

SW Capitol Highway: Multnomah Village – West Portland Project

Capitol Highway Subcommittee

November 12, 2020

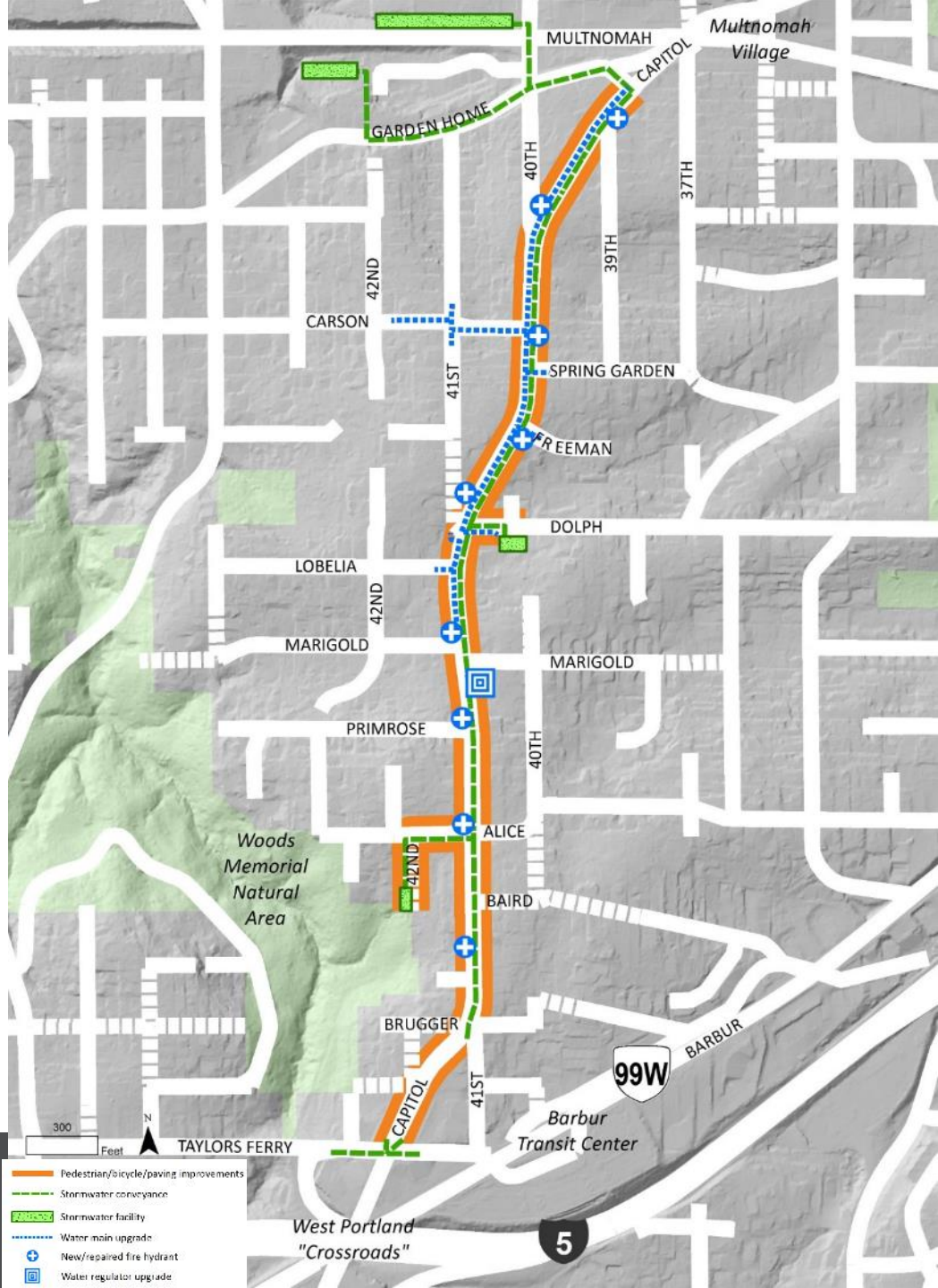
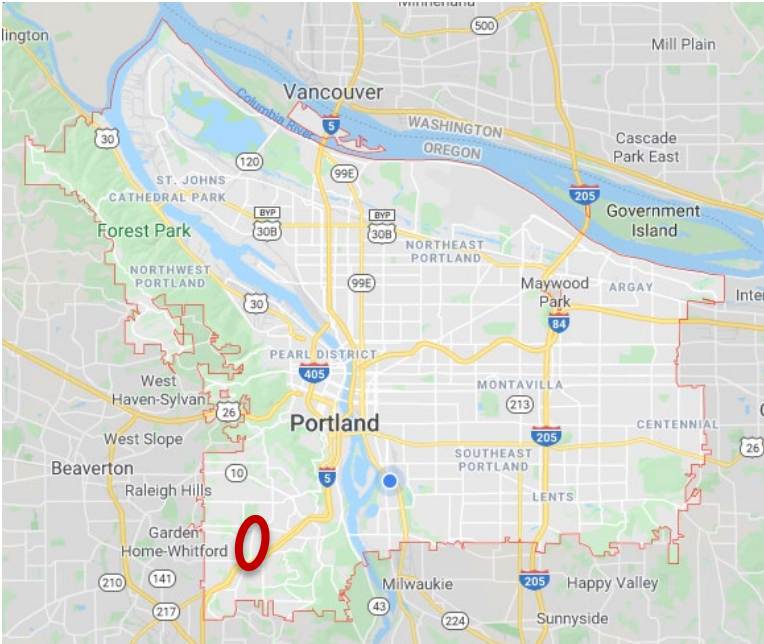


