



# MULTNOMAH COUNTY

## Updates on Sandy Blvd., Arata Road and 238<sup>th</sup> Drive Projects

September 24, 2018  
Wood Village Public Meeting

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Multnomah County  
Transportation

# Agenda

## **NE Sandy Blvd**

- Construction update

## **NE Arata Road**

- Construction challenges and utility conflicts
- Updated construction schedule

## **NE 238<sup>th</sup> Drive**

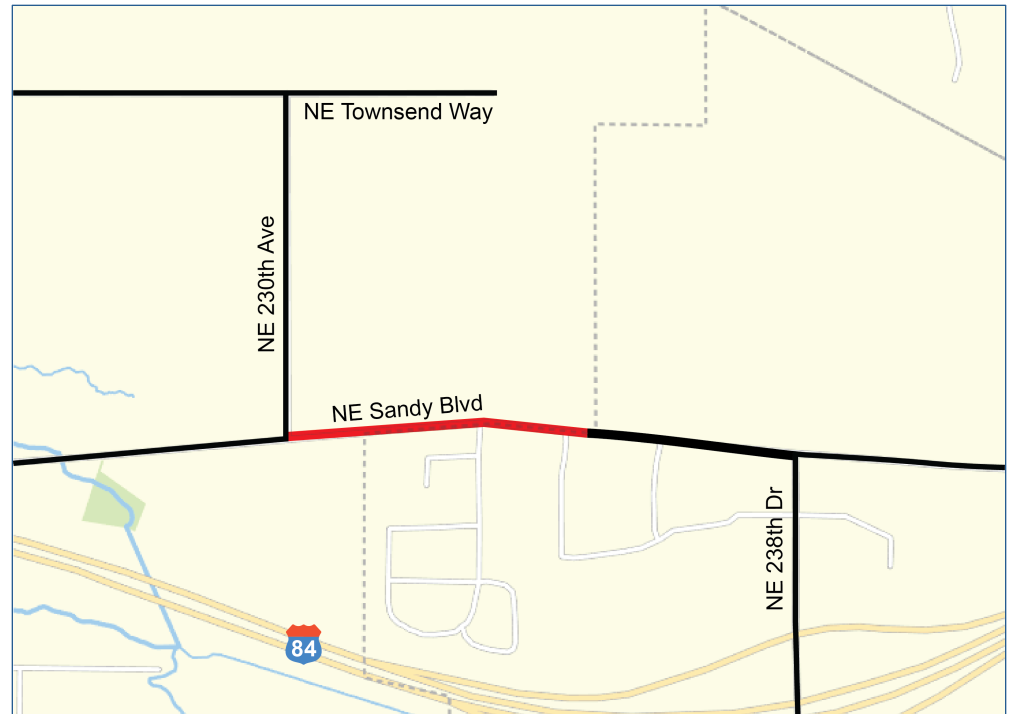
- Design update
- Noise analysis
- Cost challenges and mitigation plan
- Public concerns

## **Questions / Comments**



# NE Sandy Blvd. Background

- Construction began in March 2018
- New turn lanes, pedestrian crossing signals, pavement and drainage improvements, and bus stop enhancements



# NE Sandy Blvd. Update

- Remaining work on south side:
  - paving
  - sidewalk improvements
  - retaining wall fencing
- Construction to be finished mid-October, weather permitting





