



BLUE CROSS/
BLUE SHIELD
\$2.00 per hour
Maximum of \$7.00

MARKET ST.

BLUE CROSS

OWN
PLAZA

PORTLAND
CENTER BLDG

MOTEL

FOURTH
ST.

Park

HARRISON ST.

Enter
HARRISON
SQUARE
\$2.00 per hour
Maximum of \$7.00

FIRST
ST.

38, 54, 56

FRONT
ST.

BELL TELEPHONE
BUILDING

40, 43

Park

COMMERCIAL
BUILDING

AMERICAN LINEN
BUILDING

38, 54, 56

Enter
Free Parking
(In "Visitor" slots
only)

METRO
2000 SW
1st Ave.

PARKSIDE
CENTER
\$1.75 per hour
Maximum of \$5.00

Enter

35, 36, 37
40, 43

40, 43

LINCOLN
ST.

RED LION INN

AMERICAN CONDOMINIUM HHS

BOY SCOUTS

GRANT
ST.

AUTO WRECKING

SHERMAN
ST.

STAFF REPORT

Agenda Item No. _____

Meeting Date _____

CONSIDERATION OF RESOLUTION NO. 86-712 FOR THE
PURPOSE OF AMENDING THE TRANSPORTATION IMPROVEMENT
PROGRAM TO REFLECT THE ADOPTED SIX-YEAR HIGHWAY
IMPROVEMENT PROGRAM

Date: November 21, 1986

Presented by: Andrew Cotugno

FACTUAL BACKGROUND AND ANALYSIS

Adopt the Resolution approving:

Changes to the Transportation Improvement Program (TIP) which are necessary to align it with the adopted Six-Year Highway Improvement Program and which require action by resolution in keeping with the adopted management guidelines.

TPAC has reviewed this update and recommends approval of Resolution No. 86-712.

Background

The adopted TIP approved by Council in September 1986 incorporated projects and costs based on the proposed Six-Year Highway Improvement Program. The later release of the Oregon Transportation Commission approved and published version of the Six-Year Highway Improvement Program precluded its incorporation in the adopted TIP, resulting in inconsistencies in the TIP.

These inconsistencies have since been corrected. A report (Attachment "A") has been prepared which depicts the full scope of the final Six-Year Highway Improvement Program for the Portland region as adjusted in the TIP. The adjustments necessary to bring this about that require adoption by a resolution are itemized in Exhibit "A" to the Resolution. Those that have already been administratively incorporated into the TIP are itemized in Attachment "B" of the Staff Report.

EXECUTIVE OFFICER'S RECOMMENDATION

The Executive Officer recommends adoption of Resolution No. 86-712.

AC/gl
6601C/485-3
11/28/86

ATTACHMENT A

SIX-YEAR HIGHWAY IMPROVEMENT PROGRAM
UPDATED IN TRANSPORTATION IMPROVEMENT PROGRAM

ATTACHMENT "A"

