

NE 238th Dr Project

Beginning to End



Overview

- Project Team
- Planning
- ROW
- Design
- Construction
- Maintenance
- Next Steps
- Questions



Project Team

- Planning - Joanna Valencia & Team
- Design - Consultant - Parametrix - Steve Katko and Jim Phillips
- Survey - Brian Henson and Team
- ROW - Ken Hoffman, Pat Hinds, Courtney Lords & Legal team & ROW Consultant - Epic
- Construction - Emily Miletich, Sara Jeffrey, Phil Ledbury, Albert Gomez, Dianna Rabetoy, Matt Studer, Will Muller, Steve Shalk (Emerio/Parametrix)
- Maintenance Team
- Asset Management Team
- Public Outreach - Mike Pullen
- Input also from outside agencies and neighborhood

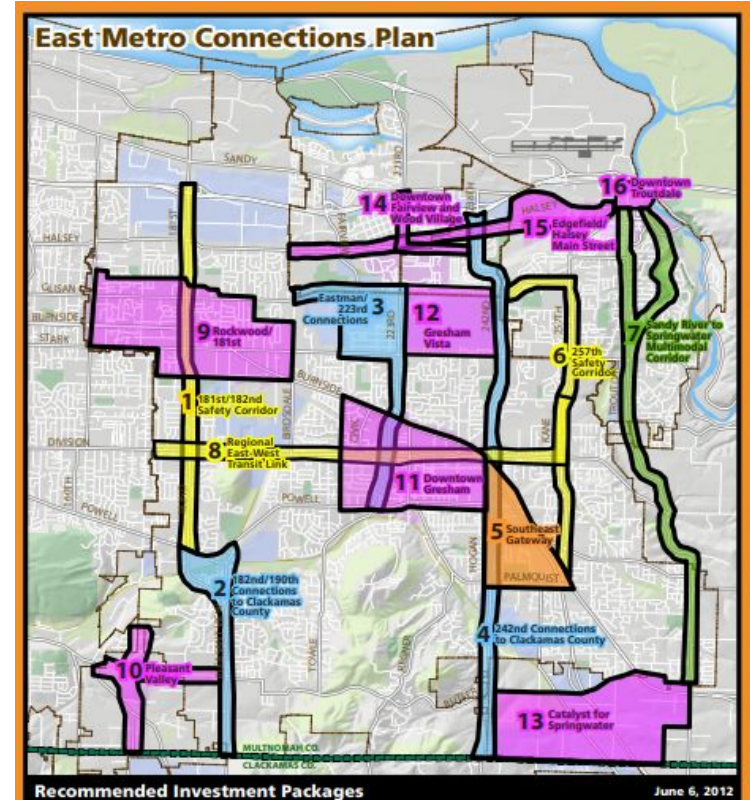
238th - The solution to avoid a new east county freeway

East Metro Connection Plan - an agreed upon solution to avoid a new freeway.

Developed by Metro with East Multnomah County Transportation Committee

Plan adopted by Gresham, Fairview, Troutdale, Wood Village and Multnomah County

238th identified as highest priority project and added to Multnomah County Capital Improvement Plan



238th - A new Multnomah County project

Refined 238th - looking north

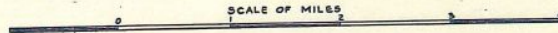
widened travel lanes, widened bicycle and pedestrian facility for safety



