



# Oregon

Kate Brown, Governor

**Oregon Transportation Commission**

Office of the Director, MS 11

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**DATE:** September 30, 2016  
**TO:** Oregon Transportation Commission

*[Original signature on file]*

**FROM:** Matthew L. Garrett  
Director

**SUBJECT:** **Agenda F** – Request to appear before the December 2016 Emergency Board regarding repair work to the Mill Creek office building.

**Requested Action:**

Request approval to appear at the December 2016 meeting of the Emergency Board to request establishment of a Capital Construction limitation to repair the Mill Creek office building.

**Background:**

The Mill Creek office building is an Oregon Department of Transportation (ODOT)-owned building in Salem. Currently there is a sink hole adjacent to the back of the building near its foundation, and the creek bank, which runs parallel to the property, is showing significant erosion.

In 1999 staff observed distress in the Mill Creek office building, including cracks in the walls and sloped flooring. ODOT Facilities was notified and has been monitoring the building since that time. In 2015 shifting ceiling tiles were reported and a small sinkhole was discovered. The size of the sinkhole and the bank erosion significantly increased since December 2015.

After the sink hole grew larger following a major rain event, ODOT brought on an architectural and engineering consultant, Mackenzie Design, to provide options to prevent any further settling of the building and bank erosion.

Mackenzie Design tasked several sub-consultants with gathering information to provide a detailed report of the problem and to include recommendations for corrective action that would protect the building from settling further and reduce the risk to ODOT. Mackenzie recommends stabilizing the bank of Mill Creek on the western edge and from the southern foot bridge to the northern end of the property to prevent further erosion. They also recommend taking steps to shore up the building's foundation to prevent further damage to the building's structure.

Permitting, engineering and design required for the bank stabilization and to address the building's foundation will need to occur in the in the spring of 2017 to meet the in-water work window for the summer of 2017.

**Further Analysis**

ODOT Facilities Section, with continued input from Mackenzie Design, will conduct additional evaluations, such as interior and exterior access, noise mitigation, staging of equipment, soil storage areas, downstream water impact, timelines for the project and environmental impacts for further work.

**Costs**

ODOT is gathering cost estimates to give the best information to make an informed decision on the building and its future. Preliminary estimates of the needed repair are in the \$5-\$10 million range. The cost will become more certain once ODOT determines whether it will be necessary to relocate building occupants during construction.

In order to minimize the impact on ODOT's budget, ODOT will postpone the planned replacement of the East Portland (\$4.5 million) maintenance facility and the remaining cost will come from the highway fund.

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