FEDERAL AID INTERSTATE AND OTHER

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | POST 1990 | AUTHORIZED | PLNG# |
|--|-----------|-----------|-----------|--------|------|-----------|-----------|------------|-------|
| FEDERAL AID INTERSTATE SYSTEM | | | | | | | | | |
| ***1 REGION 1 AUTOMATED VEHICLE ID AND WEIGH IN MOTION INSTALL-4R*****299*651***0***0.0*****00000 | FAI205 | 00000 | | | | | | | |
| CONST | 0 | 0 | 46,000 | 46,000 | 0 | 0 | 0 | 92,000 | |
| TOTAL | 0 | 0 | 46,000 | 46,000 | 0 | 0 | 0 | 92,000 | |
| ***2 I84-COLUMBIA RIVER HWY (ARATA RD) BRIDGE #A7097*****300*602***2***15.9*****03327* FAI84 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 0 | 1,159,000 | 0 | 1,159,000 | 00200 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 1,159,000 | 0 | 1,159,000 | |
| ***3 I5-FREMONT VIADUCT & GREELEY AVE CONNECTION-OLAY-4R*****304**89***1***0.0*****00005* FAI5 | | | | | | | | | |
| PE | 0 | 19,412 | 0 | 0 | 0 | 0 | 0 | 19,412 | 10004 |
| CONST | 0 | 2,065,400 | 0 | 0 | 0 | 0 | 0 | 2,065,400 | |
| TOTAL | 0 | 2,084,812 | 0 | 0 | 0 | 0 | 0 | 2,084,812 | |
| ***4 I5-INTERSTATE BRIDGE DECK RESTORATION-4R*****305*603***1*307.7*****00000* FAI5 | | | | | | | | | |
| CONST | 0 | 0 | 1,472,000 | 0 | 0 | 0 | 0 | 1,472,000 | 00200 |
| TOTAL | 0 | 0 | 1,472,000 | 0 | 0 | 0 | 0 | 1,472,000 | |
| ***5 I205-AIRPORT WAY TO COLUMBIA BLVD-GRADING/PAVING-2R*****306**91***64**23.7*****03270* FAI205 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 0 | 2,576,000 | 0 | 2,576,000 | 86062 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 2,576,000 | 0 | 2,576,000 | |
| ***6 I5-MARGUAM BRIDGE TO N TIGARD INTCHG-OVERLAY/ILLUMINATION 4R*****313**72***1*293.9*****01473* FAI5 | | | | | | | | | |
| PE | 142,755 | 0 | 0 | 0 | 0 | 0 | 0 | 142,755 | 10214 |
| CONST | 1,420,304 | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 3,720,304 | |
| TOTAL | 1,563,059 | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 3,863,059 | |
| ***7 I205-SE POWELL BLVD TO SE FOSTER RD LANDSCAPING-4R*****314*604***64**17.8*****00037* FAI205 | | | | | | | | | |
| CONST | 0 | 0 | 828,000 | 0 | 0 | 0 | 0 | 828,000 | 84011 |
| TOTAL | 0 | 0 | 828,000 | 0 | 0 | 0 | 0 | 828,000 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | POST 1990 | AUTHORIZED | PLHGH |
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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| ***8 IS-COLUMBIA BLVD TO PORTLAND BLVD-GRADING/PAVING-4R*****315**94****1*004.7*****01480** FAIS | | | | | | | | | 10215 |
| PE | 79,816 | 74,098 | 0 | 0 | 0 | 0 | 0 | 153,914 | |
| CONST | 0 | 0 | 0 | 3,220,000 | 0 | 0 | 0 | 3,220,000 | |
| TOTAL | 79,816 | 74,098 | 0 | 3,220,000 | 0 | 0 | 0 | 3,373,914 | |
| ***9 IS-IOWA STREET VIADUCT(8197)-DECK RESTORATION-4R*****317**95****1*000.5*****01505** FAIS | | | | | | | | | 10218 |
| PE | 17,480 | 10,120 | 0 | 0 | 0 | 0 | 0 | 27,600 | |
| CONST | 0 | 727,720 | 0 | 0 | 0 | 0 | 0 | 727,720 | |
| TOTAL | 17,480 | 737,840 | 0 | 0 | 0 | 0 | 0 | 755,320 | |
| ***10 IS-EAST MARQUAM INTCHG GRAND AV/UNION AV RAMPS-PHS 2*****319**96****1*000.5*****00597** FAIS | | | | | | | | | 76011 |
| PE | 1,499,140 | 0 | 0 | 0 | 0 | 0 | 0 | 1,499,140 | |
| R/W | 3,882,506 | 0 | 0 | 0 | 0 | 0 | 0 | 3,882,506 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 19,320,000 | 0 | 19,320,000 | |
| TOTAL | 5,381,646 | 0 | 0 | 0 | 0 | 19,320,000 | 0 | 24,701,646 | |
| ***11 IS-EAST MARQUAM INTCHG-NB/SB/BANFIELD ACCESS*****319**97****1*000.5*****00597** FAIS | | | | | | | | | 76011 |
| CONST | 0 | 0 | 0 | 0 | 9,200,000 | 0 | 0 | 9,200,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 9,200,000 | 0 | 0 | 9,200,000 | |
| ***12 IS-SWIFT INTERCHANGE TO DELTA PARK INTERCHANGE-PHS 3*****322**99****1*008.0*****00598** FAIS | | | | | | | | | 74010 |
| CONST | 0 | 0 | 0 | 14,168,000 | 0 | 0 | 0 | 14,168,000 | |
| TOTAL | 0 | 0 | 0 | 14,168,000 | 0 | 0 | 0 | 14,168,000 | |
| ***13 IS-DELTA PARK TO MARQUAM BRIDGE-BASE SHOULDER OVERLAY-4R*****323*100****1*007.2*****01472** FAIS | | | | | | | | | 10213 |
| PE | 160,462 | 0 | 0 | 0 | 0 | 0 | 0 | 160,462 | |
| CONST | 0 | 0 | 0 | 1,840,000 | 0 | 0 | 0 | 1,840,000 | |
| TOTAL | 160,462 | 0 | 0 | 1,840,000 | 0 | 0 | 0 | 2,000,462 | |
| ***14 I405-NW NICOLAI/WEST FREMONT INTERCHANGE*****328*101***61***0.0*****00505** FAIS | | | | | | | | | 79037 |
| PE | 989,797 | 0 | 0 | 0 | 0 | 0 | 0 | 989,797 | |
| R/W | 12,985,769 | 0 | 0 | 0 | 0 | 0 | 0 | 12,985,769 | |
| CONST | 0 | 12,580,280 | 0 | 0 | 0 | 0 | 0 | 12,580,280 | |
| TOTAL | 13,975,566 | 12,580,280 | 0 | 0 | 0 | 0 | 0 | 26,555,846 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **15 I205-WILLAMETTE RIVER BRIDGE ICE DETECTORS-4R*****332* | 605***64** | 9.0**** | 119,600 | 0 | 0 | 0 | 0 | 119,600 | FAI205 00300 |
| CONST | 0 | 0 | 0 | 119,600 | 0 | 0 | 0 | 119,600 | |
| TOTAL | 0 | 0 | 0 | 119,600 | 0 | 0 | 0 | 119,600 | |
| **16 I5-OVERCROSSING HASSALO/HOLIDAY(8583)-DECK RESTORATION-4R*****334* | 102**1** | 0.0**** | 0 | 0 | 0 | 0 | 0 | 15,640 | FAI5 10219 |
| PE | 0 | 15,640 | 0 | 0 | 0 | 0 | 0 | 15,640 | |
| CONST | 0 | 437,920 | 0 | 0 | 0 | 0 | 0 | 437,920 | |
| TOTAL | 0 | 453,560 | 0 | 0 | 0 | 0 | 0 | 453,560 | |
| **17 I5-NB CONNECTION TO SB I405(8958E)-DECK RESTORATION-4R*****336* | 104**** | 1*303.0**** | 0 | 0 | 0 | 0 | 0 | 18,400 | FAI5 10217 |
| PE | 18,400 | 0 | 0 | 0 | 0 | 0 | 0 | 18,400 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 875,840 | 0 | 875,840 | |
| TOTAL | 18,400 | 0 | 0 | 0 | 0 | 875,840 | 0 | 894,240 | |
| **18 I5-OVERCROSSING COLUMBIA BLVD/UNION AVE(8882)-DECK RESTORATION-4*****337* | 105***1* | 305.9**** | 0 | 0 | 0 | 0 | 0 | 17,480 | FAI5 10220 |
| PE | 17,480 | 0 | 0 | 0 | 0 | 0 | 0 | 17,480 | |
| CONST | 0 | 0 | 0 | 811,440 | 0 | 0 | 0 | 811,440 | |
| TOTAL | 17,480 | 0 | 0 | 811,440 | 0 | 0 | 0 | 828,920 | |
| **19 I5-OVERCROSSING COLUMBIA SLOUGH(8883)-DECK RESTORATION-4R*****338* | 106***1* | 306.2**** | 0 | 0 | 0 | 0 | 0 | 19,320 | FAI5 10221 |
| PE | 19,320 | 0 | 0 | 0 | 0 | 0 | 0 | 19,320 | |
| CONST | 0 | 0 | 0 | 1,294,440 | 0 | 0 | 0 | 1,294,440 | |
| TOTAL | 19,320 | 0 | 0 | 1,294,440 | 0 | 0 | 0 | 1,313,760 | |
| **20 I205-SUNNYSIDE INTERCHANGE IMPROVEMENTS-4R*****339* | 606***64** | 14.2**** | 349,600 | 0 | 0 | 0 | 0 | 349,600 | FAI205 00300 |
| CONST | 0 | 0 | 0 | 349,600 | 0 | 0 | 0 | 349,600 | |
| TOTAL | 0 | 0 | 0 | 349,600 | 0 | 0 | 0 | 349,600 | |
| **21 I205-GLENN JACKSON BRIDGE WATER MAIN/CALL SYSTEM-4R*****343* | 607***64** | 2.7**** | 460,000 | 0 | 0 | 0 | 0 | 460,000 | FAI205 84350 |
| CONST | 0 | 0 | 0 | 460,000 | 0 | 0 | 0 | 460,000 | |
| TOTAL | 0 | 0 | 0 | 460,000 | 0 | 0 | 0 | 460,000 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **22 I405-STADIUM FREEWAY AT SW 6TH AVENUE-4R*****344*608***61***1.2***** | | | | | | | | 023074 FAI405 | 00300 |
| CONST | 0 | 0 | 0 | 64,400 | 0 | 0 | 0 | 64,400 | |
| TOTAL | 0 | 0 | 0 | 64,400 | 0 | 0 | 0 | 64,400 | |
| | | | | | | | | | |
| **23 I5-COLUMBIA BLVD TO MARQUAM BRIDGE PAVING-4R*****345*609***1*303.7*** | | | | | | | | 036924 FAI5 | 00300 |
| CONST | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 0 | 2,300,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 0 | 2,300,000 | |
| | | | | | | | | | |
| **24 I5-SW 26TH AVE OXING(8203)-DECK RESTORATION-4R*****348*111***1***0.0*** | | | | | | | | 014844 FAI5 | 84004 |
| PE | 0 | 21,252 | 0 | 0 | 0 | 0 | 0 | 21,252 | |
| CONST | 0 | 180,320 | 0 | 0 | 0 | 0 | 0 | 180,320 | |
| TOTAL | 0 | 201,572 | 0 | 0 | 0 | 0 | 0 | 201,572 | |
| | | | | | | | | | |
| **25 I5-OXING SW HOOD AVE(8195)-DECK RESTORATION-4R*****349*112***1***0.0*** | | | | | | | | 015044 FAI5 | 84008 |
| PE | 0 | 13,800 | 0 | 0 | 0 | 0 | 0 | 13,800 | |
| CONST | 0 | 303,600 | 0 | 0 | 0 | 0 | 0 | 303,600 | |
| TOTAL | 0 | 317,400 | 0 | 0 | 0 | 0 | 0 | 317,400 | |
| | | | | | | | | | |
| **26 I5-E BANK VIADUCT SO OF BURNSIDE BR-OVERLAY AND JOINTS-4R*****350*113***1***0.0*** | | | | | | | | 014884 FAI5 | 84006 |
| PE | 43,988 | 0 | 0 | 0 | 0 | 0 | 0 | 43,988 | |
| CONST | 0 | 1,343,200 | 0 | 0 | 0 | 0 | 0 | 1,343,200 | |
| TOTAL | 43,988 | 1,343,200 | 0 | 0 | 0 | 0 | 0 | 1,387,188 | |
| | | | | | | | | | |
| **27 I5-OXING VICTORY BLVD(9316)-DECK RESTORATION-4R*****351*114***1*306.7*** | | | | | | | | 015034 FAI5 | 84007 |
| PE | 13,188 | 0 | 0 | 0 | 0 | 0 | 0 | 13,188 | |
| CONST | 0 | 0 | 0 | 231,840 | 0 | 0 | 0 | 231,840 | |
| TOTAL | 13,188 | 0 | 0 | 231,840 | 0 | 0 | 0 | 245,028 | |
| | | | | | | | | | |
| **28 I205-COLUMBIA RIVER TO SD BANFIELD INTCHS GRADING/LANDSCAPING-4R*****352*610***64***0.0*** | | | | | | | | 020004 FAI205 | 00300 |
| CONST | 0 | 0 | 0 | 0 | 1,288,000 | 1,196,000 | 0 | 2,484,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 1,288,000 | 1,196,000 | 0 | 2,484,000 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **29 I205-82ND AVE TO CLACKAMAS HWY-GRADING/PAVING/WIDEN-4R***** | 353 | 116 | 64 | 0.0 | 0.0 | 0.0 | 0.0 | 01455 | FAT205 10121 |
| PE | 55,566 | 0 | 0 | 0 | 0 | 0 | 0 | 55,566 | |
| CONST | 1,056,685 | 26,113 | 0 | 0 | 0 | 0 | 0 | 1,082,798 | |
| TOTAL | 1,112,251 | 26,113 | 0 | 0 | 0 | 0 | 0 | 1,138,364 | |
| | | | | | | | | | |
| **30 I205-ROCKY BUTTE TO NE MULTNOMAH ST BIKEWAY***** | 354 | 117 | 64 | 21.5 | 0.0 | 0.0 | 0.0 | 02925 | FAT205 10257 |
| PE | 32,200 | 0 | 0 | 0 | 0 | 0 | 0 | 32,200 | |
| CONST | 496,994 | 0 | 0 | 460,000 | 0 | 0 | 0 | 956,994 | |
| TOTAL | 529,194 | 0 | 0 | 460,000 | 0 | 0 | 0 | 989,194 | |
| | | | | | | | | | |
| **31 I5-SW TERWILLIGER CONNECTION(8199)-DECK RESTORATION-4R***** | 355 | 118 | 64 | 127.1 | 0.0 | 0.0 | 0.0 | 00709 | FAT15 84017 |
| PE | 17,060 | 0 | 0 | 0 | 0 | 0 | 0 | 17,060 | |
| CONST | 0 | 0 | 0 | 92,000 | 0 | 0 | 0 | 92,000 | |
| TOTAL | 17,060 | 0 | 0 | 92,000 | 0 | 0 | 0 | 109,060 | |
| | | | | | | | | | |
| **32 I205-GLADSTONE INTCHG TO PARK PL-GRADING/PAVING/ADD LANE-4R***** | 356 | 117 | 64 | 0.0 | 0.0 | 0.0 | 0.0 | 01537 | FAT205 10178 |
| PE | 34,996 | 0 | 0 | 0 | 0 | 0 | 0 | 34,996 | |
| CONST | 0 | 1,437,086 | 0 | 0 | 0 | 0 | 0 | 1,437,086 | |
| TOTAL | 34,996 | 1,437,086 | 0 | 0 | 0 | 0 | 0 | 1,472,082 | |
| | | | | | | | | | |
| **33 I205-S BANFIELD TO SE STARK ST GRADING/LANDSCAPE-4R***** | 357 | 120 | 64 | 23.7 | 0.0 | 0.0 | 0.0 | 04021 | FAT205 00000 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 1,012,000 | 1,012,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 1,012,000 | 1,012,000 | |
| | | | | | | | | | |
| **34 I5-SO TICARD INTERCHANGE TO E PORTLAND FWY LANDSCAPING-4R***** | 358 | 121 | 64 | 128.5 | 0.0 | 0.0 | 0.0 | 01234 | FAT15 84046 |
| PE | 34,120 | 0 | 0 | 0 | 0 | 0 | 0 | 34,120 | |
| CONST | 0 | 0 | 0 | 0 | 230,000 | 0 | 0 | 230,000 | |
| TOTAL | 34,120 | 0 | 0 | 0 | 230,000 | 0 | 0 | 264,120 | |
| | | | | | | | | | |
| **35 I5-TERWILLIGER OVERCROSSING RAMPS-4R***** | 360 | 122 | 64 | 297.2 | 0.0 | 0.0 | 0.0 | 01945 | FAT15 84055 |
| PE | 0 | 135,010 | 0 | 0 | 0 | 0 | 0 | 135,010 | |
| CONST | 0 | 0 | 0 | 0 | 4,949,600 | 0 | 0 | 4,949,600 | |
| TOTAL | 0 | 135,010 | 0 | 0 | 4,949,600 | 0 | 0 | 5,084,610 | |