# NE Sandy Blvd. Questions

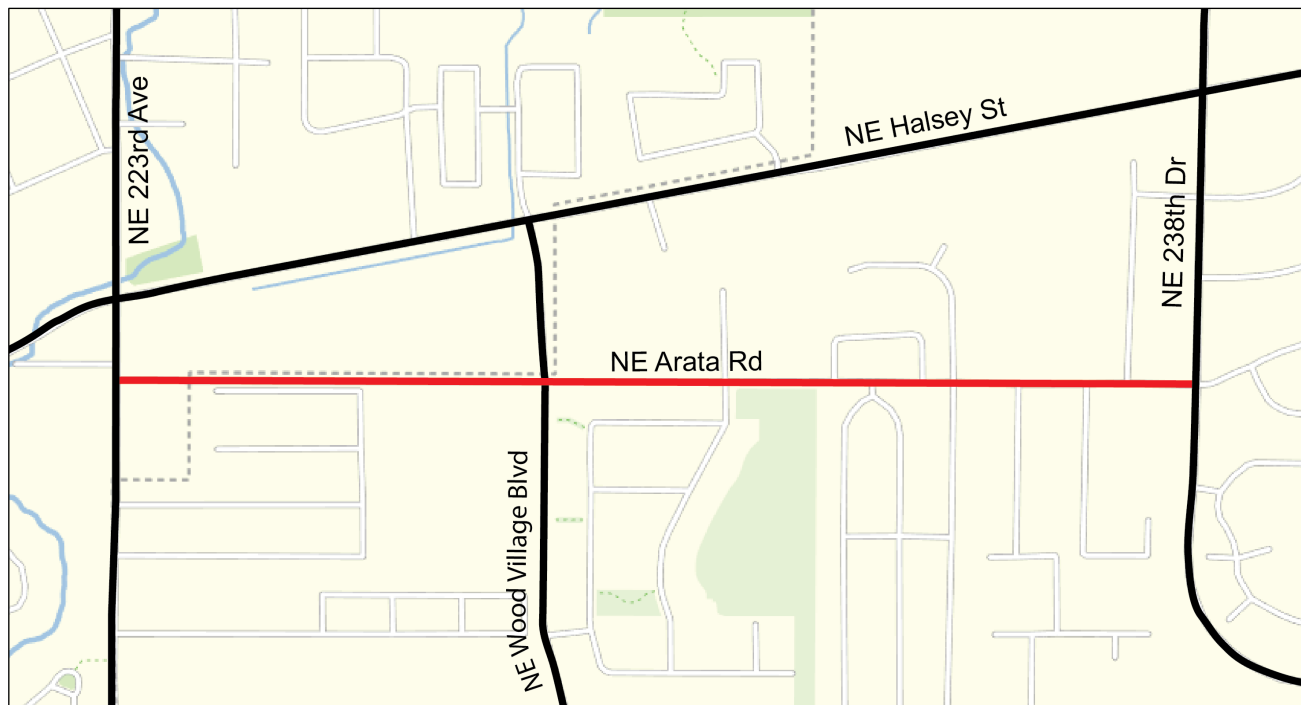
**For more information:**

 [multco.us/sandy](https://multco.us/sandy)

 [@MultCoRoads](https://twitter.com/MultCoRoads)

# NE Arata Road Background

- Storm sewer, sidewalk, traffic signal and full rebuild of road from NE 223<sup>rd</sup> Ave to NE 238<sup>th</sup> Dr.
- Construction began May 2018
- Completion originally scheduled for late 2018



# Construction Challenges & Utility Conflicts

- Conducted standard utility locates during design. Underground utilities owned by PGE, Frontier, Comcast, City and others
- After construction began we discovered:
  - unidentified utilities
  - shallow utilities
  - boulders to be crushed and removed
  - soft ground requiring subgrade stabilization



# Impacts of Utility Conflicts

These conflicts have caused:

- redesigns
- delays in road work
- rework of construction activities
- extension of timelines assigned to temporary construction easements





# Updated Construction Schedule

- Construction will not be completed before winter rainy season
- Project will shut down for winter and two-lane traffic flow will be re-established
- Work will resume in spring 2019 for several months, with one-way traffic
- Road work ends summer 2019; planting ends fall 2019





# NE Arata Rd. Questions

**For more information:**

 [multco.us/arata](https://multco.us/arata)

 [@MultCoRoads](https://twitter.com/MultCoRoads)

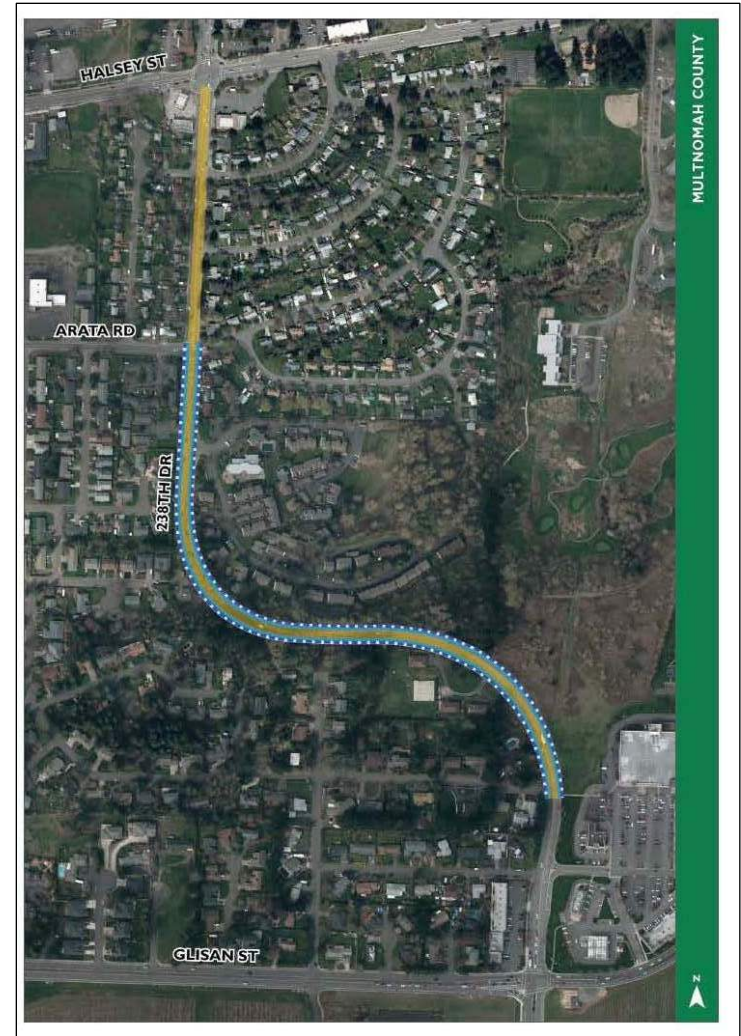
# NE 238<sup>th</sup> Drive Project Background

