



Subject: Status and Update on the Boones Ferry Road Project	
Meeting Date: May 5, 2020	Staff Member: Crystal M Shum, PE, Project Manager Erica Rooney, PE, City Engineer Department: Engineering
Action Required <input type="checkbox"/> Motion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input checked="" type="checkbox"/> Information Only <input type="checkbox"/> Council Direction <input type="checkbox"/> Consent Agenda	Advisory Board/Commission Recommendation <input type="checkbox"/> Approval <input type="checkbox"/> Denial <input type="checkbox"/> None Forwarded <input checked="" type="checkbox"/> Not Applicable Comments:
Staff Recommendation: n/a	
Recommended Language for Motion: n/a	
Project / Issue Relates To: <input checked="" type="checkbox"/> Council Goals/Priorities <input type="checkbox"/> Adopted Master Plan(s) <input type="checkbox"/> Not Applicable	

ISSUE BEFORE COUNCIL

Staff presentation regarding the status of the Boones Ferry Road Project.

CONSTRUCTION ACTIVITY

It has been almost a year since Council awarded a contract to Wildish Standard Paving Co. for the construction of this project. In that time a great deal of work has occurred throughout the corridor.

Undergrounding of Overhead Utilities

The most time consuming and complicated work has been the undergrounding of the aerial utilities which include PGE and up to eight different communications companies. All of these companies required their own facilities (conduits, junction boxes, and vaults) in order to move off the poles and into the ground. Moving underground has been a challenge due to the discovery of “ghosts” from the past previous projects have left things like concrete bases, abandoned water lines, abandoned gas lines, unmarked utilities, etc. in the ground, thus slowing down progress. In order to proceed after discovering these unanticipated facilities, the crews had to determine if the lines were still being used. Depending on what was determined, they would either need to be worked around, removed, or relocated. There are also many known utilities already underground that needed to be worked around, such as the high-pressure gas main and communications duct banks, one of which was installed in the 1920s. Fortunately, the undergrounding of utility work is nearing an end and the contractor is currently scheduled to finish this work by the end of May.

PGE has been on site in the section between Bryant Road and the south end of the project pulling in their cables and making their switch over connections. The next step for them is to remove the overhead wiring and then eventually remove the poles once all of the communication wiring has been removed. The current plan is that in mid-May PGE will move into the next section and do the same thing from Bryant Road to the north end of the project, near Lanewood.

In the meantime the communications companies have been installing what they can into their new facilities. Once PGE has removed their aerial wires the communication companies will get the go ahead to remove their wires. There is a hierarchy for the order in which the communications facilities can be removed.

NW Natural Gas (NWNG) has been on site moving their facilities out of the way of the new improvements. During design it was determined that NWNG had service lines that would be in conflict with some of the other underground improvements. This work needed to occur before the new City waterline could be installed. NWNG also took the opportunity to improve their facilities on other locations of the project.

Our project team hosts a utility coordination meeting every week, which has helped the work run smoother because most of the utilities have participated every week and have been willing to work together.

Other Improvements

Storm

The stormwater mainline pipe has been installed throughout the length of the project. Most of the stormwater will be drained into planters before entering into the pipes. Once the stormwater planters are built, they will be hooked up to the mainline.

Water

The contractor has completely installed a new waterline for the Lake Grove Water District (LGWD). LGWD needed this new waterline in order to complete a loop that will allow them to have redundancy in their system. LGWD had entered into an agreement with the City to have this work done with the Boones Ferry Road Project.

The contractor has also recently installed some new City waterline. The installation of the new waterline will allow the contractor the ability to grade the roadway for curb, gutter, and sidewalk on the eastside (McDonald's side) of the roadway from Bryant Road to Reese Road.

Sidewalks, Walls, and Waysides

Sidewalk from Firwood Road to Madrona on the westside (Keller-Williams side) have been installed. With the installment of the sidewalk, one can really start to understand what the project will look like in the end. The contractor is about to install more curb and gutter on Firwood Road, in front of Albertsons, along Quarry Road, and at the new Lake Grove Elementary School driveway. Once the curbs are installed the contractor will be able to work on the sidewalk construction.

Most of the walls on the project are complete. The project team has received a lot of positive feedback regarding the walls. The stone cladding has really enhanced the look of the area. The wall in front of 16325 Boones Ferry Road is part of a wayside that will include pavers and a log bench that was created using a tree that was removed from within the project limits. The log bench was procured by the adjacent neighborhood associations using a Neighborhood Association Enhancement Grant.

Signals

Temporary signals have been placed at the Oakridge Road/Reese Road intersection. The temporary signals are required in order to shift traffic and for the installation of the permanent signals.

Temporary signals will be installed at Firwood Road/Bryant Road in order to continue the widening work at this intersection. This cannot occur until the overhead PGE lines are removed. Once the temporary signals are installed, work on the Bryant Road widening can continue.

The contractor will also install the new signals at Lanewood Street before school is back in session in the fall.

