

BEFORE THE COUNCIL OF THE  
METROPOLITAN SERVICE DISTRICT

FOR THE PURPOSE OF AMENDING THE ) RESOLUTION NO. 84-518  
TRANSPORTATION IMPROVEMENT PROGRAM )  
TO INCLUDE A RECONSTRUCTION AND ) Introduced by the Joint  
REPLACEMENT PROJECT FOR TWO ) Policy Advisory Committee  
RETAINING WALLS ON N.W. CORNELL ) on Transportation  
ROAD IN THE VICINITY OF N.W. 29TH/ )  
30TH AVENUES )

WHEREAS, Through Resolution No. 84-498, the Council of the Metropolitan Service District (Metro) adopted the Transportation Improvement Program (TIP) and its FY 1985 Annual Element; and

WHEREAS, The City of Portland has requested an amendment to the TIP to include the subject project; and

WHEREAS, It is necessary that projects be included in the TIP in order to receive federal funds; now, therefore,

BE IT RESOLVED,

1. That the Metro Council hereby approves the amendment to the FY 1985 TIP as shown in Exhibit A.

2. That this action is consistent with the Regional Transportation Plan and is hereby given Affirmative Intergovernmental Project Review approval.

ADOPTED by the Council of the Metropolitan Service District this 20th day of November, 1984.

  
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Presiding Officer

BP/srb  
2206C/402-3  
11/08/84

SYSTEMS REPORT

Retaining Walls on NW Cornell Road at NW 29th Ave.  
and 600 feet West of NW 30th Ave.

Problem

NW Cornell Road is one of the access routes through Portland's west hills that carries a heavy volume of commuter traffic and significant local traffic as well. At NW 29th Avenue and at 600 feet west of NW 30th Ave the north edge of the roadway is supported by old gravity retaining walls that show signs of progressive failure. Left as they are with no corrective work done, complete failure of the walls will occur with resultant collapse of part or all of the retained roadway.

Approach

At NW 29th Avenue the retaining wall can be repaired by underpinning about 60 feet of the toe of the wall. This can be done by removing part of the existing stairway in front of the wall and excavating to expose the footing. After cutting slots in the footing, drive steel piling to underpin the toe. By casting a concrete beam on top of the footing all the piles and the wall would be connected together. Then the area in front of the wall would be restored, the stairway rebuilt and a new concrete facing added to the wall completing the repair.

The wall 600 feet west of NW 30th Avenue is a gravity wall made of fitted stone blocks mortared together. There are several places where the wall is cracked and there is displacement of adjacent blocks. Considerable movement has taken place eliminating the batter that was built into the wall. Therefore, this wall will be removed, any unsuitable material under it will be removed and a new wall built on the same alignment.

Both walls can be completed during the closure of NW Cornell Road for bridge replacement work being done by Multnomah County with HBR funds.

Anticipated Results

Construction of a permanent repair to the wall at NW 29th by underpinning will prevent the eventual failure of the wall at a cost far less than a complete replacement. Implementation of the project will limit ongoing maintenance costs and prevent eventual failure of the retained roadway. By scheduling this project concurrently with the bridge reconstruction, traffic disruption would be minimized.

# PROJECT INFORMATION FORM - TRANSPORTATION IMPROVEMENT PROGRAM

PORTLAND  
METROPOLITAN AREA

**PROJECT DESCRIPTION**  
 RESPONSIBILITY (AGENCY) City of Portland  
 LIMITS NW Cornell Road at NW 29th Avenue & 600' LENGTH 103 Ft.  
 DESCRIPTION West of NW 30th & 270 Ft.  
Repair a failing concrete gravity retaining wall by underpinning. The wall supports the roadway of NW Cornell Road. Replacement of a retaining wall that also supports NW Cornell Road 600 ft. West of NW 30th Ave.

