its officers, directors, members, partners, agents, employees, subcontractors, and subconsultants from all claims, damages, losses, and expenses, including attorneys' fees, arising out of or resulting from any unauthorized use, reuse, alteration, or modification of the Documents by Owner; and
  4. Nothing in this paragraph shall create any rights in third parties.
- E. Owner and Engineer agree to transmit, and accept, the Documents and all other Project-related correspondence, text, data, drawings, documents, information, and graphics, in electronic media or digital format, either directly, or through access to a secure Project website, in accordance with a mutually agreeable protocol.

#### 6.05 Indemnity; Waiver of Damages

- A. Except as limited below, Engineer shall indemnify and hold harmless Owner, its members, officers, boards, agents and employees, against all Third Party liability, claims, suits or actions of whatsoever nature, loss or expenses, fees (including, but not limited to, attorney, engineer, architect, other professionals and court costs) resulting from Engineer's negligent acts or omissions, or Engineer's willful misconduct, including all Third Party claims, actions or judgments based upon or arising out of damage, injury or death to persons or property to the extent caused by any negligent act, omission, or willful misconduct by the Engineer. Engineer shall obtain similar indemnification for anyone acting on Engineer's behalf in connection with, or incidental to, this Agreement for the Work to be performed hereunder for that person or entity's negligence. Provided, however, that nothing herewith shall be construed to require indemnification of the Owner to the extent attributable to Owner's own negligence.
- B. To the fullest extent permitted by law, Owner and Engineer waive against each other, and the other's officers, directors, members, partners, agents, employees, subcontractors, subconsultants, and insurers, any and all claims for or entitlement to special, incidental, indirect, or consequential damages arising out of, resulting from, or in any way related to this Agreement or the Project, from any cause or causes.

#### 6.06 General Provisions

- A. **Dispute Resolution**—Owner and Engineer agree to negotiate each dispute between them in good faith during the 30 days after notice of dispute. If negotiations are unsuccessful in resolving the dispute, then the dispute will be mediated. If mediation is unsuccessful, then the parties may exercise their rights at law. Unless otherwise prohibited by law, the Parties hereby waive the right to trial by jury for any disputes under this Agreement .
- B. **Governing Law**— This Agreement shall be governed and construed in accordance with the laws of the State of Oregon without resort to any other jurisdiction's conflict of laws, rules or doctrines. The venue shall lie in the Circuit Court of the State of Oregon for the County of Hood River. If Federal jurisdiction and venue is established, venue shall lie in the United

States District Court in Portland, Oregon. The Parties expressly consent to the personal jurisdiction of these courts.

- C. Exclusions from Services—Engineer's Study and Report Services do not include: (1) serving as a "municipal advisor" for purposes of the registration requirements of Section 975 of the Dodd-Frank Wall Street Reform and Consumer Protection Act (2010) or the municipal advisor registration rules issued by the Securities and Exchange Commission; (2) advising Owner, or any municipal entity or other person or entity, regarding municipal financial products or the issuance of municipal securities, including advice with respect to the structure, timing, terms, or other similar matters concerning such products or issuances; (3) providing surety bonding or insurance-related advice, recommendations, counseling, or research, or enforcement of construction insurance or surety bonding requirements; or (4) providing legal advice or representation.
- D. Insurance—Engineer shall provide to Owner certificates of insurance prior to beginning any Work under the Agreement and shall maintain in full force and effect for the term of this Agreement, at Engineer's expense: commercial general liability insurance, automobile liability insurance, and professional liability insurance as described in the table below.

<b><u>Workers Compensation</u></b>	Statutory Limits for states where work is performed and/or where benefits can be claimed.
<b><u>Employers Liability</u></b>	\$1,000,000 – Each Occurrence \$1,000,000 – Disease: Each Employee \$1,000,000 – Disease: Policy Limit
<b><u>Commercial General Liability</u></b>  <ul style="list-style-type: none"> <li>Specifically including (or not excluding) and not limited to coverage for premises &amp; operations, products &amp; completed operations, contractual liability, independent contractors, offsite operations and storage</li> </ul>	\$5,000,000 – Each Occurrence \$5,000,000 – Policy Aggregate
<b><u>Automobile Liability</u></b>  <ul style="list-style-type: none"> <li>All owned, hired, and non-owned vehicles.</li> </ul>	\$1,000,000 – Each Occurrence, property damage / bodily injury Combined Single Limit (“CSL”)
<b><u>Umbrella or Excess Liability</u></b> Excess of the primary Commercial General Liability, Automobile Liability.	When required, in combination with the primary policy to meet the requirements for Commercial General Liability and/or Automobile Liability.
<b><u>Professional Liability</u></b>	\$2,000,000 – Each Occurrence (or claims made) \$4,000,000 – Policy Aggregate



**Other Requirements**

- Engineer shall require carrier(s) to provide (30) Days written notice to Owner prior to any cancellation, except for non-payment, which shall be the number of days for notice set forth in the policy.
- Engineer shall provide (30) Days written notice to Owner prior to any material reduction or modifications.
- Engineer's insurance is primary and insurance held by Owner is excess and non-contributory.
- If Engineer does not comply with this provision, Owner may, in addition to any other remedies it may have, terminate this Agreement, subject to any provision of this Agreement.

Engineer shall name Owner, its officers, boards, agents and employees as named additional insureds on the automobile and general liability policies of insurance for Engineer's negligent acts. The policy shall be issued by a company authorized to do business or provide insurance in the State of Oregon and shall protect Engineer against liability for contractual liability.

E. Successors and Assigns

1. Owner and Engineer are hereby bound and the successors, executors, administrators, and legal representatives of Owner and Engineer are hereby bound to the other party to this Agreement and to the successors, executors, administrators, and legal representatives (and said assigns) of such other party, in respect of all covenants, agreements, and obligations of this Agreement.
2. Neither Owner nor Engineer may assign, sublet, or transfer any rights under or interest (including, but without limitation, money that is due or may become due) in this Agreement without the written consent of the other party, except to the extent that any assignment, subletting, or transfer is mandated by law. Unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under this Agreement.

F. Beneficiaries—Unless expressly provided otherwise, nothing in this Agreement shall be construed to create, impose, or give rise to any duty owed by Owner or Engineer to any Constructor, other third-party individual or entity, or to any surety for or employee of any of them. All duties and responsibilities undertaken pursuant to this Agreement will be for the sole and exclusive benefit of Owner and Engineer and not for the benefit of any other party.

G. Independent Contractor - During the Term of this Agreement, Engineer shall act at all times as an independent contractor and shall have the responsibility for and control over the details and means of performing the Work. Engineer acknowledges it has the duty to provide continuous, adequate supervision of its personnel, subconsultants and subcontractors, if any. Nowhere in this Agreement shall it be construed or implied that Engineer or any of its subconsultants, subcontractors, affiliates, employees, agents, or representatives are employees, representatives, or agents of Owner. Engineer shall be subject to the direction of Owner only with respect to Exhibit A - Statement of Work and the general results required by this Agreement. Engineer acknowledges and agrees that it is not entitled to indemnification by the Owners or the provision of a defense under ORS 30.285 and waives any right thereto.

## **ARTICLE 7—ENGINEER REPRESENTATIONS AND WARRANTIES**

- 7.01 Engineer has the authority to enter into and perform in accordance with this Agreement and that this Agreement, when executed and delivered, is a valid and binding obligation of Engineer that is enforceable in accordance with the terms and conditions.
- 7.02 Engineer shall at all times provide qualified personnel under the supervision of a professional engineer, licensed or otherwise qualified by the State of Oregon to perform said services and as designated in Engineer's Proposal. Engineer is responsible for obtaining all business registrations or professional occupation licenses required by state or local law.
- 7.03 Engineer represents that it is qualified and experienced in performing services for all aspects of the Work. Engineer shall use reasonable care to identify and resolve matters that may arise and which, while not specifically addressed in the Agreement, fall within the Engineer's standard of care.
- 7.04 Engineer has thoroughly examined and carefully studied the Agreement and the other related data identified in the Request for Proposal, including "technical data." Engineer represents that it has or will obtain and carefully study additional supplementary examinations, investigations, explorations, tests, studies and data concerning conditions (surface, subsurface and underground facilities) for the Project.
- 7.05 Engineer shall be responsible for the technical accuracy, acts and omissions of Engineer's and, if applicable, its subconsultant's, services and documents resulting therefrom, and Owner shall not be responsible for discovering deficiencies therein.
- 7.06 Owner shall have the right to disapprove any portion of Engineer's Work, including, but not limited to, Work associated with the design and construction documents, bidding phases, and any other design work or documents, which does not comply with the requirements of this Agreement. Engineer shall proceed when requested by the Owner with revisions to the design work or Documents prepared for that Work to attempt to satisfy the Owner's objections. If said additional work is acceptable, Owner will provide prompt written approval. Correction or completion of Work which does not comply with the requirements of this Agreement shall be made without adjustments to the compensation for Engineer's services provided for hereunder. It is the intent of the parties that Engineer shall promptly correct any defective, inaccurate or incomplete tasks, deliverables, services or other Work resulting from Engineer's negligent acts, errors or omissions, which are not performed in conformity with the Standard of Care, without additional cost to the Owner. The acceptance of Engineer's services by Owner shall not relieve Engineer from the obligation to correct subsequently discovered defects, inaccuracies or incompleteness resulting from the Engineer's negligent acts, errors or omissions. If Engineer does not promptly comply with the terms of such instructions to correct deficiencies, or in an emergency where delay would cause serious risk of loss or damage, Owner may have the corrective services performed by a third party, and all costs, losses, and damages arising out of or relating to such correction shall be paid by Engineer.

## **ARTICLE 8—CHANGES TO AGREEMENT**

- 8.01 No provision of this Agreement, including any exhibit hereto, shall be waived, altered, modified, supplemented, extended or amended, in any manner whatsoever, except by written

Amendment, executed by both parties. Owner shall not be liable for payment of any additional work performed by Engineer not previously authorized in writing by Owner via Work Change Directive or Amendment.

## **ARTICLE 9—COMPLIANCE WITH APPLICABLE LAW**

### **9.01 Generally.**

Engineer shall keep itself fully informed of and shall fully comply with all federal, state, regional, and local laws, rules, regulations, ordinances, and orders pertaining in any manner to this Agreement and the rules, regulations and orders of any agency or authority having jurisdiction over the Work under this Agreement or persons employed or engaged therein. Engineer shall pay all taxes, including federal, state, regional, county, and city taxes, and taxes of any other governmental entity, applicable to the services performed or materials provided under this Agreement. All permits, licenses, and fees necessary for prosecution and completion of the Work shall be secured and paid for by Engineer, unless otherwise specified by Owner. The following provisions are intended to implement Owner's procurement rules as required by state law and, as such, apply to the extent they are required by law for the services provided under this Agreement.

### **9.02 Prompt Payment**

Engineer shall promptly pay as due all of its obligations arising out of or in connection with the Work, including, but not limited to, payments (1) to all persons supplying to Engineer labor, equipment, services, or materials for the performance of the Work; (2) of all contributions or amounts due the Industrial Accident Fund from Engineer or any Subcontractor or Subcontractor incurred in the performance of the Work; and (3) to the Department of Revenue of all sums withheld from employees under ORS 316.167.

### **9.03 Hours of Labor**

Engineer shall pay employees at least time and a half pay for all overtime in excess of forty (40) hours in any one (1) week and legal holidays described in ORS 279B.020, except for individuals who are excluded under ORS 653.010 to 653.261 or under 29 U.S.C. 201 to 209 from receiving overtime.

### **9.04 Workers' Compensation**

All employers, including Engineer, that employ subject workers who work under this Agreement in the state of Oregon shall comply with ORS 656.017 and provide the required Workers' Compensation coverage, unless such employers are exempt under ORS 656.126. Engineer shall ensure that each of its Subcontractors and Subconsultants comply with these requirements.

### **9.05 Prompt Payment for Medical Services**

Engineer shall promptly make payment, as due, to any person, co-partnership, association, or corporation furnishing medical, surgical, or hospital care services or other needed care and

attention, incident to sickness or injury, to the employees of Engineer, of all sums that Engineer agrees to pay for the services and all moneys and sums that Engineer collected or deducted from the wages of employees under any law, contract, or agreement for the purpose of providing or paying for the services.

9.06 Compliance with Laws/Tax Laws

Engineer shall comply with all applicable federal, state, and local laws, statutes, codes, regulations, rules, orders, and rulings including, without limitation, those governing labor, materials, equipment, construction procedures, safety, health, sanitation, and the environment. Engineer agrees to indemnify, hold harmless, reimburse, and defend Owners from and against any penalties or liabilities arising out of violations of such obligations by Engineer or its subcontractors, subconsultants or suppliers at any tier. Engineer represents and warrants that it not delinquent in the filing or payment of any Oregon income taxes, Oregon personal property taxes, Oregon municipal taxes, or Oregon real property taxes and that it has otherwise complied with all Oregon tax laws and all tax laws of those Oregon municipalities to which Engineer is subject.

Without limiting the generality of the foregoing, Engineer expressly agrees to comply with the following laws, regulations and executive orders to the extent they are applicable to the Agreement: (i) Titles VI and VII of the Civil Rights Act of 1964, as amended; (ii) Section 503 and 504 of the Rehabilitation Act of 1973, as amended; (iii) the Americans with Disabilities Act of 1990, as amended; (iv) Executive Order 11246, as amended; (v) the Health Insurance Portability and Accountability Act of 1996; (vi) the Age Discrimination in Employment Act of 1967, as amended, and the Age Discrimination Act of 1975, as amended; (vii) the Vietnam Era Veterans Readjustment Assistance Act of 1974, as amended; (viii) ORS Chapter 659, as amended; (ix) all applicable regulations and administrative rules established pursuant to the foregoing laws: and (x) all other applicable requirements of federal, state and local rules and regulations., which are incorporated as required by law.

9.07 Recycled Materials

Engineer, in performance of the Work under this Agreement, shall use recycled paper as defined in ORS 279A.010 (1) (ee), recycled PETE products as defined in ORS 279A.010 (1) (ff), and other recycled plastic resin products to the maximum extent economically feasible.

9.08 Liens

Engineer shall not permit any lien or claim to be filed or prosecuted against the state or a county, school district, municipality, municipal corporation, or subdivision thereof on account of any labor or materials furnished.

**ARTICLE 10—DEFINITIONS**

10.01 Definitions Used in this Agreement

- A. Constructor—Any person or entity (not including the Engineer, its employees, agents, representatives, subcontractors, or subconsultants), performing or supporting construction activities relating to the Project, including but not limited to contractors, subcontractors,

suppliers, Owner's work forces, utility companies, construction managers, testing firms, shippers, and truckers, and the employees, agents, and representatives of any or all of them.

- B. Constituent of Concern—Asbestos, petroleum, radioactive material, polychlorinated biphenyls (PCBs), lead based paint (as defined by the HUD/EPA standard), hazardous waste, and any substance, product, waste, or other material of any nature whatsoever that is or becomes listed, regulated, or addressed pursuant to laws and regulations regulating, relating to, or imposing liability or standards of conduct concerning, any hazardous, toxic, or dangerous waste, substance, or material.
- C. Documents—All documents expressly identified as deliverables in this Agreement, whether in printed or electronic form, required by this Agreement to be provided or furnished by Engineer to Owner. Such specifically required deliverables may include, by way of example, data, studies, models, and reports (including the Report referred to in Exhibit A).
- D. Site—One or more lands or areas that Engineer studies as the location or possible location of the Project.
- E. Total Project Costs—The total cost of planning, studying, designing, constructing, testing, commissioning, and start-up of the Project, including construction costs and all other Project labor, services, materials, equipment, insurance, and bonding costs, allowances for contingencies, and the total costs of services of Engineer or other design professionals and consultants, together with such other Project-related costs that Owner furnishes for inclusion, including but not limited to cost of land, rights-of-way, compensation for damages to properties and private utilities (including relocation if not part of construction costs), Owner's costs for legal, accounting, insurance counseling, and auditing services, interest and financing charges incurred in connection with the Project, and the cost of other services to be provided by others to Owner.
- F. Underground Facilities—All active or not-in-service underground lines, pipelines, conduits, ducts, encasements, cables, wires, manholes, vaults, tanks, tunnels, or other such facilities or systems at a Site, including but not limited to those facilities or systems that produce, transmit, distribute, or convey telephone or other communications, cable television, fiber optic transmissions, power, electricity, light, heat, gases, oil, crude oil products, liquid petroleum products, water, steam, waste, wastewater, storm water, other liquids or chemicals, or traffic or other control systems. An abandoned facility or system is not an Underground Facility.
- G. Work Change Directive – A written directive issued on or after the Effective Date of the Agreement, signed to by both parties, authorizing an addition, deletion, or revision in the Work, under which the Work is to be performed. Unless expressly provided for in the Work Change Directive, a Work Change Directive will not change the Agreement price or the Agreement times, but is evidence that the parties expect that the change directed or documented by a Work Change Directive shall be incorporated in a subsequently issued Amendment as to its effect, if any, on the Agreement price or Agreement times.