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Project Location & Overview



Transportation Scope



Rendering by: Jake Marshall, ASLA

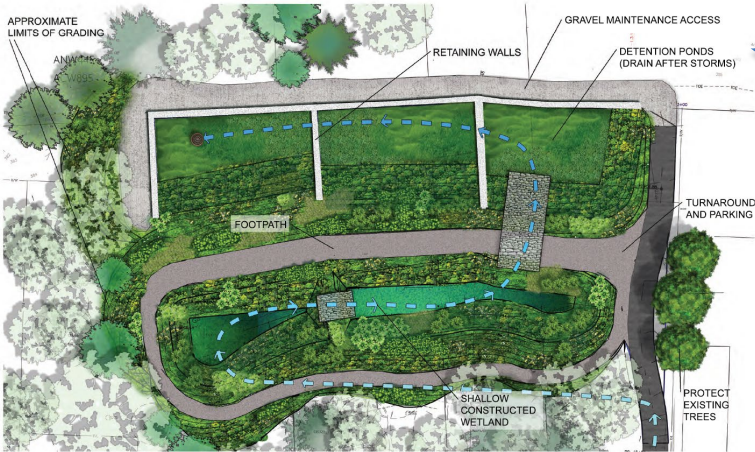


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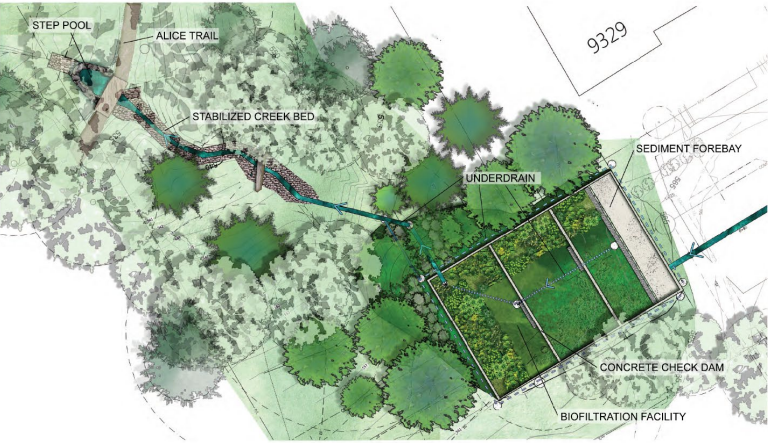


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Environmental Services Scope



SW CAPITOL HIGHWAY - MULTNOMAH SOUTH - STORMWATER SYSTEM IMPROVEMENTS - PLAN VIEW



SW CAPITOL HIGHWAY - SW 42ND AVE - STORMWATER SYSTEM IMPROVEMENTS - PLAN VIEW



SW CAPITOL HIGHWAY - MULTNOMAH NORTH - STORMWATER SYSTEM IMPROVEMENTS - PLAN VIEW

SW CAPITOL HIGHWAY - SW DOLPH CT - STORMWATER SYSTEM IMPROVEMENTS - PLAN VIEW



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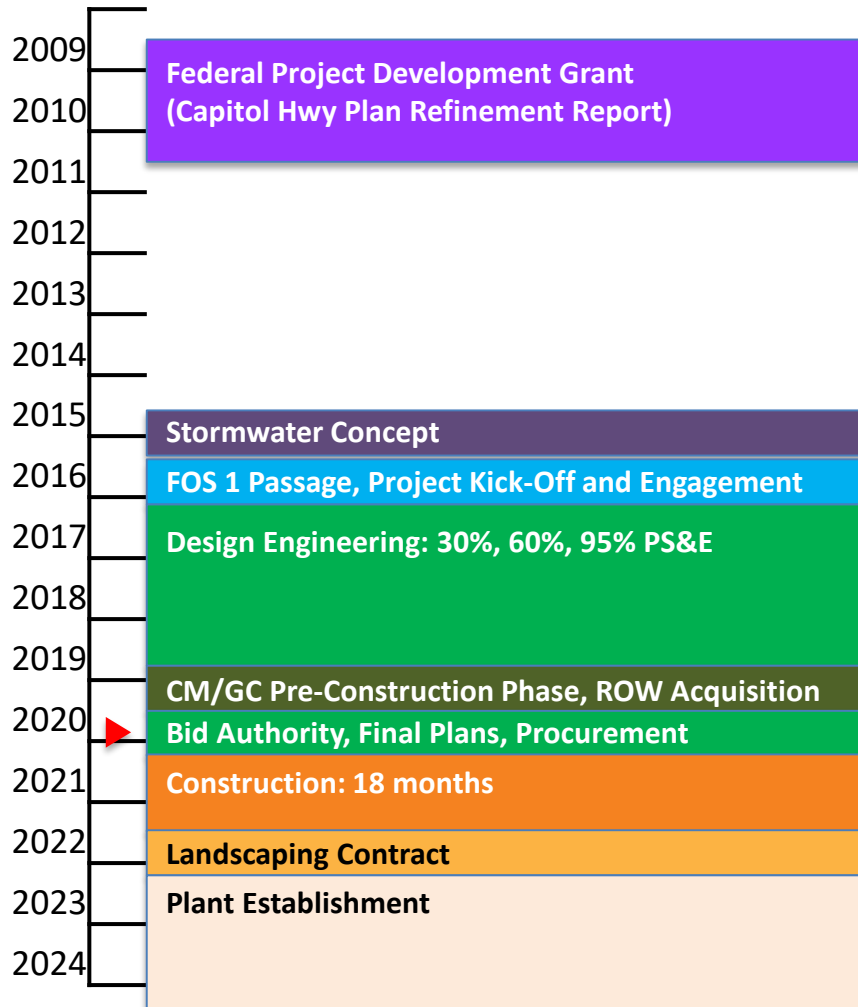
Water Bureau Scope



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Where We've Been...Where We're Going



Public Involvement since 2016

- 9 Capitol Highway Subcommittee meetings
- 3 open houses
- 3 community walks
- 3 “office hours” sessions
- 60 property owner visits
- ROW negotiations for 90 easements/acquisitions
- 4 newsletters mailed to 700+ addresses
- 16 e-bulletins to 1300+ email/text accounts
- 5 Ped, Bike and Freight advisory committee meetings
- Website



Project Funding

- \$ 6.6M Fixing our Streets gas tax
 - \$ 4.9M Transportation System Development Charges
 - \$ 2.0M Oregon Lottery funds
 - \$10.6M Environmental Services funds
 - \$ 2.0M Water Bureau Funds
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- \$26.1 million total

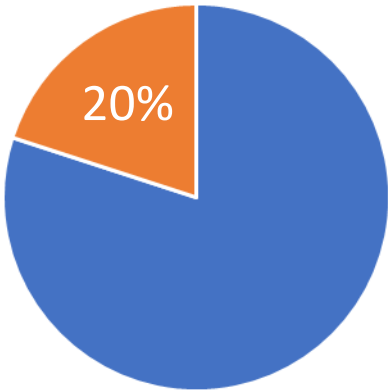
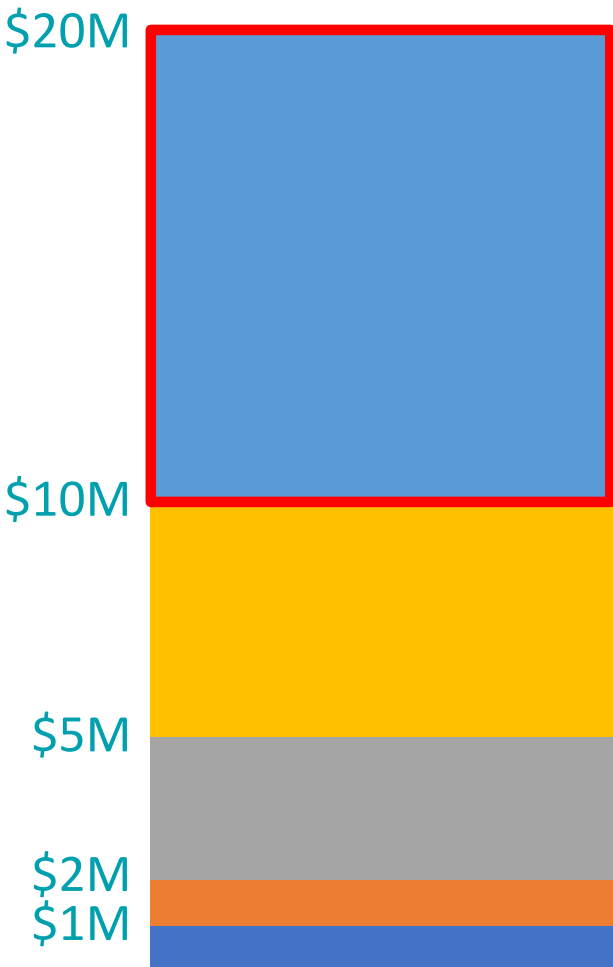