**PROJECT NAME** NW Cornell Road at NW 79th Ave Retaining Wall  
 ID No FAU 9022  
 APPLICANT City of Portland

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

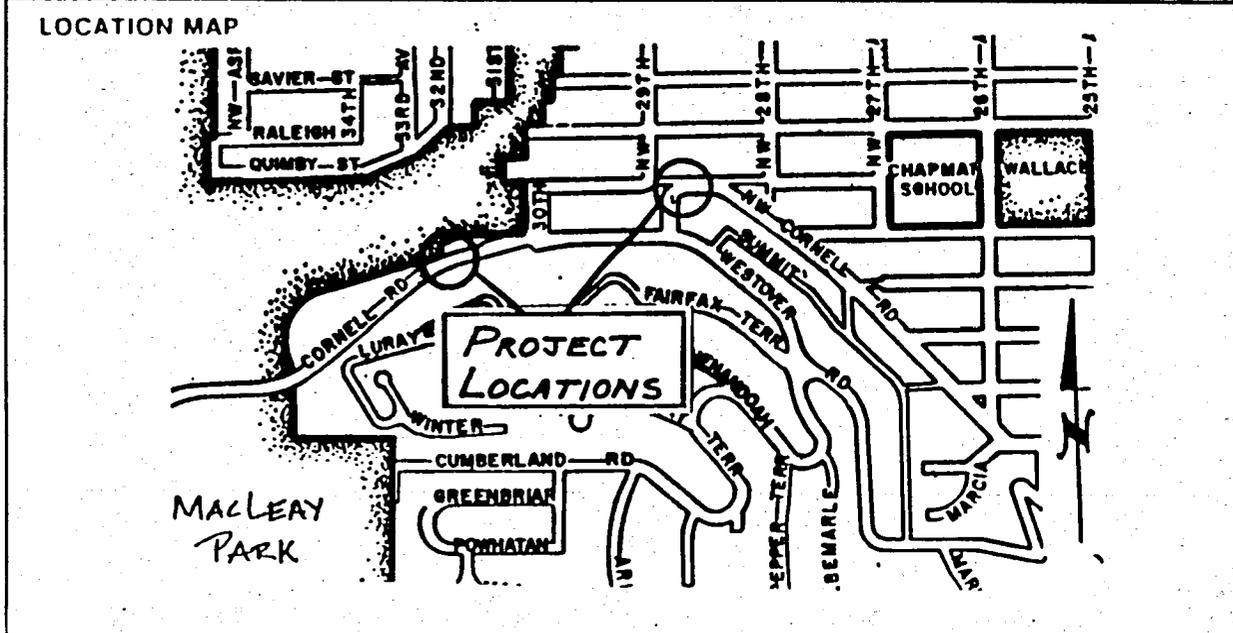
**RELATIONSHIP TO ADOPTED TRANSPORTATION PLAN**  
 LONG RANGE ELEMENT \_\_\_\_\_ TSM ELEMENT \_\_\_\_\_

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

	FY 84	FY 85	FY 86	FY 87	FY 88	TOTAL
TOTAL		\$358.3				\$ 358.3
FEDERAL		315.3				315.3
STATE		21.5				21.5
LOCAL		21.5				21.5

**APPLICANT'S ESTIMATE OF TOTAL PROJECT COST**

PRELIM ENGINEERING	\$ 14,000
CONSTRUCTION	
RIGHT OF WAY	
TRAFFIC CONTROL	2,900
ILLUMIN, SIGNS, LANDSCAPING, ETC	
STRUCTURES	243,000
RAILROAD CROSSINGS	
Engineering & Contingencies	98,400
<b>TOTAL</b>	<b>\$ 358,300</b>



**SOURCE OF FUNDS (%)**

FEDERAL		
FAUS (PORTLAND)		88%
FAUS (OREGON REGION)		
FAUS (WASH REGION)		
UMTA CAPITAL	UMTA OPRTG	
INTERSTATE		
FED AID PRIMARY		
INTERSTATE		
SUBSTITUTION		
NON FEDERAL		
STATE	6%	LOCAL 6%

CONSIDERATION OF RESOLUTION NO. 84-518 FOR THE  
PURPOSE OF AMENDING THE TRANSPORTATION  
IMPROVEMENT PROGRAM TO INCLUDE A RECONSTRUCTION  
AND REPLACEMENT PROJECT FOR TWO RETAINING WALLS  
ON N.W. CORNELL ROAD IN THE VICINITY OF  
N.W. 29TH/30TH AVENUES

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Date: October 18, 1984

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Proposed Action

Approve the Resolution to add a new project initiated by the City of Portland utilizing Federal-Aid Urban funds.

TPAC has reviewed the proposed amendment and recommends approval of Resolution No. 84-518.

At the November 8, 1984, JPACT meeting, those members in attendance raised no objection to the proposed Resolution; however, lacking a quorum, no formal recommendation was made.

Background

The City of Portland has submitted a request for Federal-Aid funds to undertake reconstruction of a retaining wall supporting the roadway of N.W. Cornell Road (FAU 9022) at N.W. 29th Avenue, and removal and replacement of a retaining wall that supports N.W. Cornell Road 600 feet west of N.W. 30th Avenue. A systems report and funding requirements for the project are contained in Exhibit A attached to Resolution No. 84-518.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 84-518.

AC/BP/srb  
2206C/402-4  
11/08/84