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| ORIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FISC 1970 | AUTHORIZED | PLNG# |
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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | |
| **36 I5-AT I84 INTERCHANGE-DECK RESTORATION AND JOINTS-4R*****361*123****11*40.0*****4014854 FAI5 | 84005 | | | | | | | |
| PE 55,885 | 0 | 0 | 0 | 0 | 0 | 0 | 55,885 | |
| CONST 0 | 1,495,000 | 0 | 0 | 0 | 0 | 0 | 1,495,000 | |
| TOTAL 55,885 | 1,495,000 | 0 | 0 | 0 | 0 | 0 | 1,550,885 | |
| | | | | | | | | |
| **37 I84-NE 111TH TO NE 134TH-GRADING/PAVING/STRUCTURE/INT/SIC*****362*124****12*42****9.9*****4012254 FAI84 | 78046 | | | | | | | |
| PE 1,186,367 | 0 | 0 | 0 | 0 | 0 | 0 | 1,186,367 | |
| R/W 18,444 | 0 | 0 | 0 | 0 | 0 | 0 | 18,444 | |
| CONST 0 | 0 | 8,629,600 | 0 | 0 | 0 | 0 | 8,629,600 | |
| TOTAL 1,204,811 | 0 | 8,629,600 | 0 | 0 | 0 | 0 | 9,834,411 | |
| | | | | | | | | |
| **38 I84-181ST INTERCHANGE-GRADING/PAVING/WIDEN STRUCTURE*****364*125****2*13.0*****4014594 FAI84 | 78046 | | | | | | | |
| R/W 0 | 1,061,500 | 0 | 0 | 0 | 0 | 0 | 1,061,500 | |
| CONST 314,792 | 0 | 0 | 0 | 27,600,000 | 0 | 0 | 27,914,792 | |
| TOTAL 314,792 | 1,061,500 | 0 | 0 | 27,600,000 | 0 | 0 | 28,976,292 | |
| | | | | | | | | |
| **39 I205-SE LESTER RD INTERCHANGE-4R*****365*126****64**15.9*****4014934 FAI205 | 80359 | | | | | | | |
| R/W 0 | 911,133 | 0 | 0 | 0 | 0 | 0 | 911,133 | |
| CONST 0 | 0 | 0 | 3,220,000 | 0 | 0 | 0 | 3,220,000 | |
| TOTAL 0 | 911,133 | 0 | 3,220,000 | 0 | 0 | 0 | 4,131,133 | |
| | | | | | | | | |
| **40 I5-GREELEY RAMP TO N BANFIELD INTERCHANGE-DEVELOPMENT 4R*****370*128****11*001.5*****4014824 FAI5 | 84024 | | | | | | | |
| PE 510,991 | 0 | 0 | 0 | 0 | 0 | 0 | 510,991 | |
| CONST 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | |
| TOTAL 510,991 | 0 | 0 | 0 | 0 | 0 | 1 | 510,992 | |
| | | | | | | | | |
| **41 I84-NE 134TH TO NE 181ST*****371*129****2**10.1*****4012264 FAI84 | 84054 | | | | | | | |
| CONST 0 | 0 | 0 | 0 | 0 | 12,328,000 | 0 | 12,328,000 | |
| TOTAL 0 | 0 | 0 | 0 | 0 | 12,328,000 | 0 | 12,328,000 | |
| | | | | | | | | |
| **42 I84-NE 181ST AVE TO SUNDIAL ROAD-FAI AND 4R*****372*130****2**13.3*****4007874 FAI84 | 84023 | | | | | | | |
| PE 670,328 | 335,161 | 0 | 0 | 0 | 0 | 0 | 1,005,489 | |
| R/W 0 | 0 | 0 | 0 | 1,840,000 | 0 | 0 | 1,840,000 | |
| CONST 0 | 0 | 0 | 0 | 0 | 0 | 34,040,000 | 34,040,000 | |
| TOTAL 670,328 | 335,161 | 0 | 0 | 1,840,000 | 0 | 34,040,000 | 36,885,489 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **43 I205-HIGHWAY 212 TO MAIN STREET BIKEWAY-4R***** | | | | 373*611***64***9.5***** | | | | 033431 | FAT205 10180 |
| CONST | 0 | 0 | 0 | 0 | 469,200 | 0 | 0 | 469,200 | |
| TOTAL | 0 | 0 | 0 | 0 | 469,200 | 0 | 0 | 469,200 | |
| | | | | | | | | | |
| **44 I5-LOWER BOONES FERRY RD TO SAGERT RD-4R***** | | | | 374*132***1*289.0***** | | | | 014861 | FAT5 10248 |
| PE | 142,135 | 125,670 | 0 | 0 | 0 | 0 | 0 | 267,805 | |
| R/W | 0 | 0 | 0 | 432,400 | 0 | 0 | 0 | 432,400 | |
| CONST | 0 | 0 | 0 | 1,830,000 | 0 | 0 | 0 | 1,830,000 | |
| TOTAL | 142,135 | 125,670 | 0 | 2,262,400 | 0 | 0 | 0 | 2,530,205 | |
| | | | | | | | | | |
| **45 I5-WILSONVILLE INTERCHANGE-4R***** | | | | 375*133***1*283.9***** | | | | 025001 | FAT5 86755 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 3,542,000 | 3,542,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 3,542,000 | 3,542,000 | |
| | | | | | | | | | |
| **46 I405-FREMONT BRIDGE RAMPS JOINT RECONSTRUCTION-4R***** | | | | 376*612***61***2.7***** | | | | 033261 | FAT405 00000 |
| CONST | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 0 | 2,300,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 2,300,000 | 0 | 0 | 2,300,000 | |
| | | | | | | | | | |
| **47 I405-FREMONT BRIDGE AND RAMPS DECK RESTORATION-4R***** | | | | 377*613***61***2.8***** | | | | 033281 | FAT405 00000 |
| CONST | 0 | 0 | 0 | 0 | 0 | 5,594,000 | 0 | 5,594,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 5,594,000 | 0 | 5,594,000 | |
| | | | | | | | | | |
| **48 I5-METRO AREA FREEWAY CALL BOXES AND VARIABLE MESSAGE SIGNING-4R***** | | | | 379*614***1***0.0***** | | | | 024941 | FAT5 00000 |
| CONST | 0 | 0 | 0 | 0 | 0 | 2,815,200 | 0 | 2,815,200 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 2,815,200 | 0 | 2,815,200 | |
| | | | | | | | | | |
| **49 I5-HIGHWAY 217/KRUSE WAY INTERCHANGE CONNECTION-DEVELOPMENT 4R***** | | | | 394*652***1*292.0***** | | | | 032771 | FAT5 86756 |
| PE | 0 | 0 | 553,320 | 0 | 0 | 0 | 0 | 553,320 | |
| TOTAL | 0 | 0 | 553,320 | 0 | 0 | 0 | 0 | 553,320 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **50 I5-CAPITOL HWY/BARBUR BLVD INTERCHANGE-DEVELOPMENT 4R*****394*653***41*295.0***** | | | | | | | | 033741 | FAT5 85764 |
| PE | 0 | 0 | 414,990 | 0 | 0 | 0 | 0 | 414,990 | |
| TOTAL | 0 | 0 | 414,990 | 0 | 0 | 0 | 0 | 414,990 | |
| | | | | | | | | | |
| **51 I205-E PORTLAND FREEWAY AT SUNNYBROOK EXTENSION-DEVELOPMENT 4R*****394*654***64*14.1***** | | | | | | | | 033441 | FAI205 86082 |
| PE | 0 | 0 | 92,220 | 0 | 0 | 0 | 0 | 92,220 | |
| TOTAL | 0 | 0 | 92,220 | 0 | 0 | 0 | 0 | 92,220 | |
| | | | | | | | | | |
| **52 I205-AIRPORT WAY TO SE POWELL BLVD BUS LANES-DEVELOPMENT 4R*****394*654***64*24.3***** | | | | | | | | 012271 | FAI205 86103 |
| PE | 0 | 0 | 1,134,000 | 0 | 0 | 0 | 0 | 1,134,000 | |
| TOTAL | 0 | 0 | 1,134,000 | 0 | 0 | 0 | 0 | 1,134,000 | |
| | | | | | | | | | |
| **53 I5-STAFFORD RD INTERCHANGE-4R*****403*615***1*285.9***** | | | | | | | | 032711 | FAI5 85061 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 3,404,000 | 3,404,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 3,404,000 | 3,404,000 | |
| | | | | | | | | | |
| **54 I205-SUNNYSIDE RD TO WEST LINN BIKEWAY UNIT 1-4R*****409*134***64*13.5***** | | | | | | | | 006141 | FAI205 10180 |
| PE | 45,003 | 0 | 0 | 0 | 0 | 0 | 0 | 45,003 | |
| CONST | 0 | 285,882 | 276,000 | 0 | 0 | 0 | 0 | 561,882 | |
| TOTAL | 45,003 | 285,882 | 276,000 | 0 | 0 | 0 | 0 | 606,885 | |
| | | | | | | | | | |
| **55 I205-SUNNYSIDE RD TO WEST LINN BIKEWAY UNIT 2-4R*****409*155***64*13.5***** | | | | | | | | 006141 | FAI205 10190 |
| CONST | 0 | 0 | 0 | 460,000 | 0 | 0 | 0 | 460,000 | |
| TOTAL | 0 | 0 | 0 | 460,000 | 0 | 0 | 0 | 460,000 | |
| | | | | | | | | | |
| **56 I5-UPPER BOONES FERRY RD TO I205 INTERCHANGE-4R*****436*616***1*291.3***** | | | | | | | | 024991 | FAI5 84127 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 3,128,000 | 3,128,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 3,128,000 | 3,128,000 | |
| | | | | | | | | | |
| **57 I5-I5/I205 INTERCHANGE-4R*****436*684***1*287.9***** | | | | | | | | 032731 | FAI5 0 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 1,196,000 | 1,196,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 1,196,000 | 1,196,000 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **58 I84-SIGNING PORTLAND TO IDAHO STATE LINE-4R*****437*136****2***0.0*****018434 FAT84 | 84077 | | | | | | | | |
| PE | 50,721 | 0 | 0 | 0 | 0 | 0 | 0 | 50,721 | |
| CONST | 0 | 0 | 0 | 0 | 552,000 | 0 | 0 | 552,000 | |
| TOTAL | 50,721 | 0 | 0 | 0 | 552,000 | 0 | 0 | 602,721 | |
| **59 I5-FREWAY ILLUMINATION-SWIFT/UNION INTCHG TO MARQUAM INTCHG-4R*****457*13/****1***0.0*****026204 FAT5 | | | | | | | | | |
| PE | 10,448 | 0 | 0 | 0 | 0 | 0 | 0 | 10,448 | 84088 |
| CONST | 61,208 | 124,266 | 0 | 0 | 0 | 0 | 0 | 185,474 | |
| TOTAL | 71,656 | 124,266 | 0 | 0 | 0 | 0 | 0 | 195,922 | |
| **60 I5-INTERSTATE BRIDGE TO COLUMBIA BLVD PAVING-4R*****458*617****1*307.7*****036964 FAT5 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 1,380,000 | 1,380,000 | 00000 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 1,380,000 | 1,380,000 | |
| **61 I5-INTERSTATE BRIDGE RAILING REPLACEMENT-CDOT/WDOT-4R*****457*139****1*307.9*****028264 FAT5 | | | | | | | | | |
| PE | 16,046 | 774 | 0 | 0 | 0 | 0 | 0 | 16,820 | 84105 |
| CONST | 0 | 0 | 1,784,800 | 0 | 0 | 0 | 0 | 1,784,800 | |
| TOTAL | 16,046 | 774 | 1,784,800 | 0 | 0 | 0 | 0 | 1,801,620 | |
| **62 I5-GEOLOGICAL INVESTIGATION OF PAVEMENT SUBSIDENCE MP287-4R*****472*140****1***0.0*****029104 FAT5 | | | | | | | | | |
| PE | 0 | 23,690 | 0 | 0 | 0 | 0 | 0 | 23,690 | 85008 |
| TOTAL | 0 | 23,690 | 0 | 0 | 0 | 0 | 0 | 23,690 | |
| **63 I405-FREMONT BRIDGE DEBRIS CONTROL FENCING-4R*****473*141****61***0.0*****028694 FAT405 | | | | | | | | | |
| PE | 11,250 | 9,959 | 0 | 0 | 0 | 0 | 0 | 21,209 | 85001 |
| CONST | 0 | 1,502,048 | 0 | 0 | 0 | 0 | 0 | 1,502,048 | |
| TOTAL | 11,250 | 1,512,007 | 0 | 0 | 0 | 0 | 0 | 1,523,257 | |
| **64 I5-INTERSTATE BRIDGE NB LIFT SPAN IMPROVEMENTS-4R*****474*142****1*308.3*****029364 FAT5 | | | | | | | | | |
| CONST | 0 | 0 | 1,033,000 | 0 | 0 | 0 | 0 | 1,033,000 | 85023 |
| TOTAL | 0 | 0 | 1,033,000 | 0 | 0 | 0 | 0 | 1,033,000 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **65 I405-GUIDE SIGN AND CONTROL SIGN REPAIR-4R*****479*143***61***0.0*****43439* FAT405 | | | | | | | | | 85035 |
| PE | 0 | 0 | 0 | 0 | 0 | 0 | 38,724 | 38,724 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 562,420 | 562,420 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 601,144 | 601,144 | |
| | | | | | | | | | |
| **66 I205-GUIDE SIGN AND CONTROL SIGN REPAIR-4R*****482*144***64***0.0*****43440* FAT205 | | | | | | | | | 85136 |
| PE | 0 | 31,500 | 0 | 0 | 0 | 0 | 0 | 31,500 | |
| CONST | 0 | 0 | 0 | 0 | 432,000 | 0 | 0 | 432,000 | |
| TOTAL | 0 | 31,500 | 0 | 0 | 432,000 | 0 | 0 | 463,500 | |
| | | | | | | | | | |
| **67 I205-PRESSURE GROUTING OF CONCRETE PAVEMENT/IMPACT PANELS 4R *****5*8*66***64***0.0*****43440* FAT205 | | | | | | | | | 85039 |
| CONST | 0 | 0 | 289,800 | 0 | 0 | 0 | 0 | 289,800 | |
| TOTAL | 0 | 0 | 289,800 | 0 | 0 | 0 | 0 | 289,800 | |
| | | | | | | | | | |
| **68 I5-TUALATIN PARK-AND-RIDE*****670*145***1*290.5*****43461* FA15 | | | | | | | | | 84065 |
| PE | 25,821 | 0 | 0 | 0 | 0 | 0 | 0 | 25,821 | |
| CONST | 0 | 0 | 368,000 | 0 | 0 | 0 | 0 | 368,000 | |
| TOTAL | 25,821 | 0 | 368,000 | 0 | 0 | 0 | 0 | 393,821 | |
| | | | | | | | | | |
| **69 I205-SE STARK TO SE POWELL BLVD GRADING/LANDSCAPING-4R*****673*618***6***0.0*****43420* FAT205 | | | | | | | | | 00300 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 828,000 | 828,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 828,000 | 828,000 | |
| | | | | | | | | | |
| **70 I205-OREGON CITY PARK-AND-RIDE*****674*147***64***9.3*****43459* FA1205 | | | | | | | | | 80308 |
| PE | 30,893 | 0 | 0 | 0 | 0 | 0 | 0 | 30,893 | |
| R/W | 0 | 36,800 | 0 | 0 | 0 | 0 | 0 | 36,800 | |
| CONST | 0 | 0 | 0 | 322,000 | 0 | 0 | 0 | 322,000 | |
| TOTAL | 30,893 | 36,800 | 0 | 322,000 | 0 | 0 | 0 | 389,693 | |
| | | | | | | | | | |
| **71 I205-LENTS PARK-AND-RIDE*****675*148***64***17.8*****43484* FA1205 | | | | | | | | | 84073 |
| PE | 27,660 | 0 | 0 | 0 | 0 | 0 | 0 | 27,660 | |
| CONST | 0 | 0 | 0 | 0 | 375,360 | 0 | 0 | 375,360 | |
| TOTAL | 27,660 | 0 | 0 | 0 | 375,360 | 0 | 0 | 403,020 | |