## **ARTICLE 11—AGREEMENT, EXHIBITS, ATTACHMENTS**

### **11.01 Total Agreement**

- A. This Agreement (including any expressly incorporated attachments), constitutes the entire agreement between Owner and Engineer and supersedes all prior written or oral

understandings. This Agreement may only be amended, supplemented, modified, or canceled by a duly executed written instrument.

11.02 Attachments:

- A. Exhibit A, Scope of Engineer's Study and Report Services
- B. Appendix 1, Engineer's Standard Hourly Rates

This Agreement's Effective Date is **November 19, 2024**.

Owner:

\_\_\_\_\_  
Port of Cascade Locks  
By: \_\_\_\_\_  
Jeremiah Blue  
Date: \_\_\_\_\_  
November 19, 2024  
Name: \_\_\_\_\_  
Jeremiah Blue  
Title: \_\_\_\_\_  
Executive Director  
Address for giving notices:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Designated Representative:

Name: \_\_\_\_\_  
(typed or printed)  
Title: \_\_\_\_\_  
(typed or printed)  
Address:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

Engineer:

\_\_\_\_\_  
Parsons Transportation Group  
By: \_\_\_\_\_  
(authorized individual's signature)  
Date: \_\_\_\_\_  
(date signed)  
Name: \_\_\_\_\_  
(typed or printed)  
Title: \_\_\_\_\_  
(typed or printed)  
Address for giving notices:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Designated Representative:

Name: \_\_\_\_\_  
(typed or printed)  
Title: \_\_\_\_\_  
(typed or printed)  
Address:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Phone: \_\_\_\_\_  
Email: \_\_\_\_\_

### Scope of Services

Parsons shall complete the Scope of Services included in the tasks and subtasks below for this Bridge of the Gods Safety, and Seismic Safety, and Preservation Project. Most task deliverables are memo-type reports, and not considered major milestones, and are anticipated to be inputs into final reports for each major milestone. Major milestone deliverables are listed in the deliverables table at the end of the Scope of Services.

#### 1. Project Management and Coordination

##### 1.1 Project Management Plan

Develop a comprehensive Project Management Plan (PMP) that will guide project execution. The PMP will include:

- Budgets, Work Authorization, and Financial Tracking: Define invoicing and financial reporting protocols.
- Communication Protocols: Set Port, stakeholder, community, and external agency engagement and coordination process and protocols.
- Quality Assurance and Document Control: Establish scope tracking, quality standards, and document management practices.
- Clear project goals and objectives
- A project roadmap that outlines goals, objectives, milestones, and performance indicators for each stage of the project
- Establish success criteria and tracking systems to monitor progress, manage risks, and ensure objectives are met.

##### 1.2 Data Provision and Distribution

Collect and share all project data—including survey data, permitting information, and historical studies—to support technical tasks across seismic, structural, and civil evaluations. A MS SharePoint site will be developed and will be electronically accessible to the Port. Files will be organized as described in the PMP. Files will be shared with the Port through this system.

##### 1.3 Project Meetings

Conduct a project kickoff meeting, bi-weekly coordination meetings, and other meetings as required on the project with the Port to ensure alignment, address project challenges, and maintain consistent communication.

##### 1.4 Progress Reporting

Prepare monthly reports detailing project schedule, budget, and key milestones for stakeholder review. Monitor the funding and budget with tracking and alerts for potential budget deviations. Attend Port Commission meetings as requested.

##### 1.5 Project Schedule

Establish a detailed, yet manageable milestone-based critical path method (CPM) schedule, including deadlines milestones, such as reports, designs, reviews, Port input and permitting process. Update the project schedule monthly reflecting actual project status for identified key tasks. Update the project



schedule as new scope is added, or new information is obtained that reflects changes in the project tasks, logic, or schedule.

#### 1.6 Regular Project Coordination

Coordinate with the Port, local authorities, stakeholders, subcontractors, and other agencies to ensure smooth project execution. Regularly update the Port and resolve issues. Coordinate with the project development team, subconsultants, and other projects as needed. Provide status of action items, decisions, and issue resolution.

##### Task 1 Deliverables:

- 1. 1 – Project Management Plan, updated quarterly
- 1. 2 – Project SharePoint Site & Process, updated regularly
- 1. 3 – Meeting Agendas & Notes, as needed
- 1. 4 – Monthly Progress Reports & Commission Reports
- 1. 5 – Project Schedule
- 1. 6 – Action Item Tracker, Decision Log, & issue resolution as needed

##### Task 1 Assumptions:

- Regular project management expected for the scope and level of effort indicated. Extensions to the timeline or scope will require additional negotiation of project management and coordination.

## 2. Surveying and Mapping

### 2.1 Field Survey Preparation and Coordination

Coordinate with the Port, relevant local, state, and jurisdictional authorities, and the Federal Aviation Administration (FAA) to establish the scope and compliance requirements for a field survey of the Bridge of the Gods and its approaches. Secure all necessary permits and clearances, including FAA airspace authorization for UAS operations, in accordance with current regulatory requirements.

Develop a Survey Work Plan that includes detailed scheduling, safety protocols, and equipment allocations. This plan will also address seasonal factors (e.g., “leaf-off” conditions) and weather constraints to ensure data quality. Ensure traffic control coordination with the Port and a subcontractor for operations on bridge approaches and connected roadways.

### 2.2 Topographic and Boundary Survey

Establish primary control points and perform a detailed topographic and boundary field survey to support seismic, safety, and preservation efforts for the bridge. The boundary survey will include:

- **Monument Recovery and Documentation:** Identify and document existing property/right-of-way markers within survey limits and establish new markers where needed. This task will involve researching county records (surveys, plats, deeds) from Skamania and Hood River counties to accurately define project boundaries and road rights-of-way.
- **Utility Locating:** Conduct utility locating through One Call (811) for public rights-of-way and arrange private utility locating within project limits. Tie storm and sanitary sewer rims/inverts and track offsite connections as site conditions allow. Collect detailed topographic data on all above-ground features (e.g., pavement edges, curbs, sidewalks, buildings, surface utilities) at one-foot contour intervals. Use GPS, total stations, and other survey equipment to capture accurate data, with adjustments for dense vegetation and site obstructions.

### 2.3 UAS Photogrammetry and LiDAR Mapping

Deploy UAS drones for aerial mapping to support seismic, structural, and preservation assessments of the bridge and its approaches. Capture LiDAR data and perform 3D photogrammetry modeling to create a comprehensive virtual model of the bridge structure, which will also support web-based visualization and stakeholder review.

- **Flight Planning and Data Collection:** Conduct flights at approximately 150-ft altitude and, where accessible, under the bridge deck, noting that close-proximity imagery (<100-ft) is excluded. Specify that UAS mapping will be contingent on favorable weather, low wind, and no precipitation to ensure high data quality.

- Data Limitations and Flagging: Note that dense vegetation and inaccessible areas may reduce visibility in LiDAR and photogrammetry datasets. These areas will be flagged as “low confidence” in final deliverables.

#### Task 2 Deliverables:

- Task 2.1 – Survey Work Plan & Permits, including FAA authorization (if required) and safety protocols.
- Task 2.2 – Signed and stamped 22 x 34-inch topographic and boundary survey maps (PDF and Civil3D) and orthophotography with natural-color (RGB), survey-controlled imagery at 1-inch pixel resolution.
- Task 2.3 – UAS-based 3D Model, orthophotography files, UAS virtual tour (URL), and georeferenced digital files in accessible formats (e.g., ECW, DWG, Geotiff upon request) for planning and coordination.

#### Task 2 Assumptions:

- UAS operations are permitted within Class "G" airspace (below 400-ft) and currently do not require an airspace waiver. Future FAA airspace classification changes, Temporary Flight Restrictions (TFRs), or Notices to Airmen (NOTAMs) could delay UAS activities.
- Mapping is dependent on favorable conditions—clear weather, low wind, and no precipitation. Snow or standing water may affect data quality, potentially leading to delay, rescheduling, or limited mapping accuracy.
- Dense vegetation and inaccessible areas may limit the identification and accuracy of site features, even with LiDAR. Areas with limited visibility will be flagged as “low confidence.”
- The boundary survey includes existing right-of-way monument recovery within project limits and relevant monument research with county records for accurate property line determination.
- On-foot surveying on the bridge deck is excluded; these areas will be captured using UAS photogrammetry and LiDAR.
- Bathymetric (underwater) data collection is not included. High-resolution terrestrial laser scanning is excluded.
- UAS operations are contingent on current legislation. Any legislative changes prohibiting specific UAS manufacturers may require an amendment to the approach, schedule, and budget.
- This scope is for baseline data collection supporting planning and preliminary engineering design, with potential future survey needs anticipated.

### 3. Geological & Geotechnical Engineering

#### 3.1 Geologic Data Review and Profile Development

Review all available geologic and seismic data to develop a comprehensive understanding of site subsurface conditions and associated landslide hazards. This includes reviewing previous geologic and geotechnical reports, as-builts, bridge inspection records, maps, and publications from various agencies, including a set of 14 past reports produced by Shannon & Wilson. A conceptual geologic profile along the bridge alignment that identifies potential geologic and seismic risks will be presented in a Geologic and Seismic Risk Memorandum.

#### 3.2 Geologic Reconnaissance and Landslide Mapping

Perform a detailed geologic reconnaissance at the Washington and Oregon bridge abutments, as well as other accessible key locations. This reconnaissance will include identifying surface indicators of slope instability, such as tension cracks, landslide scarps, and other features. Map potential landslide hazards, noting specific site constraints related to equipment access and staging, which will inform the planning of the field exploration program. A Site Plan illustrating identified landslide features and constraints impacting the bridge site.

#### 3.3 Field Exploration Program

Develop and execute a field exploration program based on the conceptual geologic profile, the bridge design criteria, and site reconnaissance findings. The program will include:

- Borehole Drilling and In-Situ Testing: Conduct borehole drilling and perform in-situ testing, including downhole shear wave velocity measurements, pressure meter testing, and cone penetration testing, as needed to support seismic design criteria.
- Lab Analysis of Samples: Implement a lab testing program to determine the material properties of soil and rock samples. Testing will focus on parameters necessary for structural analysis, including shear strength, compressibility, and dynamic properties under seismic loading.

#### 3.4 Geotechnical Reporting

Develop a geotechnical report to document the review of existing information, the results of the site reconnaissance and landslide mapping, identified potential geologic and seismic hazards, and the proposed field exploration program. A final report will be submitted after receiving and addressing any review comments.

#### Task 3 Deliverables:

- Task 3.1 – Geologic and Seismic Risk Memorandum
- Task 3.2 – Site Plan (including landslide features and constraints)
- Task 3.3 –Field Exploration Program Plan (including borehole locations, depths, and testing methodologies)
- Task 3.3 – Seismic Design Criteria Memo
- Task 3.4 – Preliminary & Final Geotechnical Letter Report

### Task 3 Assumptions:

- All necessary background geologic and geotechnical data from local, state, and federal agency records, prior reports, maps, publications, and as-builts will be accessible to the consultant without unreasonable delay.
- Site access for reconnaissance at both Washington and Oregon bridge abutments will be granted in a timely manner and that no areas of interest will be inaccessible due to restrictions or safety concerns.
- Required permits or environmental clearances for field exploration activities, including drilling, in-situ testing, and lab sample processing, will be obtained in advance of the start date.
- Extreme weather conditions will not impede site reconnaissance, field exploration activities, or sample collection and that the site will remain accessible under normal weather conditions prevalent in the area.
- Subsurface conditions align with preliminary profiles and will not reveal unexpected features (e.g., deep-seated landslides or extensive rock layers) that could necessitate scope and contract modifications.
- Access to lab facilities and equipment for in-situ testing, such as downhole shear wave velocity measurements, pressure meter testing, and cone penetration testing, will be available within the scheduled timeline.
- Seismic and landslide hazard analyses will be based on existing methodologies and published data without requiring additional extensive customized modeling.
- Review comments on the draft geotechnical report will be provided within a specified and reasonable time period, allowing adequate time for revisions and final submission.
- No unexpected increase in scope or budgetary allocation for additional exploratory borings, in-situ tests, or lab analyses beyond those initially outlined in the proposed field exploration program.

## 4. Structural Health Monitoring

Structural health monitoring will primarily support Preservation Planning by establishing baseline data on the bridge's field condition of stress and loading under regular traffic. This will help the Port use real data for decision-making.

## 4.1 Sensor Installation and Dynamic Monitoring

Install structural sensors across the bridge to track dynamic load responses, including accelerometers, tiltmeters, and displacement sensors. Sensors will capture dynamic data under various load and environmental conditions, providing a comprehensive understanding of the bridge's impact of stress and wear from daily traffic and overweight vehicle traffic. A proprietary, IoT-integrated data collection system will be used to aggregate sensor data on a proprietary MyMove IoT platform, enabling real-time monitoring.

A Monitoring Plan will be developed to obtain targeted data based on sensor coverage requirements. Sensor placement specifics will include accelerometers installed on the main steel girders (internal/external) at standardized heights in the middle of the Oregon approach spans. Dynamic displacement sensors will be installed at each span centerline, on the middle cross-section of the lower band of the transversal mid-beam. Tiltmeters will be installed and positioned on each span centerline, attached to the ceiling of the reinforced concrete slab in designated free areas.

## 4.2 Dynamic Load Testing and Calibration

Conduct load testing using pre-established weighted vehicles to calibrate sensors, verify sensor data accuracy, and validate seismic and preservation models. Load testing will distinguish between regular and overweight traffic loads, establishing calibration baselines for dynamic responses.

### Task 4 Deliverables:

- Task 4.1 – Structural Health Monitoring Instrumentation Plan & Data Report
- Task 4.2 – Dynamic Load Testing and Calibration Report

### Task 4 Assumptions:

- Sensor installation will be carried out during periods of low traffic to minimize disruption.
- Traffic control support, including traffic diversion and safety measures, will be managed by Parsons with the coordination of Port staff and additional traffic control subconsultants hired as needed.
- Vehicles, axle measurements, and load placement of vehicles and equipment required for calibration will be provided by ODOT as coordinated by Parsons or provided by an additional subcontractor.
- Long-term maintenance and calibration of sensors after initial installation is not included.
- Raw data will be provided through the proprietary MyMove IoT platform and data analysis beyond the platform covered in other tasks.
- Initial calibration will be done post-installation; subsequent recalibrations due to changing project conditions are not included.

## 5. Seismic Structural Analysis and Retrofit Design

This task evaluates and improves the seismic resilience of the Bridge of the Gods, using a structural digital twin, a Finite Element Model (FEM), calibrated to real-world conditions. The approach includes industry current response spectrum and displacement-based methods, developed in alignment with DOT standards and coordinated with geotechnical findings to ensure consistency in seismic criteria.

### 5.1 Structural Development of Seismic Design Criteria

To ensure alignment with site-specific geotechnical conditions, and DOT standards for acceptance, seismic design criteria will be developed and based on regional seismic risks and geotechnical data. This

criteria will define the performance criteria, analysis methods, design response spectrums, various level of ground shaking, target performance objectives, and design basis for seismic analysis and retrofit solutions. This criteria will lay a consistent foundation across structural and geotechnical assessments and be coordinated in a Seismic Design Criteria Memo. The memo will be submitted to ODOT for review and concurrence, and to WSDOT for comment.

## 5.2 Structural Seismic Model Development and Calibration

A detailed Finite Element Model (FEM) will be developed to represent the bridge's primary structural components, including the deck, girders, piers, and abutments. Boundary conditions and constraints will reflect field conditions, capturing the interactions and connection points of each structural element. Material properties will incorporate data from site observations, structural health monitoring sensors, and incremental load testing. Calibration will involve iterative adjustments based on field data to ensure the model reliably represents the bridge's real-world behavior under various load scenarios.

## 5.3 Structural Seismic Response Analysis

Seismic analysis will be conducted using state-of-the-art response spectrum and displacement-based methods but omitting lengthier time-history simulations. The response spectrum approach will identify stress and displacement demands on structural components, enabling assessment of their seismic vulnerability and performance. Displacement-based analysis will further evaluate potential movements and deformations across the bridge under design-level earthquake scenarios. Ground motion inputs will be scaled in accordance with regional seismic criteria, including considerations for peak accelerations and displacements, as well as multi-directional motions and soil-structure interactions at abutments and piers. This analysis will help pinpoint critical vulnerabilities across primary bridge components.

## 5.4 Retrofit Concept Design and Strategy

Based on seismic analysis outcomes, retrofit concept solutions will be selected to enhance structural resilience, targeting areas with identified vulnerabilities. Options such as base isolators, dampers, and FRP reinforcement measures will be considered for feasibility, cost-effectiveness, and impact on overall seismic performance, and will adhere to DOT standards for retrofit measures. Concept designs will be developed for retrofit solutions, including draft specifications for materials, anchorage, connection details, and reinforcement requirements.

