

BEFORE THE COUNCIL
OF THE METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AUTHORIZING) RESOLUTION NO. 80-170
FEDERAL FUNDS FOR REPLACEMENT)
OF THE FANNO CREEK BRIDGE ON) Introduced by the Joint
SCHOLLS HIGHWAY) Policy Advisory Committee on
Transportation (JPACT)

WHEREAS, Through Resolution No. 79-80, the Metro Council adopted the Transportation Improvement Program (TIP) and its annual element; and

WHEREAS, From time to time new projects must be entered into the Transportation Improvement Program upon approval of Metro Council; and

WHEREAS, The Oregon Department of Transportation (ODOT) has requested that \$510,000 in Federal Transition Quarter funds be authorized to cover right-of-way acquisition and replacement of the Fanno Creek Bridge; and

WHEREAS, These Transition Quarter funds must be federally obligated by September 30, 1980, or they will lapse; and

WHEREAS, Preliminary engineering is complete and the ODOT can commence right-of-way acquisition and construction as soon as obligation of funds takes place; now, therefore,

BE IT RESOLVED,

1. That \$510,000 of Federal Transition Quarter funds be authorized for right-of-way and construction of the Fanno Creek Bridge replacement.

2. That the Transportation Improvement Program (TIP) and its annual element be amended to reflect this authorization as set forth in Exhibit "A."

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 Review approval.

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


Presiding Officer

BP:ss
8596/92

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND-VANCOUVER
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) Oregon Department of Transportation

LIMITS Fanno Creek Bridge, Scholls Highway LENGTH 0.1

DESCRIPTION Replace the existing two-lane bridge with a new 64-foot-wide structure providing four travel lanes plus shoulders. Widen the roadway approaches to the bridge.

The purpose of this project is to replace a narrow, deteriorating wooden bridge which is rapidly becoming inadequate to handle the high traffic and truck volumes in this fast-growing area of Washington County.

PROJECT NAME Fanno Creek Bridge, Scholls Highway

ID No FAU9234

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)

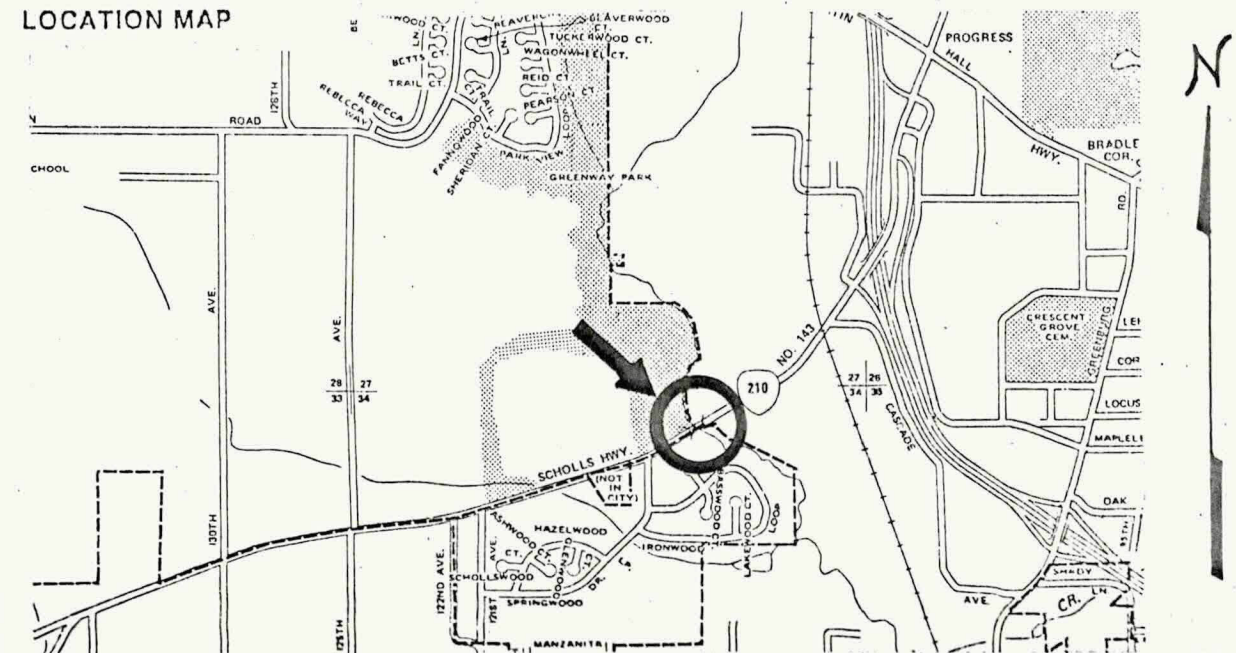
	FY 78	FY 79	FY 80	FY 81	FY 82	TOTAL
TOTAL	_____	_____	580	_____	_____	580
FEDERAL	_____	_____	510	_____	_____	510
STATE	_____	_____	70	_____	_____	70
LOCAL	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____