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Contract Value & Participation Target for DMWESB Firms



Subcontractor Equity Program
COBID Participation Target

CM/GC Pre-Construction Phase

- Sept 2019: Entered CM/GC Pre-Construction Contract with James W Fowler Co
- Oct 2019 – Aug 2020: Pre-Construction Services
 - *Constructability review*
 - *Traffic control & detour plans*
 - *Value engineering*
 - *Community Equity & Inclusion Plan*
 - *Tree removal early work package*
 - *Guaranteed Maximum Price (GMP) negotiation*
- Aug 2020: GMP not reached; decision to “off-ramp” to low bid
- Oct 2020: Council adopted authority to bid



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Value Engineering / Scope Reduction Incorporated:

- Interim improvement on southernmost block
- No concrete walkway on Multnomah Blvd
- Improve 2/4 corners at Multnomah/40th
- No black MMA bike lane
- No hardscape in curbside furnishing zone
- Stormwater basins:
 - Mult-N access road
 - Mult-S wall designs
 - Dolph Ct – no retaining walls
 - 42nd/Woods Creek – precast



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Taylors Ferry – Collins Reductions

BEFORE:

- Curb-tight sidewalk
- In-roadway bike lane
- New stormwater inlets
- Stormfilter maintenance hole
- Easements on commercial properties

AFTER:

- Protected, roadway-level walkway/bikeway
- No stormwater scope
- No easements on commercial properties

REASONS:

- Easement negotiation difficulties
- Properties may redevelop
- Sidewalk present on east side



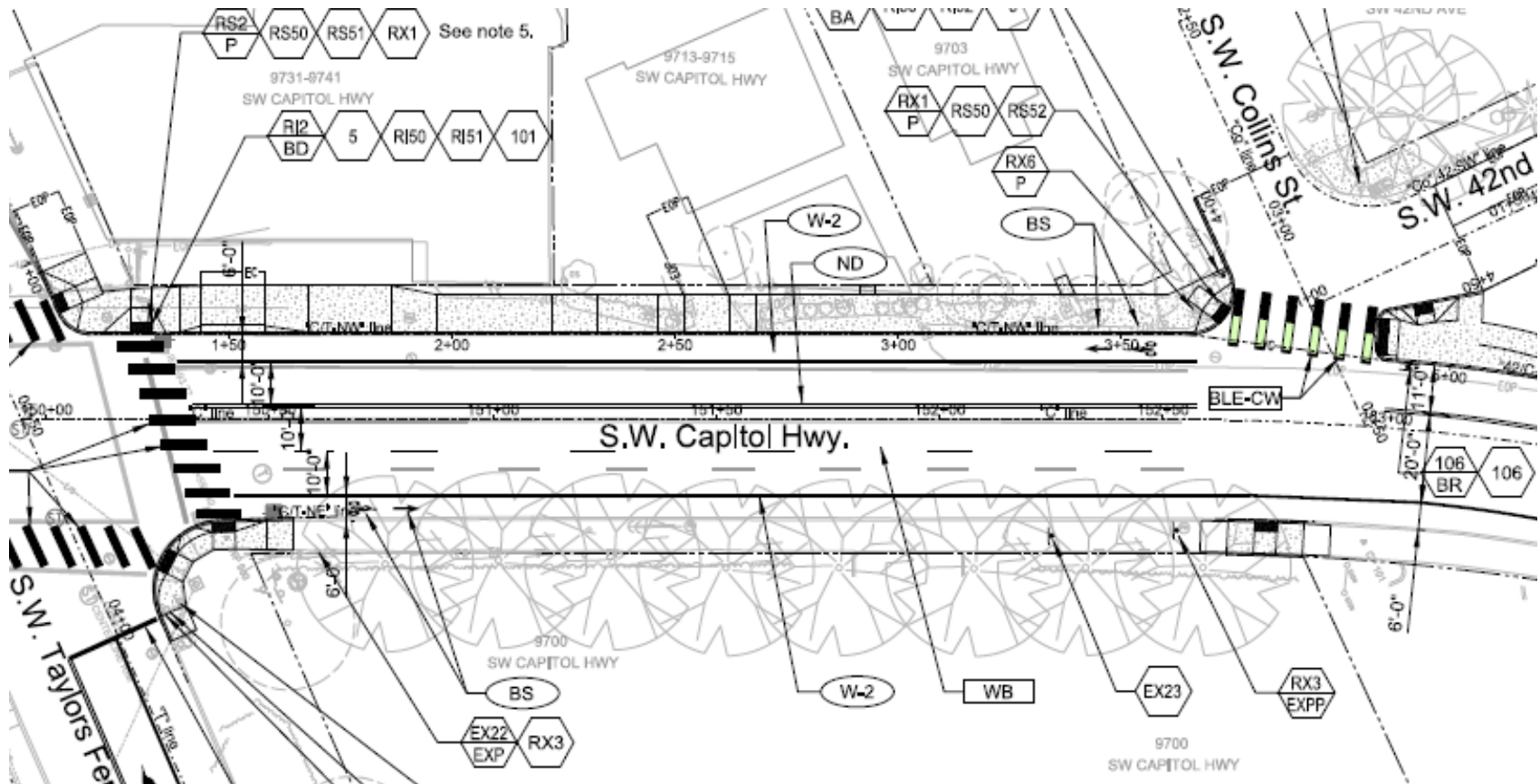
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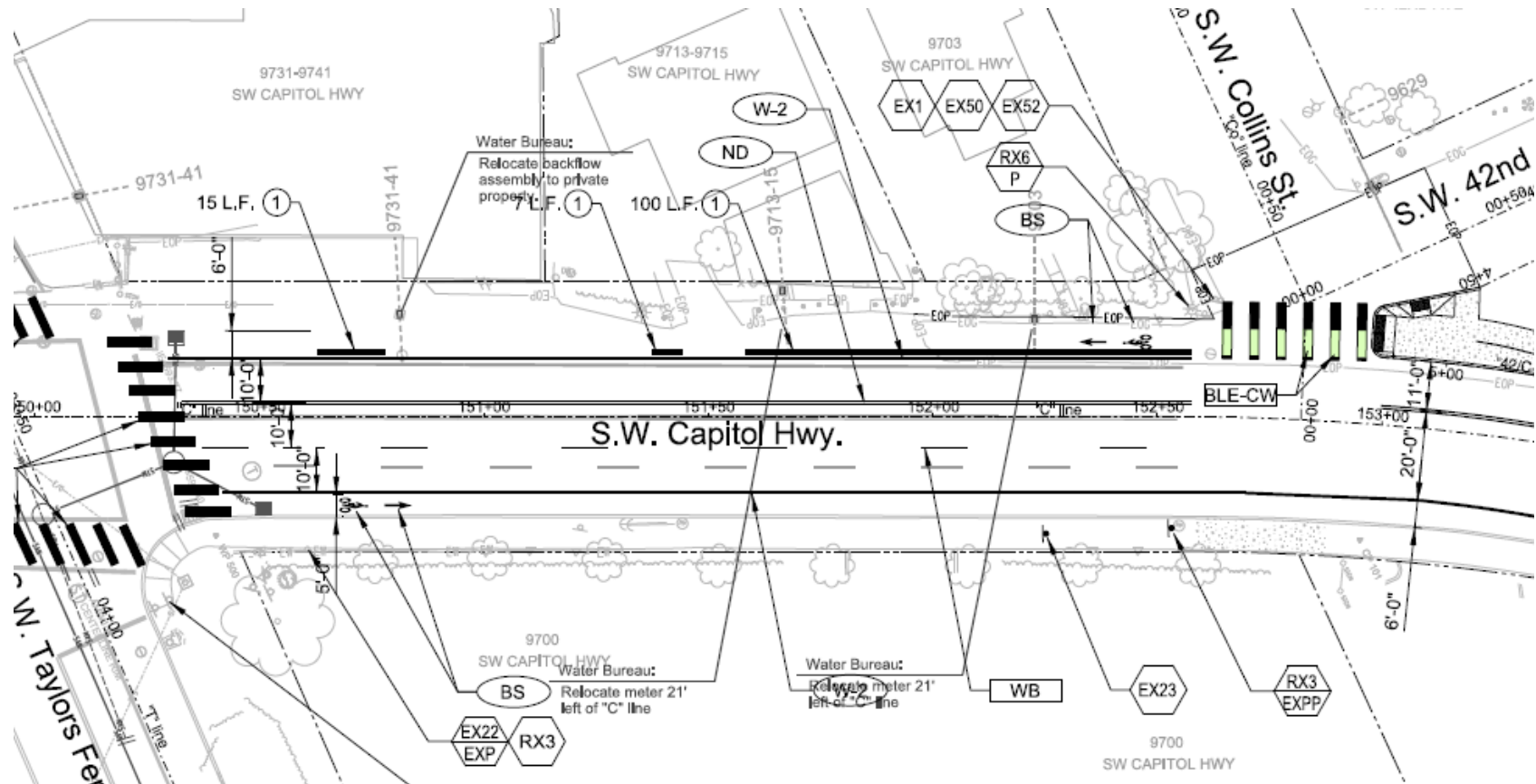
Taylor's Ferry – Collins Reductions