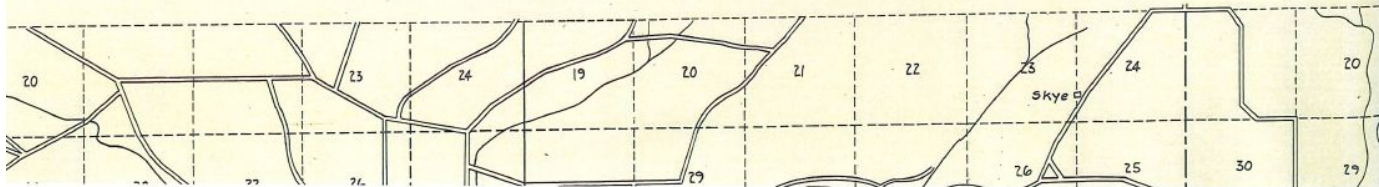
ROW - History

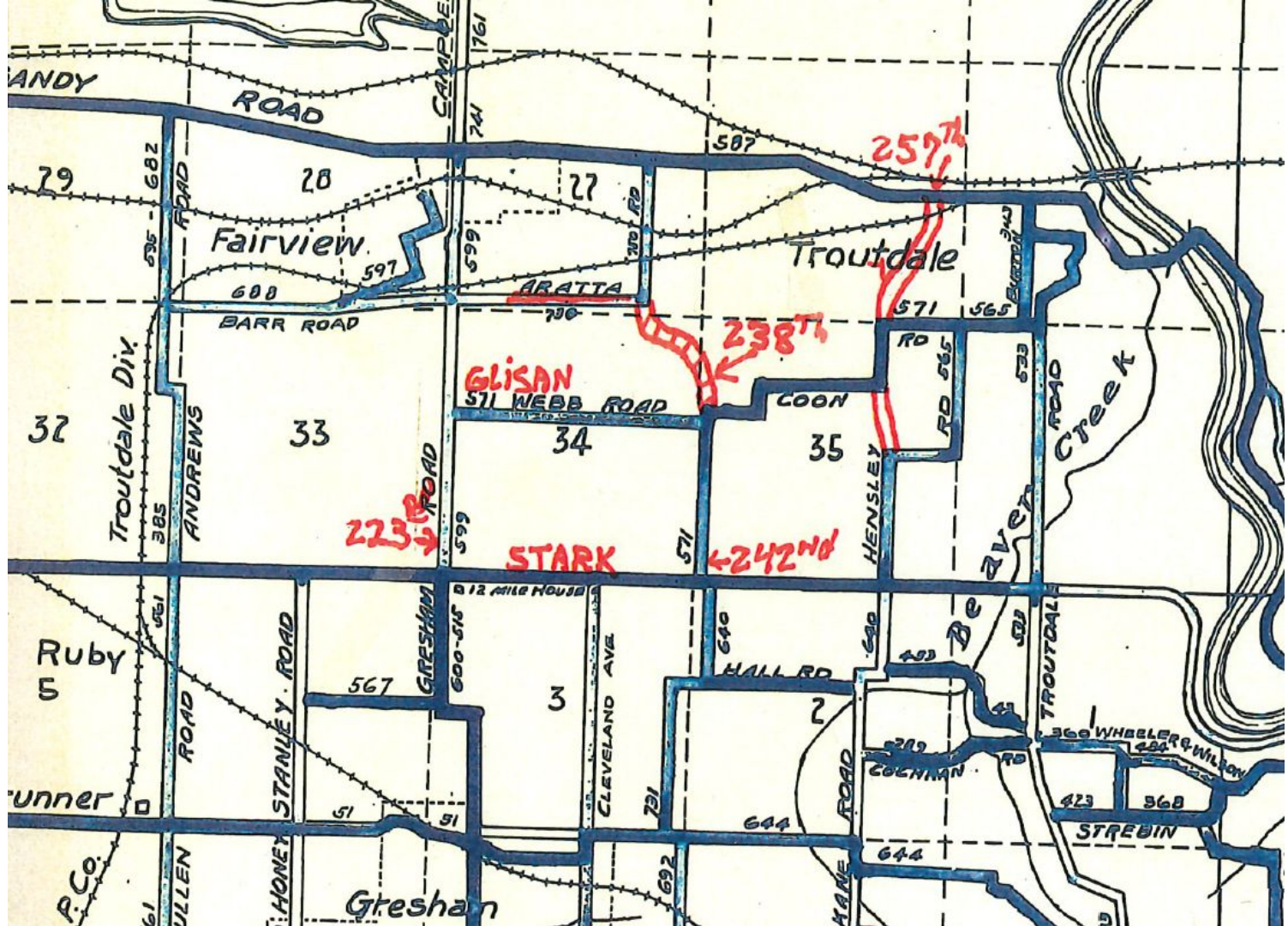
1917 Road Map - J.B.Yeon Roadmaster

ROAD MAP OF MULTNOMAH COUNTY OREGON