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| FEDERAL AID INTERSTATE SYSTEM (CONTINUED) | | | | | | | | | |
| **72 I405-STADIUM FREEWAY LANDSCAPING-4R*****677*619***61**0.0***** | | | | | | | | 025081 | FAT405 00000 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 772,800 | 772,800 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 772,800 | 772,800 | |
| | | | | | | | | | |
| **73 I205-AIRPORT WAY INTERCHANGE IMPROVEMENTS-4R*****681*620***64**24.0**** | | | | | | | | 033731 | FAT205 86063 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 4,324,000 | 4,324,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 4,324,000 | 4,324,000 | |
| | | | | | | | | | |
| **74 I205-AT SANDY BLVD WEST BOUND CONNECTION-4R*****682*621***64**23.7**** | | | | | | | | 040591 | FAT205 86058 |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 359,000 | 359,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 359,000 | 359,000 | |
| | | | | | | | | | |
| TOTAL FEDERAL AID INTERSTATE SYSTEM | | | | | | | | | |
| PE | 5,959,316 | 816,086 | 2,194,530 | 0 | 0 | 0 | 39,724 | 9,008,656 | |
| R/W | 16,886,719 | 2,009,433 | 0 | 432,400 | 1,840,000 | 0 | 0 | 21,168,552 | |
| CONST | 3,349,983 | 22,508,835 | 14,727,200 | 28,989,320 | 49,696,160 | 42,772,840 | 59,939,421 | 221,983,759 | |
| TOTAL | 26,196,018 | 25,334,354 | 16,921,730 | 29,421,720 | 51,536,160 | 42,772,840 | 59,978,145 | 252,160,967 | |

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| STATE HIGHWAY FUNDS FINANCING | | | | | | | | | |
| **75 METRO CORRIDOR PLANNING(T) | | | 126151 | 0000 | 0.0000 | | | 100000 | N/A 00000 |
| PE | 0 | 0 | 75,949 | 0 | 0 | 0 | 0 | 75,949 | |
| RESRV | 0 | 0 | 0 | 100,000 | 100,000 | 124,051 | 0 | 324,051 | |
| TOTAL | 0 | 0 | 75,949 | 100,000 | 100,000 | 124,051 | 0 | 400,000 | |
| **76 OR43 STATE STREET CORRIDOR-E AVENUE TO LAOD ST-STM | | | | | | | | | |
| CONST | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 700,000 | FAJ9565 77068 |
| TOTAL | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 700,000 | |
| **77 US308-SANDY BLVD-50TH TO I205-STATE | | | | | | | | | |
| PE | 16,900 | 0 | 0 | 0 | 0 | 0 | 0 | 16,900 | FAJ9326 10259 |
| CONST | 0 | 396,000 | 0 | 0 | 0 | 0 | 0 | 396,000 | |
| TOTAL | 16,900 | 396,000 | 0 | 0 | 0 | 0 | 0 | 412,900 | |
| **78 99W-PACIFIC HWY AT SW FISCHER ROAD SIGNAL | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 70,000 | FAJ9 84029 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 70,000 | |
| **79 US26-MT HOOD HWY AT PALMQUIST/ORIENT RD-GRADE/PAVE/SIGNAL ST | | | | | | | | | |
| PE | 34,265 | 0 | 0 | 0 | 0 | 0 | 0 | 34,265 | FAJ24 10234 |
| R/W | 198,337 | 36,256 | 0 | 0 | 0 | 0 | 0 | 234,593 | |
| CONST | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 | |
| TOTAL | 232,602 | 36,256 | 400,000 | 0 | 0 | 0 | 0 | 668,858 | |
| **80 US26-SUNSET HWY AT SYLVAN-EB RAMP SIGNAL-ST | | | | | | | | | |
| PE | 19,500 | 0 | 0 | 0 | 0 | 0 | 0 | 19,500 | FAJ27 84028 |
| CONST | 0 | 90,000 | 0 | 0 | 0 | 0 | 0 | 90,000 | |
| TOTAL | 19,500 | 90,000 | 0 | 0 | 0 | 0 | 0 | 109,500 | |
| **81 US26-SUNSET HWY/ZOO RAMP(I)-STM | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 0 | 2,700,000 | 0 | 2,700,000 | FAJ27 00000 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 2,700,000 | 0 | 2,700,000 | |