BEFORE



Taylor's Ferry – Collins Reductions

AFTER



Multnomah Blvd Reductions

BEFORE:

- Raised concrete walkway on north side of Mult. Blvd along basin frontage
- Protected, roadway-level walkway/bikeway west of basin, and on south side, 40th-45th Aves
- Reconstruct all 4 corners of Mult./40th intersection

AFTER:

- No raised concrete facilities
- Protected, roadway-level walkway/bikeway on both sides, 40th-45th Aves
- Reconstruct 2 western corners of Mult./40th intersection

REASONS:

- Reduce costs
- “Path to nowhere”
- Continuity of facility



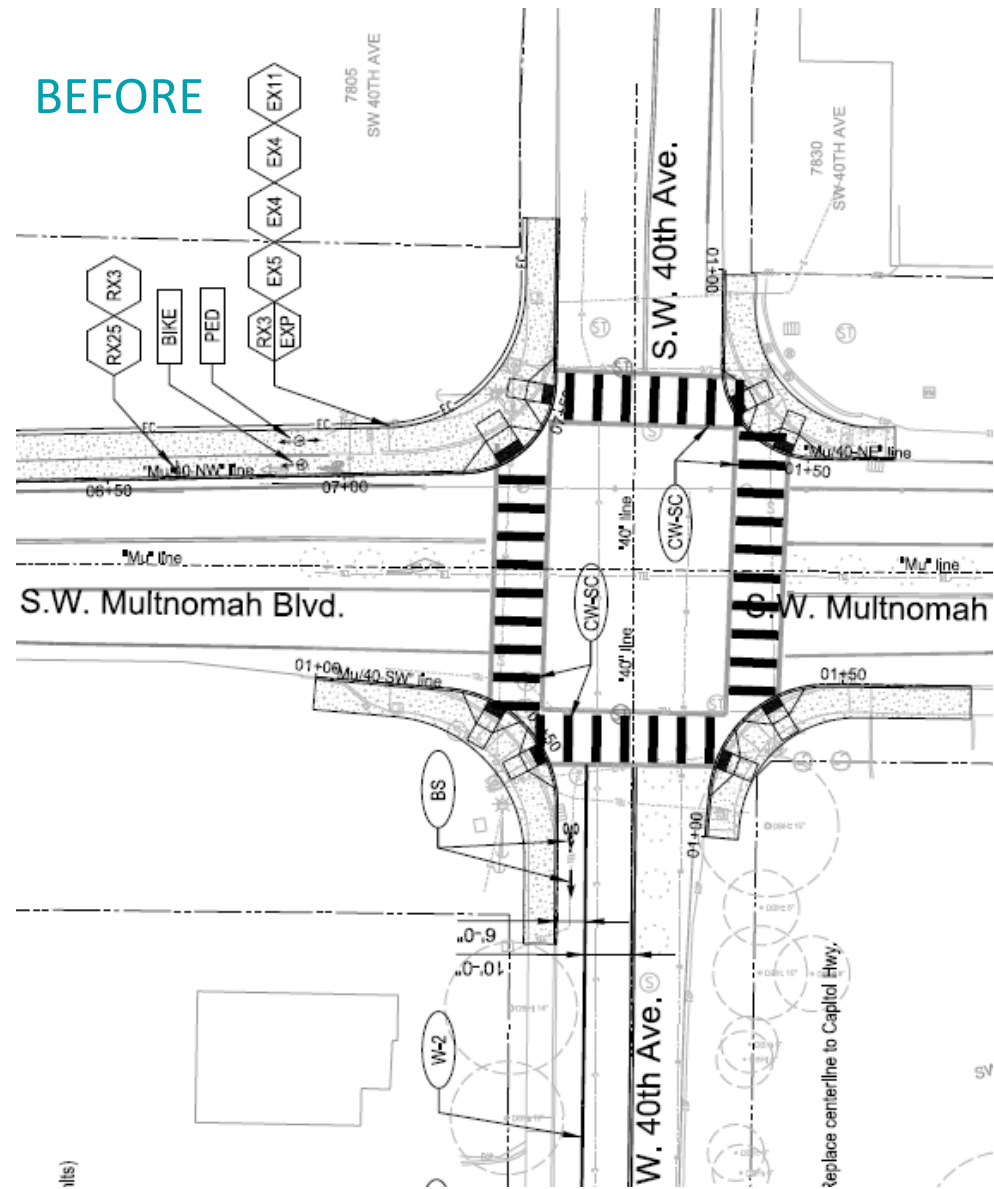
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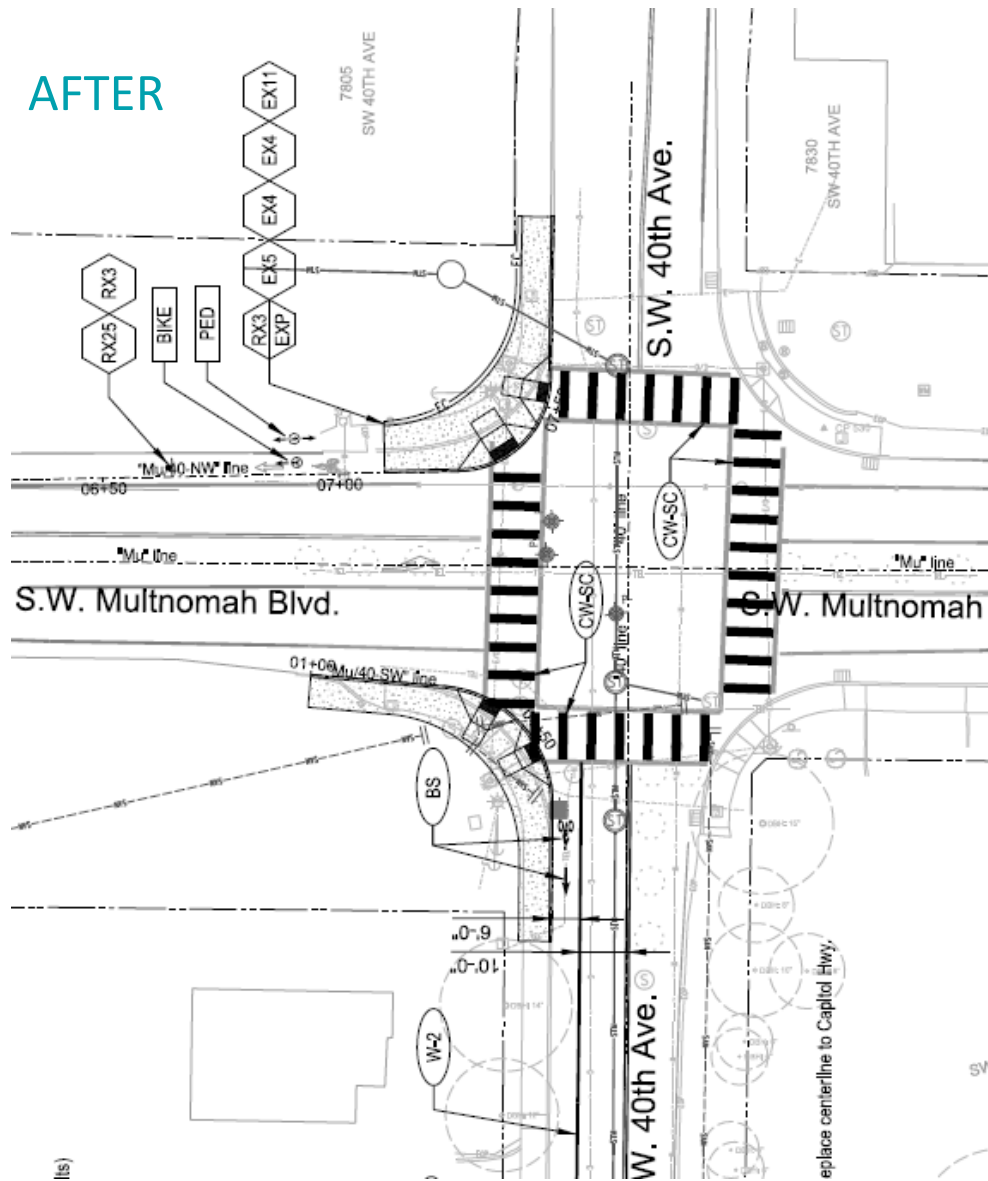
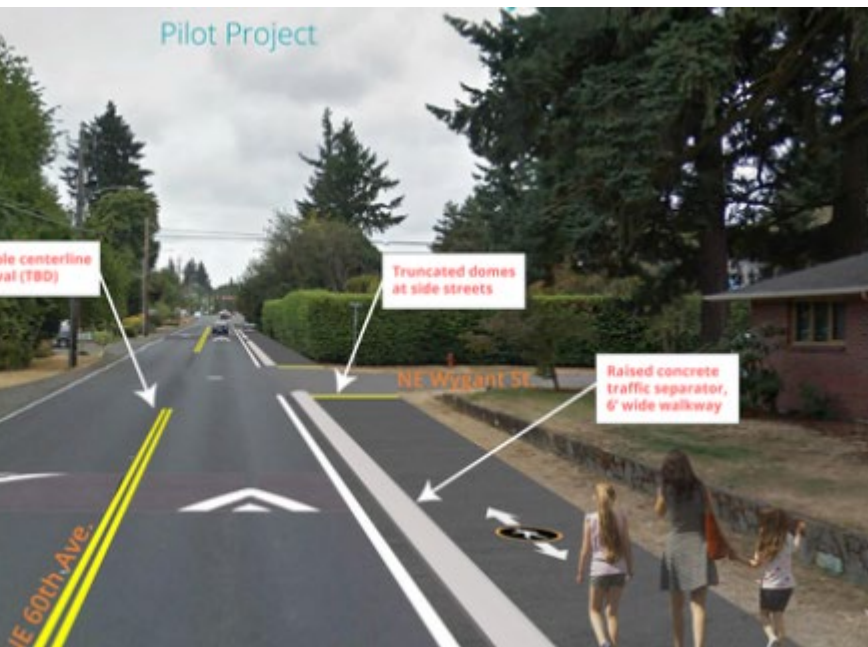
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Multnomah Blvd Reductions

