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191253

Emergency Ordinance

*Authorize a contract with the lowest responsible bidder for the 2023 Pavement Preservation Project for an estimated cost of \$1,884,764

Passed

The City of Portland ordains:

Section 1. The Council finds:

1. The PBOT Pavement Manager identified the corridors listed on the 2023 Pavement Preservation Plans list attached as Exhibit A as having a pavement condition appropriate to be candidates for pavement preservation treatment.
2. To prioritize candidates, PBOT applied multiple evaluation lenses including street condition, safety and asset management.
3. The selected streets were found to be in good to fair condition wherein pavement preservation techniques could extend the life of the pavement and prevent deterioration for an additional six to eight years.
4. The project's scope includes pavement preservation techniques known as microsurfacing, rubberized asphalt chip sealing and slurry seal in various locations throughout the City. The application of preservation treatments reduce the need for more resource intensive rehabilitation and reconstruction work.
5. By federal law, PBOT is required to bring curb ramps up to ADA standards whenever we resurface the road. Before pavement preservation begins, all relevant ADA ramps will have been updated to current standards.
6. Project design is at 95% and PBOT will be proceeding with bidding the project for construction.
7. The project is identified in the City's Capital Improvement Program (CIP) and is funded by General Transportation Revenue and Fixing Our

Introduced by

[Commissioner Mingus Mapps](#)

Bureau

[Transportation](#)

Contact

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Requested Agenda Type

Consent

Date and Time Information

Requested Council Date

April 26, 2023

Streets Two funding. The total estimate for this contract is \$1,884,764.

8. The Bureau of Transportation has funds budgeted in FY 2023 and proposed FY 2024 for construction, inspection and management of the project.
9. The Bureau's level of confidence in the cost estimate for this project is moderate; project is well defined and plans and specifications are nearing completion.

NOW, THEREFORE, the Council directs:

- A. The Chief Procurement Officer is authorized to facilitate the competitive solicitation process in accordance with City Code 5.34 to obtain the lowest most responsible bidder.
- B. Upon the Council's acceptance of the Chief Procurement Officer's report recommending the lowest responsible bidder, the Chief Procurement Officer is authorized to award, negotiate and execute a contract, provided the contract has been approved as to form by the City Attorney's Office.
- C. The Mayor and City Auditor are hereby authorized to draw and deliver warrants chargeable to the various projects codes when demand is presented and approved by the proper authority.

Section 2. The Council declares that an emergency exists because the project must be bid as soon as possible to begin construction in summer 2023 to prevent more costly repairs and rehabilitation in the future; therefore, this Ordinance shall be in full force and effect from and after its passage by the Council.

Documents and Exhibits

 [Exhibit A](#) 85.38 KB

An ordinance when passed by the Council shall be signed by the Auditor. It shall be carefully filed and preserved in the custody of the Auditor (City Charter Chapter 2 Article 1 Section 2-122)

Passed by Council
April 26, 2023

Auditor of the City of Portland
Simone Rede

Impact Statement

Purpose of Proposed Legislation and Background Information

- The Bureau of Transportation (PBOT) Maintenance Operations crews regularly perform crack sealing, pavement rehabilitation, and pothole repair on roads that have deteriorated to a point where preservation treatments are not effective. Between crack sealing and pavement rehabilitation there is opportunity to apply life extending preservation treatments to preserve good roads in good condition. These treatments require specialized equipment and crews; these are not treatments we are equipped to apply.
- This project includes multiple project areas in both Northeast and Northwest Portland.
- Funding for the project comes from General Transportation Revenues and Fixing Our Street 2 funds. Total engineers estimate for this project is \$1,884,764.

Financial and Budgetary Impacts

- Level of project estimate confidence is moderate.
- The funding is included in the Adopted FY 2022-23 and the Requested FY 2023-24 Portland Bureau of Transportation (PBOT) budgets.
- No change in appropriation is requested.
- No changes in staffing levels.

Community Impacts and Community Involvement

- This project is a vital part of implementing asset management principals to protect the city's investment in critical infrastructure. While short term traffic impacts will be experience at the project location, the application of these preservation treatments minimize the long term inconvenience that would be experienced in a longer duration and more costly rehabilitation project.

Budget Office Financial Impact Analysis

This action authorizes bid solicitation for paving repair services in Northeast and Northwest Portland totaling \$1.9 million. Funding for these services is included in the bureau's FY2022-23 Adopted and FY2023-24 Requested CIPs with funding provided via General Transportation Revenues and Fixing Our Streets 2 funds.

Agenda Items

329 Consent Agenda in [April 26, 2023 Council Agenda](#)

Passed

Commissioner Dan Ryan Yea

Commissioner Rene Gonzalez Yea

Commissioner Mingus Mapps Yea

Commissioner Carmen Rubio Yea

Mayor Ted Wheeler Yea