

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE)	RESOLUTION NO. 83-389
TRANSPORTATION IMPROVEMENT)	
PROGRAM (TIP) TO INCLUDE TWO NEW)	Introduced by the Joint
PROJECTS: DOSCH ROAD - BEAVERTON-)	Policy Advisory Committee
HILLSDALE HIGHWAY TO PATTON ROAD)	on Transportation
AND N. VANCOUVER WAY - UNION)	
AVENUE TO MARINE DRIVE AND TO)	
ACCELERATE THE I-5 N. TIGARD/)	
S. TIGARD PROJECT)	

WHEREAS, Through Resolution No. 82-353, the Metro Council adopted the Transportation Improvement Program (TIP) and its FY 1983 Annual Element; and

WHEREAS, From time to time new projects must be entered into the TIP and project schedules revised; and

WHEREAS, Additional Interstate funding is available in FY 83; and

WHEREAS, The City of Portland is proposing to carry out Preliminary Engineering (PE) studies to further define scope and cost of two new projects; and

WHEREAS, Interstate Transfer authority is available in the City of Portland's Reserve to use on these projects; now, therefore,

BE IT RESOLVED,

1. That the Metro Council authorizes the acceleration of \$16.8 million of Interstate funding from FY 84 to FY 83 for the I-5 N. Tigard/S. Tigard Interchange project.

2. That Metro Council authorizes \$155,550 in Interstate Transfer funds for Preliminary Engineering on the Dosch Road project.

3. That Metro Council authorizes \$270,300 in Interstate Transfer funds for Preliminary Engineering on the N. Vancouver Way project.

4. That the TIP and its Annual Element be amended to reflect these authorizations as set forth in Exhibits "A" and "B."

5. That the Metro Council finds the projects in accordance with the region's continuing, cooperative, comprehensive planning process and, thereby, gives affirmative A-95 Review approval.

ADOPTED by the Council of the Metropolitan Service District
this 24th day of February, 1983.



Presiding Officer

BP/srb
7573B/327
01/28/83

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of PortlandLIMITS SW Beaverton-Hillsdale Hwy. to Patton Road LENGTH 1.55 milesDESCRIPTION Reconstruct roadway with storm sewer, curbs and a wide uphill travel lane which will permit striping for a bike lane. Construct retaining walls where needed to reduce slide hazard.PROJECT NAME SW Dosch Road
Beaverton-Hills. Hwy. to Patton Rd.
ID No FAU 9407
APPLICANT City of Portland

SCHEDULE

TO ODOT 11-82

PE OK'D _____ EIS OK'D _____

CAT'Y _____ BID LET _____

HEARING _____ COMPL'T _____

RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN
LONG RANGE ELEMENT _____ TSM ELEMENT X

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL		183*				183
FEDERAL		156				156
STATE						
LOCAL		27				27

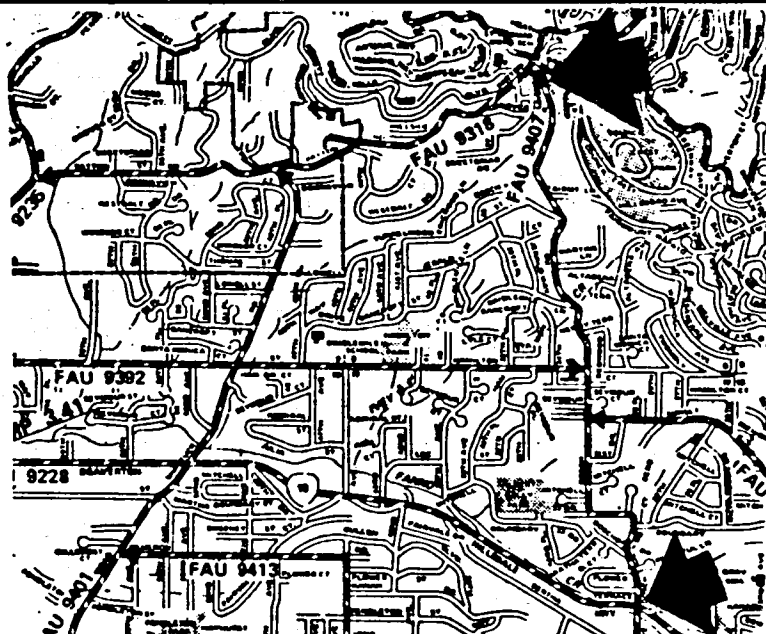
* PE Only

APPLICANT'S ESTIMATE OF
TOTAL PROJECT COST

PRELIM ENGINEERING \$ 183,000
 CONSTRUCTION 1,129,000
 RIGHT OF WAY 21,000
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC _____
 STRUCTURES 24,000
 RAILROAD CROSSINGS _____

TOTAL \$ 1,357,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION 85%

NON FEDERAL

STATE _____ LOCAL 15%
 _____ 100%

PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND
METROPOLITAN AREA

PROJECT DESCRIPTION

RESPONSIBILITY (AGENCY) City of Portland
 LIMITS Union Avenue (99E) to Marine Drive LENGTH 1.50 miles
 DESCRIPTION Reconstruct N. Vancouver Way truck route with curbs,
sidewalks, drainage, storm sewer, pavement, base and illumination.