## 5.5 Seismic Retrofit Documentation and Reporting

A Seismic Vulnerability and Concept Retrofit Report will be prepared to document analysis results, seismic risks, and proposed retrofit solutions. This report will include a summary of identified vulnerabilities, concept retrofit designs, and recommendations for phased implementation based on priority needs. Cost estimates and construction feasibility assessments will be provided for each recommended solution, with considerations for logistical constraints, access limitations, and operational impacts on the bridge.

### Task 5 Deliverables:

- Task 5.1 – Seismic Design Criteria Memo
- Task 5.2 – Structural Analysis Model
- Task 5.3 – Seismic Analysis and Seismic Deficiencies Report
- Task 5.4 – Structural Seismic Retrofit Concept Design
- Task 5.5 – Seismic Vulnerability & Retrofit Report

## Task Assumptions

- Geotechnical data and site-specific seismic information will be accessible without unreasonable delays, allowing for timely development of seismic design criteria.
- Structural health monitoring data and incremental load testing results may be used for FEM calibration and adjustment.

## Task 6: Non-Seismic Structural Analysis and Preservation Planning

This task will focus on assessing the bridge's structural condition, developing a comprehensive bridge preservation plan, and designing targeted improvements for long-term durability and usability. Key goals are a thorough evaluation of bridge needs, understanding of day-to-day vehicular impacts, and an updated and formal Bridge Preservation Plan with accurate cost estimates, project timing, and detailed scopes. The task includes enhanced data collection, augmented field inspections, structural analysis, preservation planning, and development of engineering and construction documentation, coordinated across multiple technical disciplines.

### 6.1 Data Collection and Review

To initiate a thorough evaluation, this subtask involves collecting and reviewing all relevant bridge documentation, including historical inspection reports, load assessments, as-built drawings, maintenance records, and recent survey and monitoring data. Data will be collected from multiple disciplines, including survey, civil/roadway, structural, and environmental planning. Additionally, structural health monitoring (SHM) data will be analyzed to understand vehicular and environmental impacts on bridge wear and tear, providing a baseline for preservation planning. Develop an updated Bridge Drawing Set reflecting current conditions, incorporating findings from inspections and analysis to guide ongoing preservation efforts.

### 6.2 Field Inspections

Review of all past inspections, and additional augmented and in-depth field inspections will document current bridge conditions, focusing on areas impacted by environmental factors, age-related degradation, and vehicular loads. Inspections will evaluate key structural elements, including the deck, superstructure, substructure, joints, bearings, and any approach spans. This task will also include development of a detailed condition rating and assessment system to assess degradation severity, element remaining lifespan, and creating a reliable database of structural condition for future reference and maintenance prioritization.

### 6.3 Bridge Condition Assessment and Structural Analysis

This step includes a comprehensive structural analysis of the bridge's current condition. Using data collected including from SHM, augmented inspections, modern analysis of the bridge lateral loading conditions for non-seismic (e.g., wind) loading this analysis will focus on evaluating the structural integrity of load-bearing elements and understanding of all non-seismic (e.g., vehicular, wind, pedestrian loading) impacts. Specific analyses include assessing load distribution and vehicular impacts on structural components, identifying high-stress areas and potential areas of concern. Results will be summarized in a Bridge Condition Assessment and Non-Seismic Structural Analysis Report.

Once this task is completed and as an amendment to this contract Scope of Services, additional retrofit and preservation concept designs may be developed, including pedestrian/bike path concept designs, redecking, and other potential retrofit (improvement) projects. This Scope of Services does not include the structural design feasibility of extending pedestrian and bike paths on the bridge to enhance usability.



## 6.4 Bridge Preservation Plan

Based on findings from inspections and structural analyses, a detailed Bridge Preservation Plan will be developed. This plan will outline key maintenance and preservation actions needed for long-term bridge health, including:

- **Maintenance and Rehabilitation Tasks:** Define specific tasks, such as deck resurfacing, joint repairs, and bearing replacements, with a timeline based on urgency and degradation severity.
- **Cost Estimating and Project Scoping:** Provide accurate cost estimates for each task, considering materials, labor, and any traffic control requirements. This will include detailed scopes of work to ensure clarity for budgeting and contractor bidding.
- **Coordination with funding:** Align preservation projects with potential funding opportunities, creating documentation that supports discussions with Oregon and Washington funding bodies.

## 6.5 Targeted Bridge Painting Contract

Develop a targeted bridge painting contract as part of the preservation strategy to address immediate corrosion and aesthetic concerns. This task includes specifying painting scope, areas for repainting based on inspection findings, and technical specifications for paint types and environmental protection measures. An initial contract scope and cost estimate will be prepared to ensure readiness for next steps, and as a lead-in for construction ready plans development, depending on future Port direction and funding.

## 6.6 Long-Term Maintenance Scheduling and Programming

This task establishes a long-term maintenance schedule to guide ongoing bridge inspections, monitoring, and repairs. It will include:

- **Maintenance Interval Planning:** Define regular inspection intervals and scheduled maintenance actions for critical bridge components.
- **Training Program:** Develop a training program for local maintenance teams, providing proficiency in bridge monitoring, inspection procedures, and preservation best practices, as feasible.
- **Coordination of Civil/Roadway & Environmental Inputs:** Coordinate with civil, roadway, and environmental teams to incorporate roadway conditions, environmental constraints, and utility impacts into maintenance schedules.
- **Documentation:** Summarize in a Long-Term Maintenance Schedule document with detailed timelines and roles for each task.

## Task 6 Deliverables

- Task 6.1 – Bridge Drawing Set
- Task 6.2 – Bridge Inspection Assessment Report
- Task 6.3 – Bridge Condition Assessment and Non-Seismic Structural Analysis Report
- Task 6.4 – Bridge Preservation Plan
- Task 6.5 – Targeted Painting Contract
- Task 6.6 – Long-Term Maintenance Schedule and Training Program

## Task 6 Assumptions

- Necessary historical data, survey inputs, and monitoring data will be provided without significant delays.
- Required permits and site access for field inspections and SHM installations will be granted per schedule.
- All preservation activities, including painting and maintenance, will comply with environmental regulations, with planning support as needed.

- Coordination with state agencies (OR & WA) for funding will be supported by the Port, with minor additional documentation provided as required.
- Minimal traffic disruptions will occur during inspections, SHM installation, and painting, with minor traffic control provided as needed in coordination with the Port or an additional subcontractor.

## 7. Funding and Grant Support

### 7.1 Comprehensive Funding and Grant Opportunity Documentation

Compile a detailed funding package outlining potential grant sources, application requirements, eligibility assessments, and reporting standards. This package will support state and federal funding applications for preservation, seismic improvements, and active transportation enhancements.

### 7.2 Funding-Aligned Progress and Eligibility Reports

Prepare periodic progress and eligibility reports that align with grant requirements, demonstrating milestone achievements and ensuring ongoing compliance to maintain eligibility for potential funding sources.

### 7.3 Port Funding Opportunities Plan

Develop a Port Funding Opportunities Plan that outlines available federal and state funding options specifically for active transportation, seismic safety, and preservation improvements for the Bridge of the Gods project area. The plan will include grant application requirements, funding cycles, alignment steps, and feasibility assessments to increase the likelihood of securing funds.

### 7.4 State Funding Sources Action Plan

Create a State Funding Sources Action Plan to guide the Port's inquiries and applications for state-level funding from Washington and Oregon. This plan will provide targeted strategies for securing state funding for project improvements.

#### Task 7 Deliverables:

- Task 7.1 – Grant and Funding Documentation Package
- Task 7.2 – Funding-Aligned Progress and Eligibility Reports
- Task 7.3 – Port Funding Opportunities Plan
- Task 7.4 – State Funding Sources Action Plan

#### Task 7 Assumptions:

- Progress reports will be structured to meet specific grant application and reporting requirements as identified by the Port.

## 8. Active Transportation Planning

### 8.1 Active Transportation Condition and Safety Assessment

Conduct an assessment of current active transportation (ped/bike/ADA/trail users) facilities on the bridge, including ADA elements, lighting, lane width, and safety features, to identify deficiencies and potential enhancements. This analysis will incorporate crash data from the past six years (2018-2024) and include a Level of Traffic Stress assessment for cyclists and pedestrians across key areas, including the bridge span and termini.

## 8.2 Active Transportation Concept Development for Washington and Oregon Termini

Develop concept-level active transportation facility improvements for both the Washington and Oregon termini of the bridge. Options will include intersection enhancements, crossing treatments, and separated pathways aligned with WSDOT and ODOT standards.

## 8.3 Active Transportation Opportunities and Constraints Report

Document findings from the assessment in an Opportunities and Constraints Report. This report will outline limitations and opportunities within the project area, establishing a foundation for identifying feasible improvements.

## 8.4 Active Transportation Facility Design

Design concept-level pedestrian and bike pathway improvements to enhance bridge accessibility, ensuring ADA compliance and addressing user safety needs.

## 8.5 Phased Implementation and Final Recommendations Plan

Document and organize recommendations for active transportation improvements in a phased implementation plan, with high-level cost estimates. The plan will prioritize improvements based on funding opportunities and Port objectives. This task includes preparation of a comprehensive final report, integrating all findings, cost estimates, and recommended strategies into a consolidated document for future project phases and funding applications.

### Task 8 Deliverables:

- Task 8.1 – Active Transportation Condition and Safety Assessment Report
- Task 8.2 – Active Transportation Washington and Oregon Termini Concept Recommendations
- Task 8.3 – Active Transportation Opportunities and Constraints Report
- Task 8.4 – Active Transportation Concept Design
- Task 8.5 – Active Transportation Phased Implementation and Final Recommendations Plan

### Task 8 Assumptions:

- ADA standards will be followed as per federal guidelines, with specific adjustments as needed for bridge accessibility.
- Condition data and facility assessments will rely on site visits, existing data, and any supplemental information provided by the Port or through data collected.

## 9. Civil & Roadway Engineering

### 9.1 Civil Conditions Assessment and Site Visit

Conduct an initial conditions assessment through a comprehensive site visit to inventory existing civil, roadway, and pathway elements relevant to the active transportation design task. This includes evaluating the current state of pedestrian, bike, trail, and ADA facilities, as well as existing lighting, drainage, and signage. Findings will identify any gaps or deficiencies in alignment with active transportation needs and inform subsequent design tasks. This assessment will also support coordination with electrical and lighting tasks to ensure all proposed improvements meet visibility and safety standards.

### 9.2 Roadway and Pathway Geometric Design

Develop geometric design specifications for new active transportation pathways and intersection modifications at the bridge termini, following DOT standards. This design will address optimal alignment,

width, and transitions for pedestrian, bike, and ADA-compliant pathways, with an emphasis on minimizing conflicts between transportation modes. The design will incorporate ADA-compliant slopes, transitions, and sightlines to support safe, accessible connections.

### 9.3 Grading and Drainage Design

Prepare a grading and drainage plan that considers the bridge deck and termini, ensuring effective water runoff and stormwater management to prevent pooling and surface degradation on pedestrian and bike pathways. This task includes evaluating existing drainage infrastructure, identifying improvement needs, and designing drainage solutions that meet DOT standards for active transportation facilities.

### 9.4 Pavement and Surface Materials Selection

Assess existing pavement conditions and specify appropriate surface materials for pedestrian and bike pathways, focusing on slip resistance, durability, and maintenance needs. Recommendations will be based on ODOT-approved materials, balancing durability with accessibility for pedestrians, cyclists, and individuals with mobility aids.

### 9.5 Traffic Control, Lighting, and Safety Enhancements

Design traffic control and safety improvements for key crossing points, intersections, and access areas. This includes recommending pavement markings, signage, and crosswalk treatments to meet DOT standards for visibility, wayfinding, and user safety. Enhancements will focus on reducing conflicts between active transportation users and vehicles, improving sightlines, and enhancing crossing safety. Collaborate with the lighting design team to ensure that proposed lighting meets DOT standards for pathway visibility and safety, particularly at night. This includes verifying light placement, height, and intensity to enhance pathway safety without contributing to excess light pollution in surrounding areas.

### 9.6 Utility Coordination and Relocation Planning

Identify existing utilities that may conflict with proposed pathway improvements and coordinate with relevant utility providers as needed. This includes preliminary relocation planning and incorporating utility considerations into pathway and termini designs to avoid conflicts, adhering to DOT and local utility standards.

### 9.7 Integration with Final Recommendations and Implementation Plan

Work closely with the active transportation designers to integrate civil and roadway engineering findings into the concept designs and phased implementation plan. This includes providing non-structural engineering insights on feasibility, compliance, and cost considerations for each recommended improvement. Contributions will be documented and included in the final report, ensuring alignment with Port goals and DOT standards.

#### Task 9 Deliverables:

- Task 9.1 – Civil & Roadway Conditions Assessment and Site Visit Report
- Task 9.2 – Geometric Design Specifications for Pathways and Intersections
- Task 9.3 – Grading and Drainage Design Plan
- Task 9.4 – Pavement and Surface Materials Recommendations
- Task 9.5 – Traffic Control, Lighting, and Safety Design Plan
- Task 9.6 – Utility Coordination and Relocation Notes
- Task 9.7 – Civil & Roadway Engineering contributions to Active Transportation Phased Implementation and Final Recommendations Plan

#### Task 9 Assumptions:

- All designs and specifications will align with ODOT & WSDOT standards and guidelines for active transportation facilities.
- Coordination with the prime contractor and electrical design team will be facilitated to ensure consistent lighting design.
- Utility information will be provided by the Port, City, DOTs, and utility companies to aid in accurate planning for potential impacts, relocations, and designs.

## 10. Electrical and Lighting Design

### 10.1 Initial Conditions Assessment and Field Review

Conduct a comprehensive site visit and field review to verify existing lighting and electrical conditions, aligned with the conditions assessments in Active Transportation and Civil & Roadway Engineering tasks.

This task includes:

- Reviewing as-built drawings and any recent updates to bridge lighting provided by the Port.
- Performing a field survey of existing lighting infrastructure, including pole locations, luminaire height, bracket height, pull boxes, conduit systems, service panel, and electrical connections.
- Identifying current gaps and deficiencies in lighting, focusing on areas impacting pedestrian, cyclist, and vehicle visibility.

### 10.2 Bridge Illumination Photometric Analysis

Complete a photometric analysis of existing light levels on the bridge and termini to evaluate visibility and safety for active transportation users. The analysis will consider target lighting levels, including:

- Horizontal illuminance calculations for bridge roadway segments, intersections, and pedestrian crossings.
- Use of isolines and spot-checks to confirm adequate light levels along sidewalks and approaches.
- Identification of opportunities for adjusting existing luminaires to optimize wattage, distribution, and arm length.
- Recommendations for new light pole locations and modifications to existing luminaires to enhance lighting consistency.

### 10.3 Concept Lighting System Design

Develop a concept design for an upgraded lighting system that meets safety, navigational, and active transportation needs along the bridge and termini, adhering to Port and ODOT standards. This task includes:

- Determining optimal locations for new light poles, considering existing obstacles, utilities, and alignment with proposed pathway and geometric designs.
- Coordinating with the Port and local utility on electrical service connections and integration of bridge lighting with utility infrastructure.
- Consulting with the U.S. Coast Guard to confirm any navigational lighting requirements and required upgrades.
- Designing a preliminary conduit and pull box layout, wiring schematics, and other essential system components to support a concept-level cost estimate.

#### Task 10 Deliverables:

- Task 10.1 – Lighting & Electrical Conditions Assessment Summary
- Task 10.2 – Photometric Analysis Summary Memorandum

- Task 10.3 – Concept Lighting Plans (est. 8 sheets), Special Details and Wiring Schematic, Concept Cost Estimate

Task 10 Assumptions:

- Photometric analysis and recommendations will align with DOT standards for active transportation facilities.
- Coordination with the US Coast Guard will provide guidance on requirements for navigational lighting.
- Utility information for electrical connections will be provided by the Port and verified with local utility providers.

## Deliverables Summary Table

Estimate deliverables dates are not contractually binding. All deliverables will be provided to the Port for review and approval. Reasonable effort will be made to achieve the dates shown. Milestone deliverables will be set in coordination with the Port as part of the schedule development and monitored regularly. All days are calendar days.

