Harper Houf Peterson Righellis Inc.
ENGINEERS ◆ PLANNERS
LANDSCAPE ARCHITECTS ◆ SURVEYORS

FOR IMMEDIATE RELEASE

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Portland, OR – The SW Moody Avenue Project, designed by a comprehensive team led by Harper Houf Peterson Righellis Inc. (HHPR), has opened, setting the stage for accelerated redevelopment of Portland's South Waterfront Innovation Quadrant to meet the City's goals for the area. Rising 14' in the air, the reconstructed SW Moody Avenue is the main access to the central city's largest remaining supply of vacant land. Approximately 3,200 linear feet of SW Moody Avenue was reconstructed to connect the area to downtown Portland, with three traffic lanes, dual streetcar tracks, pedestrian walkways, a dedicated cycle track, as well as a backbone of upgraded utilities including multiple franchise utilities, sewer, stormwater and water infrastructure.

The project required an innovative design to meet district goals, site constraints and schedule requirements. Because surrounding parcels contain contaminated soils, redevelopment at existing grades is cost prohibitive due to the handling and disposal of the material. The 14' elevated roadway allows surrounding development to be constructed with "below-ground" parking above contaminated soils, and building frontages raised to match the new elevation of the roadway minimizing the disturbance of contaminated soils. This raised roadway also accommodates a connection to the new Portland-Milwaukie Light Rail Bridge over the Willamette River and the adjacent under-construction OHSU Schnitzer campus.

South Waterfront soils also posed a design challenge because they are prone to compression and settlement, necessitating the use of alternative materials and techniques. April Siebenaler, HHPR Project Manager, says "one of the most unique aspects of this project was the use of a lightweight fill material called low density cellular concrete (LDCC)". Using LDCC, which weighs about one-third that of standard structural fill, the weight of the raised roadway section was

reduced to avoid impacts to underground utilities and protect against differential settlement of the roadway finish grade while meeting the aggressive construction schedule. Because of the novelty of the use of LDCC in comparable projects, the project team had to work quickly to develop new standards of construction with the LDCC. This required the design to support a "bottom-up" construction sequence with the extensive utilities, foundations and walls being installed prior to the liquid LDCC being placed in and around them.

Public investment in the SW Moody Avenue project will support the creation of an estimated 4,980 long-term jobs by unlocking parcels adjacent to SW Moody Avenue for future development. The first parcel to break ground is the $295 million Oregon University System's Collaborative Life Sciences Building with 500,000 square feet of instructional and research space. The estimated long-term job capacity of the 28 acres of parcels in the entire Innovation Quadrant benefitting from the reconstruction of SW Moody Avenue is more than 9,200 jobs, including traded sector jobs in health and life sciences and alternative energy research and generation. The $51.2 million project was funded by a $23.2 million grant through the Department of Transportation's TIGER I program with additional federal, state and local funds. TIGER funding came with a mandate that the City complete design and construction of the project within 18 months, an exceptionally aggressive schedule. Not only did the HHPR team meet this schedule, but they accelerated it as the project was open for traffic on October 31st, three and one-half months ahead of schedule and within budget. To learn more about the project visit www.swmoodyproject.com. To learn more about HHPR, visit www.hhpr.com.

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