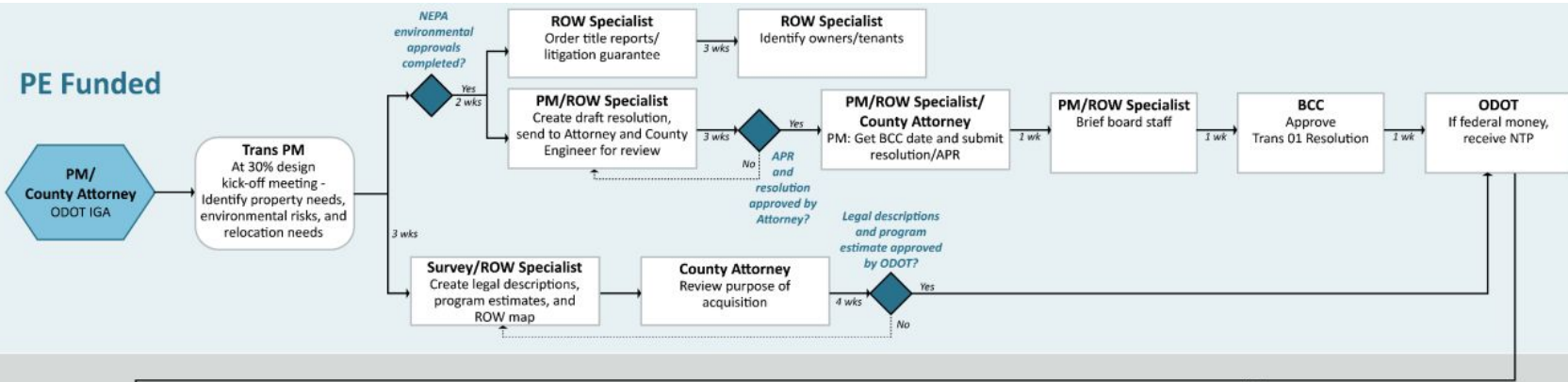


Compiled by Roadmasters Office
J.B.Yeon Roadmaster Dec. 5 1917

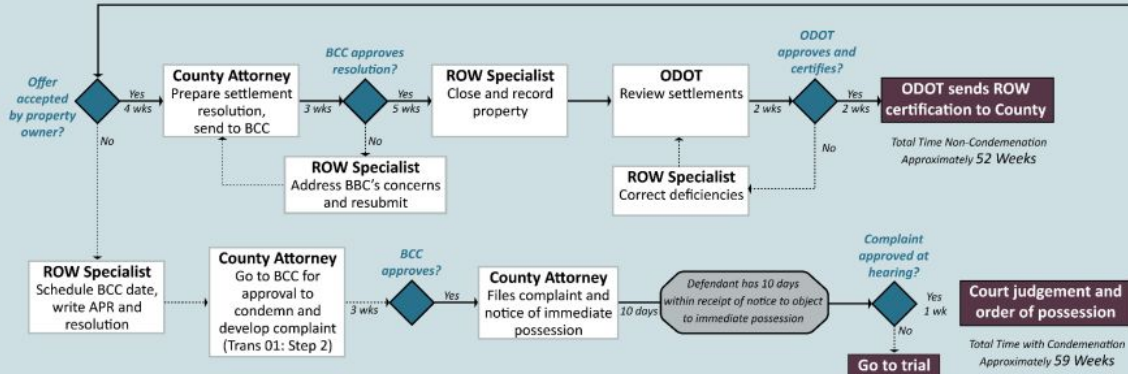
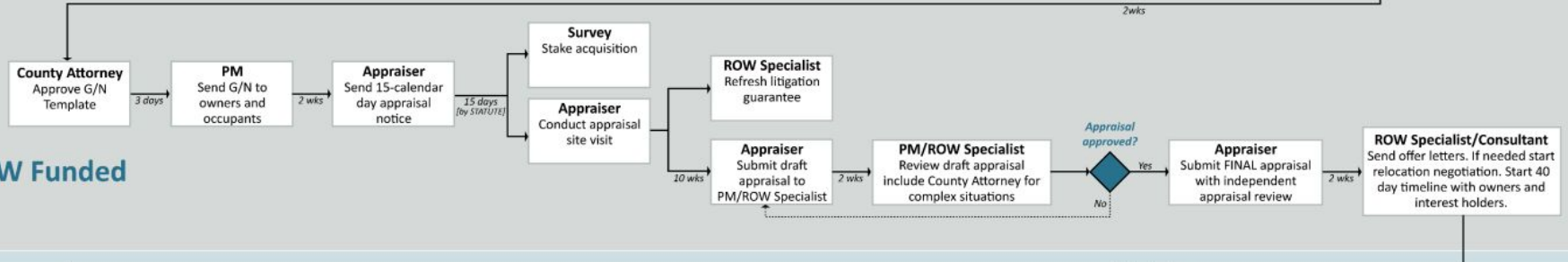