<b>Task</b>	<b>Deliverable Title</b>	<b>Estimate Date</b>
1. Project Management & Coordination	1.1 Project Management Plan	NTP + 30 Days
	1.2 Data Provision and Distribution	Ongoing
	1.3 Meeting Agendas & Notes	Ongoing
	1.4 Monthly Progress Reports & Commission Reports	Monthly, as requested
	1.5 Project Schedule	NTP + 30 Days
	1.6 Action Item Tracker, Decision Log, & Issue Resolution	Monthly, as requested
2. Surveying and Mapping	2.1 Survey Work Plan & Permits	NTP + 30 Days
	2.2 Topographic and Boundary Survey Maps	NTP + 110 Days
	2.3 UAS-based 3D Model and Orthophotography (milestone)	NTP + 120 Days
3. Geological & Geotechnical Engineering	3.1 Geologic and Seismic Risk Memorandum	NTP + 60 Days
	3.2 Site Plan (Landslide Features and Constraints)	NTP + 90 Days
	3.3 Field Exploration Program Plan	NTP + 60 Days
	3.4 Preliminary & Final Geotechnical Letter Report (milestone)	NTP + 120 Days
4. Structural Health Monitoring	4.1 Structural Health Monitoring Instrumentation Plan	NTP + 30 Days
	4.2 Dynamic Load Testing and Calibration Report	NTP + 90 Days
	5.1 Seismic Design Criteria Memo	NTP + 30 Days

5. Seismic Structural Analysis and Retrofit Design	5.2 Structural Analysis Model	NTP + 120 Days
	5.3 Seismic Analysis and Seismic Deficiencies Report (milestone)	NTP + 150 Days
	5.4 Structural Seismic Retrofit Concept Design	NTP + 150 Days
	5.5 Seismic Vulnerability & Retrofit Report (milestone)	NTP + 240 Days
6. Non-Seismic Structural Analysis and Preservation Planning	6.1 Bridge Drawing Set (milestone)	NTP + 120 Days
	6.2 Bridge Inspection Assessment Report	NTP + 150 Days
	6.3 Bridge Condition Assessment and Non-Seismic Analysis Report (milestone)	NTP + 210 Days
	6.4 Bridge Preservation Plan (milestone)	NTP + 240 Days
	6.5 Targeted Painting Contract	NTP + 240 Days
	6.6 Long-Term Maintenance Schedule and Training Program	NTP + 240 Days
7. Funding and Grant Support	7.1 Grant and Funding Documentation Package	NTP + 60 Days
	7.2 Funding-Aligned Progress and Eligibility Reports	Ongoing
	7.3 Port Funding Opportunities Plan	NTP + 90 Days
	7.4 State Funding Sources Action Plan	NTP + 120 Days
8. Active Transportation Planning	8.1 Active Transportation Condition and Safety Assessment Report	NTP + 60 Days
	8.2 Washington and Oregon Termini Concept Recommendations	NTP + 90 Days
	8.3 Active Transportation Opportunities and Constraints Report	NTP + 120 Days
	8.4 Active Transportation Concept Design	NTP + 120 Days



	8.5 Active Transportation Phased Implementation and Final Recommendations Plan (milestone)	NTP + 150 Days
9. Civil & Roadway Engineering	9.1 Civil & Roadway Conditions Assessment and Site Visit Report	NTP + 60 Days
	9.2 Geometric Design for Pathways and Intersections	NTP + 90 Days
	9.3 Grading and Drainage Design Plan	NTP + 90 Days
	9.4 Pavement and Surface Materials Recommendations	NTP + 120 Days
	9.5 Traffic Control, Lighting, and Safety Design Plan	NTP + 120 Days
	9.6 Utility Coordination and Relocation Notes	NTP + 120 Days
	9.7 Contributions to Active Transportation Phased Implementation Plan	NTP + 150 Days
10. Electrical and Lighting Design	10.1 Lighting & Electrical Conditions Assessment Summary	NTP + 60 Days
	10.2 Photometric Analysis Summary Memorandum	NTP + 120 Days
	10.3 Concept Lighting Plans, Special Details, and Wiring Schematic	NTP + 150 Days

**APPENDIX 1: ENGINEER'S STANDARD HOURLY RATES**

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**APPENDIX 1 – ENGINEER’S STANDARD HOURLY RATES**

<b>Parsons Transportation Group</b>		
<b>Compensation Rates</b>		
<b>1. Fully Burdened Labor Rate (“Bill Rate”) Schedule<sup>1</sup></b>		
ID. No.	Job Classification Title	Fully Burdened Labor Rate (“Bill Rate”)
01	ENGINEERING COORDINATOR	\$88.30
02	PRINCIPAL ENGINEERING COORDINATOR	\$98.40
03	DESIGNER /CAD TECHNICIAN	\$100.90
04	SENIOR CAD TECHNICIAN	\$121.10
05	BRIDGE ENGINEER II	\$131.20
06	PRINCIPAL PROJECT CONTROLS	\$159.00
07	SENIOR CIVIL ENGINEER	\$164.00
08	SENIOR BRIDGE ENGINEER	\$169.10
09	SUPERVISING ENGINEER	\$209.50
10	PRINCIPAL CIVIL ENGINEER	\$214.50
11	SUPERVISING BRIDGE ENGINEER	\$217.00
12	SENIOR QUALITY MANAGER	\$237.80
13	ENGINEERING PROGRAM MANAGER	\$278.00
14	SENIOR SUPERVISING ENGINEER	\$285.50
15	SENIOR PROGRAM DIRECTOR	\$290.40
16	PRINCIPAL PROJECT MANAGER	\$297.90
<p><b>Note 1:</b> Fully Burdened Labor Rates (“Bill Rates”) are specific rates based on overhead and account for actual staff planned for the project, raw rates, include overhead, and include profit and are expected rates for invoices services. Bill Rates will be multiplied by the hours worked and vary depending on staff qualifications and nature of the work applicable to the job classification title.</p>		
<b>2. Reimbursable Project-Related Expenses (Other Direct Costs)</b>		
<p>Project-specific consumables, travel expenses, subconsultant fees, and other project-related Other Direct Costs (ODC) required to perform the services will follow applicable federal or Oregon State requirements ( <a href="https://www.oregon.gov/das/Financial/Acctng/Documents/40.10.00.pdf">https://www.oregon.gov/das/Financial/Acctng/Documents/40.10.00.pdf</a>). For example, ODC for mileage will follow standard Oregon-approved mileage rates. Subconsultants will use audited bill rates, monitored by Parsons. Receipts and invoices will be provided for reimbursable project related ODC.</p>		

# Bridge of the Gods Safety, Seismic, & Preservation Studies Project

## INITIAL & FULL SCOPE OVERVIEW

### SAFETY FIRST – PEDESTRIAN SAFETY, ACCESS, & LIGHTING

#### GOALS & OBJECTIVES

- Make physical safety improvements
- Lighting retrofit
- Show results to States
- Address immediate safety needs
- Engage PCT & trail users
- Show good stewards to locals
- Set up for additional grants/funding

#### TASKS

- Field Inspections & Data Review
- Gap Analysis & Needs Assessment
- Pedestrian/Bike/ADA design
- Lighting & electrical design
- Traffic engineering & maintenance of traffic
- Cost estimating
- Permitting
- Construction Inspection, Admin., Engineering

#### TECHNICAL DISCIPLINES

- Civil/Roadway
- Traffic/MOT
- Electrical/ITS
- Active Transportation Planning
- Stormwater/Drainage
- Structural/Walls (minor)
- Grant support

#### DELIVERABLES

- Lighting & Electrical Inspection & Needs Assessment Report, Concept Design
- Ped/Bike/ADA Inspection & Needs Assessment Report, Concept Design
- Permits and related clearances
- Construction plans, specifications, and estimates
- As-built plans

### SEISMIC ASSESSMENT – VULNERABILITY & RETROFIT

#### GOALS & OBJECTIVES

- Understand big seismic hazards
- Understand bridge seismic vulnerabilities & retrofit
- Quantify impacts, costs, time
- Set up for larger ask of States
- Long-term vision
- Set up for a larger conversation about State (OR & WA) funding
- Future federal ask

#### TASKS

- Data Collection & Review
- Field Survey (Lidar) of Bridge & Approaches
- Geologic hazards evaluation (landslides, seismicity, etc.)
- Seismic Analysis & Design Criteria Develop.
- Structural analysis – existing conditions
- Subsurface Boring Planning
- Preliminary design of retrofits
- Cost estimating
- Scheduling & programming

#### TECHNICAL DISCIPLINES

- Survey
- Geological
- Geotechnical
- Structural
- Environmental
- Civil/Roadway (minor)

#### DELIVERABLES

- Geologic Hazards Assessment Memo
- Seismic Design Criteria Memo
- Structural Analysis Model
- Subsurface Boring Plan and & Permits
- Geotechnical Seismic Design Inputs
- Structural Seismic Analysis & Deficiencies Report
- Structural Seismic Retrofit Design
- Final Seismic Vulnerability & Retrofit Report

### PRESERVATION PLANNING – LONG-TERM BRIDGE PRESERVATION & PROGRAMMING

#### GOALS & OBJECTIVES

- More thorough evaluation of bridge needs
- Understanding of day-to-day vehicular impacts to bridge
- Updated & more detailed “Bridge Preservation Plan”
- Detailed project costs and impacts
- Set up for a larger conversation about State (OR & WA) funding

#### TASKS

- Data Collection & Review
- Field Inspections
- Structural Health Monitoring
- Bridge drawing development
- Structural analysis – existing conditions
- Load analysis
- Pedestrian/Bike path extension design
- Bridge preservation planning
- Targeted bridge painting contract
- Cost estimating
- Scheduling & programming

#### TECHNICAL DISCIPLINES

- Survey
- Civil/Roadway
- Structural
- Environmental/Planning

#### DELIVERABLES

- Bridge Drawing Set
- Bridge SHM Instrumentation Plan & Data Report
- Bridge Vehicular Loading Demand Report
- Bridge Preservation Plan
- Painting Contract
- Engineering Drawings
- Construction Documents



2.4.4 REQUIRED PROPOSAL CONTENT

# OWNER'S ENGINEER & PROJECT MANAGER

Bridge Of The Gods Seismic, Safety, &  
Preservation Studies Project

Port of Cascade Locks



## ATTACHMENT A - PROPOSAL COVER SHEET

Part I – Proposer Information and References Bridge of The Gods Seismic, Safety, & Preservation Studies Project –  
Project Manager & Owner’s Engineer

**Name of Firm as provided to IRS:**

Parsons Transportation Group Inc.

DBA Name (if different):

Not applicable

**SAM Number:** Y36XU1TNFJW1 Is Proposer registered as a foreign corporation in Oregon?  Yes  No

Corporation  Professional Corporation  Ltd. Liability Company  Partnership  Limited Partnership  Ltd. Liability Partnership  Sole Proprietorship  Other: \_\_\_\_\_

State of Incorporation/Organization: Illinois

Authorized Point of Contact for this RFP:

Name, Title: David McCurry, PE | Sr. Program Director, Transportation

Mailing Address: 16055 NW Ramona Drive, Beaverton, OR 97006

Email Address: david.mccurry@parsons.com Phone: 503.314.0039

**MINIMUM QUALIFICATIONS**

Per requirements of RFP Section 2.3:

Position	Name	Registration Number
Owners Engineer	Ian K. Fabik, PE, ENV SP	PE - Civil, 70849PE, OR PE - Civil, 20111017, WA
Project Manager	David McCurry, PE	PE - Civil, 58402PE, OR PE - Civil, 45472, WA

Part II - Proposer Certifications

By signing below, the authorized representative on behalf of Proposer certifies that:

1. Proposer agrees to and shall comply with the terms and conditions of the sample Contract associated with this RFP, and all requirements, specifications, and terms and conditions contained within the RFP, and all Addenda, if any.
2. All contents of the Proposal (including any other forms or documentation, if required under this RFP) and this Proposal Cover Sheet, are truthful and accurate and have been prepared independently from all other

Proposers, and without collusion, fraud, or other dishonesty. No attempt has been made or will be made by Proposer to induce any other person to submit or not submit a Proposal.

3. Proposer has received and understands all Addenda that were issued (if any).
4. Proposer understands that any statement or representation it makes, in response to this solicitation, if determined to be false or fraudulent, a misrepresentation, or inaccurate because of the omission of material information could result in a "claim" {as defined by the **Oregon False Claims Act**, ORS 180.750(1)}, made under the resulting Contract being a "false claim" {ORS 180.750(2)} subject to the Oregon False Claims Act, ORS 180.750 to 180.785, and to any liabilities or penalties associated with the making of a false claim under that Act.
5. Proposer has available the appropriate material, equipment, facility, and personnel resources and expertise, or ability to obtain the resources and expertise, necessary to demonstrate the capability of the firm to meet all contractual responsibilities.
6. Proposer is not experiencing financial distress or having difficulty securing financing, and has sufficient cash flow to fund day-to-day operations throughout the proposed Contract period
  - a. Within the last 3-year period, has your firm filed a bankruptcy action, filed for reorganization, made a general assignment of assets for the benefit of creditors, or had an action for insolvency instituted against it? YES  / NO .
  - b. If "YES" above, indicate the filing dates, jurisdictions, type of action, ultimate resolution, and dates of judgment or dismissal, if applicable:
    - i. Proposer has not been notified within the last 3-year period of any delinquent Federal, State or local taxes in an amount that exceeds \$3,000 for which the liability remains unsatisfied.
    - ii. Proposer, its principals and major subcontractors (major subcontractor is defined as receiving 10% or more of the total Contract amount) have not presently, or within the last 3 years, been convicted of, indicted for, or otherwise criminally or civilly charged by a governmental entity with the commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) Contract or subcontract; violation of federal or state antitrust statutes relating to the submission of bids or Proposals; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, or receiving stolen property.
7. Proposer has not and will not discriminate in its employment practices with regard to race, creed, age, religious affiliation, sex, disability, sexual orientation or national origin. And, pursuant to ORS 279A.110, Proposer has not and Proposer will not discriminate against a subcontractor in the awarding of a subcontract because the subcontractor is a disadvantaged business enterprise, a minority-owned business, a woman-owned business, a business that a service-disabled veteran owns or an emerging small business certified under ORS 200.055.

8. Proposer has an operating policy supporting equal employment opportunity. If proposing firm has 50 or more people, Proposer also has a formal equal opportunity program.

- o Does Proposing firm have 50 or more employees?  Yes,  No.
- o Does Proposing firm have a formal equal employment opportunity program?  Yes,  No

Firms of 49 people or less do not need to have a formal equal employment opportunity program, but shall have an operating policy supporting equal employment opportunity. Firms of 50 people or more shall also have a formal equal employment opportunity program.

9. Proposer and its Principals, and any of its prospective subcontractors for this award are not presently debarred, suspended, disqualified, proposed for debarment or declared ineligible for the award of contracts by any federal agency or agency of the State of Oregon, and does not have an Active Exclusion on the System for Award Management (SAM) which is available at <https://sam.gov/>.

10. Proposer, acting through its authorized representative, has read and understands the RFP instructions, specifications, and terms and conditions contained within the RFP (including the sample Contract) and all Addenda, if any. The Proposal submitted is in response to the specific language contained in the RFP, and Proposer has made no assumptions based upon either (a) verbal or written statements not contained in the RFP, or (b) a previously-issued RFP, if any.

Signature: Brad J. Miller Date: September 17, 2024  
(Authorized Representative of Proposer)

Print Name: Brad Miller Title: Vice President



**September 17, 2024**

Jeremiah Blue, Executive Director  
Port of Cascade Locks  
427 NW Portage Road  
PO Box 307  
Cascade Locks, OR 97014  
jblue@portofcascadelocks.org

**Subject: Owner's Engineer & Project Manager for Bridge of the Gods Seismic, Safety, & Preservation Studies Project**  
**RFP Number: S-Q10049-00011351**

Dear Mr. Blue,

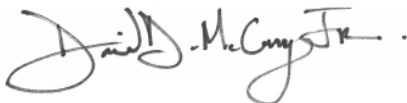
The Bridge of the Gods is a critical link connecting northwest Oregon and southwest Washington over the Columbia River and is vital for local economic, safety, and recreational activities, along with maintaining economic viability of the Port of Cascade Locks (Port). David McCurry, PE has hand-selected a team that will help the Port extend the useful service life of the bridge and improve safety for this critical asset, while at the same time helping position the Port to receive and leverage state funds. No one is more personally committed and responsive to the Port as David—proven once again this year by the Thunder Island emergency bridge repairs that David led with Parsons.

David will be our local Project Manager with Ian Fabik, PE, another local Portlander who is familiar with the Port and state agencies. Ian will be our Owner's Engineer (OE), leading all of Parsons technical services. Supporting both David and Ian are the entirety of Parsons Bridge and Environmental Technical organizations, along with the trusted and local people at PBS Engineering and Environmental, Citizen Engineers LLC, and Shannon & Wilson Inc., and local disadvantaged business enterprise (DBE) partners Mahogany Environmental & Associates and KMC Consulting.

Our team is composed of highly qualified professionals with experience in managing large-scale bridge projects involving seismic retrofitting and safety enhancements that includes monumental crossings such as the Brooklyn Bridge and Tacoma Narrows and Mackinac bridges. We will help extend the service life of the Bridge. You will see our history of acting as owner's engineers for several long span and complex bridges across North America. We are committed to maintaining open and transparent communication with the Port and other stakeholders and ensuring that this project is completed on time, within budget, and to the highest standards of quality and safety.

