

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING	)	RESOLUTION NO. <u>80-126</u>
FEDERAL FUNDS FOR OREGON DEPART-	)	
MENT OF TRANSPORTATION I-505	)	Introduced by the
WITHDRAWAL PROJECT 190TH/POWELL	)	Joint Policy Advisory
	)	Committee on Transpor-
	)	tation*

WHEREAS, The CRAG Board of Directors through CRAG Resolution BD 781210 has agreed that the I-505 freeway should be withdrawn from the Interstate Highway System; and

WHEREAS, Contingent on the official withdrawal of I-505 by U. S. Department of Transportation (USDOT), the CRAG Board of Directors through CRAG Resolution BD 781213 established a Reserve to fund an unspecified project at the 190th and Powell Blvd. intersection; and

WHEREAS, USDOT in December, 1979, approved the withdrawal of I-505 from the Interstate Highway System; and

WHEREAS, Oregon Department of Transportation (ODOT) has developed a specific project to be funded with that Reserve; and

WHEREAS, ODOT has submitted for funding authorization a project involving \$2,125,000 of federal funds; and

WHEREAS, The Metro Systems Planning Program has been established to develop and evaluate transportation improvement alternatives, including the development of project objectives and general specifications for regional projections; and

WHEREAS, The Metro Systems Planning Program efforts

\* The Joint Policy Advisory Committee on Transportation will consider this Resolution at its meeting on January 16, 1980.

indicate that the project will be an appropriate solution to identified transportation objectives (see attached System Planning Report); now, therefore,

BE IT RESOLVED,

1. That \$2,125,000 (federal) be authorized from the Reserve account for engineering, right-of-way acquisition, construction, and related activities for the project.

2. That the Transportation Improvement Program (TIP) and its Annual Element be amended to reflect this authorization as set out in the attached Systems Report.

3. That the Metro Council finds the project in accordance with the region's continuing, cooperative, comprehensive planning process and hereby gives affirmative A-95 approval.

ADOPTED by the Council of the Metropolitan Service District this 24th day of January, 1980.

  
Presiding Officer

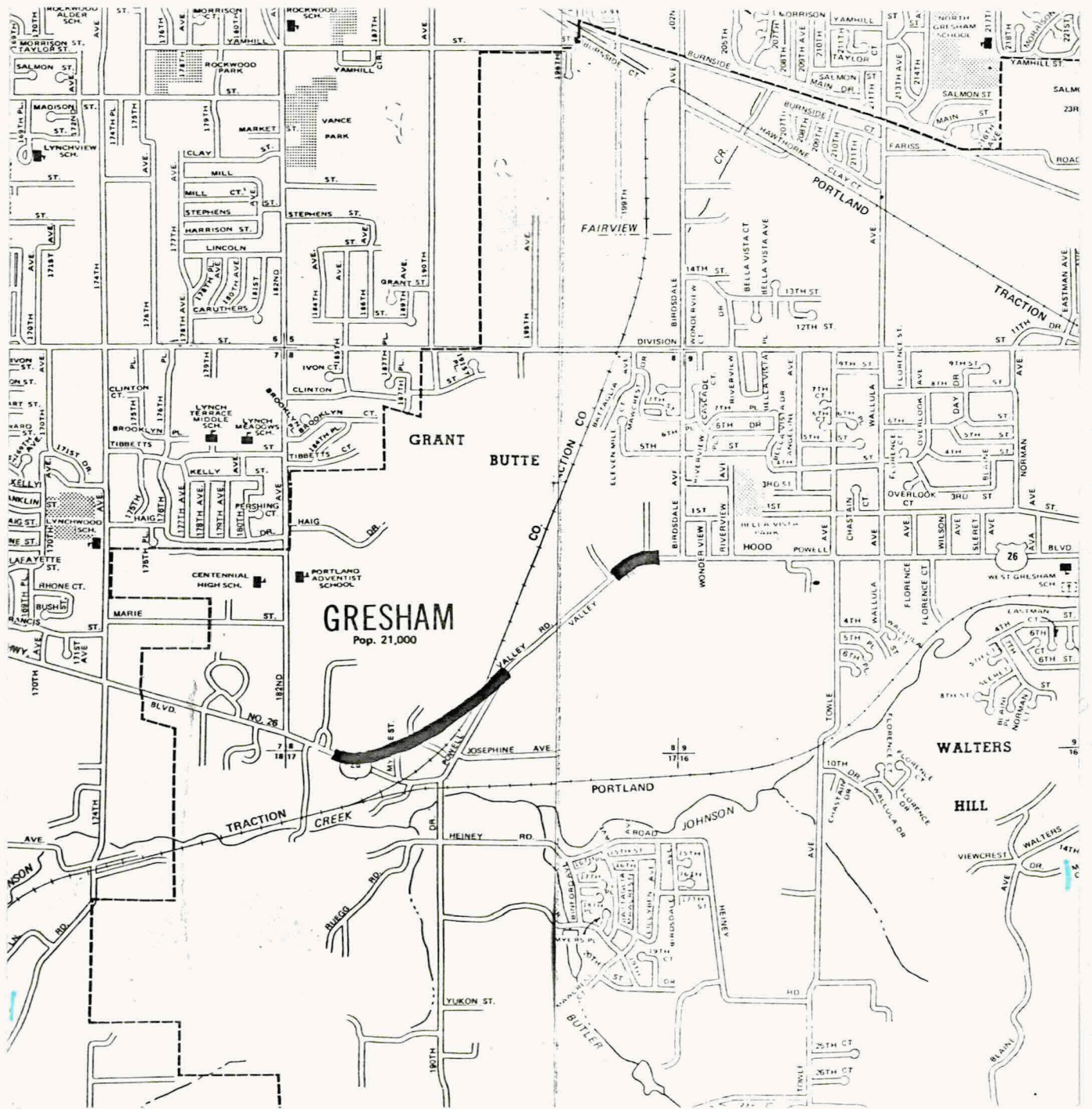
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## SYSTEMS REPORT