PE Funded



ROW Funded

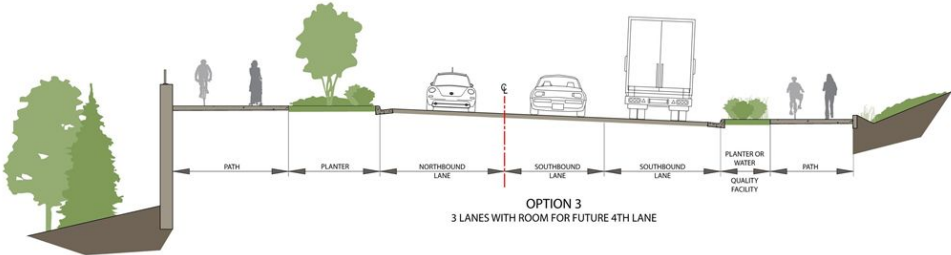
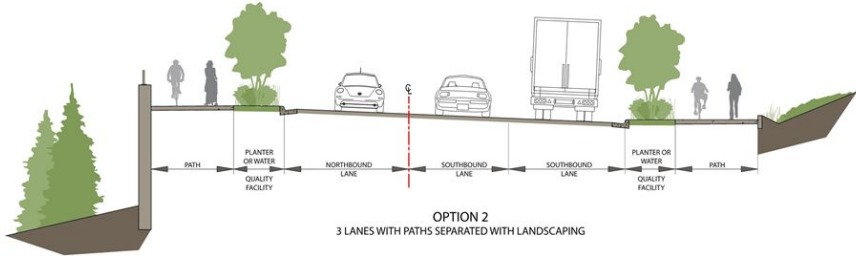
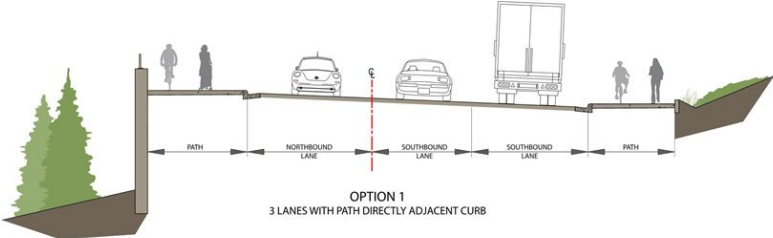


- Typical project - 59 weeks
- Lessons learned from Arata
- Challenges working with public agencies, government and HOA/neighborhood organizations