We have reviewed, understand, and agree to the required certifications detailed in the Proposal Cover Sheet - Attachment A. Should you have any questions or require further information, please do not hesitate to contact me by telephone, 503.314.0039 or by email, david.mccurry@parsons.com.

Sincerely,



**David McCurry, PE**  
Project Manager

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Signed Conflict of Interest Disclosure

# EXECUTIVE SUMMARY

Bridge of the Gods (the Bridge), a critical infrastructure asset, requires seismic studies, preservation efforts, and targeted rehabilitation. With \$6 million in initial funding, the Port aims to assess the Bridge's long-term vulnerability, develop a preservation plan, and strategically prioritize rehabilitation to extend its operational lifespan. This will create a better understanding of the Bridge's seismic vulnerabilities and create a phased plan for both immediate and long-term preservation, ensuring an efficient use of current and future funds. To shepherd this project, the Port needs an owner's engineering team it can trust and that has a deep knowledge of the Bridge. The Parsons team is ready to manage and implement these efforts.

## Experience and Qualifications

**Project Manager (PM), David McCurry, PE**, brings over 15 years of hands-on experience with the Bridge, including emergency responses, seismic rehabilitation, and preservation efforts. He has presented on many occasions alongside the Port's Executive Director to the Commission, legislators, and other stakeholders and understands the nuances of past decisions. He has long-standing relationships with key regulatory agencies to help the Port hit the ground running. This includes both Oregon and Washington State Departments of Transportation (ODOT and WSDOT), Federal Highways Administration (FHWA), and other local stakeholders. Additionally, he brings a history of collaborating on other bridge projects across the region, including the Columbia River Crossing I-5 bridge, multiple WSDOT bridges, and the targeted Burnside Bridge rehabilitation, that will help streamline the decision-making process.

The Parson's team includes experienced owner's engineers, program administration expertise, and technical experts to cover all aspects of this contract. **Owner's Engineer (OE) Ian Fabik, PE, ENV SP**, brings a deep understanding of state, local, and federal regulations, as well as strategic insight for obtaining additional funding, to aid the Port in assessing engineering and funding decisions. Parsons has a robust system for financial and document controls that will ensure transparency, accountability, and effective project management.

Parsons' technical expertise includes a specialized bridge team with a proven track record in steel truss bridge rehabilitation and seismic retrofitting, including for the Tacoma Narrows Bridge (Tacoma, WA), Blue Water Bridge (Port Huron, MI) and the Peace Bridge (Buffalo, NY). Our technical experience spans similar projects of historical significance and similar structural

challenges, enabling us to provide innovative solutions to the Bridge of the Gods.

## Project Approach

Parsons understands the importance of using this initial \$6 million in funding to efficiently address immediate priorities while simultaneously preparing the bridge for larger-scale rehabilitation efforts and securing additional funding. Our project approach is built on immediate action, utilizing David's extensive historical knowledge of the Bridge and established relationships with key stakeholders to set up a transparent, well-structured project administration. The key elements to our approach include:

- **Establishing** a "zipper" organizational structure that mirrors the Port's organization, assigning Port staff counterparts within Parsons to streamline communication and ensure efficient management.
- **Building** a project administration framework and tools to effectively and accurately document and manage the project.
- **Prioritizing** early actions by identifying and executing smaller-scale projects within the initial budget, like lighting, while establishing a long-term, sustainable plan for the Bridge's general preservation needs.
- **Developing** actionable, defensible decisions for long-term projects based on geotechnical, geological, and structural analysis, clear cost estimates, and data that can be presented in understandable formats to decision-makers for future funding.

Parsons' approach and team were carefully selected to function as an extension of the Port's staff, to address the immediate and future project needs, and ensure that the Bridge remains safe, operational, and historically preserved for years to come.

# LIST OF KEY PERSONS AND QUALIFICATIONS

Our team is organized to provide the Port with a highly responsive, cost-effective, and enduring partnership, ensuring that the project is executed seamlessly. Leading the effort and first point of contact to Jeremiah Blue is our PM, David McCurry, trusted by the Port staff and Commission for over 15 years. His long-standing relationships with regulatory agencies and deep knowledge of the Bridge's history allow him to anticipate challenges and respond quickly to the Port's needs. Ian Fabik, our OE, complements this with his extensive state, federal, and local experience, providing technical expertise and real-time support. Ian is a long-time trusted partner to David, as is detailed in his resume.

This structure benefits the Port by aligning our efforts with their internal teams while also enabling autonomy. We keep focused and dedicated staff on the core tasks, bringing in discipline-specific experts only when needed. This approach is efficient and avoids unnecessary costs, allowing us to provide targeted project leadership, financial oversight, and technical support without inflating the team size.

Each team member, including our small project partners and DBE subcontractors, has been hand-selected by David after careful vetting. This ensures that every individual fits the unique needs and culture of the project, while also supporting small business growth in the region.

## ENDURING PARTNERSHIP

Jeremiah and David serving together on a bridge panel at the PNWA Conference this year, helping to emphasize the critical importance of the Bridge.



## Organizational Chart


As shown in our organizational chart on the following page, the Parsons team is structured to align with the Port's organization, ensuring easy integration and workflow without overwhelming the Port's resources. For example, **Laura Ripple**, our **Document Control Specialist**, will collaborate directly with the Port's Administrative Specialist, Keriane Stocker, to maintain a transparent and accessible documentation system. This will allow all project documents to be well-organized, easily trackable, and ready for Port Commission meetings or public dissemination. Our **Project Financial Controls Lead, Andrea Fortunas**, will work closely with the Port's accounting team and systems to ensure accurate financial tracking and reporting—allowing the Port to see exactly how funds are being used and how future budget needs are evolving.

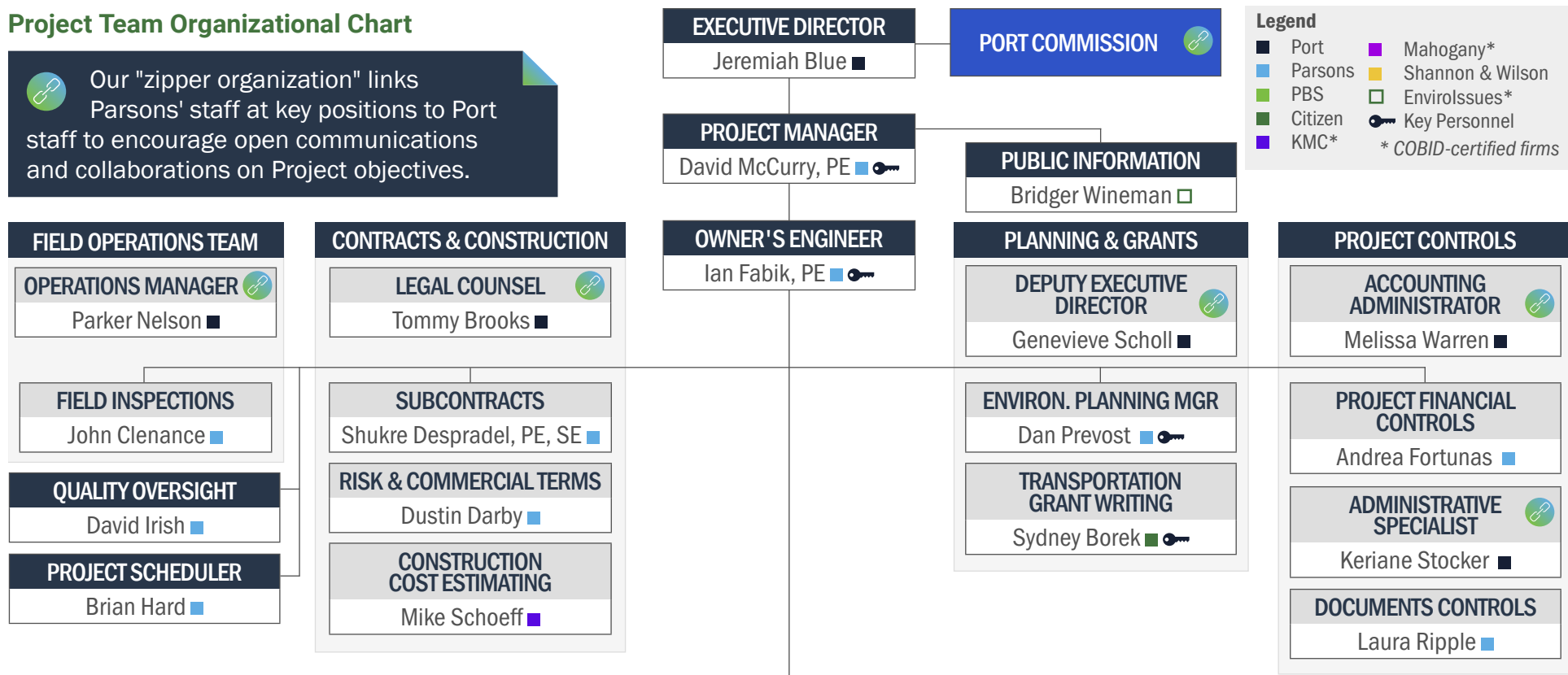
## Key Personnel Resumes

We bring additional specific Key Personnel that add real value to this project. Representing our first chair on Parsons' deep bench of bridge technical expertise, **John Schmid, PE** will help translate his own experience on large steel truss owner's engineering as shown in our Sample Projects in Appendix D. **Tom Spoth, PE** is our National Bridge Leader and the Engineer of Record (EOR) on the Tacoma Narrows Bridge. **Dan Prevost, AICP CTP** will lead pre-NEPA process and planning. **Dustin Cooley, PE**—a long-time trusted colleague of David's—has successfully helped this Port get previous grants. **Sydney Borek**, a small woman-owned business, Citizen Engineers, is primed and ready to support Genevieve Scholl to pursue additional funding. **Ryan White, GE, PE** is PBS' Principal Geotechnical Engineer and he will provide oversight of all earth sciences. **Natalie Edwards**, a DBE partner and former USACE employee, will help as federal liaison. **Bridger Wineman**, another DBE partner, is a strong communicator on bridge projects and will help with public messaging. **Mike Schoeff**, another DBE, will ensure we exceed the project DBE goals, and will help provide real cost estimating in a contractor style, reflecting current market conditions—just like KMC is doing on the Hood River-White Salmon Bridge Replacement.

Resumes are provided on the pages following our organizational chart.

### Project Team Organizational Chart

 Our "zipper organization" links Parsons' staff at key positions to Port staff to encourage open communications and collaborations on Project objectives.



**Legend**

- Port
- Parsons
- PBS
- Citizen
- KMC\*
- Mahogany\*
- Shannon & Wilson
- Envirolssues\*
- 🔑 Key Personnel
- 🔗 \* COBID-certified firms

OWNER'S ENGINEERING RESOURCE TEAM					
STRUCTURAL DIRECTION & OVERSIGHT		CIVIL DIRECTION & OVERSIGHT		EARTH SCIENCES DIRECTION & OVERSIGHT	
Structural Lead John Schmid, PE <span style="color: blue;">■</span> 🔑		Civil Lead Ian Fabik, PE <span style="color: blue;">■</span> 🔑		Earth Sciences Lead Ryan White, PE, GE <span style="color: green;">■</span> 🔑	
<b>Major Bridge Rehabilitation</b> Tom Spoth, PE <span style="color: blue;">■</span> 🔑 <b>Structural Engineering</b> Eric Kelley, PE, SE <span style="color: blue;">■</span> <b>Bridge Foundations</b> Ben Parra <span style="color: blue;">■</span> <b>New Bridge Concepts</b> Gernot Komar <span style="color: blue;">■</span>	<b>Seismic Retrofit Design</b> Shawn Marlow <span style="color: blue;">■</span> <b>Seismic Modeling</b> Yimmin Zhang <span style="color: blue;">■</span> <b>Seismic Vulnerabilities</b> Ayman Shama <span style="color: blue;">■</span> <b>CAD/BIM/Modeling</b> Cyrus Fung <span style="color: blue;">■</span>	<b>Pedestrian &amp; Bikes Design</b> Jared Cok <span style="color: blue;">■</span> <b>Intersection Roundabout</b> Dustin Cooley, PE <span style="color: green;">■</span> 🔑 <b>Traffic Engineering</b> Emmanuel Ake <span style="color: blue;">■</span> <b>Construction Staging</b> Barry Erlandson <span style="color: blue;">■</span>	<b>Stormwater/Hydraulics</b> Chris Haines <span style="color: blue;">■</span> <b>Drainage Design</b> Richard Boyle <span style="color: green;">■</span> <b>Utilities Coordination</b> Michelle Ochoa <span style="color: blue;">■</span> <b>Active Transportation Planning</b> Kelly Smith <span style="color: green;">■</span>	<b>NEPA Process</b> Luke Eggering <span style="color: blue;">■</span> <b>USACE &amp; USCG Regulations</b> Natalie Edwards <span style="color: purple;">■</span> 🔑 <b>Environmental Permits</b> Brian Bieger <span style="color: green;">■</span> <b>Environmental Compliance</b> Gary Stensland <span style="color: green;">■</span>	<b>ESA Species</b> Skip Haak <span style="color: green;">■</span> <b>Hazardous Materials</b> Dennis Terzian <span style="color: green;">■</span> <b>Geotech. Seismic Evaluation</b> Park Piao <span style="color: yellow;">■</span> <b>Geologic Hazard Mapping</b> Cody Sorenson <span style="color: yellow;">■</span>



## DAVID MCCURRY, PE PROJECT MANAGER

David brings 25 years of successful transportation leadership and project delivery, all built on robust technical bridge engineering experience. He is an active and trusted client advisor on small to complex projects for many clients. Since 2009, David has served as a trusted partner and Bridge Engineer to the Port of Cascade Locks. He has been with the Port every step of their recent journey. He has completed four emergency repairs, numerous rehabilitation designs, and long-term preservation planning. David's complete understanding of the Bridge of the Gods, the Port's staff, unique Port needs and challenges (like Title 23), and his familiarity with ODOT, WSDOT, and FHWA through directly managing other Columbia River bridges, gives the Port the single-most experienced and committed person for the highest likelihood of success for the Bridge's preservation and funding.



"David possesses an exceptional talent for comprehending and effectively communicating complex numerical data, and engineering principles. He not only has the ability to present this information in a manner that is easily understandable, but also excels at delivering it in a way that inspires urgency and confidence. With David, I get Engineering, Marketing, and Lobbying all in one."

— Jeremiah Blue, General Manager, Port of Cascade Locks

### Project Resume (Work Experience)

**Project Manager and Bridge Engineer. Port of Cascade Locks, Bridge of the Gods On-Call Projects, Cascade Locks, OR.** David, with Parsons, just completed another year-long contract with the Port and has, as with past employers, repeatedly performed emergency repairs, long-range planning, pedestrian and bicycle feasibility studies, seismic vulnerability studies, cost estimating, rehabilitation designs, paint evaluations, and authored the 15-Year Bridge Plan. Twice he helped the Port with severe and sudden weight restrictions imposed by ODOT. David has often helped the Port work with ODOT and WSDOT. He has presented alongside the Port at key conferences and workshops. **Relevance: David has the most intimate understanding of the Bridge of the Gods—bringing the Port full confidence in his ability to make critical recommendations.**

**Sr. Program Director. City and County of Honolulu (CCH), Ala Wai Bridge Owner's Engineer, Honolulu, HI.** Parsons is the Owner's Engineer to develop and administer the City's first design-build (DB) contract for the first cable-stayed bridge in Hawaii. Parsons was selected to independently check the work of others to assure structural integrity, accuracy, and constructability. Parsons' role was expanded to develop the Request for Qualifications and Proposal (RFQ and RFP) documents, support the City through contractor selection, and then through construction administration. **Relevance: David is actively leading the development of the RFQ/RFP as the Owner's Engineer.**

### YEARS OF EXPERIENCE

25

### EDUCATION

- Master of Science, Civil-Structural Engineering, Minor Geotechnical Engineering, Oregon State University, 2000
- Bachelor of Science, Civil Engineering, Oregon State University, 1998

### REGISTRATIONS

- Professional Engineer 58402PE, OR
- Professional Engineer-Civil, 45472, WA

### PROFESSIONAL ENGAGEMENT

- American Council of Engineering Companies (ACEC) of OR and WA
- DBIA National Conference Committee
- DBIA National Student Competition Lead
- ACEC- NY Leadership Training/Certification
- OSHA 10- hour Construction Safety and Health
- BNSF Contractor Safety Orientation
- Specialized Parsons-specific Project Management Training



As Project Manager, I pledge my continued and unwavering commitment to serving the Port and the local community that heavily depends on the Bridge of the Gods. This is my top priority, and I will help the Port thrive through every next step.