BEFORE



Multnomah Blvd Reductions



Raised Bike Lane on East Side of Capitol Hwy

BEFORE:

- Continuous ribbon of black MMA
- Tactile strip to define ped/bike zones where there are no trees
- Pavement markings

AFTER:

- Concrete with no MMA except near intersections and bus stops
- Limited green MMA at conflict points
- Tactile strip to define ped/bike zones where there are no trees
- Pavement markings

REASONS:

- Reduce costs
- MMA odor and heat



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Raised Bike Lane on East Side of Capitol Hwy

BEFORE



Raised Bike Lane on East Side of Capitol Hwy

AFTER



Curbside Furnishing Zone on East Side of Capitol Hwy

BEFORE:

- Stamped concrete

AFTER:

- Bark on soil

REASONS:

- Reduce costs
- Reduce stormwater runoff



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Curbside Furnishing Zone on East Side of Capitol Hwy

BEFORE



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Curbside Furnishing Zone on East Side of Capitol Hwy

AFTER



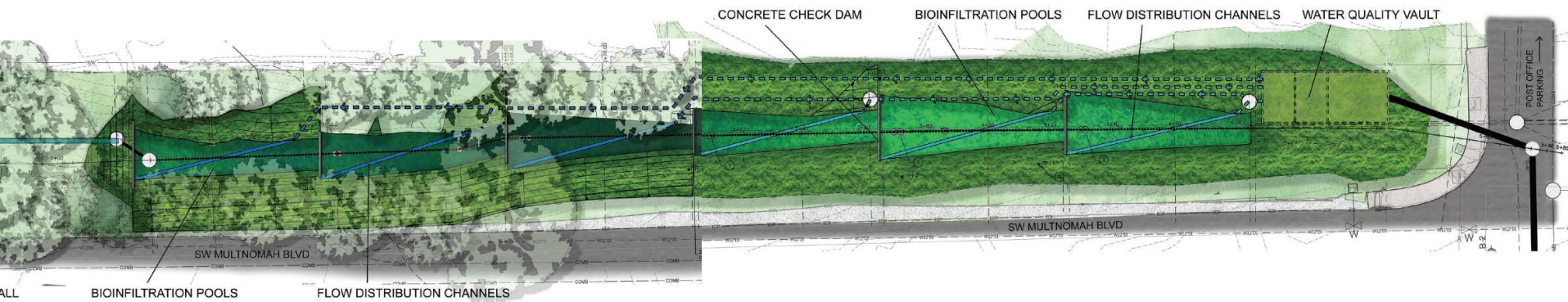
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Multnomah North Basin

- Refinements to grading, including tie-in to proposed PBOT surface improvements
- Refinement of flow splitting/distribution system
- Change from above-ground sediment forebay to below-ground hydrodynamic separator pre-treatment structure (Contech “CDS”)
- Addition of gravel maintenance access/parking pad



Multnomah South Basin

- Complete re-design from 60%
- Changed from linear facility with modular block retaining wall completely in the right-of-way to expanded facility in right-of-way and acquired BES property, with upper wetland cells for stormwater treatment and lower detention cells for storage during extreme events
- Retaining wall refined and changed to cast-in-place design
- Added construction/maintenance access driveway with turn-around and maintenance access paths to wetland and detention cells
- Access driveway design includes pre-cast retaining walls using reinforced concrete box culvert sections to minimize construction impact on private property (incl. removable bollards)
- Added dual vortex separator