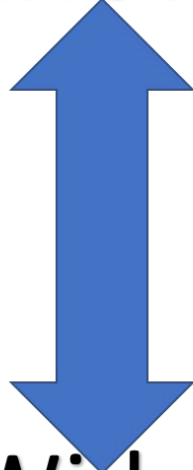
Total Time Non-Condensation Approximately 52 Weeks

Total Time with Condensation Approximately 59 Weeks

Cross Section



Narrower



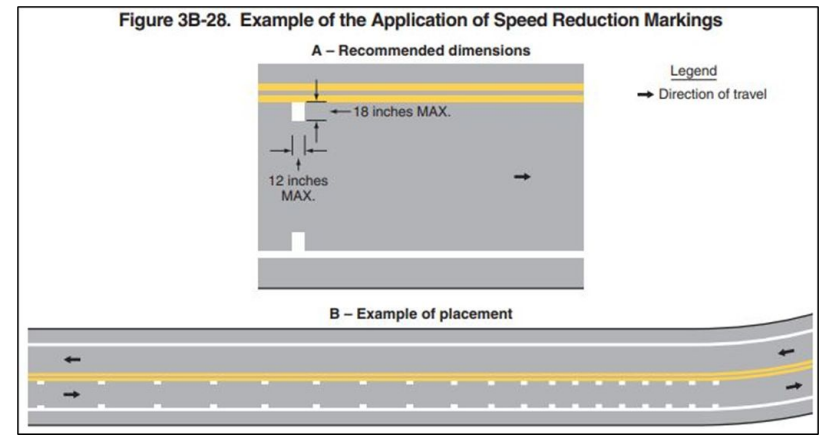
Wider

Access



Speed/safety

- Concerns from Treehill residents about high speeds on NE 238th particularly in the northbound direction (downhill).
- Additionally, during the peak traffic hours, northbound traffic queues from the NE Arata traffic signal, past the NE Treehill Drive. Northbound drivers do not see the traffic signal or the queueing traffic due to the sharp horizontal curvature at the bottom of the hill.
- The County directed the design team to investigate methods to slow or warn drivers of the potential for stopped traffic.