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| STATE HIGHWAY FUNDS FINANCING (CONTINUED) | | | | | | | | | |
| **82 JOHNSON CK BLVD IMPROVEMENT-CASCADE HWY N TO LESTER INTCHG-ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 1,800,000 | 0 | 0 | 0 | 1,800,000 | |
| TOTAL | 0 | 0 | 0 | 1,800,000 | 0 | 0 | 0 | 1,800,000 | |
| **83 NE 181ST AVENUE EXTENSION-ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 3,570,000 | 0 | 0 | 0 | 3,570,000 | |
| TOTAL | 0 | 0 | 0 | 3,570,000 | 0 | 0 | 0 | 3,570,000 | |
| **84 US30B-NE PORTLAND HWY IMPROVEMENTS AT 201ST AND 223RD AVES-ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 320,000 | 0 | 0 | 0 | 320,000 | |
| TOTAL | 0 | 0 | 0 | 320,000 | 0 | 0 | 0 | 320,000 | |
| **85 OR210-SCHOLLS HWY IMPROVEMENTS-MURRAY BLVD TO FANNO CREEK ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 1,560,000 | 0 | 0 | 0 | 1,560,000 | |
| TOTAL | 0 | 0 | 0 | 1,560,000 | 0 | 0 | 0 | 1,560,000 | |
| **86 SWIFT HIGHWAY-N MARINE DR RR CROSSING IMPROVEMENTS-ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 5,440,000 | 0 | 0 | 5,440,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 5,440,000 | 0 | 0 | 5,440,000 | |
| **87 SHUTE ROAD CONSTRUCTION-SUNSET TO EVERGREEN-ST | | | | | | | | | |
| CONST | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | |
| TOTAL | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | |
| **88 US30-LWR COLUMBIA RIVER HWY LT LANE-MP 5.17 TO SALTZMAN CK-ST | | | | | | | | | |
| CONST | 0 | 0 | 0 | 450,000 | 0 | 0 | 0 | 450,000 | |
| TOTAL | 0 | 0 | 0 | 450,000 | 0 | 0 | 0 | 450,000 | |
| **89 OR8-TV HWY RIGHT TURN LANES AT SW 170TH/198TH/BROOKWOOD AVES-ST | | | | | | | | | |
| CONST | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 60,000 | |
| TOTAL | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 60,000 | |

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| STATE HIGHWAY FUNDS FINANCING (CONTINUED) | | | | | | | | | |
| **90 OR43-OSWEGO HWY BARRIERS-SOUTH MIDVALE RD TO MP 6.9-ST*****412*633*****5.2*****03/33* FA19565 86746 | | | | | | | | | |
| CONST | 0 | 0 | 110,000 | 0 | 0 | 0 | 0 | 110,000 | |
| TOTAL | 0 | 0 | 110,000 | 0 | 0 | 0 | 0 | 110,000 | |
| | | | | | | | | | |
| **91 OR210-SCHOLLS HWY CHANNELIZATION-MP 8.95 TO SW CASCADE AVE-ST*****412*634*****14.9*****03/33* FA19234 86749 | | | | | | | | | |
| CONST | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | |
| TOTAL | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | |
| | | | | | | | | | |
| **92 BEAVERTON/TUALATIN HWY AT SW PFAFFLE ST-LEFT TURN LANE-ST*****412*635*****14.1*****03/33* FA19091 00000 | | | | | | | | | |
| CONST | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 40,000 | |
| TOTAL | 0 | 0 | 40,000 | 0 | 0 | 0 | 0 | 40,000 | |
| | | | | | | | | | |
| **93 US30-LWR COLUMBIA RIVER HWY GUARDRAIL-DOANE CR TO HODGE AVE-ST*****412*636*****2.5*****03/32* FA01 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 160,000 | 0 | 0 | 0 | 160,000 | |
| TOTAL | 0 | 0 | 0 | 160,000 | 0 | 0 | 0 | 160,000 | |
| | | | | | | | | | |
| **94 OR210-SCHOLLS HWY AT DENNY ROAD-SIGNAL/LEFT TURN LANE-ST*****412*637*****14.3*****02/170* FA19234 86752 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 110,000 | 0 | 0 | 0 | 110,000 | |
| TOTAL | 0 | 0 | 0 | 110,000 | 0 | 0 | 0 | 110,000 | |
| | | | | | | | | | |
| **95 OR210-SCHOLLS HWY AT SW JAMIESON ROAD LEFT TURN REFUGE-ST*****412*638*****14.5*****03/16* FA19234 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 80,000 | 0 | 0 | 0 | 80,000 | |
| TOTAL | 0 | 0 | 0 | 80,000 | 0 | 0 | 0 | 80,000 | |
| | | | | | | | | | |
| **96 US30B-NE PORTLAND HWY AT NE 201ST AVENUE LEFT TURN LANE-ST*****412*639*****12.3*****00000* FA19966 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 50,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 50,000 | |
| | | | | | | | | | |
| **97 OR43-OSWEGO HWY SIGNAL REHABILITATION-RIVERWOOD TO BRIARWOOD-ST*****412*640*****3.4*****03/21* FA19565 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 420,000 | 0 | 0 | 420,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 420,000 | 0 | 0 | 420,000 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FISCAL 1990 | AUTHORIZED | PLNCH |
|---|-----------|--------|-----------|------|-----------|------|-------------|------------|---------------|
| OTHER | | | | | | | | | |
| *111 HIGHWAY 217 AND SUNSET...FAIX/FAP OFFSET TRANSFERS***** | | | | 121 | 157 | 144 | 67.2 | 003764 | FAP79 79076 |
| RESRV | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 2,000,000 | 2,000,000 | |
| *112 OREGON CITY BYPASS...FAIX/FAP OFFSET TRANSFERS***** | | | | 125 | 158 | 0 | 0.0 | 016704 | FAP078 76007 |
| RESRV | 0 | 0 | 0 | 0 | 0 | 0 | 890,000 | 890,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 890,000 | 890,000 | |
| *113 HIGHWAY 217 OVERLAY-SUNSET HIGHWAY TO I5***** | | | | 342 | 159 | 144 | 0.0 | 009294 | FAP79 10224 |
| PE | 221,760 | 0 | 0 | 0 | 0 | 0 | 0 | 221,760 | |
| CONST | 4,601,065 | 7,230 | 0 | 0 | 0 | 0 | 0 | 4,608,295 | |
| TOTAL | 4,822,825 | 7,230 | 0 | 0 | 0 | 0 | 0 | 4,830,055 | |
| *114 TERWILLIGER OVERCROSSING #A8392-HBR***** | | | | 360 | 685 | 726 | 0.0 | 014874 | FAP0380 0 |
| CONST | 0 | 0 | 0 | 0 | 4,000,000 | 0 | 0 | 4,000,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 4,000,000 | 0 | 0 | 4,000,000 | |
| *115 OR210-SCHOLLS HWY AT 135TH AVE-SIGNAL/REALIGNMENT-FAP***** | | | | 390 | 162 | 140 | 7.4 | 000044 | FAP9234 80112 |
| PE | 0 | 15,435 | 0 | 0 | 0 | 0 | 0 | 15,435 | |
| R/W | 33,300 | 0 | 0 | 0 | 0 | 0 | 0 | 33,300 | |
| CONST | 0 | 0 | 260,000 | 0 | 0 | 0 | 0 | 260,000 | |
| TOTAL | 33,300 | 15,435 | 260,000 | 0 | 0 | 0 | 0 | 308,735 | |
| *116 US26-SUNSET OVERLAY-GLENDOE RD TO CORNELIUS PASS RD-FAP***** | | | | 391 | 622 | 47 | 57.1 | 015244 | FAP27 10182 |
| CONST | 0 | 0 | 1,478,000 | 0 | 0 | 0 | 0 | 1,478,000 | |
| TOTAL | 0 | 0 | 1,478,000 | 0 | 0 | 0 | 0 | 1,478,000 | |
| *117 OR8-TV HIGHWAY PAVING/ILLUM-SW HOCKEN TO SE MAPLE-FAP***** | | | | 392 | 623 | 27 | 44.0 | 000000 | FAP32 00000 |
| CONST | 0 | 0 | 0 | 0 | 2,270,000 | 0 | 0 | 2,270,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 2,270,000 | 0 | 0 | 2,270,000 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FISCAL YEAR | AUTHORITY | PLHGH |
|---|-----------|---------|---------|------|---------|------|-------------|-----------|-------|
| OTHER (CONTINUED) | | | | | | | | | |
| *118 OR99W-PACIFIC HWY WEST AT BEAVERTON-TIGARD HWY-DEVELOPMENT FAP*****3941655****1448.64****1444*****C00004 FAP9 | 00300 | | | | | | | | |
| PE | 0 | 0 | 370,230 | 0 | 0 | 0 | 0 | 370,230 | |
| TOTAL | 0 | 0 | 370,230 | 0 | 0 | 0 | 0 | 370,230 | |
| | | | | | | | | | |
| *119 OR208-FARMINGTON ROAD 209TH TO MURRAY-DEVELOPMENT STM*****3941656****1446.44****1444*****C02774 FAI9064 | 86760 | | | | | | | | |
| *120 GRAHAM ROAD(UPRR) BRIDGE #6967 CONNECTION-DEVELOPMENT ST*****3941657****10****0.04****1444*****C03342 FAI9883 | 00300 | | | | | | | | |
| PE | 0 | 0 | 88,000 | 0 | 0 | 0 | 0 | 88,000 | |
| TOTAL | 0 | 0 | 88,000 | 0 | 0 | 0 | 0 | 88,000 | |
| | | | | | | | | | |
| *121 CROWN POINT HWY/SANDY RIVER BR(2019) REPLACEMENT-DEVELOPMENT-HBR*****3941691****125****1.24****1444*****C01463 FAI9874 | 85264 | | | | | | | | |
| PE | 0 | 0 | 128,000 | 0 | 0 | 0 | 0 | 128,000 | |
| TOTAL | 0 | 0 | 128,000 | 0 | 0 | 0 | 0 | 128,000 | |
| | | | | | | | | | |
| *122 US26-SULVAN TO CANYON INTERCHANGE DEVELOPMENT-FAP*****3941682****47**71.84****1444*****C04106 FAIP27 | 00300 | | | | | | | | |
| PE | 0 | 0 | 264,000 | 0 | 0 | 0 | 0 | 264,000 | |
| TOTAL | 0 | 0 | 264,000 | 0 | 0 | 0 | 0 | 264,000 | |
| | | | | | | | | | |
| *123 OR99E-UNION/GRAVIA VIADUCT STRUCTURE REPLACEMENT-DEVELOPMENT-HBR*****3941683****1441.04****1444*****C03331 FAIP26 | 85030 | | | | | | | | |
| PE | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | |
| TOTAL | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 200,000 | |
| | | | | | | | | | |
| *124 BVN/TUALATIN HWY AT SW BRIDGEPORT-SIGNAL/CHANNELIZE-FAP*****3951203****141****8.34****1444*****C02087 FAI9091 | 10251 | | | | | | | | |
| PE | 0 | 12,600 | 0 | 0 | 0 | 0 | 0 | 12,600 | |
| R/W | 0 | 24,300 | 0 | 0 | 0 | 0 | 0 | 24,300 | |
| CONST | 0 | 0 | 0 | 0 | 246,400 | 0 | 0 | 246,400 | |
| TOTAL | 0 | 36,900 | 0 | 0 | 246,400 | 0 | 0 | 283,300 | |
| | | | | | | | | | |
| *125 I205-WILLAMETTE RIVER BR(W LINN) SLAG WELD INSPECTIOH-HBR*****3961166****64****0.04****1444*****C01221 FAI205 | 84075 | | | | | | | | |
| PE | 56,902 | 4,876 | 0 | 0 | 0 | 0 | 0 | 61,778 | |
| CONST | 0 | 322,000 | 0 | 0 | 0 | 0 | 0 | 322,000 | |
| TOTAL | 56,902 | 326,876 | 0 | 0 | 0 | 0 | 0 | 383,778 | |

