



# ODOT to Perform Geotechnical Drilling August 22<sup>nd</sup> to 25<sup>th</sup>, 2015



## US 26 (SE Powell Blvd) at SE 20<sup>th</sup> -34<sup>th</sup> Avenue Safety Project

### Why is geotechnical drilling being conducted?

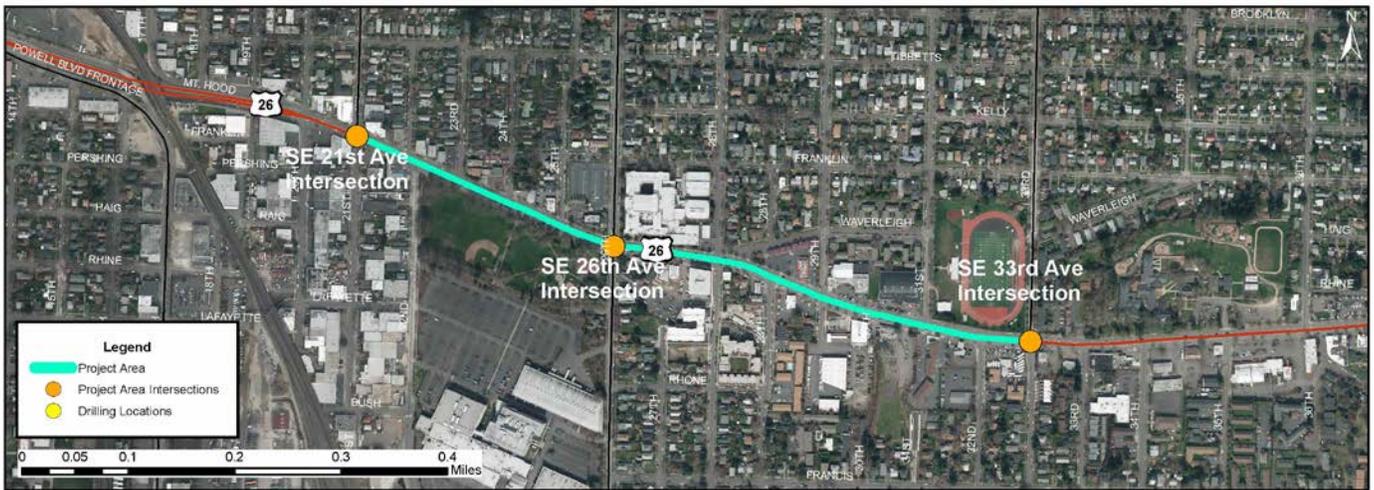
As part of this project, geotechnical investigations are necessary to obtain more information about the physical properties of the underlying surface of the roadway, such as stability and drainage rates. Geotechnical drilling is being conducted so ODOT’s project engineers can confirm engineering properties for the design of the new traffic signals.

### What specific work will be done?

ODOT engineering geologists will obtain subsurface soil samples on **US26 (SE Powell Boulevard) at the intersections of SE 21<sup>st</sup>, 26<sup>th</sup> and 33<sup>rd</sup> Avenues** through geotechnical borings, which are holes that are drilled into the ground. Eight geotechnical borings measuring 4 to 8 inches in diameter will be drilled to a depth of 25 feet by a drilling contractor.

Each boring will be backfilled and repaved before moving to the next location. **Drilling will take approximately three to four days to complete with work hours from 7AM to 4PM Saturday (Aug. 22) and Sunday (Aug. 23). Work hours will be from 9 AM to 2 PM Monday (Aug. 24) and Tuesday (Aug 25).**

US 26 (Powell Blvd): SE 20th to 33rd Ave Project Area



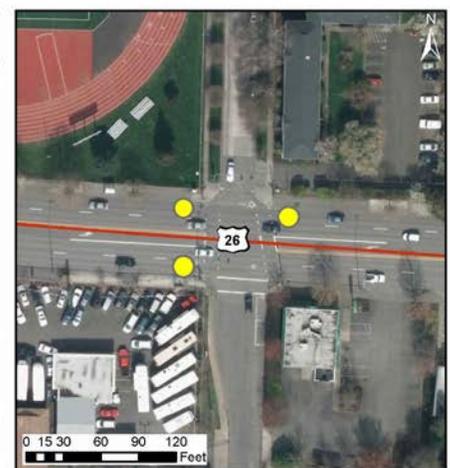
SE 21st Ave. Intersection



SE 26th Ave. Intersection



SE 33rd Ave. Intersection



### Traffic and Noise Impacts during Drilling Activities

The borings will be drilled on ODOT right-of-way and a traffic control contractor will be providing traffic control at each drill location. Expect brief delays. You will hear minimal noise from heavy construction equipment and back-up alarms, an Occupational Safety and Health Administration (OSHA) requirement. **For noise-related questions or concerns during drilling activities please contact Stephen Hay at 503-780-2354.**

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### Project Overview

The purpose of this project is to increase safety for pedestrians, bicyclists, transit users and motorists on a busy section of Southeast Powell Boulevard (US26) between Southeast 20th and Southeast 34th Avenues. This area of Powell Boulevard (US26) serves 34,600 to 38,500 cars and trucks per day, in addition to thousands of bicyclists, transit riders and pedestrians. People use the corridor to go to schools, parks, social service agencies, restaurants and shopping. This section of Powell Boulevard (US26) also is used by commuters traveling through the area by car and bus to get to work in other areas of the city and by trucks for deliveries to businesses.

### Why is ODOT building this project?

Part of ODOT's mission is to keep users of the state highway system safe. This busy section of Powell Boulevard (US26) has a history of safety issues and is a high priority for Safety Funding in the state system. There are high rates of rear end and turning crashes involving motorists, bicyclists and pedestrians. Factors contributing to these crashes include poor visibility of bicyclists and pedestrians, limited sight distances, frequent left turns and side streets that are close together.

### Project Elements

The project is expected to increase safety by reducing serious crashes within the project area while minimizing traffic impacts to the neighborhoods and local businesses. **Construction is expected to begin in 2017.**

### Project Elements Include:

- Three enhanced pedestrian signals (Rectangular Rapid Flash Beacons, RRFBs) will be installed to alert drivers pedestrians are crossing
- Safer crossings for bicyclists and pedestrians will include high visibility striping and center islands
- A new wider pedestrian waiting area on the southeast corner of 26th Avenue and Powell Boulevard near Cleveland High School to provide more space for students waiting to cross Powell Boulevard
- New signals at intersections (SE 21st, 26th, 33rd) with enhanced safety features, including bigger and more visible signals and poles, as well as countdown and audible countdown pedestrian signals
- Tree removal and trimming to increase visibility
- Improved street lighting and RRFB installation sites
- Red light enforcement aid (not photo radar)
- Increased visibility of bicyclists, pedestrians and motorists
- Sidewalk ADA ramp improvements and repair of some sidewalks
- Improved signage and more visible street names

### Contact Information

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