- Project identified in 2012 East Metro Connections Plan, adopted by City & County
- Wider lanes, shared paths for pedestrians and bikes, stormwater management from NE Oregon St. to NE Arata Rd.



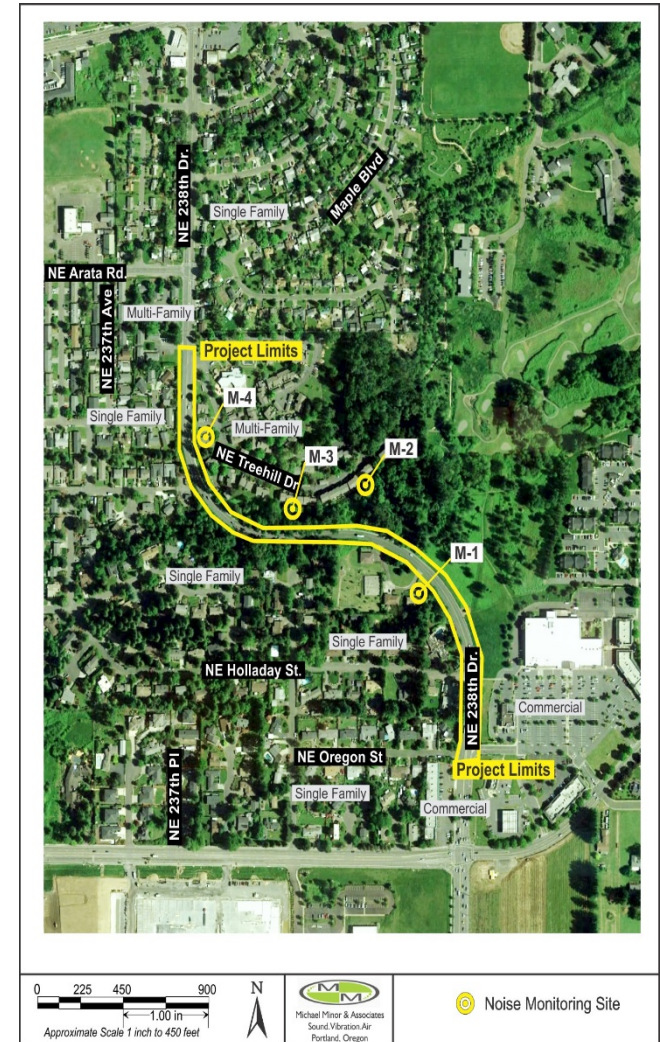
# NE 238<sup>th</sup> Drive Timeline Updates

- Design at 50% completion
  - The following are identified:
    - Project footprint
    - Stormwater management plan
    - Types of retaining walls and locations
    - Environmental impacts
  - Working on details to 90% design
- Schedule
  - Design (2017-2019)
  - Advertise (Fall 2019)
  - Construct (2020)