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| OTHER (CONTINUED) | | | | | | | | | |
| *126 US30-BURLINGTON RR TO WILLBRIDGE UNIT 1-OVERLAY-FAP*****402*169****2**0.0*****036651 FAP1 | | | | | | | | | 10122 |
| CONST | 0 | 1,584,000 | 0 | 0 | 0 | 0 | 0 | 1,584,000 | |
| TOTAL | 0 | 1,584,000 | 0 | 0 | 0 | 0 | 0 | 1,584,000 | |
| | | | | | | | | | |
| *127 US30B-NE PORTLAND HWY AT NE 158TH-SIGNAL/CHANNELIZE-FAP*****404*171**123**0.0*****020911 FAP19966 78349 | | | | | | | | | |
| PE | 19,620 | 0 | 0 | 0 | 0 | 0 | 0 | 19,620 | |
| R/W | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 18,000 | |
| CONST | 0 | 138,380 | 0 | 0 | 0 | 0 | 0 | 138,380 | |
| TOTAL | 37,620 | 138,380 | 0 | 0 | 0 | 0 | 0 | 176,000 | |
| | | | | | | | | | |
| *128 HAWTHORNE BRIDGE(#2757) PHASE II-SERVICE LIFE EXTENSION-HER*****407*65****0**0.0*****040691 FAP19366 85037 | | | | | | | | | |
| PE | 0 | 0 | 127,800 | 0 | 0 | 0 | 0 | 127,800 | |
| CONST | 0 | 0 | 200,000 | 937,600 | 0 | 0 | 0 | 1,137,600 | |
| TOTAL | 0 | 0 | 327,800 | 937,600 | 0 | 0 | 0 | 1,265,400 | |
| | | | | | | | | | |
| *129 US26-CLIMBING LANE-CANYON RD TO VISTA RIDGE TUNNEL(I)-FAP*****410*174****47**0.0*****034911 FAP27 84014 | | | | | | | | | |
| PE | 172,712 | 86,213 | 0 | 0 | 0 | 0 | 0 | 258,925 | |
| R/W | 0 | 0 | 0 | 0 | 1,234,000 | 0 | 0 | 1,234,000 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 6,435,000 | 0 | 6,435,000 | |
| TOTAL | 172,712 | 86,213 | 0 | 0 | 1,234,000 | 6,435,000 | 0 | 7,727,925 | |
| | | | | | | | | | |
| *130 SWIFT HIGHWAY/UPRR(N PORTLAND RD) BRIDGE #51C06-HER*****411*668**120**0.0*****033781 FAP19962 86073 | | | | | | | | | |
| PE | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 140,000 | |
| R/W | 0 | 0 | 0 | 0 | 16,000 | 0 | 0 | 16,000 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 990,000 | 0 | 990,000 | |
| TOTAL | 0 | 0 | 0 | 140,000 | 16,000 | 990,000 | 0 | 1,146,000 | |
| | | | | | | | | | |
| *131 RESERVE FOR SURFACE PRESERVATION-METRO REGION-FAP*****412*175****0**0.0*****030001 TED 00000 | | | | | | | | | |
| RESRV | 0 | 0 | 0 | 0 | 0 | 1,760,000 | 3,168,000 | 4,928,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 1,760,000 | 3,168,000 | 4,928,000 | |

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| OTHER (CONTINUED) | | | | | | | | | |
| *132 BEAVERTON/TUALATIN HWY AT PACIFIC HWY WEST***** | 413 | 176 | 141 | 4.9 | ***** | ***** | ***** | 00769 | FAP9091 84052 |
| PE | 21,596 | 0 | 0 | 0 | 0 | 0 | 0 | 21,596 | |
| CONST | 0 | 0 | 0 | 0 | 220,000 | 0 | 0 | 220,000 | |
| TOTAL | 21,596 | 0 | 0 | 0 | 220,000 | 0 | 0 | 241,596 | |
| | | | | | | | | | |
| *133 US26-SUNSET/HELVETIA ROAD INTERCHANGE PHASE 2-DEVELOPMENT FAP***** | 416 | 177 | 147 | 1461.0 | ***** | ***** | ***** | 00269 | FAP27 00300 |
| PE | 0 | 0 | 88,150 | 0 | 0 | 0 | 0 | 88,150 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL | 0 | 0 | 88,150 | 0 | 0 | 0 | 0 | 88,150 | |
| | | | | | | | | | |
| *134 US30B-NE COLUMBIA BLVD TO NE LOMBARD ST-DEVELOPMENT STM***** | 423 | 179 | 123 | 149.4 | ***** | ***** | ***** | 00835 | FAP9960 80011 |
| | | | | | | | | | |
| *135 US26-SUNSET/JACKSON ROAD OVERPASS-DEVELOPMENT FAP***** | 425 | 180 | 147 | 58.5 | ***** | ***** | ***** | 00984 | FAP27 84040 |
| PE | 94,585 | 53,242 | 0 | 0 | 0 | 0 | 0 | 147,827 | |
| TOTAL | 94,585 | 53,242 | 0 | 0 | 0 | 0 | 0 | 147,827 | |
| | | | | | | | | | |
| *136 US26-SUNSET/NW 185TH AVE INTERCHANGE-DEVELOPMENT ST***** | 426 | 181 | 147 | 164.3 | ***** | ***** | ***** | 00847 | FAP27 84013 |
| PE | 0 | 146,306 | 0 | 0 | 0 | 0 | 0 | 146,306 | |
| TOTAL | 0 | 146,306 | 0 | 0 | 0 | 0 | 0 | 146,306 | |
| | | | | | | | | | |
| *137 NW CORNELL RD BRIDGES-AUDUBON SOCIETY BLDG TO TUNNEL #1-HERR***** | 447 | 184 | 140 | 110.0 | ***** | ***** | ***** | 02463 | FAP9022 84030 |
| PE | 76,480 | 0 | 0 | 0 | 0 | 0 | 0 | 76,480 | |
| CONST | 1,683,656 | 36,166 | 0 | 0 | 0 | 0 | 0 | 1,719,822 | |
| TOTAL | 1,760,136 | 36,166 | 0 | 0 | 0 | 0 | 0 | 1,796,302 | |
| | | | | | | | | | |
| *138 HWY212-ROCK CREEK JCT TO MP 0.95-DEVELOPMENT FAP***** | 450 | 185 | 171 | 0.0 | ***** | ***** | ***** | 00775 | FAP74 84045 |
| PE | 36,141 | 18,216 | 0 | 0 | 0 | 0 | 0 | 54,357 | |
| TOTAL | 36,141 | 18,216 | 0 | 0 | 0 | 0 | 0 | 54,357 | |
| | | | | | | | | | |
| *139 BROOKWOOD AVE BRIDGE REPLACEMENT OVER ROCKCREEK-BRW13043-HBR***** | 461 | 186 | 140 | 110.0 | ***** | ***** | ***** | 02589 | FAP9009 84086 |
| PE | 39,680 | 0 | 0 | 0 | 0 | 0 | 0 | 39,680 | |
| CONST | 0 | 0 | 456,000 | 0 | 0 | 0 | 0 | 456,000 | |
| TOTAL | 39,680 | 0 | 456,000 | 0 | 0 | 0 | 0 | 495,680 | |