PROJECT NAME N. Vancouver WayID No PendingAPPLICANT City of Portland

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 X

FUNDING PLAN BY FISCAL YEAR (\$000)

	FY 82	FY 83	FY 84	FY 85	FY 86	TOTAL
TOTAL		318*				318
FEDERAL		270				270
STATE		48				48
LOCAL						

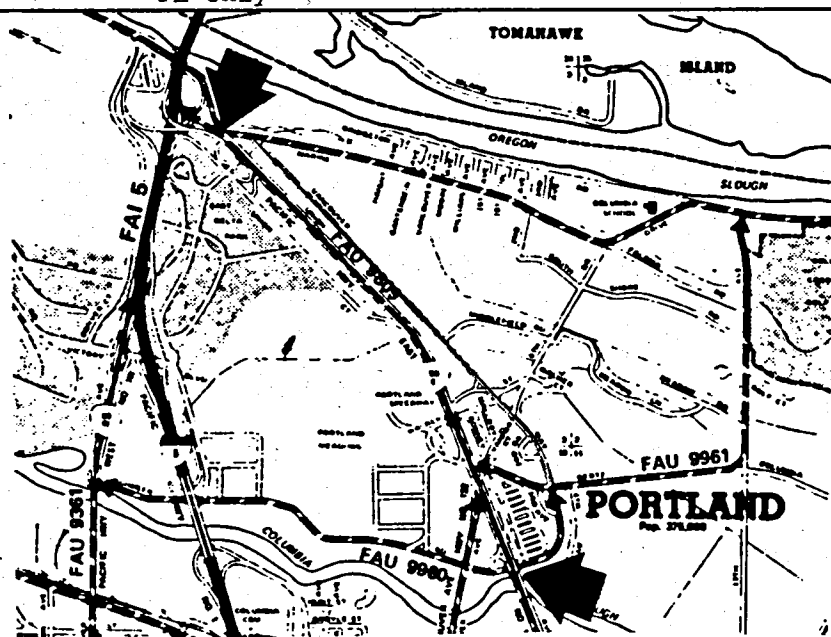
*PE Only

APPLICANT'S ESTIMATE OF
TOTAL PROJECT COST

PRELIM ENGINEERING \$ 318,000
 CONSTRUCTION 3,082,000
 RIGHT OF WAY _____
 TRAFFIC CONTROL _____
 ILLUMIN, SIGNS, _____
 LANDSCAPING, ETC 100,000
 STRUCTURES _____
 RAILROAD CROSSINGS _____

TOTAL \$ 3,500,000

LOCATION MAP



SOURCE OF FUNDS (%)

FEDERAL

FAUS (PORTLAND) _____
 FAUS (OREGON REGION) _____
 FAUS (WASH REGION) _____
 UMTA CAPITAL _____ UMTA OPRTG _____
 INTERSTATE _____
 FED AID PRIMARY _____
 INTERSTATE _____
 SUBSTITUTION _____ 85%

NON FEDERAL

STATE _____ LOCAL 15%
 _____ 100%

STAFF REPORT

Agenda Item No. 6.2

Meeting Date February 24, 1983

CONSIDERATION OF RESOLUTION NO. 83-389 FOR THE PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE TWO NEW PROJECTS: DOSCH ROAD - BEAVERTON-HILLSDALE HIGHWAY TO PATTON ROAD AND N. VANCOUVER WAY - UNION AVENUE TO MARINE DRIVE AND TO ACCELERATE THE I-5 N. TIGARD/S. TIGARD PROJECT.

Date: January 18, 1983

Presented by: Andy Cotugno

FACTUAL BACKGROUND AND ANALYSIS

This action will accelerate funding for one project and include two new Preliminary Engineering (PE) projects in the FY 1983 TIP, thereby making them eligible for receipt of Interstate Transfer funds.

1. Accelerate I-5 widening to six lanes from N. Tigard to S. Tigard interchange.
2. New PE projects:
 - a. S.W. Dosch Road - S.W. Beaverton-Hillsdale Highway to S.W. Patton Road:

S.W. Dosch Road is a steep, narrow two-lane neighborhood collector with heavy pedestrian and bicycle traffic. It has inadequate drainage which results in vehicles losing control in the water and ice formed during freezing weather. The objective of this improvement project is to reconstruct the roadway with a widened uphill lane to provide space for bicycles and pedestrians and construct curbs and drainage facilities to control runoff. The widened uphill lane will provide space for a bicycle path, and for pedestrians out of the path of cars. Drainage control will eliminate accidents caused by water on the roadway and ice formation, and will eliminate flooding for houses on the downhill side of the roadway.

- b. N. Vancouver Way - Union Avenue to Marine Drive:

The objectives of this project are to eliminate problems resulting from flooding and poor pavement and base conditions on the N. Vancouver Way Truck

Route, improve access to adjacent truck service industry, and provide for bicycle access to Delta Park and 40-mile Loop Trail. This will be accomplished by reconstructing the roadway with storm drains to drainage ditches, and with curbs, sidewalks and extra-strength base and pavement to support truck loadings. The roadway will be over width to allow for bicycle use. The improvement will reduce vehicle damage resulting from potholes, reduce vibration and noise for homes near the south end of the project, improve bicycle access between the 40-mile Loop Trail, Delta Park and the City Bicycle Route Network, reduce maintenance cost due to removal of water from roadway sub-base, and provide extra-strength pavement for trucks.

Initial cost estimates for the two new projects appear in Exhibits "A" and "B" with PE slated for FY 1983. Firm construction cost estimates will be developed at a later date as a result of PE. At that time, approval for construction funding will be requested.

TPAC has reviewed this project and recommends approval of the Resolution. JPACT, while lacking a quorum, was in unanimous agreement of the proposed Resolution.

EXECUTIVE OFFICER'S RECOMMENDATION

Adopt the Resolution authorizing PE monies for FY 1983 for the new projects and accelerating Interstate funding for the I-5 project.

COMMITTEE CONSIDERATION AND RECOMMENDATION

On February 7, 1983, the Regional Development Committee unanimously recommended Council adoption of Resolution No. 83-389.

BP/srb
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02/10/83