

## IMPACT STATEMENT

188217

**Legislation title:** Authorize a contract with the lowest responsible bidder for construction of the Southeast Interceptor Rehabilitation, BES Project No. E10030 for \$4,347,967 (Ordinance)

**Contact name:** Scott T. Gibson, PE

**Contact phone:** 503-823-7615

**Presenter name:** Scott T. Gibson, PE

### **Purpose of proposed legislation and background information:**

The Southeast Interceptor Sewer suffers from groundwater infiltration through the pipe lining and differential soil settlement around three access manholes. The project's goals are to repair and rehabilitate two segments of the existing sewer interceptor and stabilize soils around three existing access manholes as economically and efficiently as possible. The solution is to perform the work using trenchless technology including grout injection. Approximately 7,220 feet of sewer pipeline will be rehabilitated with this project.

### **Financial and budgetary impacts:**

The engineers estimate is assigned a *high* confidence level. The estimate is below optimal due to the dependency on average weather conditions to perform the work and the variability of rainfall from year to year. This project is funded under BES's approved Sewer System Operating Fund, FY 2017 and 2018 Budget.

### **Community impacts and community involvement:**

The public involvement (PI) element of this project is led by the BES Office of the Director, and will continue through construction with Cheryl Kuck, BES Sr. Community & Information Representative, as the currently assigned PI representative. Outreach during the project design phase was also supported with professional public involvement staff to provide information to local property owners potentially impacted by construction. Construction along Grand Avenue near the City Street Car is proposed during off-peak commute periods.

### **Affected Neighborhoods and Business Districts**

The project's two primary segments span several neighborhood boundaries. The **south segment** begins in the Brooklyn neighborhood and enters the Hosford/Abernethy neighborhood when it crosses Powell Boulevard. Both neighborhoods have active neighborhood associations. In the Brooklyn portion of this segment, the potential impacts are mostly at manholes where access may be required. The block on SE 16th Street is primarily residential and is not a frequently used through street. The SEI crosses SE Powell Boulevard (US Hwy. 26), which is one of the busiest roads in Portland. Once the SEI crosses Powell, it enters a light industrial/office area that features less than a dozen buildings on SE Gideon Street, a dead-end road adjacent to railroad and light rail tracks. Light rail construction recently impacted this area significantly. The SEI crosses busy intersections at both 11th and 12th Avenues as they merge to form Milwaukie Avenue. After following the railroad right-of-way, the line follows SE Division Street. The neighborhood surrounding this area is light industrial with some retail to the south and light industrial with a mix of residential to the north. This segment of Southeast Division has heavy traffic during peak periods.

The **north segment** follows SE Grand Avenue in the Buckman neighborhood. Grand Avenue is also within the Central Eastside Industrial (CEI) area. Grand Avenue carries northbound traffic and also carries the Portland Streetcar in its easternmost lane. Starting at SE Stark Street, the commercial area to the north features activity-related retail, offices, creative spaces, restaurants and car lots. The intersection of Grand Avenue and Burnside Street is one of the busiest in the city connecting two main arterials: East Burnside and Grand Avenue. The Kerns neighborhood is north of Burnside. The area immediately north of Burnside features some long-time retail establishments as well as several auto-related businesses, at least one of which may soon be redeveloped. The NE Davis Street blocks are less used, mostly for local access to and from neighboring

businesses. The SEI crosses Martin Luther King Jr. Boulevard, a one-way main arterial handling southbound traffic. The segment ends at NE 3rd Avenue and Davis Street.

### **Summary of Public Impacts**

BES anticipates minimal impacts to the community from this work, mainly temporary access and traffic impacts and occasional noise. The project team has selected a repair technology that can be completed from inside the sewer line and will not require digging trenches in the roadway. The project work zones will be located at manholes and will move as the project segments are completed, with work at each manhole lasting a few weeks. Crews may be working at multiple locations at the same time. Accessing the sewer line through manholes will require temporary lane closures, which will require traffic control and construction signage. Where needed, traffic will be routed around the worksites. Traffic controls (cones, flaggers, temporary barriers, etc.) will be in place only during work periods and removed daily. The manhole access locations will have adjacent staging areas for materials and construction vehicles.

### **Summary of Public Outreach and Public Involvement**

Beginning in July 2015 through the present, BES outreach staff have conducted extensive community outreach to area property owners and occupants, business owners and operators, and neighborhood and business associations who may be affected by the project. The project mailing list for flyers and newsletters includes 1,775 property owners and occupants, area neighborhoods, and business associations, including Brooklyn, Hosford-Abernethy, Buckman, Kerns, and Richmond neighborhoods, and Central Eastside Industrial District, Greater Brooklyn, Division-Clinton, and Hawthorne business associations. The project email distribution list includes 125 interested individuals, businesses, and organizations.

BES outreach staff have mailed and distributed six public information flyers and email notifications at key milestones during the design phase to provide project information to local businesses, property owners, and other interested stakeholders. In addition to these communications, early in the design phase BES outreach staff conducted site visits with 50 business owners and operators along each of the project segments and collected information from them via site visit questionnaires to help the project team understand business operations that might be affected by or integral to the project. BES outreach staff also mailed a flyer specific to the proposed night work and provided a three-week public comment period.

### **Summary of Stakeholder Concerns**

The primary concerns expressed by public stakeholders during the public outreach process was that access be maintained to their businesses and that days and hours of construction be as least disruptive as possible. Business owners and operators in the project area understand the typical construction impacts of noise, dust, vibration, on-street parking restrictions, and temporary traffic delays. They expressed satisfaction with the projected plans shared in public outreach materials and in-person site visits because access will be maintained to their businesses and construction will primarily be done at night when their businesses will be least disrupted.

The primary concern expressed by residents was that temporary on-street parking removal during construction be as minimal as possible because on-street parking is in limited supply in the area. One resident, who is a disabled veteran, expressed concern about being able to park close to his apartment building. The project team has a record of his concern and will work with him during construction to provide him access. The project team received just one complaint about the proposed night work from a resident concerned about the potential for night work noise to disrupt their sleep and traffic controls to inconvenience commuters. Otherwise, residents appreciated that the one primary residential location along the south segment at SE 16th Avenue and SE Pershing Street will have regular daytime construction hours.

The construction Contractor will determine on-street parking needs for staging equipment and materials. The Contractor will also identify properties where off-street staging area agreements might be possible. Traffic control directives will be included in the Contract Documents and will require the Contractor to provide their

own traffic control plans that must be approved by PBOT during construction to provide for safe conveyance of vehicle, pedestrian, and bicycle traffic through and around the construction site.

We do not anticipate that any individuals or groups will be testifying with regard to this project.

### Budgetary Impact Worksheet

**Does this action change appropriations?**

☐ **YES:** Please complete the information below.

☒ **NO:** Skip this section

Fund	Fund Center	Commitment Item	Functional Area	Funded Program	Grant	Sponsored Program	Amount