David Mccurry, PE – continued

**Project Director. ODOT, US 97 and US 20 Bend North Corridor, Outsourced Owner's Support, Bend, OR.** David led a diverse technical team supporting ODOT as owner's engineer. He assisted regional managers and technical experts by adding a targeted team of expertise in providing key missing resources to help ODOT successfully deliver its first DB project in over 10 years. David managed risk register development, environmental reviews, rights-of-way, detailed schedule analysis of the contractor, and change order management. He led a team of technical reviewers, providing oversight of bridges, roadway, pedestrian/bike, ADA, utilities, stormwater, traffic, and HAZMAT. **Relevance: David was a trusted Owner's Engineer to ODOT on one of their most recent and complex projects.**

**Chief Project Manager. Alameda County Movable Bridges Condition Assessment, Alameda, CA.** David led the detailed structural, mechanical, and electrical field inspections, planning for short-, medium-, and long-term rehabilitation of three Oakland-area movable bridges. He was responsible for all disciplines of investigative planning and then prioritization for rehabilitation. The work included careful examination of damaged concrete, coordinating with area agencies, and then determining repair priorities, costs, and recommended timing. **Relevance: David knows how to be Owner's Engineer to develop customized rehabilitation prioritization plans, including cost estimating on historic steel trusses with cost estimating.**

**Project Manager. ODOT/WSDOT/FHWA I-5 Columbia River Bridges and Approaches Portland, OR and Vancouver, WA.** David led the development of RFQ and RFP procurement for the \$1.2 billion (2014) twin river crossing and approach structures, including all technical and non-technical disciplines. He facilitated over 110 internal workshops and managed around 10,000 person hours of work in a 5-month window. Although not constructed yet, the experience is highly translatable. **Relevance: David knows how to be Owner's Engineer on complex Columbia River bridges that include ODOT, WSDOT, FHWA, USACE, USCG, BNSF, and many other regulatory agencies.**

**Project Engineer and Deputy Project Manager. TriMet, Tilikum Crossing (Willamette River) Transit Bridge Owner's Engineer, Portland, OR.** David was a key contributor to this 1,720-foot-long, two-tower cable-stayed complex bridge with deep in-water foundations that carries light rail, buses, streetcars, cyclists, and pedestrians. David helped develop a 30% design, author the design criteria, and build project requirements. Success advanced him on to the independent design check and to help resolve construction challenges. **Relevance: David knows how to serve as Owner's Engineer on Oregon-based, complex river bridge projects.**

**Project Manager. Port of Hood River, Hood River-White Salmon Bridge Preservation Projects, Oregon.** David managed dozens of technical designs, inspections, rehabilitations, planning, seismic vulnerability studies, and tolling upgrade projects over an 8-year period from 2009 to 2017. He completed targeted concrete repairs, painting, mechanical and electrical inspections, and 30-year preservation planning. **Relevance: David knows the Gorge, and his work on the cost and impacts of long-range preservation for this bridge helped the Port justify the necessity decision to replace it.**

**Technical Lead. Multnomah Co., Burnside Bascule Bridge Rehabilitation, Portland, OR.** David guided and integrated the entire technical team to ensure quality work products into construction on this targeted \$25 million bridge rehabilitation project in downtown Portland. David led a complex 3-year scheduling of construction activities against myriad stakeholder restrictions for highly specified concrete repair, strengthening, electrical rehabilitation, mechanical rehabilitation, and painting. **Relevance: David knows how to develop targeted major truss bridge rehabilitation on a fixed budget.**



#### WHY DAVID:

- Decades-long Port relationship
- Gorge engagement since 2009
- Over \$1.6 billion in OE projects in key roles
- 3 Columbia River crossings
- 8 unique OE projects



## IAN K. FABIK, PE, ENV SP

### OWNER'S ENGINEER

Ian has extensive experience providing design, project management, and construction management on roadway and bridge projects for federal and state agencies as well as cities and counties. As described in his work experience below, Ian is well-versed in ODOT, WSDOT, and FHWA specifications. His roadway and bridge design project leadership encompasses numerous projects in rural and urban areas, and includes serving in owner's engineering roles. Ian is skilled in providing construction engineering, support and management, including supervising inspection staff; reviewing and responding to contractor submittals, requests for information, and construction schedules; reviewing and approving inspection reports and contractor payments; and negotiating construction change orders. His breadth of knowledge allows him to quickly assess project impacts, develop alternatives, and recommend best-value solutions.



"Ian was a critical asset to our US 97 & US 20 Bend North Corridor, Outsourced Owner's Support project. He was not only great with the technical review, but also staying on top of general project items. Bonus, he is also fun and great to work with"

— Miranda Wells, PE, Resident Engineer, ODOT Project Manager

### Project Resume (Work Experience)

**Project Engineer. Port of Cascade Locks, Bridge of the Gods On-Call Project, Cascade Locks, OR.** Ian, with Parsons under David direction, just supported a year-long on-call contract by responding to an on-site bridge strike from a logging truck, which raised concerns by the Port and community. **Relevance: Ian has and will respond to urgent needs in person, given his location and experience, and has the know-how to lead all technical needs on the Bridge.**

**Project Manager. Multnomah County, Earthquake-Ready Burnside Bridge Owner's Representative, Portland, OR.** This project involved providing owner's representative services to Multnomah County for the predesign, design, and construction of replacement for the aging Burnside Bridge over the Willamette River in downtown Portland, Oregon. The existing 2,241-foot-long bascule bridge and approach spans were replaced with a new seismically resilient movable bridge within the existing footprint. The scope included bringing movable span and seismic design expertise to the estimated \$700 million to \$1.1 billion project. As project manager, Ian advised the client throughout the development of the requests for proposal for an architectural and engineering consultant and the construction manager/general contractor contracts. As the PM for the owner's engineering oversight of the movable span, Ian providing program management and technical and engineering support to make sure the project met County specifications, and that it remained on schedule and within budget. Ian also engaged appropriate in-house subject matter experts for review and verification of design and constructability deliverables. **Relevance: Ian has the unique understanding of Oregon-based bridge project owner's engineering roles—giving the Port a strong technical point person for this project.**

### YEARS OF EXPERIENCE

21

### EDUCATION

- Bachelor of Science, Civil Engineering, Portland State University, Oregon, 2002

### REGISTRATIONS

- Professional Engineer-Civil, 70849PE, OR
- Professional Engineer-Civil, 20111017, WA

### PROFESSIONAL

- American Council of Engineering Companies (ACEC) of Oregon, Project Delivery Subcommittee Member and Co-Chair, 2022-Present
- Alliance for Construction Excellence (ACE), Mentor, 2021-2023



I am dedicated to ensuring the highest standards of safety and efficiency for the Bridge of the Gods. I pledge my experience and expertise to this project and the Port's long-term economic viability and, as proven in the past, I'm committed to being present and in person to support these goals.





Ian K. Fabik, PE, ENV SP – continued

**Project Manager and Technical Lead. ODOT, US 97 & US 20 Bend North Corridor, Outsourced Owner's Support, Bend, OR.** The project involved providing support and staff augmentation for the \$175 million DB realignment of US 97 and improvements to a section of US 20 to reduce congestion and improve traffic safety near Bend for the Oregon Department of Transportation. The project included reconstructing and widening approximately 0.75 mile of US 20, including constructing two new roundabouts, approximately 1.5 miles of a new alignment of the US 97 expressway, improved intersections on the existing US 97 alignment, new ramp connections to improve local traffic, and new pedestrian and bicycle facilities. Ian assisted the client with vetting contractor compliance with contract requirements, leading and coordinating design reviews, providing technical design reviews for design and construction deliverables, and managing the outsource support consultant team. **Relevance: Ian worked hand-in-glove with David on this project in the same roles proposed on the Bridge of the Gods—this demonstrates a trusted relationship with David and know-how with ODOT and the owner's engineering role.**

**Civil/Roadway Engineer. Sound Transit, Everett Link Extension and Operations and Maintenance Facility North, Snohomish County, WA.** Parsons, as a subconsultant, is the engineering lead for this 16.3-mile-long project adding six stations and evaluating a potential seventh station for extending Link light rail service north from the Lynnwood City Center station to the Everett Station area. Ian is responsible for performing the roadway design on a segment of the project and providing roadway subject matter expert services and support for the whole project. **Relevance: Ian has a multi-agency history of project experience that translates to broad technical integration of all disciplines.**

**Civil Engineering Reviewer. Los Angeles County Metropolitan Transportation Authority, Purple Line Extension Section 3 Design-Build, Los Angeles, CA.** This DB project involved the final 2.5-mile-long section of the Purple Line subway. The cut-and-cover station boxes were approximately 800 feet to 1,000 feet long and 70 feet wide, and incorporated upper-level concourses for ticketing and 450-foot-long loading platforms. Ian performed technical design, specification writing, and quality control reviews of project plans and reports for the civil engineering components of the two new stations in Section 3. Ian reviewed civil/roadway, grading, and utility improvements within and out of the public right-of-way and drainage, and utility relocation reports relating to both stations. Specification writing included FHWA technical specification assembly, writing, and editing. **Relevance: Another complex and multi-agency project experience working with David that translates to technical understanding and integration of all disciplines.**

**Senior Civil Engineer and Assistant Project Manager. Oregon Department of Transportation and City of Lake Oswego, Boones Ferry Road Reconstruction from Madrona Street to Oakridge Road/Reese Road, Lake Oswego, OR.** This project involved the design for full reconstruction of 0.75 mile of Boones Ferry Road and included widening from four to five traffic lanes; adding bicycle lanes, left-turn lanes to side streets, crosswalks, and three new traffic signals; and upgrading two signals, sidewalks, planter strips, and median. Construction was completed in July 2022, and the project was recognized by the Oregon Chapter of the American Public Works Association as "2023 Project of the Year in the Transportation." Ian designed roadway and frontage improvements, supervised junior staff in design detail development, and coordinated with internal and subconsultant discipline leads on reviewing and maintaining the design schedule and deliverables. **Relevance: This local projects demonstrates Ian's understanding of project design through construction, including permits, rights-of-way, and working with the public to complete a project.**



#### WHY IAN:

- Experience working with the Port
- Gorge engagement since 2009
- Trusted 18-year history working with David on over 4 major projects
- ODOT, WSDOT, FHWA technical "know-how"
- 3 recent OE projects

## JOHN SCHMID, PE STRUCTURAL LEAD

John Schmid has more than 45 years of experience involving long-span bridge designs, condition inspections, rehabilitation designs, and inspection projects. He has managed multi-million dollar design and construction projects on major crossings, in addition to managing and directing large-scale inspection projects for a variety of public and private clients. John's career includes working as both Project Manager and Project Engineer for multiple complex river crossings including Mackinac Bridge, Thousand Islands Bridges, and Verrazzano Narrows Bridge.

### Project Resume (Work Experience)

**Project Manager. MDOT, Blue Water Cantilever Truss Bridge Structural Engineering Services, Port Huron, MI.** The main span of Bridge 1 consists of an 870-foot-long cantilever truss with a suspended center span supported by 330-foot-long anchor truss spans. In addition to inspection work, John prepared as-needed structural designs and reviewed work to be performed by others.

**Project Manager. Mackinac Bridge Authority, Mackinac Bridge Indefinite Delivery Services, Contract 2011-0353, Mackinaw City, MI.** John has been responsible for project management since 1989. The structural engineering needs of the bridge are continual and range from periodic, regularly scheduled inspections to unanticipated emergency repairs.

## TOM SPOTH, PE MAJOR BRIDGE REHABILITATION

Tom has extensive experience in bridge design, fabrication, inspection, condition evaluations, and rehabilitation and in major bridge project management. His assignments have included design of new suspension and cable-stayed bridges; upgrade and rehabilitation designs for existing suspension, truss, arch, and movable bridges; and design of and upgrades to long-span structures of all types. Tom has experience managing design services for major bridge projects, including the new Carquinez Bridge (Vallejo, CA) and the new Tacoma Narrows Bridge (Tacoma, WA).

### Project Resume (Work Experience)

**Bridge Design Manager. WSDOT, Tacoma Narrows Bridge Design-Build, Tacoma, WA.** Tom served as bridge design manager responsible for the final design, engineering support services during construction for construction of the new Tacoma Narrows Bridge. Also included in the project were seismic and wind upgrades for the existing Tacoma Narrows Bridge.

**Project Manager. WSDOT, SR 16/Tacoma Narrows Bridge Major Investment Study/EIS Alternative Study, Tacoma, WA.** Tom provided project management and led the engineering studies, including the initial design for the towers, anchorages, suspended superstructure, and the suspension system in support of the alternatives analysis, the EIS, and the Record of Decision.

**Technical Director. Mackinac Bridge Authority, Mackinac Bridge North Viaduct Repair, St. Ignace, MI.** Technical director for project development, material testing, and pavement design phases and for the preparation of final design, technical specifications, cost estimates, and all bid documents.

### YEARS OF EXPERIENCE

45

### EDUCATION

- Master of Engineering, Structural Engineering, Manhattan College
- Bachelor of Engineering, Civil Engineering, Manhattan College

### REGISTRATIONS

- Professional Engineer, 6201052752, MI

### YEARS OF EXPERIENCE

40

### EDUCATION

- BS Civil Engineering, Old Dominion University

### REGISTRATIONS

- Professional Engineer-Civil, 28965, WA

### CERTIFICATIONS

- Bridge Inspector, Federal Highway Administration's Resource Center (RC)

### AWARDED

- International Outstanding Civil Engineering Achievement Award Finalist – New Tacoma Narrows Bridge, American Society of Civil Engineers, 2008

## DANIEL PREVOST, AICP CTP ENVIRONMENTAL PLANNING MANAGER

Dan has extensive experience in a wide range of environmental and transportation projects and excels at coordinating the diverse specialty staff involved in complex projects. During his tenure with Parsons, he has served as the project manager, environmental lead, and primary National Environmental Policy Act (NEPA) document author for projects ranging from intersection improvements to the \$1.3 billion Kosciuszko Bridge.

### Project Resume (Work Experience)

**Environmental Lead. Indiana Department of Transportation, Crawfordsville Multiple Bridge Project, Clay and Hendricks Counties, IN.** Parsons provided design and environmental services for replacement or rehabilitation of three bridges, two of which are listed on Indiana's Historic Bridge Inventory. Dan was responsible for managing the NEPA, public involvement, and agency coordination processes for the project.

**Parsons Critical Infrastructure Technical Organization - NEPA Studies and Permits Discipline Lead.** Dan is responsible for connecting and coordinating technical staff within the discipline across North America to facilitate the sharing of resources and technical knowledge.

## RYAN WHITE, PE, GE EARTH SCIENCES LEAD

Ryan leads the PBS geotechnical engineering team, bringing over 27 years of experience in successful project management and engineering in areas such as shallow and deep foundation design; slope stability evaluation, monitoring, and stabilization; shoring; retaining wall design; stormwater infiltration; pavement design; and seismic evaluation.

### Project Resume (Work Experience)

**Principal Geotechnical Engineer. Dell Sharpe Bridge Replacement, Walla Walla County, Walla Walla, WA.** Ryan is currently working with the prime engineering consultant to design and develop bid documents for a two-span, 320-foot-long precast concrete bridge over the Touchet River, which will replace the existing deficient structure.

**Principal Geotechnical Engineer. Cedar Creek Bridge Replacement, Clark County, Vancouver, WA.** Explored subsurface conditions at the proposed new location of the east abutment and along Northeast Etna Road to develop geotechnical design and construction recommendations for replacement.

## DUSTIN COOLEY, PE INTERSECTIONS/ROUNDBABOUTS

Dustin is a roadway project engineer with 25 years of experience completing complex bridge and roadway design projects across the Northwest. Through his experience in working on federally funded projects, Dustin has learned that an upfront approach to engaging with ODOT and WSDOT is critical to aligning broader expectations with solutions. Dustin brings unique experience in having supported the Port starting in 2015 and working with their key stakeholders.

### YEARS OF EXPERIENCE

27

### EDUCATION

- Master, Urban and Regional Planning, University of Virginia
- Bachelor, Environmental Science, Duke University

### REGISTRATIONS

- AICP Certified Transportation Planner (AICP CTP), American Institute of Certified Planners (AICP)

### YEARS OF EXPERIENCE

27

### EDUCATION

- MS, Civil Engineering, Emphasis in Geotechnical Engineering, Oregon State University
- BS, Civil Engineering, Oregon State University

### REGISTRATIONS

- Professional Geotechnical Engineer, 53860, OR
- Professional Engineer,-Civil 53860, OR; 39104, WA

### YEARS OF EXPERIENCE

25

### EDUCATION

- BS, Civil Engineering, Oregon State University

### REGISTRATIONS

- Professional Engineer,-Civil 63070PE, OR

## Project Resume (Work Experience)

**Port of Cascade Locks On-Call Contract, Port of Cascade Locks, OR.** Through on-call contract, Dustin provided extensive support to the Port of Cascade Locks and City of Cascade Locks on numerous projects.

**Beacon Rock State Park Entrance Road Relocation, Washington State Parks and Recreation Department, Stevenson, WA.** As design manager, Dustin supported Washington State Parks and WSDOT to develop a strategic concept plan following successful completion of an Intersection Control Evaluation (ICE) for the Beacon Rock State Park Entrance Road Relocation.

