

## IMPACT STATEMENT

**Legislation title:** Authorize a contract with the lowest responsible bidder for the SW Capitol Highway Pavement Rehabilitation Project SW Multnomah Blvd to SW Texas (Ordinance)

**Contact name:** Norberto Adre  
**Contact phone:** 3-4818  
**Presenter name:** Sean Bjornstrom

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

On May 17th, 2016, Portland voters passed Measure 26-173, Portland's first local funding source dedicated to fixing our streets. Measure 26-173 will raise an estimated \$64 million over four years.

PBOT will invest this money in a wide variety of street improvement and safety projects across the entire City. Fixing Our Streets will help PBOT's goal of keeping 80% of streets in fair or better condition and no more than 2% in very poor condition. When rehabilitation work is delayed, costs can increase by as much as 10 times the amount as work that is performed earlier in the pavement lifecycle.

A hundred years ago, SW Capitol Highway through Multnomah Village was a narrow, 18ft concrete street. Over the years that concrete pavement became the base and was overlaid with 2-3 inches of asphalt. Between SW 36<sup>th</sup> and SW 33<sup>rd</sup> the concrete base is now failing, and the pavement needs to be reconstructed.

Other sections of SW Capitol Highway also deteriorated to a point at which 2.5 to 4.5 inch of grind and overlay is required. This meets PBOT's Pavement Management strategy of performing pavement maintenance earlier in the pavement lifecycle to prevent much higher rehabilitation costs in the future.

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

The project will rehabilitate the street of SW Capitol Highway from Multnomah Blvd. to SW Texas St. Work also includes installing sidewalk, upgrading corner ramps to meet ADA guidelines, and adding new pedestrian crossings

Construction is estimated to cost \$2,024,646.00 The project is funded with Fixing Our Street funds and is budgeted in FY 2018-19 and FY 2019-20. The level of confidence is moderate since the project specifications have been completed and the scope of work has been defined.

This project will not create new positions. PBOT will fund 100% of the cost of design, construction, and contract administration

**Community impacts and community involvement:**

For Pavement Rehabilitation projects, PBOT provides advance notification to area businesses, residents, neighborhood groups and the traveling public about upcoming road improvement projects. This is done through meeting with the neighborhood and business, project information published on web page, postcard mailers, and public press releases. The purpose is to explain the project work, provide notification of potential traffic impacts and road closures, explain the project duration and who to contact for more information.

PBOT will have staff available during construction to take phone calls and to meet with businesses on site to help with coordination of on-street parking and driveway access during the grinding and paving operations.

**Budgetary Impact Worksheet****Does this action change appropriations?**

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

☒ **NO:** Skip this section

<b>Fund</b>	<b>Fund Center</b>	<b>Commitment Item</b>	<b>Functional Area</b>	<b>Funded Program</b>	<b>Grant</b>	<b>Sponsored Program</b>	<b>Amount</b>

KK 11-8-18