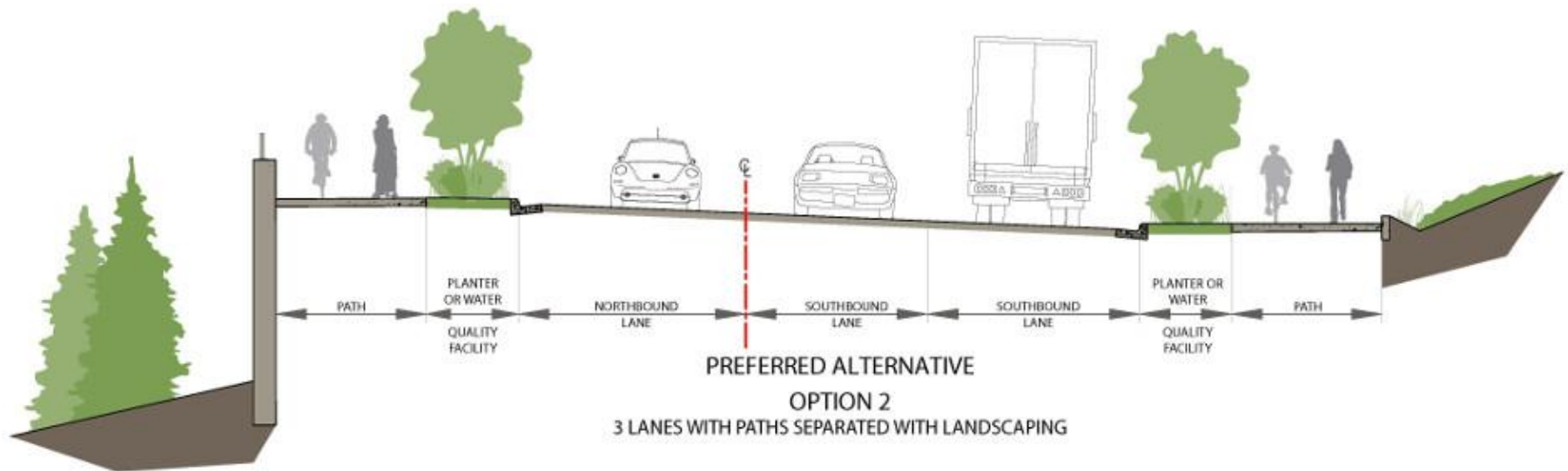
# Noise Analysis Highlights

- Traffic noise predicted to change by -1 decibel (dB) to +2 dB when compared to existing noise levels.
- Average person requires an increase of 3 dB or more to detect an increase in traffic noise levels.
- Any changes to overall traffic noise levels will be undetectable.
- Noise barriers will not be added to project.



# NE 238<sup>th</sup> Drive Design Updates

- Due to safety needs and public input:
  - Planter strips added for safety and stormwater management
  - Wider cross section for road



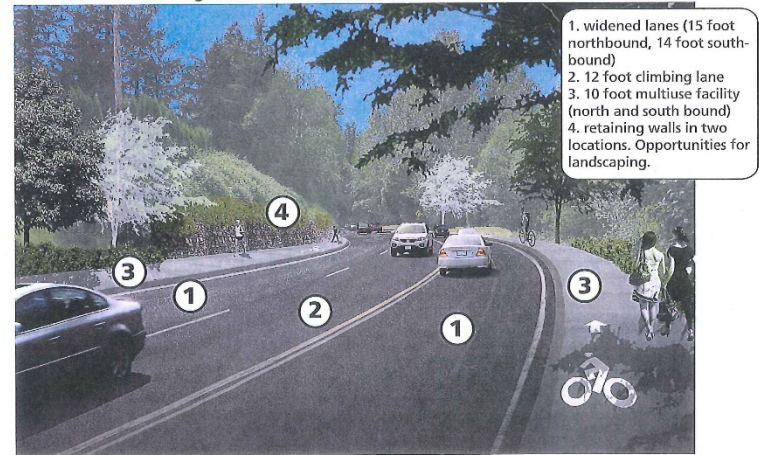
# NE 238<sup>th</sup> Drive Cost Challenges

- 2012 original project cost was at \$8M (\$800K County match). Estimate was done by ODOT, Metro & consultant
- 2012 budget based on early concept
- 30% design estimate is \$1.5M over 2012 budget
- Biggest cost drivers are retaining walls in middle of project and stormwater management facilities

Existing 238th - looking north



Refined 238th - looking north widened travel lanes, widened bicycle and pedestrian facility for safety



# NE 238<sup>th</sup> Drive Cost Mitigation

- Road Closure
  - Larger work zone cuts cost of walls and construction time
  - Saves \$1.3M
  - Improves safety during construction
- Materials
  - Asphalt (not concrete) sidewalks saves \$200K more



Rhododendron Multi-Use Path - City of Florence, OR





# What We've Heard So Far


- Concerns about traffic noise at night
- Concerns about pets on hot asphalt sidewalks
- Questions about access to businesses at top of hill



# Next Steps

- Continue to take public feedback for traffic plan and design
- Bring design phase to completion





# NE 238<sup>th</sup> Dr. Questions

**For more information:**

 [multco.us/238th](https://multco.us/238th)

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