## SYDNEY BOREK TRANSPORTATION GRANT WRITING

Sydney is a transportation engineer and has worked on a variety of design, planning, and transportation operations and technology projects. Since joining Citizen Engineers, a new small woman-owned business, Sydney has been honing her expertise in grant writing. She has helped successfully secure over \$30 million in funding for clients through both federal and state grant opportunities and has submitted 20 grants across various planning and construction projects. She can help research, write, edit, and review both federal and state grants.

## Project Resume (Work Experience)

**Mid-Level Engineering Project Manager. Citizen Engineers, LLC, Portland, OR.**

In this role, Sydney supports Transportation Systems Management and Operations (TSMO)/Intelligent Transportation Systems (ITS) projects and grant writing assignments.

**Transportation Engineering Associate. DKS Associates, Portland, OR.** Supported transportation and TSMO plan development, and grant writing.

## NATALIE EDWARDS USACE AND USCG REGULATIONS

Natalie is a highly-skilled project manager and environmental scientist with vast experience dealing with the public and partnering with other agencies. She is well versed in USACE and USCG regulations, having worked for USACE from 2002 to 2022, most recently serving as an ODOT Liaison for their Regulatory Branch-Portland District.

## Project Resume (Work Experience)

**Owner/Principle Environmental Scientist. Mahogany Environmental & Associates, Portland, OR.** Natalie provides guidance on regulations to stakeholders and clients, specializing in NEPA and other permitting actions.

**Oregon Department of Transportation Liaison, Regulatory Branch-Portland District. US Army Corps of Engineers, Portland, OR.** Natalie processed standard permits, regional permits, modified issued standard permits, review engineered plans, and authored Environmental Assessments (EAs) under NEPA, Section 404(b)(1) Guidelines, under all federal guidelines and applicable laws.

**Georgia Department of Transportation Liaison. US Army Corps of Engineers, Atlanta, GA.** Natalie processed water supply reservoir applications under Section 404(b)(1) Guidelines under the Clean Water Act of 1977, Rivers and Harbors Act of 1899, and Section 7 and 10 of the Threatened and Endangered Species Act.

- Professional Engineer,-Civil  
41794, WA

## YEARS OF EXPERIENCE

4

## EDUCATION

- BS, Civil Engineering,  
Oregon State  
University

## REGISTRATIONS

- Transportation Equity  
Fundamentals I & II,  
University of Florida  
UFTI-T2 Center

## YEARS OF EXPERIENCE

24

## EDUCATION

- MPA, Troy University
- BS, Environmental  
Science, Tuskegee  
University

## TRAINING/COURSEWORK

- 2019 February -  
Coastal Activities -  
Beach Nourishment,  
Dredging, Essential  
Fish Habitats
- 2017 January - Hydric  
Soils Identification  
Course
- 2015 March -  
Hydrogeomorphic  
Training (HGM)

# COMPANY OR TEAM EXPERIENCE

Celebrating our 80<sup>th</sup> year in 2024, Parsons was founded in Los Angeles in 1944 and has since grown into a diversified global infrastructure and national security corporation with over 18,500 employees. We design, build, rehabilitate, and preserve bridges that enrich skylines and provide efficient transportation. Our portfolio includes more than 4,500 crossings around the world, including landmark projects that carry pedestrians, motor vehicles, and railways. Of note, Parsons serves in an owner's engineering capacity on the following complex bridge projects:

**Bridge of the Gods.** Parsons, with David McCurry as PM, has most recently supported the Port through a recent on-call engineering support services contract.

**Gordie Howe International Bridge.** A tolled, cable-stayed international bridge across the Detroit River, currently under construction. Parsons is responsible for procurement development, design, and construction management.

**Mackinac Bridge.** Following the 1957 opening, Parsons has continually served as the bridge authority's general engineering consultant.

**Gerald Desmond Bridge.** Parsons managed all of the engineering and environmental elements of the new bridge at the Port of Long Beach, California, which was completed this past July.

Additionally, we are highlighting in the table below Parsons bridge projects across North America. Through this experience David is able to draw upon a deep bench of expertise as needed and within the budget and project objectives.



**I-90 OVER WESTFIELD RIVER.**  
750-ft-long deck truss main span.

Project Name, Location	Bridge Rehabilitation/Preservation	Bridge Replacement	Bi-State/International Joint Agency	Project Management	Budget Mgmt and Cost Analysis	Environmental Consultation	Project Reporting to Leadership	Review and Approve Invoices	Oversight and Compliance	Develop RFPs	Develop Scope and Contracts	Coordinates with Stakeholders	Development of Permits	Oversight of Structural Assessments	Oversees Construction Activities	Support of Grant Applications
<b>Brooklyn Bridge</b> , New York, NY	●			●	●	●	●	●	●	●	●	●	●	●	●	
<b>Blue Water Bridge</b> , Port Huron, MI	●		●	●	●	●	●	●	●	●	●	●	●	●		
<b>Thousand Islands Bridges</b> , Alexandria Bay, NY	●		●	●	●	●	●	●	●	●	●			●		
<b>Gordie Howe International Bridge</b> , Detroit, MI		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
<b>Peace Bridge</b> , Buffalo, NY	●		●	●	●	●	●	●	●	●	●			●		
<b>Mackinac Bridge</b> , Mackinaw City, MI	●			●	●	●	●	●	●	●	●			●		
<b>Jacques Cartier and Clement Bridges</b> , Montréal, QC	●			●	●	●	●				●	●		●		
<b>Honore Mercier Bridge</b> , Montréal, QC	●			●	●	●	●				●	●		●		
<b>Tacoma Narrows</b> , Tacoma, WA	●	●		●	●	●			●			●	●	●		
<b>Westfield River Bridge</b> , Westfield, MA	●			●	●	●	●	●	●		●	●	●	●	●	
<b>St Anthony Parkway</b> , Minneapolis, MN		●		●	●	●			●				●	●	●	
<b>Alfred Zampa Memorial (Carquinez)</b> , Vallejo, CA		●		●	●	●	●		●			●	●	●		

# PROJECT UNDERSTANDING

The Bridge, constructed in 1926 and elevated in 1938, is vital transportation link that supports the region's economic well-being and emergency response capabilities. It's both a key asset and liability for the Port. At nearly 100-years old, and given its critical importance, the Bridge requires comprehensive seismic, safety, and preservation studies to ensure its continued functionality and safety. The Port has various paths it can take to maintain the Bridge—but it needs better data for more informed decision-making and justification. No one understands the Port's dilemma better than our PM, David McCurry. He is prepared to guide the Port as PM through this process.

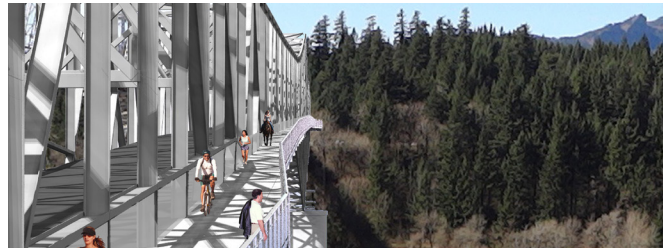
The main objective of this project is to get a clear understanding of all the bridge preservation needs, including timing and cost of those needs, which will provide data for clear decision-making and next steps. The intent is to fix structural and safety issues first, and then add pedestrian/bike facilities and fix seismic vulnerabilities if new funding allows.

The Bridge needs an extended service life beyond 100 years, which requires repair from impact damage and wear from traffic and the weather. It is desirable to upgrade some safety features first (e.g., lighting), which might be accomplished with the \$6 million funding from Oregon. Long-term, the Port needs and wants the Bridge to remain vital, safe, and functional structure for decades. The Port needs more funding to get there. This project will help identify and obtain additional funding.

To truly achieve resiliency, the Bridge also needs a complete seismic analysis and retrofit. This requires a more detailed seismic vulnerability assessment and geotechnical data to mathematically analyze the Bridge's response to an earthquake. The 2017 Seismic Vulnerability Assessment Report, authored by our PM David McCurry, preliminarily identified several areas of concern. Our team will expand the Port's knowledge of the vulnerability and retrofit needs by overseeing state-of-the-art analysis and retrofit designs.

We will help the Port explore the feasibility of adding a pedestrian and bike pathway, which has never had a thorough structural analysis.

The original Pedestrian/Bike Feasibility Report from 2010, authored by our PM, David McCurry, had limited budget and therefore data. With the current \$6 million funding, the Port can finally get a detailed structural analysis and real costs, schedules, and impacts for clear decision-making and justification for more funding. We are prepared to guide the Port.



**MULTIMODAL AND SAFETY IMPROVEMENT.** As part of the Pacific Crest Trail, the need for a safer bicycle/pedestrian crossing is a critical component in seeking funding.

A more accurate and comprehensive preservation plan for the bridge's long-term maintenance and sustainability will be developed. This includes updating the 15-Year Bridge Plan. Key elements include developing a more accurate and longer-term plan by using more engineering analysis of the bridge and repair options to update the Bridge Plan.

David's long history with the Bridge is essential for this project's timely success. He brings knowledge from real hands-on time on the Bridge and of the Port's history of how we got to this place today. The Port needs to be ready for the next emergency incident and needs to ask for more support. David's background helps avoid rehashing past discussions. Although useful, inspections administered by ODOT every two years only provide a limited snapshot view of the bridge's physical condition. David brings an ongoing perspective of the changing Port commission and bi-state conversation. David's concern for the community was demonstrated again by his urgency to come out in person and address emergency impact repairs in this year's snowstorm. He helped the Port through the unique and recent Thunder Island Pedestrian Bridge repair. Ian Fabik's recent, immediate response to damage from logging truck impacts shows additional layers of understanding and personal commitment.

# PROJECT APPROACH

Guided by David with support from Ian and the larger Parsons team when needed, our approach is to be an independently functioning, yet seamless extension of the Port. We will provide transparent, timely, and accountable professional services. We will provide clear direction and trusted oversight that can be audited and understood at any point. Proactive and in-person communication led by David will ensure timely, cost-efficient execution of our services and the larger project.

We will use dashboards for real-time tracking of our own progress, and others, and report on status. We will use proactive scheduling techniques, including a Critical Path Method (CPM) P6 schedule. We will use online data storage using SharePoint, and give the Port staff and commission continual access and training. David will personally stay in contact and can update Port Executive Director, Jeremiah Blue, and regularly report to the Commission in person.

## PROJECT REPORTING

David frequently provides essential updates to commissioners on the Bridge Plan and other key issues related to the Bridge, shown here most recently on March 9, 2024.



## Project Kick-Start and Roadmap

With David's unique understanding and experience, our startup phase will be quick and efficient and include an in-person kick-off meeting with a Project Roadmap within 14 days of NTP. We will deliver a project baseline schedule, implement accounting processes, review goals and objectives, and confirm next steps. We will deliver and post online a Project Management Plan (PMP) outlining the workflow and approval process, invoicing procedures, and key milestones.

Establishing the project baseline scope, cost, and schedule will serve as the foundation for transparent project controls to follow.

## Specialty Professional Services Selection and Oversight

We will clearly justify the project focus and next steps for the Port and show progress and value from Day 1. We will solicit and oversee the work of specialized data collection by others—like subsurface geotechnical borings and hands-on electrical inspections. We will justify and develop targeted scopes of services for additional contracts to support the Port's goals. We will not waste precious Port time and resources, and will provide clear reasoning to the commission for every dollar planned and spent. Working with the Port's Legal Counsel, Tommy Brooks, we will write contracts and support scope negotiations, functioning seamlessly with the Port.

## Data Driven Decision-Making

David will lead the Port through defensible decision-making using focused field data collection and engineering analysis. The Port will get a complete understanding of the cost and time required to extend the Bridge's service life, including structural preservation, safety improvements, and seismic retrofits. We will help the Port not only identify seismic vulnerabilities, but also retrofit options at various sizes and the likelihood of earthquakes. Detailed designs will be drawn up. Current construction cost estimates and schedules will be shared using the expertise of KMC Cost and Risk—a trusted advisor to David and the region, as they actively are working on cost estimating for the Hood River-White Salmon and I-5 Columbia River bridges.

The 15-Year Bridge Plan will be updated using new detailed data and engineering, and a more comprehensive Long-Term Bridge Preservation Plan will be delivered showing phasing and costs aligned with potential funding sources (e.g., pedestrian/bike). Working together with the Port, we will be ready for the upcoming legislative sessions by completing seismic landslide hazards evaluation and installing truck weight monitoring systems, at the minimum.

## Regulatory and Environmental Compliance

Navigating the regulatory landscape and ensuring compliance is tricky, but we bring expert advice. We will engage with local, state, and federal regulatory authorities to facilitate smooth approval processes throughout the project lifecycle and help educate the Port through the process. Environmental studies will be overseen or conducted, where needed, to identify and address potential project impacts and approvals. We will provide early plans for compliance with local, state, and federal regulations consistent with the phased approach.

## Targeted Design Advancement

Working with the Port to prioritize actual physical improvements, we will oversee detailed designs and prepare necessary documentation to go into construction and to secure additional funding. We will help the Port justify more funding by being “shovel ready.” Design drawings, specifications, and material requirements will be prepared. Our team of experts will provide peer reviews. If feasible, actual improvements will be made to the Bridge, and we will oversee the bidding process and provide construction oversight services. Structural health monitoring systems will be evaluated and may be installed to provide real-time data on the bridge's performance.

Throughout the project, Parsons will ensure quality and safety oversight, including any necessary inspections and testing to ensure project completion to the highest standards.

The \$6 million funding will be strategically allocated across several critical areas, including initial geotechnical investigations, seismic analysis, and structural evaluations, development of detailed design plans and specifications, funding for immediate repairs, and phased rehabilitation work. Additional grants and funding sources will be identified and pursued as agreed with the Port.

Public outreach will involve meeting in person with local area agencies and if needed, conducting town hall meetings and surveys to gather input from residents, businesses, and other stakeholders. Our approach is to include a public involvement expert for project messaging and building project momentum.

## Attachment D – Project Samples and References

Attachment D – Project Samples and References is provided on the following pages. Our team has extensive experience in managing large-scale infrastructure projects, particularly those involving seismic retrofitting and safety enhancements. We have successfully completed similar projects that required detailed seismic hazard analysis, comprehensive safety assessments, and coordination with multiple stakeholders and regulatory authorities. Lessons from previous Parsons' bridge rehabilitation projects will be drawn upon to avoid common pitfalls and to leverage successful strategies and technologies. **Our team will bring a fresh perspective and innovative ideas from similar projects.**



"It is our mission to ensure we accomplish these things as a team: show partner agencies how the Port is spending the funds wisely, give the Port tangible data to make key decisions about the Bridge's future, and use this project as an opportunity for all Port employees to learn and grow, without adding more burden." — **David McCurry, Project Manager**



**PROJECT SAMPLE #1**

**A. CONSULTANT AND PROJECT INFORMATION**

<b>PROJECT TITLE:</b> Brooklyn Bridge Rehabilitation	<b>CONSULTANT NAME:</b> Parsons Transportation Group Inc. Nicole Melendez, PE   Project Manager
<b>LOCATION:</b> New York, New York	<b>EMAIL:</b> nicole.melendez@parsons.com
<b>PROJECT TYPE:</b> General Engineering Consultant	<b>PHONE:</b> (212) 266-8305

**SUMMARIZE THE PROJECT BASED UPON THE DIRECTION IN ATTACHMENT D:**

Parsons is proud to bring its extensive experience in seismic retrofitting and preservation of iconic structures to the Port of Cascade Locks. With a history of successfully delivering large-scale rehabilitation projects on time and within budget, Parsons will leverage its expertise from the Brooklyn Bridge seismic retrofit—a National Historic Landmark in New York City—while adapting these methodologies to the specific needs of the Bridge of the Gods, a key regional structure. Though the two bridges differ in traffic volume, the technical challenges of balancing modern seismic requirements with historic preservation are similar. This write-up outlines how Parsons’ experience on the Brooklyn Bridge will directly translate to success on the Bridge of the Gods project.

**Relevance to the Project and Services**

The Brooklyn Bridge is a suspension/cable-stayed hybrid spanning approximately 6,000 feet, with a main span of 1,600 feet, connecting Manhattan and Brooklyn. While the Bridge of the Gods, with its 1,858-foot length, is much smaller and located in a rural setting, the fundamental challenges of seismic retrofitting a historic structure remain comparable. Parsons’ work on the Brooklyn Bridge included seismic assessment, retrofitting of masonry towers and steel approach spans, and the installation of reinforced concrete shear walls—techniques that will be similarly effective for the Bridge of the Gods, ensuring its long-term resilience while preserving its historic character.