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|---|-----------|---------|---------|---------|-----------|-----------|-------------|-----------|--------|
| OTHER (CONTINUED) | | | | | | | | | |
| #140 FERN HILL RD BRIDGES REPLACEMENT-13256/7/8-HBR*****463x187xxxx0xxx0.0xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx004774 FAJY032 | 10167 | | | | | | | | |
| PE | 27,360 | 0 | 0 | 0 | 0 | 0 | 0 | 27,360 | |
| CONST | 0 | 240,000 | 0 | 0 | 0 | 0 | 0 | 240,000 | |
| TOTAL | 27,360 | 240,000 | 0 | 0 | 0 | 0 | 0 | 267,360 | |
| #141 HILLSBORO TO BEAVERTON-BASELINE/TV HWY/FARMINGTON DEVELOPMENT ST*****501x188xxx29xxx2.9xxxxxxxxxxxxxxxxxxxxxxxxxx036204 FAP32 | 86059 | | | | | | | | |
| PE | 0 | 0 | 264,000 | 0 | 0 | 0 | 0 | 264,000 | |
| TOTAL | 0 | 0 | 264,000 | 0 | 0 | 0 | 0 | 264,000 | |
| #142 CLACKAMAS PARK(PACIFIC EAST) BRIDGE NO. 1618-HBR*****504x189xxxx1xxx0.0xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx033294 FAP26 | 85042 | | | | | | | | |
| PE | 118,956 | 0 | 0 | 0 | 0 | 0 | 0 | 118,956 | |
| CONST | 0 | 0 | 0 | 0 | 1,344,000 | 0 | 0 | 1,344,000 | |
| TOTAL | 118,956 | 0 | 0 | 0 | 1,344,000 | 0 | 0 | 1,462,956 | |
| #143 HAWTHORNE BRIDGE EAST APPROACH RAMP REPLACEMENT(#2757C)-HBR*****506x190xxx0.0xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx029144 FAJY366 | 84097 | | | | | | | | |
| PE | 0 | 180,800 | 0 | 0 | 0 | 0 | 0 | 180,800 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 4,564,000 | 0 | 4,564,000 | |
| TOTAL | 0 | 180,800 | 0 | 0 | 0 | 4,564,000 | 0 | 4,744,800 | |
| #144 NE PORTLAND HWY-N LOMBARD/BURGARD ST @ N TERMINAL RD(#25B01)-HBR*****513x191xxx123xxx0.0xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx033774 FAJY956 | 85073 | | | | | | | | |
| PE | 115,760 | 0 | 0 | 0 | 0 | 0 | 0 | 115,760 | |
| R/W | 0 | 0 | 0 | 15,200 | 0 | 0 | 0 | 15,200 | |
| CONST | 0 | 0 | 0 | 856,000 | 0 | 0 | 0 | 856,000 | |
| TOTAL | 115,760 | 0 | 0 | 871,200 | 0 | 0 | 0 | 986,960 | |
| #145 OR8 TV HWY-HILLSBORO SIGNAL PROGRAM AT 13 LOCATIONS-FAP*****522x592xxx29xxx12.5xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx033344 FAP32 | 84034 | | | | | | | | |
| PE | 65,000 | 7,900 | 0 | 0 | 0 | 0 | 0 | 72,900 | |
| CONST | 0 | 0 | 0 | 0 | 0 | 255,200 | 0 | 255,200 | |
| TOTAL | 65,000 | 7,900 | 0 | 0 | 0 | 255,200 | 0 | 328,100 | |
| #146 US26-SUNSET/MURRAY INTERCHANGE-FAP*****567x193xxx47xxx67.2xx033934 FAP27 | 84039 | | | | | | | | |
| PE | 86,122 | 42,311 | 0 | 0 | 0 | 0 | 0 | 128,433 | |
| R/W | 0 | 88,000 | 0 | 0 | 0 | 0 | 0 | 88,000 | |
| CONST | 0 | 0 | 0 | 0 | 4,188,880 | 0 | 0 | 4,188,880 | |
| TOTAL | 86,122 | 130,311 | 0 | 0 | 4,188,880 | 0 | 0 | 4,405,313 | |

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|--|-----------|---------|---------|---------|-----------|------|-------------|------------|---------------|
| TITLE II SAFETY PROGRAM | | | | | | | | | |
| #150 FARMINGTON AT 160TH-HES*****236*591**142***7.9***** | | | | | | | | 01570* | FAU9064 78357 |
| PE | 38,250 | 0 | 0 | 0 | 0 | 0 | 0 | 38,250 | |
| R/W | 0 | 70,200 | 0 | 0 | 0 | 0 | 0 | 70,200 | |
| CONST | 0 | 0 | 0 | 234,000 | 0 | 0 | 0 | 234,000 | |
| TOTAL | 38,250 | 70,200 | 0 | 234,000 | 0 | 0 | 0 | 342,450 | |
| #151 POWELL AND 190TH INTERSECTION IMPROVEMENT*****293*590**26**10.3***** | | | | | | | | | |
| CONST | 0 | 675,000 | 0 | 0 | 0 | 0 | 0 | 675,000 | 77064 |
| TOTAL | 0 | 675,000 | 0 | 0 | 0 | 0 | 0 | 675,000 | |
| #152 99W-PACIFIC HWY AT 30TH AVE-LT TURN/BEACON-HES*****383*198****0***0.0***** | | | | | | | | | |
| PE | 13,770 | 0 | 0 | 0 | 0 | 0 | 0 | 13,770 | 10161 |
| CONST | 151,212 | 0 | 0 | 0 | 0 | 0 | 0 | 151,212 | |
| TOTAL | 164,982 | 0 | 0 | 0 | 0 | 0 | 0 | 164,982 | |
| #153 OR213-AT JOHNSON CREEK BRIDGE #4566-HES*****385*199**68***7.1***** | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 297,000 | 0 | 0 | 297,000 | 00000 |
| TOTAL | 0 | 0 | 0 | 0 | 297,000 | 0 | 0 | 297,000 | |
| #154 SUNSET HWY AT VISTA RIDGE TUNNEL MESSAGE SIGNING(II)-HES*****386*200**47**172.0***** | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 1,170,000 | 0 | 0 | 1,170,000 | 10143 |
| TOTAL | 0 | 0 | 0 | 0 | 1,170,000 | 0 | 0 | 1,170,000 | |
| #155 US30-SW DOANE AVE TO SW BALBOA AVE-CHANNELIZATION-HES*****387*201***2**4.8***** | | | | | | | | | |
| PE | 0 | 25,200 | 0 | 0 | 0 | 0 | 0 | 25,200 | 10255 |
| R/W | 0 | 56,250 | 0 | 0 | 0 | 0 | 0 | 56,250 | |
| CONST | 0 | 0 | 0 | 369,000 | 0 | 0 | 0 | 369,000 | |
| TOTAL | 0 | 81,450 | 0 | 369,000 | 0 | 0 | 0 | 450,450 | |
| #156 ORIENT DRIVE AT KANE ROAD/PALMQUIST REALIGNMENT-HES*****397*670**726**0.0***** | | | | | | | | | |
| CONST | 0 | 0 | 289,800 | 0 | 0 | 0 | 0 | 289,800 | 0 |
| TOTAL | 0 | 0 | 289,800 | 0 | 0 | 0 | 0 | 289,800 | |