APPLICANT'S ESTIMATE OF TOTAL PROJECT COST

PRELIM ENGINEERING	\$ _____
CONSTRUCTION	263,000
RIGHT OF WAY	39,000
TRAFFIC CONTROL	_____
ILLUMIN, SIGNS, LANDSCAPING, ETC	_____
STRUCTURES	278,000
RAILROAD CROSSINGS	_____

TOTAL \$ 580,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL	_____
FAUS (PORTLAND)	_____
FAUS (OREGON REGION)	_____
FAUS (WASH REGION)	_____
UMTA CAPITAL	_____ UMTA OPRTG _____
INTERSTATE	_____
FED AID PRIMARY	_____
INTERSTATE	_____
SUBSTITUTION	_____
Transitional Quarter	88%
NON FEDERAL	_____
STATE	12%
LOCAL	_____

EXHIBIT "A"

THIS 24th DAY OF July 1980 Agenda Item 6.4

Cynthia M. Wickman
 CLERK OF THE COUNCIL
 A G E N D A M A N A G E M E N T S U M M A R Y

TO: Metro Council
 FROM: Executive Officer
 SUBJECT: Authorizing Federal Funds for Replacement of the Fanno Creek Bridge on Scholls Highway

I. RECOMMENDATIONS:

- A. ACTION REQUESTED: Adopt the attached Resolution No. 80-170 authorizing \$510,000 of federal funds to replace the Fanno Creek Bridge on Scholls Highway.
- B. POLICY IMPACT: This action will enable the Oregon Department of Transportation (ODOT) to replace the Fanno Creek Bridge using Transition Quarter funds. These funds were appropriated by Congress to cover the "extra" quarter of the year in 1976 when the federal fiscal year ending changed from June 30, to September 30. Any unused balance of these funds remaining after September 30, 1980, will lapse. The Transportation Policy Alternatives Committee (TPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) have reviewed and approved this project.
- C. BUDGET IMPACT: The approved Metro budget includes funds to monitor federal funding commitments.

II. ANALYSIS:

- A. BACKGROUND: The ODOT has requested the Transportation Improvement Program be amended to include this project. Preliminary engineering has been completed using State funds. Right-of-way acquisition and construction are to commence in the next two to three months and will use Transition Quarter funds (only available to the State) for their implementation.

The Fanno Creek Bridge is currently two lanes and is heavily used by construction vehicles and by Tri-Met buses. Widening to four lanes would provide for arterial continuity on Scholls Highway and would provide a structure capable of handling heavy vehicles and high traffic volumes.

- B. ALTERNATIVES CONSIDERED: There are no suitable alternatives. The existing bridge is of wood and will eventually require load limits or complete closure to heavy vehicles. Such an alternative would mean that the preliminary engineering funds have been wasted and would mean loss of the Transition Quarter funds to this region.
- C. CONCLUSION: Metro staff recommends approval of the attached Resolution based on the needs of the area served, safety and route continuity.