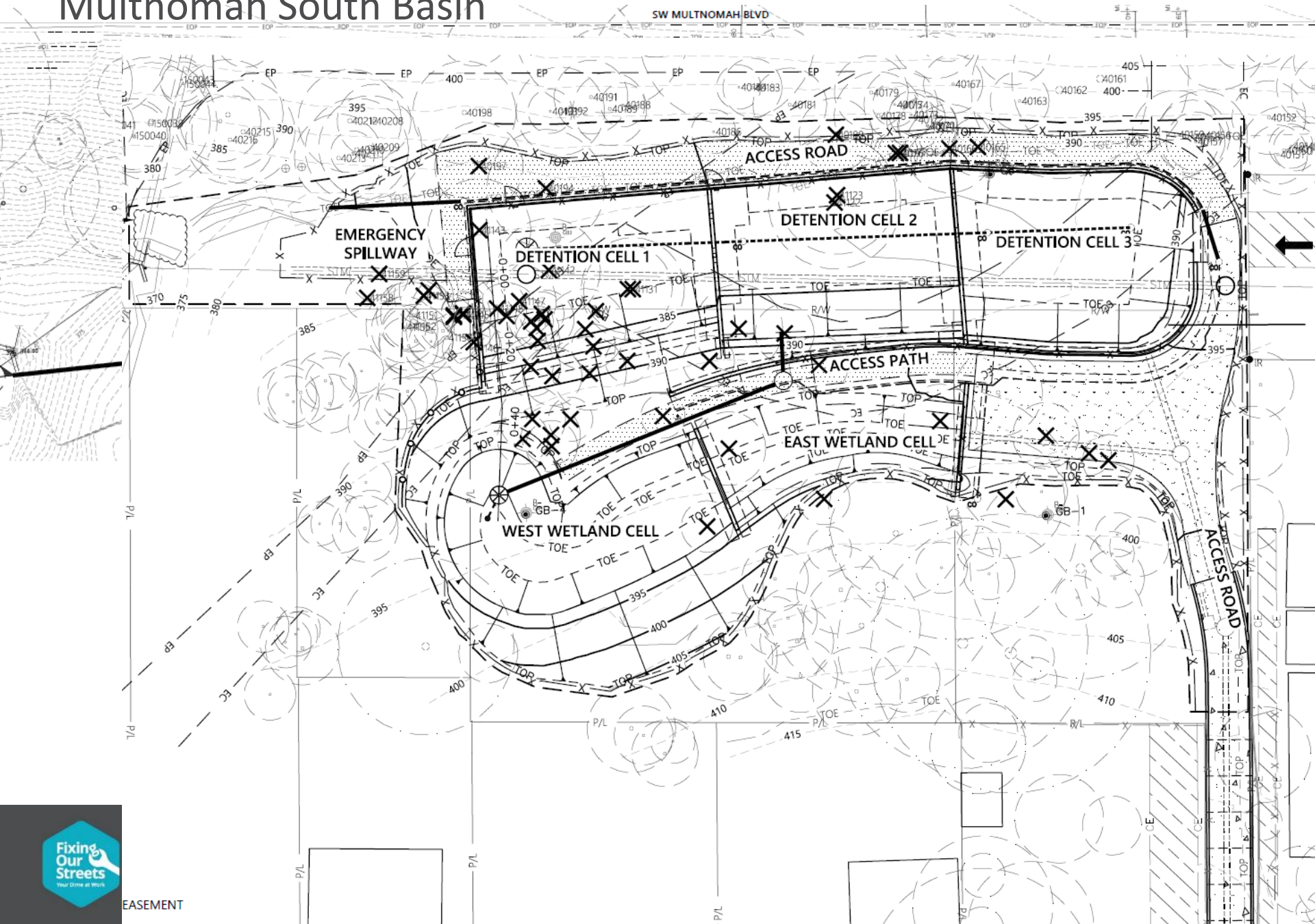


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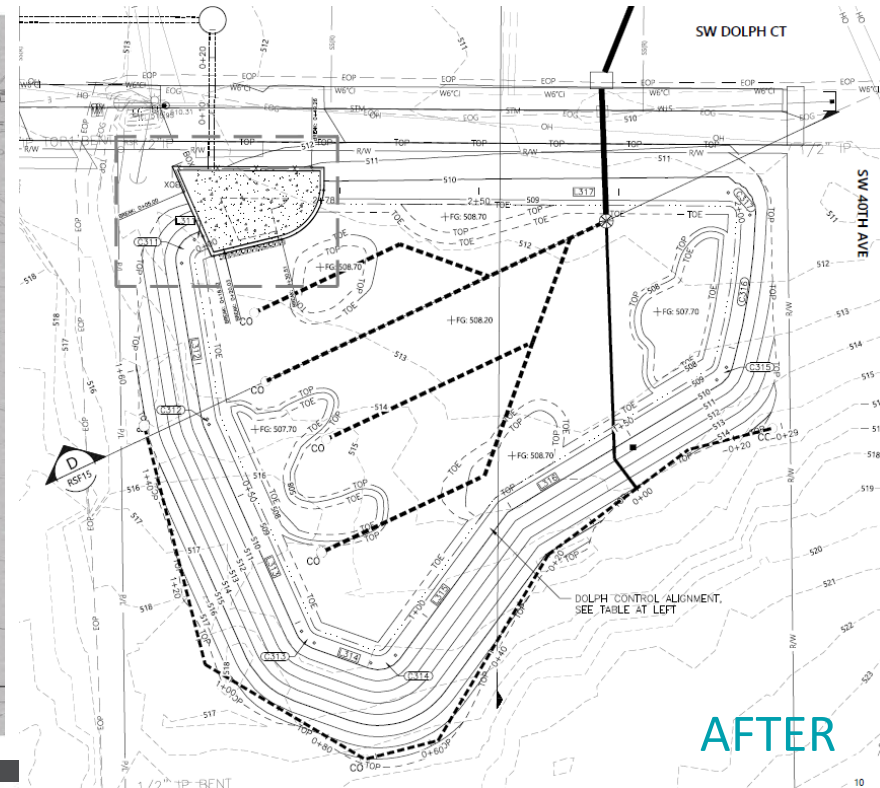
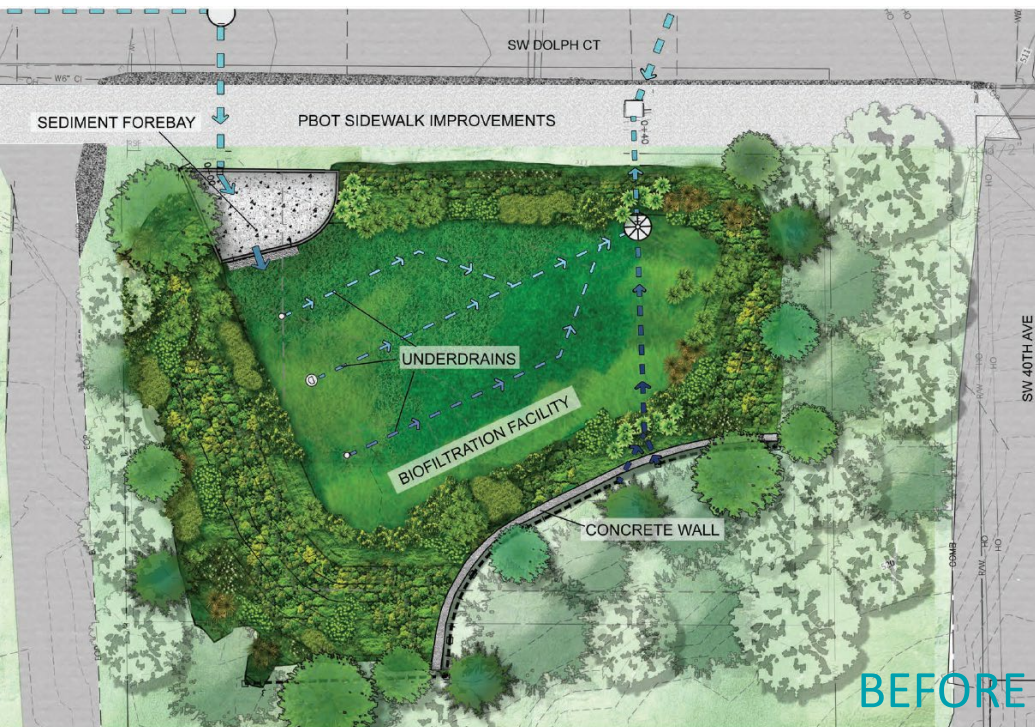
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Multnomah South Basin