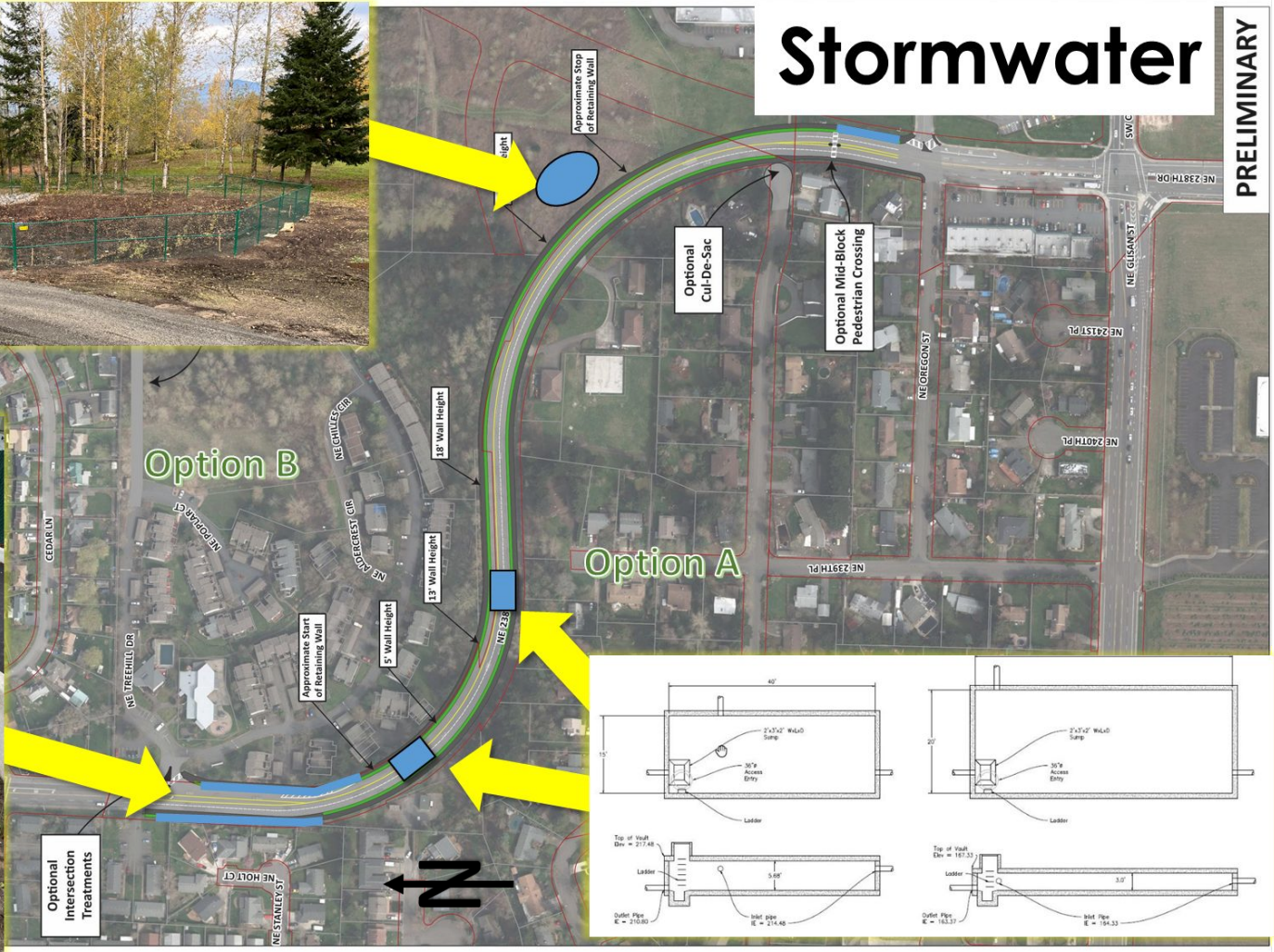
Noise

- Concerns of increased noise due to growth in traffic volumes, increase in heavy truck traffic usage, and realignment of the roadway.
- Noise analysis/abatement only required on federally funded projects and projects that:
 - includes construction of a new highway or roadway
 - an increase in the number of through-traffic lanes
 - a substantial realignment (horizontal or vertical) of an existing highway.
- $<+2$ dB increase, a change that is not sufficient for the vast majority of people to notice any difference in the overall traffic noise levels.



Stormwater

PRELIMINARY



Construction

- Before and After pictures
- Additional drainage features
- Challenges/Successes



Before and After - Looking north down the hill



Before and After - Looking south up the hill



Before and After - Looking south up the hill



Before and After - Speed reduction markings



Before and After - Looking South from Arata Rd.



Before and After - Treehill entrance



Before and After - Detention Pond



Drainage Surprises

- Perf Pipe - Existing and New
- Perf pipes - Treehill - Extended and connected to the system
- Additional existing unknown drainage pipes connected to system
- TV'd existing pipes - replaced sections
- Old pipes with different material and/or angled - replaced



Challenges and Successes

Challenges

- Unknown drainage assets
- Waterlines
- Utility locations
- Staff changes

Successes

- Completed paving despite multiple delays
- Connected all of the drainage assets to the new or existing system
- Good relationship with contractor
- Brought lessons learned from Arata into 238th
- Lessons learned to bring into new projects
- ROW issues resolved in the field - good relationship with neighbors
- Not many public complaints during construction

Maintenance

- Past drainage issues
 - Road closure every year for ice on the road
- Future maintenance
 - Low Maintenance
 - Detention pond
 - Landscape buffers
 - Planters
 - Contracted out
 - 2 detention vaults

Next Steps

Asset Management

- New and existing assets documented - as-builts input into Cartegraph

Items to be completed spring/summer 2022

- Finishing & painting concrete moment slab and parapet wall
- Permanent Striping

