

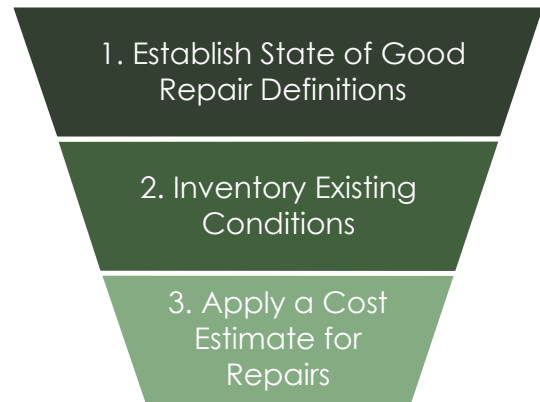
Oregon's population continues to grow, especially in urban areas, which puts more demands on the existing transportation system. What once were simple two-lane highways have grown into some of the most densely developed corridors in the state – in many cases still under the responsibility of ODOT. While all routes are important to the traveling public and to the economy of Oregon, investments in transportation facilities of regional and statewide significance are prioritized higher than those routes that serve a more local need. The result is a disinvestment in the assets of those highways that serve a more local need.

US26 from the Willamette River going east through the City of Portland is one of these routes – known as Powell Boulevard. The highway does not fulfill the statewide need that it was originally constructed for – as the urban areas has built-up around it, the users of the highway are different, and with different needs. Funding for improvements are always in high demand and the 2017 Oregon Legislature recognized the need to address this section of Powell Boulevard and ultimately transfer it to the City of Portland.

House Bill 2017 Section 27e requires the Oregon Transportation Commission (OTC) to study the costs to upgrade and transfer the portion of SE Powell Boulevard from the intersection with SE 9th Avenue to the I-205 interchange in Portland, Oregon. This segment of SE Powell Boulevard is referred to as Inner Powell. The OTC directed ODOT to prepare the Inner Powell: SE 9th to I-205 State of Good Repair Study. The study establishes a state of good repair threshold for various roadway elements to help ODOT determine the cost to upgrade existing assets and to inform continuing efforts to transfer ownership of Inner Powell from ODOT to the City of Portland. The OTC

is required to report the study's findings to the Oregon Legislature's Joint Committee on Transportation by January 1, 2020

The study team followed three steps to complete the study:



1. Establish state of good repair definitions

The study team established a state of good repair (SOGR) definition for specific corridor elements under ODOT ownership along Inner Powell, including the following (Section 2; Attachment A):

- Drainage & utilities
- Sidewalks
- Pavement
- Signals
- Lighting
- Signing
- Striping

State of good repair is a condition in which existing assets for an element are performing their intended purpose. The definitions identify what is needed to bring each element up to a functional level. Americans with Disabilities Act (ADA) elements (i.e., curb ramps and push buttons) were also considered in this study.



The study area is SE Powell Boulevard from the intersection with SE 9th Ave to the I-205 interchange in Portland. The segment is approximately 4.5 miles long and correlates roughly to mileposts 1.2 to 5.7. ODOT owns curb-to-curb for most of the corridor.

2. Inventory existing conditions and recommend repairs

The study team evaluated each corridor element and provided a rating of “good,” “fair,” or “poor” consistent with established state of good repair definitions. For those corridor elements that were identified as “fair” or “poor”, the study team identified repairs needed (Section 3; Attachments B and C).

ADA ramp and pushbutton upgrades are required to meet current ODOT standards. The study team identified the deficient intersections and applied a cost estimate for ADA improvements.

3. Apply a cost estimate for repairs

The study team generated a cost estimate for the identified repairs (Section 4; Attachment C). Cost methodology used the best data available and was based on research of programmed work, owner maintenance and asset management input, and a field inventory of existing conditions. Costs for repairs currently programmed in the 2018-2021 Statewide Transportation Improvement Program (STIP) were excluded from the cost estimate (Attachment D).

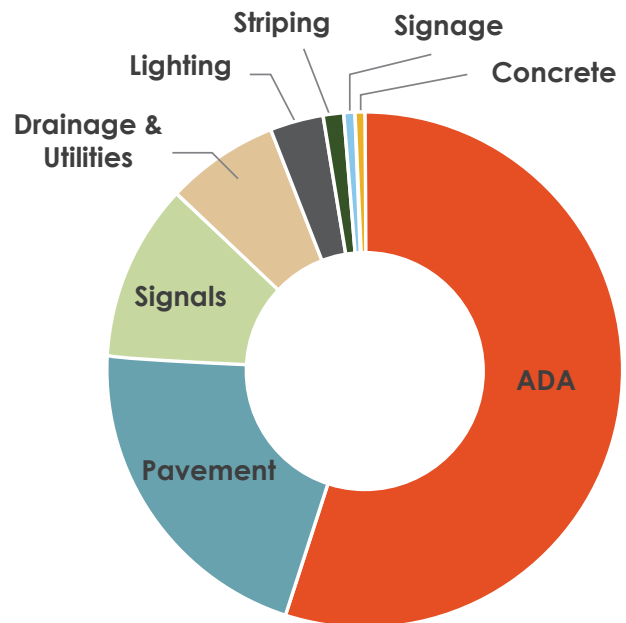
Cost Estimate

The cost to upgrade Inner Powell to a state of good repair would be about \$31 million. This cost is subject to change depending on construction year. The breakdown of costs is shown to the right.



Looking west on SE Powell Blvd at SE Milwaukie.

Category	Cost Estimate (2019 Dollars)
State of Good Repair	
<i>Drainage & Utilities</i>	\$833,000
<i>Concrete (sidewalks & median curbs)</i>	\$72,000
<i>Pavement</i>	\$2,390,000
<i>Signals</i>	\$1,233,000
<i>Lighting</i>	\$401,000
<i>Signing</i>	\$86,000
<i>Striping</i>	\$129,000
SOGR subtotal	\$5,144,000
ADA	\$6,782,000
Total Base Cost	\$11,926,000
Mobilization (10%)	\$1,193,000
Maintenance of Traffic (12%)	\$1,431,000
Contingency (35%)	\$5,092,000
Total Construction Cost	\$19,642,000
Anticipated Items (4%)	\$786,000
PE/Util/Row (33%)	\$6,482,000
Construction Engineering (20%)	\$3,928,000
Grand Total	\$30,838,000



Breakdown of estimated costs by corridor element. ADA costs are approximately 57% of the total base cost estimate.