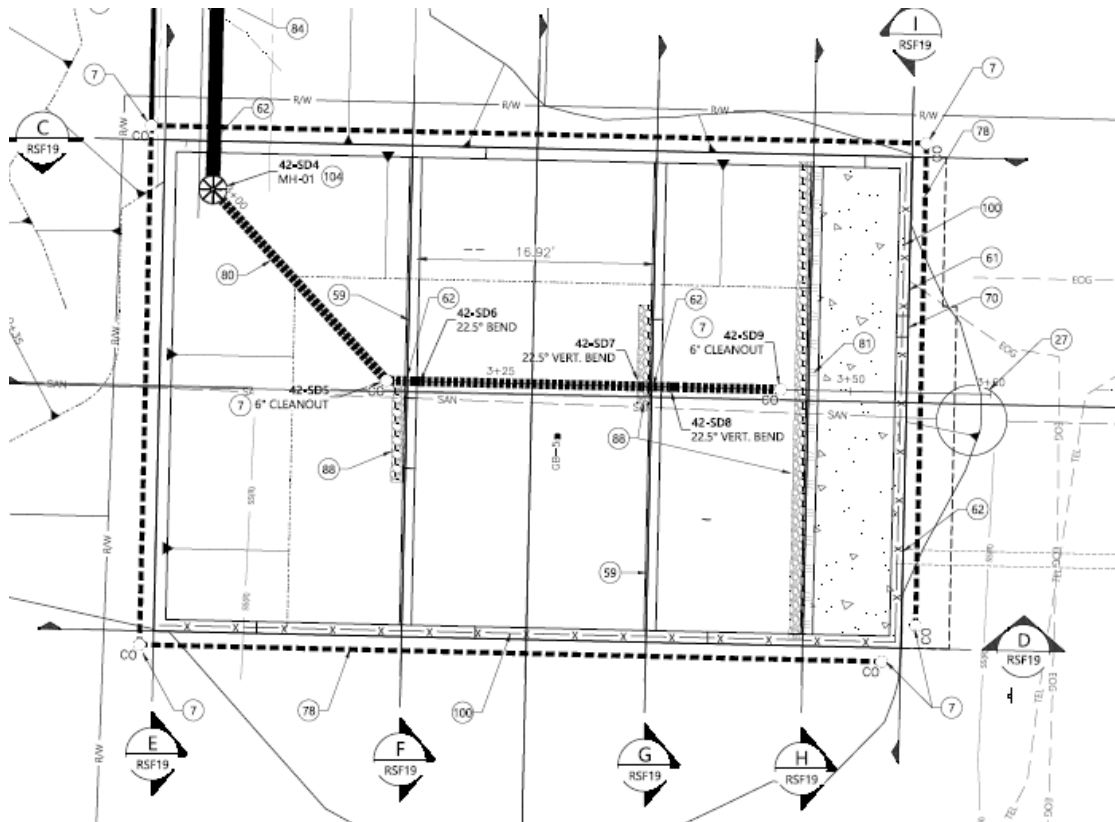
Dolph Basin

- Removal of retaining wall; grading improvements; expanded SW corner
- Added “micro-grading”
- Increased size & performance of facility
- Ditch cleaning to improve outlet design
- Various minor design refinements



42nd / Woods Creek Basin

- Switched to pre-cast facility design
- Reconstruct sanitary service lateral beneath facility
- Major re-design of Woods Memorial pedestrian bridge



Things That Were Not Cut

- Project extent
- Ped & bike improvements: SW Collins St – Garden Home Rd
- Decorative cast-in-place retaining walls
- Decorative black railings
- Design volume of stormwater management regime
- Water Bureau scope



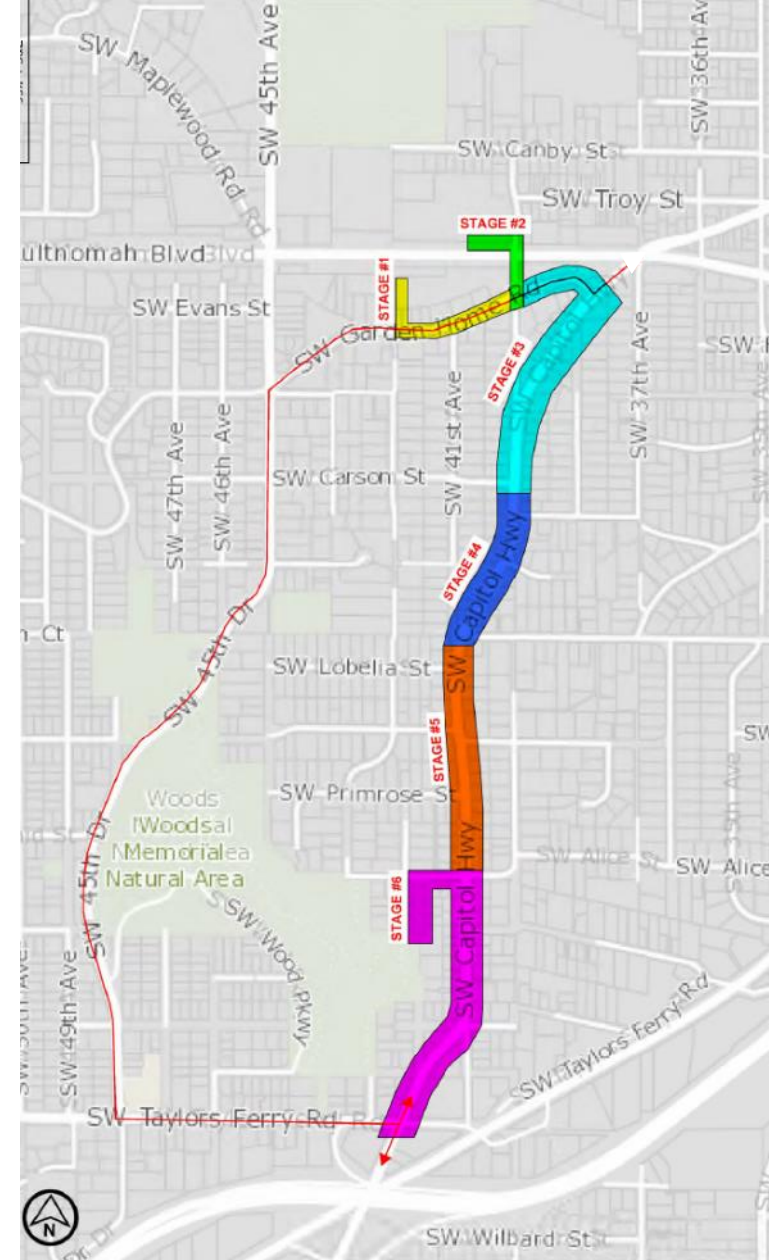
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Construction Considerations

- Begins in March 2021
- 18-month project
- Property access maintained at all times
- Normal construction hours, some Saturdays
- Southbound detour during much of project, including #44 bus
- North-to-south sequencing proposed



Tree & Shrub Planting

- Separate contract
- Landscaping Plans under development
- 400+ new trees
- 2,000+ new shrubs for privacy
- BES planting in stormwater basins
- Planting in fall 2022
- Establishment period: minimum 2 years



Schedule Moving Forward

- Dec 2020: Pre-bid meeting + advertise contract
- Jan 2021: Bid opening
- March 2021: Begin construction
- 18-month construction contract
- Sept 2022: Substantial completion
- Oct 2022: Separate tree & shrub planting contract



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Thank you!



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