Objectives of the Project: To improve the operating conditions and increase the safety on Powell Blvd. between 181st Ave. and Birdsedale Ave.

How does the Project Meet the Objectives: The project involves the realignment of Powell Blvd. by relocating the highway north of its current location. As a result, the curvature of the roadway is to be decreased, the intersection of 190th is to be relocated off the curve, and both operating conditions and safety are to be improved.

Impacts of the Project on the Regional Transportation System: The project will improve operating conditions by means of an improved alignment. Surrounding arterials will not be impacted by the project. The primary impact will be on traffic flows on Powell Blvd.



**Location of S.E. 182nd Ave. - Birdsdale Ave. / Powell Blvd. Project**



# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER  
METROPOLITAN AREA

## PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation  
 LIMITS SE 182nd Ave.-Birdsdale Ave, Powell Blvd. LENGTH 1.3 mi.  
 DESCRIPTION Realignment of Powell Blvd. in a new corridor between SE 182nd Ave. and SE 196th Ave. Minor realignment of the 20 curve just west of Birdsdale Ave. Included in the project is a grade separation structure for the Portland Traction Company railroad.

The realigned sections will be constructed as two-lane roadways with sufficient right-of-way acquisition for four lanes.

PROJECT NAME SE182nd Ave.-Birdsdale Ave., Powell Blvd.  
 ID No \_\_\_\_\_  
 APPLICANT ODOT

## SCHEDULE

TO ODOT \_\_\_\_\_  
 PE OK'D \_\_\_\_\_ EIS OK'D \_\_\_\_\_  
 CAT'Y \_\_\_\_\_ BID LET \_\_\_\_\_  
 HEARING \_\_\_\_\_ COMPL'T \_\_\_\_\_

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

## FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 80	FY 81	FY 82	FY 83	FY 84	TOTAL
TOTAL	200	640		1,660		2,500
FEDERAL	170	544		1,411		2,125
STATE	30	96		249		375
LOCAL						

## APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING \$ 200  
 CONSTRUCTION 1,160  
 RIGHT OF WAY 640  
 TRAFFIC CONTROL \_\_\_\_\_  
 ILLUMIN, SIGNS, LANDSCAPING, ETC \_\_\_\_\_  
 STRUCTURES 500  
 RAILROAD CROSSINGS \_\_\_\_\_

TOTAL \$ 2,500

## SOURCE OF FUNDS (%)

FEDERAL  
 FAUS (PORTLAND) \_\_\_\_\_  
 FAUS (OREGON REGION) \_\_\_\_\_  
 FAUS (WASH REGION) \_\_\_\_\_  
 UMTA CAPITAL \_\_\_\_\_ UMTA OPRG \_\_\_\_\_  
 INTERSTATE \_\_\_\_\_  
 FED AID PRIMARY \_\_\_\_\_  
 INTERSTATE SUBSTITUTION 85  
 NON FEDERAL  
 STATE 15 LOCAL \_\_\_\_\_