**Brief Project Description Demonstrating Similarity to the Bridge of the Gods**

The Brooklyn Bridge rehabilitation project involved a comprehensive seismic retrofit to safeguard against a 1-in-2,500-year earthquake occurrence event. This included retrofitting the bridge’s towers and approach spans. For the Bridge of the Gods, which also features similar old concrete and steel configurations, our approach will involve overseeing similar detailed seismic analysis and retrofitting to ensure it can withstand seismic activity. The innovative solutions developed for the Brooklyn Bridge, such as nonlinear analysis of structures and foundation reinforcement, will be crucial for the Bridge of the Gods’ seismic upgrades.

**Doing the Work within Budget and Schedule**

Parsons has a proven track record of maintaining budget and schedule controls on complex infrastructure projects. The Brooklyn Bridge retrofit spanned nearly a decade (2015-2024) and involved strategic project management to ensure it remained on track. The Bridge of the Gods project will benefit from Parsons’ experience in resource optimization, cost-effective material selection, and schedule management techniques. The same stringent oversight will be applied to ensure the Bridge of the Gods retrofit is completed within the set budget and timeframe.

**PROJECT SIMILARITIES**

- Historic bridge
- Seismic retrofit
- River crossing
- Long relationship
- Old steel and concrete
- Preservation
- Maintenance





**PROJECT SAMPLE #2**

**A. CONSULTANT AND PROJECT INFORMATION**

<b>PROJECT TITLE:</b> Blue Water Bridge Inspections and As-Needed Structural Engineering	<b>CONSULTANT NAME:</b> Parsons Transportation Group Inc. John Schmid, PE   Project Manager
<b>LOCATION:</b> Port Huron, Michigan	<b>EMAIL:</b> john.schmid@parsons.com
<b>PROJECT TYPE:</b> Bridge inspection and structural engineering	<b>PHONE:</b> (212) 266-8392

**SUMMARIZE THE PROJECT BASED UPON THE DIRECTION IN ATTACHMENT D:**

The Blue Water Bridge forms a critical gateway between the United States and Canada, facilitating cross-border travel and commerce between Port Huron, Michigan, and Port Edward, Ontario. This toll bridge comprises two steel-tied arch structures: the first, completed in 1938, carries westbound traffic; and the second, completed in 1997, carries eastbound traffic. For the past 12 years, Parsons has supported the Michigan Department of Transportation (MDOT) to preserve the bridge’s long-term operational capacity, reducing downtime and ensuring economic stability for cross-border commerce.

One of Parsons’ key responsibilities is to help MDOT maintain the bridge by providing structural engineering services. Parsons conducts in-depth assessments to ensure continued structural integrity and provides recommendations for continued maintenance and preservation of the toll bridge. In 2018 and 2019, Parsons conducted a bridge coating warranty inspection to ensure long-term durability. In 2021 and 2023, Parsons provided fracture-critical inspections of the two bridges. Applying industry-leading practices for fracture-critical inspections of critical structural elements, including the tied-arch steel components, the inspections ensure that any emerging issues—particularly in hard-to-access areas—are detected and addressed promptly to prevent failures. Parsons then provided structural designs, reviewed computations and drawings performed by others, provided emergency repair consultations, and developed short- and long-term maintenance strategies.

**Relevance to the Project and Services**

Parsons 12-year-long partnership with the MDOT and the Blue Water Bridge Authority includes similar structural engineering services to the Bridge of the Gods. Our deep-rooted understanding of the operational significance of the Blue Water Bridge, both as a transportation icon and a key economic link between the US and Canada, positions us as the ideal firm to deliver similar successful, safe, and cost-effective solutions and oversight on the Bridge of the Gods. This experience enabled us to recognize and address any evolving conditions with unmatched efficiency and precision, like on wind braces.

**Brief Project Description Demonstrating Similarity to the Bridge of the Gods**

- **Project Type:** Structural engineering, inspection, and preservation recommendation services.
- **Location:** Connecting Port Huron, Michigan, USA, and Sarnia, Ontario, Canada.
- **Type & Size:** Two bridges, historic steel-through trusses, each approximately one mile long.
- **Duration:** Ongoing and continuous since 2012.
- **Objectives:** Ensure the structural integrity, safety, and operational efficiency of this international link.
- **Key Persons and Roles:** John Schmid, PE – Project Manager; Tom Spoth, PE – Structural Engineer.

**PROJECT SIMILARITIES**

- Bi-agency
- Toll bridge
- River crossing
- Long relationship
- Preservation
- Maintenance
- Emergency repairs
- Steel trusses



- **Example Tasks Performed:** Owner’s Engineer, including inspection, structural design, emergency repair consultation, maintenance planning, 3D modeling, and digital inspection workflows.
- **Budget:** The project was consistently delivered within the proposed budget, leveraging our historical data and efficient processes to minimize costs.

**Doing the Work within Budget and Schedule**

Services were accomplished within the original estimated budget and schedule as shown for numerous contracts and task orders. Our continuous familiarity with the bridge and efficient use of technology allowed us to meet all project milestones without revisions.

**Adapting to Delivery under Compressed Schedule**

Our ability to rapidly respond to emergency scenarios on the Blue Water Bridge and efficiently conduct inspections ensured timely project delivery.

**Public Outreach and Information**

The Blue Water Bridge project involved significant public communication, coordinating with multiple stakeholders including MDOT, the Blue Water Bridge Authority (Canadian toll agency), local ports, two countries, tribal governments, and the public. Our team effectively communicated project updates and addressed stakeholder concerns to ensure smooth project execution. We utilized public meetings, press releases, and social media updates to keep all stakeholders informed and engaged throughout the project. This proactive approach helped build trust and fostered a collaborative environment, ensuring that the needs and concerns of all parties were addressed promptly. Parsons' ability to collaborate with both sides of the bridge ensures seamless oversight.

**Similar Configurations and Vulnerabilities.**

The Blue Water Bridge shares similar structural configurations and vulnerabilities, such as the need for ongoing maintenance and inspection of fracture-critical elements to ensure safety and operational efficiency. The bridge is of similar age, is a steel-through truss over water, has similar structural concrete piers, navigational channel, and a few lanes of traffic. Our experience with 3D structural modeling directly translates to addressing the seismic vulnerabilities identified in the Bridge of the Gods.

**Leveraging our Experience to the Bridge of the Gods Using the Same Personnel**

The **same key personnel** involved with the Blue Water Bridge, including John Schmid and Tom Spoth, are proposed for the Bridge of the Gods project. David brought them in with intention. Their experience with this similar project and others like it ensure a seamless transition and effective project execution—and a stronger Owner’s Engineering team. John Schmid and David McCurry have both at multiple times rapidly responded to tight schedules. We will adapt to workload changes—increasing and decreasing—and right-size our efforts. Like Blue Water Bridge, we will build and implement a focused public outreach plan together with the Port to keep stakeholders informed. We will adapt our advanced digital inspection workflows we developed for the Blue Water Bridge to the Bridge of the Gods to enhance the accuracy and efficiency of inspections, and deliver more quickly and readily available inspection reports, rather than waiting for a formal report months later.

<b>CONTRACT #::</b> 2020-0655	<b>WOC # (if applicable):</b> Not applicable	<b>CONTRACT START:</b> 06/2021	<b>CONTRACT COMPLETE:</b> Proposed: 12/2024
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<b>CLIENT'S CONSTRUCTION BUDGET FOR THE PROJECT (if applicable):</b>	
<b>Proposed: Not Applicable</b>	<b>Actual: Not Applicable</b>

<b>CONSULTANT SERVICES CONTRACT/WOC AMOUNT (if applicable):</b>	
<b>Proposed: \$566,298</b>	<b>Actual: \$566,298</b>

(check one)  
 This is a:  primary reference; or  alternate reference (must be allowed for in the RFP)

**B. CLIENT INFORMATION**

<b>CLIENT NAME:</b> Michigan Department of Transportation	
<b>CLIENT'S PM:</b> Carrie Warren, PE, Chief Engineer (former) (313) 287-1458	<b>ALT CONTACT FOR CLIENT:</b> Dave Smith, Chief Engineer, (current) (810) 434-3274

**PROJECT SAMPLE #3**

**A. CONSULTANT AND PROJECT INFORMATION**

<b>PROJECT TITLE:</b> Thousand Islands Bridges	<b>CONSULTANT NAME:</b> Parsons Transportation Group Inc. Nicole Melendez, PE   Project Manager
<b>LOCATION:</b> Ivy Lea, Ontario to Alexandria Bay, New York	<b>EMAIL:</b> nicole.melendez@parsons.com
<b>PROJECT TYPE:</b> General Engineering Consultant	<b>PHONE:</b> (212) 266-8305

**SUMMARIZE THE PROJECT BASED UPON THE DIRECTION IN ATTACHMENT D:**

Parsons has been a trusted partner to the Thousand Islands Bridge Authority (TIBA) since the design and construction of the original Thousand Islands Bridges in 1938 by Steinman Engineers, now a Parsons legacy company. This critical infrastructure spans 8.5 miles and connects mainland Canada and the U.S., serving nearly 2 million vehicles annually, including vital cross-border freight traffic. Parsons has played a key role in the continuous maintenance, seismic retrofitting, and rehabilitation of this complex network. Our decades of expertise managing the Thousand Islands Bridges system are directly applicable to the Bridge of the Gods, where similar challenges of structural preservation, seismic resilience, and operational continuity exist.

**Relevance to the Project and Services**

The Thousand Islands Bridges system is a multi-span network featuring steel arch spans, continuous truss spans, suspended spans, and reinforced concrete arch frames. This diverse structural makeup mirrors the engineering complexity of the Bridge of the Gods, which also features mixed span types and a steel framework susceptible to seismic activity. Both bridges are historically significant and function as critical transportation links for their respective regions, requiring careful attention to preservation while meeting modern safety and seismic standards.

**Brief Project Description Demonstrating Similarity to the Bridge of the Gods**

The Thousand Islands Bridges span the St. Lawrence River between Collins Landing, New York, and Hill Island, Ontario, with key steel and suspended spans that face environmental stressors like those encountered by the Bridge of the Gods in the Columbia River Gorge. Like the Bridge of the Gods, seismic vulnerabilities due to the location and age of the structures necessitate detailed seismic assessments and reinforcement. Parsons' role in retrofitting the Thousand Islands Bridges, including advanced materials and seismic dampers, provides a clear roadmap for similar techniques to be employed for the Bridge of the Gods to ensure long-term resilience.

**Doing the Work within Budget and Schedule**

Parsons has consistently delivered cost-effective solutions for the Thousand Islands Bridges while minimizing disruptions. For example, during the replacement of deck panels, the use of pre-cast panels accelerated the process and allowed construction to proceed with minimal traffic impact. This experience is directly transferable to the Bridge of the Gods, where budget discipline and schedule compression will be critical. With funding coming from a smaller local budget, Parsons will ensure that cost-efficient methods are applied, just as we've done for TIBA, whose projects are funded through toll revenue.

**PROJECT SIMILARITIES**

- Historic bridge
- Seismic retrofit
- Water crossing
- Bi-agency
- Long relationship
- Old steel & concrete
- Preservation
- Maintenance



**Adapting to Delivery under Compressed Schedule**

Both the Thousand Islands Bridges and Bridge of the Gods must remain operational during construction, as neither has convenient detour options. For the Thousand Islands, traffic flow for 5,500 vehicles daily was maintained by utilizing night-time construction windows and compressing the schedule using prefabricated materials. Similarly, for the Bridge of the Gods, off-peak construction will ensure minimal disruption to freight and tourism traffic, with Parsons using the same proven methods to deliver the project on a tight timeline.

**Public Outreach & and Information**

For the Thousand Islands Bridges, Parsons engaged in extensive public outreach, coordinating with Canadian and U.S. authorities, residents, and local businesses to provide regular updates on traffic impacts and project progress. This proactive communication reduced public concern over construction-related delays. Similarly, for the Bridge of the Gods, effective communication with the local community in Cascade Locks, including businesses, residents, and stakeholders, will be a key component of the project's success. Parsons will implement regular public updates to ensure transparency and to mitigate any disruptions.

**Similar Configurations and Vulnerabilities**

Both bridge systems are vulnerable to seismic activity due to their structural configurations and locations. The Thousand Islands Bridges, particularly the steel arch and suspended spans, required extensive seismic assessments and retrofitting to meet modern standards. For the Bridge of the Gods, which also faces seismic risks from the Pacific Northwest's Cascadia Subduction Zone, similar approaches will be used, including nonlinear analysis, foundation reinforcement, and the installation of seismic dampers to ensure the bridge's' long-term structural stability.

**Leveraging our Experience to the Bridge of the Gods using the Same Personnel**

The same experienced team that has overseen the seismic retrofitting and rehabilitation of the Thousand Islands Bridges, including John Schmid, will be deployed for the Bridge of the Gods project. This team brings unmatched expertise in handling multi-span, historically significant bridges and has consistently demonstrated success in delivering projects under strict schedules and budgets. With their hands-on experience in managing complex bridge systems, the Bridge of the Gods will benefit from the same high level of expertise and attention to detail.

<b>CONTRACT #::</b> <b>On-Call/Retainer</b>	<b>WOC # (if applicable):</b> <b>Not applicable</b>	<b>CONTRACT START:</b> <b>1938</b>	<b>CONTRACT COMPLETE:</b> <b>Proposed: 02/2028 (current contract)</b>
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**CLIENT'S CONSTRUCTION BUDGET FOR THE PROJECT (if applicable):**

**Project has no construction component. Includes on-call services include overweight truck permit analysis, 24/7 on-call availability, support and consultation for work performed by in-house maintenance team, etc.**

**CONSULTANT SERVICES CONTRACT/WOC AMOUNT (if applicable):**

**Proposed: \$1,893,245 (current contract)**

*(check one)*

**This is a:**  **primary reference;** or  **alternate reference (must be allowed for in the RFP)**

**B. CLIENT INFORMATION**

**CLIENT NAME:**

**Thousand Islands Bridge Authority**

**CLIENT'S PM:**

**Timothy Sturick, CPA, Executive Director**  
**timsturick@tibridge.com**  
**315.482.2501**

**ALT CONTACT FOR CLIENT:**

**Bill Moulton, Deputy Executive Director**  
**billmoulton@tibridge.com**  
**315-482-2501**

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## PORT COMMISSION REPORT

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**TO:** PORT COMMISSION

**FROM:** GENEVIEVE SCHOLL, DEPUTY EXECUTIVE DIRECTOR

**SUBJECT: BUDGET TRANSFER FOR WARMING SHELTER TRANSFER SWITCH INSTALLATION**

**DATE:** NOVEMBER 19, 2024

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During its November 5, 2024 meeting, the Commission directed staff to fund the transfer switch installation at the Cascade Locks Elementary School Building from this year's Contingency and ensure that the project moves forward quickly. Port staff met onsite with Bill Newton, Hood River County School District Superintendent and Andrienne Acosta, Cascade Locks Elementary School Principal along with several members of the school district Facilities Staff to evaluate the transfer switch installation site, and the probable parking spot for the generator trailer when it is put into use.

Operations Manager Parker Nelson has received quotes for the labor, equipment and materials for the install. He is currently working on an update to those quotes based on the information gathered at the site visit.

Staff recommends the Commission approve a one-time Budget Transfer Resolution in the amount of \$45,000 for this project. Actual final installation costs will be reported to the Commission at a later date.

**Recommendation:** Approve Resolution No. 2024-4 Authorizing a Budget Transfer in the Amount of \$45,000 from the Contingency of the General Fund to General Operations to fund the Transfer Switch Installation for the Cascade Locks Elementary School Warming Shelter Project.

**THE PORT OF CASCADE LOCKS**  
**BOARD OF PORT COMMISSIONERS**  
**CASCADE LOCKS, OREGON**

**RESOLUTION 2024-4**

**A RESOLUTION AUTHORIZING THE TRANSFER OF APPROPRIATED  
FUNDS WITHIN THE 2024-2025 GENERAL FUND BUDGET**

**WHEREAS** Oregon law allows for contingency transfers of up to 15 percent of a fund appropriations, and;

**WHEREAS** the Commission wishes to provide funding for the purchase, installation, storage, and operation of a power generator provided by the State of Oregon Office of Emergency Management and Hood River County Office of Emergency Management at the Cascade Locks Elementary School, and

**WHEREAS** the Hood River County School District has approved this installation and use of the building for the purposes of providing the Cascade Locks Community with sufficient warming and cooling shelter services in the event of a prolonged power outage, and

**WHEREAS** the Commission wishes to transfer part of the FY 2024-25 Contingency budget amount in the General Fund to General Operations this purpose;

**THEREFORE, BE IT RESOLVED**, that the Board of Commissioners of the Port of Cascade Locks does hereby authorize the following transfers for the 2024-2025 Budget year:

1. Transfers from Contingency to General Operations in the amount of \$45,000.

ADOPTED, this 19<sup>th</sup> day of November 2024.

BY: \_\_\_\_\_

**Brad Lorang, Commission President**

BY: \_\_\_\_\_

**Albert Nance, Secretary**