PROJECT SCHEDULE

The project is still on target for the original final completion date of December 2021. This project was originally envisioned to be completed in 3 sections: Firwood Road/Bryant Road to just south of Madrona, Firwood Road/Bryant Road to Oakridge Road/Reese Road, and Oakridge Road/Reese Road to the north end. However, due to issues and discoveries, it was determined

that to be most efficient it was necessary to change the work sequencing. Examples of why the sequencing has changed:

- Better alternatives for construction phasing
- Unanticipated conflicts underground led to changes
- Collaboration with Franchise Utilities set different schedules
- Changes in our society – COVID 19

For example, the contractor has been able to take advantage of the school closing in order to do work that they would not have been able to do until the middle of June. This work being completed earlier means that the utility duct bank can be completed earlier than scheduled. The school driveway work will be complete and the signalized intersection will be ready for use by the time school begins in the fall.

The contractor has been working shifts both day and night and with the change in work sequencing, the project is still on schedule to be complete by December 2021.

PUBLIC OUTREACH AND INTERACTION

Staff knew this project would have a significant impact on property owners, businesses, their customers, residents and the traveling public. Therefore, the City dedicated a staff member who established a robust communications and outreach campaign from the very beginning.

Some of the daily tasks include:

- Proactively keeping the public, businesses, and stakeholders informed and notified about construction related to the project, traffic impacts, or providing advanced notice of work through:
 - Face-to-face visits and meetings
 - Project website www.boonesferryproject.org
 - E-listserv (1,234 subscribers as of 4.23.20)
 - Social media
 - Project Line 503-697-6573
 - Email info@boonesferryproject.org
 - City's LODown, website, Hello LO
 - Regularly attending Lake Grove Business Association meetings
- Coordinating with contractor and project staff to obtain information, communicate construction impacts, respond to inquiries and document communications
- Responding and problem solving with the project team, consultants and contractors when issues arise
- Implementing and coordinating the Shop Lake Grove campaign, including developing monthly videos, featured business write-ups and managing a promotional raffle to support businesses. While the program is on hold due to COVID-19, we hope to resume it again in the future.
 - Launched program in September 2019
 - 23 businesses participating

- Raffle - Average about 350-400 entries per month across all 23 raffle boxes
 - Two winners each month
 - Winners select a \$100 gift card from participating business of their choice
- Featured Business Video and Article
 - Six businesses featured to date
 - Highlights a different business located within the current active work zone each month or every other month through the end of construction
 - To date – six features
 - A short article or video about the business and what they offer, shared through project listserv and city’s social media

In early March, our project team had the pleasure of hosting a day for Lakeridge Middle School students to learn more about engineering and construction. A video from that event can be seen here: <https://youtu.be/fKzt0uOSqmA>

PROJECT COSTS

The Boones Ferry Road Project has been underway since 2013. During that time, several years were spent on developing a plan with the Project Advisory Committee, acquiring a grant from ODOT and successfully obtaining a locally approved bond measure.

Design consultants were hired in 2015, and ROW acquisitions for over 50 properties began during this phase. Final plans specifications and estimates were completed in late 2018.

In early 2019 the project was advertised for bid using a special procurement process known as Competitive Proposal Selection Method, and Wildish Standard Paving Co. was awarded a \$21,442,761.08 construction contract. Notice to proceed was issued on May 29, 2019. At this point, the total costs to date and final anticipated costs are as follows:

	Costs to Date (as of 4/1/2020)	Estimated Future Costs (as of 4/20)
Design, Engineering, and Environmental	\$ 4,520,000.00	\$ 337,000.00
Property/ROW Acquisition	\$ 4,811,000.00	\$ -
Staging Area	\$ 2,251,000.00	\$ 10,000.00
Construction Management	\$ 702,000.00	\$ 2,698,000.00
Project Management and Administration	\$ 2,092,000.00	\$ 1,000,000.00
Construction	\$ 8,176,000.00	\$ 13,267,000.00
Subtotal	\$ 22,552,000.00	\$ 17,312,000.00
Estimated Final Costs (w/o staging area)		\$ 37,614,000.00

Phase 2 in the Future

There have been requests for estimates about what the next phase might cost. Keep in mind that the current Phase 1 is from Madrona to Oakridge with some improvements at Lanewood. The Phase 2 portion would start at Oakridge, complete full widening to the north, adjusting the signal location at Lanewood, and finish at the intersection of Kruse Way. Several years ago, a preliminary cost estimate was made, and it was anticipated nearly \$24 Million would be necessary. Using more current costs based on the actual bid received for construction of Phase 1, staff currently estimates the range for Phase 2 could be \$25- 32 Million in today's dollars. No escalation was applied as we do not have a timeframe for when that design work would begin.

CONCLUSION

Ten months into construction, the Boones Ferry Road Project is making good progress. Overhead utilities are being moved to new underground systems. Curbs are being relocated, and sidewalks installed. New decorative walls are showing up along the alignment. Temporary signals are keeping traffic moving while infrastructure is being moved around them. And most importantly, access to businesses is remaining a top priority.

Further, staff strongly believes that the effort we went to in obtaining a contractor based not only on price, but qualifications, has resulted in an unprecedented collaborative working relationship. Wildish and City consultants and staff all have the same goal, and are dedicated to finding solutions to every challenge that comes their way. That open and cooperative relationship has enabled adaptive changes to occur with little impact to the public.

In closing, the project is making progress every day, even during this international pandemic. Every indication is that it will be completed on time.