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| TITLE II SAFETY PROGRAM (CONTINUED) | | | | | | | | | |
| *157 DR8-TUALATIN VALLEY HIGHWAY AT SW 91ST SIGNAL-HES*****405*172***29***0.0*****42085* FAP32 | | | | | | | | | 84036 |
| PE | 13,500 | 0 | 0 | 0 | 0 | 0 | 0 | 13,500 | |
| R/W | 0 | 1,800 | 0 | 0 | 0 | 0 | 0 | 1,800 | |
| CONST | 494,500 | 0 | 0 | 0 | 0 | 0 | 0 | 494,500 | |
| TOTAL | 508,000 | 1,800 | 0 | 0 | 0 | 0 | 0 | 509,800 | |
| *158 DR99W-PACIFIC HWY WEST AT CANTERBURY LANE SIGNAL-HES*****469*205***11*10.4*****402933* FAP7 | | | | | | | | | |
| PE | 18,900 | 0 | 0 | 0 | 0 | 0 | 0 | 18,900 | 85006 |
| CONST | 0 | 0 | 0 | 0 | 0 | 198,000 | 0 | 198,000 | |
| TOTAL | 18,900 | 0 | 0 | 0 | 0 | 198,000 | 0 | 216,900 | |
| *159 MCLOUGHLIN BLVD MEDIAN BARRIER-SE OCHOCO TO SE 17TH-HES*****470*206***11*0.0*****402583* FAP26 | | | | | | | | | |
| PE | 8,730 | 0 | 0 | 0 | 0 | 0 | 0 | 8,730 | 84094 |
| CONST | 230,160 | 9,867 | 0 | 0 | 0 | 0 | 0 | 240,027 | |
| TOTAL | 238,890 | 9,867 | 0 | 0 | 0 | 0 | 0 | 248,757 | |
| *160 NE GLISAN STREET AT NE 148TH AVENUE-REPLACE SIGNAL-HES*****518*209***0***0.0*****403975* FAP9834 | | | | | | | | | |
| PE | 0 | 7,650 | 0 | 0 | 0 | 0 | 0 | 7,650 | 85079 |
| CONST | 0 | 71,250 | 0 | 0 | 0 | 0 | 0 | 71,250 | |
| TOTAL | 0 | 78,900 | 0 | 0 | 0 | 0 | 0 | 78,900 | |
| *161 SE STARK STREET AT 148TH AVENUE-REPLACE SIGNAL-HES*****519*210***0***0.0*****403973* FAP4810 | | | | | | | | | |
| PE | 0 | 7,650 | 0 | 0 | 0 | 0 | 0 | 7,650 | 85090 |
| CONST | 0 | 69,750 | 0 | 0 | 0 | 0 | 0 | 69,750 | |
| TOTAL | 0 | 77,400 | 0 | 0 | 0 | 0 | 0 | 77,400 | |
| *162 CLACKAMAS HIGHWAY AT 142ND AVENUE-INSTALL SIGNAL-HES*****520*211***171*10.0*****403955* FAP74 | | | | | | | | | |
| PE | 21,420 | 0 | 0 | 0 | 0 | 0 | 0 | 21,420 | 85088 |
| CONST | 0 | 0 | 0 | 0 | 104,400 | 0 | 0 | 104,400 | |
| TOTAL | 21,420 | 0 | 0 | 0 | 104,400 | 0 | 0 | 125,820 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FY81 1990 | AUTHORIZED | PLMCH |
|--|-----------|--------|---------|------|---------|------|-----------|------------|-------|
| TITLE II SAFETY PROGRAM (CONTINUED) | | | | | | | | | |
| #163 NE PORTLAND HIGHWAY AT 121ST-INSTALL SIGNAL/NEW CONTROLLER-HES*****521*212**12**0.0*****000351 FAI/9966 80002 | | | | | | | | | |
| PE | 0 | 0 | 10,800 | 0 | 0 | 0 | 0 | 10,800 | |
| CONST | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 90,000 | |
| TOTAL | 0 | 0 | 100,800 | 0 | 0 | 0 | 0 | 100,800 | |
| | | | | | | | | | |
| #164 OR99E-MCLOUGHLIN MEDIAN BARRIER-END 1WAY COUPLET/SE TACOMA-HES*****522*207**1**1.2*****029311 FAI/26 85020 | | | | | | | | | |
| PE | 28,620 | 0 | 0 | 0 | 0 | 0 | 0 | 28,620 | |
| CONST | 0 | 0 | 810,000 | 0 | 0 | 0 | 0 | 810,000 | |
| TOTAL | 28,620 | 0 | 810,000 | 0 | 0 | 0 | 0 | 838,620 | |
| | | | | | | | | | |
| #165 NE KANE DRIVE AT NE 17TH DRIVE-INSTALL SIGNAL-HES*****522*208**0**0.0*****009741 FAI/9883 85078 | | | | | | | | | |
| PE | 0 | 0 | 6,300 | 0 | 0 | 0 | 0 | 6,300 | |
| CONST | 0 | 0 | 59,220 | 0 | 0 | 0 | 0 | 59,220 | |
| TOTAL | 0 | 0 | 65,520 | 0 | 0 | 0 | 0 | 65,520 | |
| | | | | | | | | | |
| #166 SINGER HILL AT 10TH STREET(OR CITY)-RUBBERIZED GRADE RRXNG-HES*****522*213**0**0.0*****000001 FAI/9607 86018 | | | | | | | | | |
| PE | 0 | 3,800 | 0 | 0 | 0 | 0 | 0 | 3,800 | |
| CONST | 0 | 32,200 | 0 | 0 | 0 | 0 | 0 | 32,200 | |
| TOTAL | 0 | 36,000 | 0 | 0 | 0 | 0 | 0 | 36,000 | |
| | | | | | | | | | |
| #167 DATFIELD ROAD AT JENNINGS AVENUE-HES*****522*593**0**0.0*****011821 FAI/9655 78116 | | | | | | | | | |
| PE | 25,839 | 0 | 0 | 0 | 0 | 0 | 0 | 25,839 | |
| R/W | 45,000 | 0 | 1,800 | 0 | 0 | 0 | 0 | 46,800 | |
| CONST | 0 | 0 | 316,800 | 0 | 0 | 0 | 0 | 316,800 | |
| TOTAL | 70,839 | 0 | 318,600 | 0 | 0 | 0 | 0 | 389,439 | |
| | | | | | | | | | |
| #168 OR99W-PACIFIC WEST AT NORTH PORTLAND BLVD-HES*****522*594**0**0.0*****000001 FAI/9 85027 | | | | | | | | | |
| PE | 19,170 | 0 | 0 | 0 | 0 | 0 | 0 | 19,170 | |
| CONST | 0 | 0 | 0 | 0 | 180,000 | 0 | 0 | 180,000 | |
| TOTAL | 19,170 | 0 | 0 | 0 | 180,000 | 0 | 0 | 199,170 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FISC 1990 | AUTHORIZED | PLNG# |
|---|-----------|--------|---------|------|---------|------|-----------|------------|-------|
| TITLE II SAFETY PROGRAM (CONTINUED) | | | | | | | | | |
| *169 OR43-OSWEGO HWY AT 6TH ST AND AT 5TH ST SIGNALS-OREGON CITY-HES*****522*597****3***0.0*****043641 FA19565 86003 | | | | | | | | | |
| PE | 0 | 0 | 11,250 | 0 | 0 | 0 | 0 | 11,250 | |
| CONST | 0 | 0 | 132,750 | 0 | 0 | 0 | 0 | 132,750 | |
| TOTAL | 0 | 0 | 144,000 | 0 | 0 | 0 | 0 | 144,000 | |
| *170 E STREET PEDESTRIAN UNDERPASS-PACIFIC AVE TO 23RD AVE-FOREST GRO*****522*598****40***0.0*****000001 FA195020 86020 | | | | | | | | | |
| CONST | 0 | 68,040 | 0 | 0 | 0 | 0 | 0 | 68,040 | |
| TOTAL | 0 | 68,040 | 0 | 0 | 0 | 0 | 0 | 68,040 | |
| *171 LAKE ROAD AT CLACKAMAS HWY INTERCHANGE RAMPS-SIGNAL UPGRADE-HES*****522*599****40***0.0*****000001 FA19659 86022 | | | | | | | | | |
| CONST | 0 | 0 | 16,000 | 0 | 0 | 0 | 0 | 16,000 | |
| TOTAL | 0 | 0 | 16,000 | 0 | 0 | 0 | 0 | 16,000 | |
| *172 CASCADE HWY N AT SE FLAVEL ST-PROTECTED LT PHASE-HES*****522*600****68***10.0*****000001 FA09713 86023 | | | | | | | | | |
| CONST | 0 | 0 | 21,150 | 0 | 0 | 0 | 0 | 21,150 | |
| TOTAL | 0 | 0 | 21,150 | 0 | 0 | 0 | 0 | 21,150 | |
| *173 REFLECTIVE CENTERLINE DELINEATORS-CLACKAMAS COUNTY AREA ROADS*****522*601****0***0.0*****000001 MISC 86024 | | | | | | | | | |
| CONST | 0 | 0 | 40,293 | 0 | 0 | 0 | 0 | 40,293 | |
| TOTAL | 0 | 0 | 40,293 | 0 | 0 | 0 | 0 | 40,293 | |
| *174 US26-MT HOOD HWY AT RENE AVENUE SIGNAL-HES*****522*624****26***13.9*****03/131 FA024 86066 | | | | | | | | | |
| CONST | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 90,000 | |
| TOTAL | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 90,000 | |
| *175 OR43-OSWEGO HWY AT PIMLICO DR INTERSECTION IMPROVEMENTS-HES*****522*672****3***9.5*****009751 FA19565 84100 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 252,000 | 0 | 0 | 252,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 252,000 | 0 | 0 | 252,000 | |
| *176 8TH/9TH/DIVISION PLACE RAILROAD GATES-RRP*****522*665****0***0.4*****033861 FA19800 86042 | | | | | | | | | |
| CONST | 0 | 0 | 430,200 | 0 | 0 | 0 | 0 | 430,200 | |
| TOTAL | 0 | 0 | 430,200 | 0 | 0 | 0 | 0 | 430,200 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FISCAL 1991 | AUTHORIZED | PLNGH |
|---|-----------|---------|--------|------|------|------|-------------|------------------|-------|
| TITLE II SAFETY PROGRAM (CONTINUED) | | | | | | | | | |
| *177 THIESSEN ROAD AT HILL ROAD-FLASHING BEACON-HES*****522*671**703***0.0***** | | | | | | | | 01 FAJ9698 86025 | |
| CONST | 0 | 0 | 12,105 | 0 | 0 | 0 | 0 | 12,105 | |
| TOTAL | 0 | 0 | 12,105 | 0 | 0 | 0 | 0 | 12,105 | |
| *178 THIESSEN ROAD AT ALDERCREST ROAD-FLASHING BEACON-HES*****522*672**703**40.0***** | | | | | | | | | |
| CONST | 0 | 0 | 12,105 | 0 | 0 | 0 | 0 | 12,105 | |
| TOTAL | 0 | 0 | 12,105 | 0 | 0 | 0 | 0 | 12,105 | |
| *179 WEBSTER ROAD REALIGNMENT-KELLOGG CREEK TO JENNINGS ROAD-HES*****522*673**703**40.0***** | | | | | | | | | |
| PE | 0 | 0 | 18,990 | 0 | 0 | 0 | 0 | 18,990 | |
| R/W | 0 | 0 | 9,000 | 0 | 0 | 0 | 0 | 9,000 | |
| CONST | 0 | 0 | 63,000 | 0 | 0 | 0 | 0 | 63,000 | |
| TOTAL | 0 | 0 | 90,990 | 0 | 0 | 0 | 0 | 90,990 | |
| *180 DIVISION ST AND SE 174TH AVE-FULLY ACTUATED/5 PHASE SIGNAL-HES*****522*674**726**40.0***** | | | | | | | | | |
| PE | 0 | 0 | 4,770 | 0 | 0 | 0 | 0 | 4,770 | |
| CONST | 0 | 0 | 54,000 | 0 | 0 | 0 | 0 | 54,000 | |
| TOTAL | 0 | 0 | 58,770 | 0 | 0 | 0 | 0 | 58,770 | |
| *181 SE STARK ST AND 139TH AVE-FULLY ACTUATED/5 PHASE SIGNAL-HES*****522*675**726**40.0***** | | | | | | | | | |
| PE | 0 | 0 | 4,500 | 0 | 0 | 0 | 0 | 4,500 | |
| CONST | 0 | 0 | 51,750 | 0 | 0 | 0 | 0 | 51,750 | |
| TOTAL | 0 | 0 | 56,250 | 0 | 0 | 0 | 0 | 56,250 | |
| *182 HARMONY ROAD-RUBBERIZED SPRR CROSSING-RRP*****553*669**703***0.0***** | | | | | | | | | |
| CONST | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 14,400 | |
| TOTAL | 0 | 0 | 14,400 | 0 | 0 | 0 | 0 | 14,400 | |
| *183 SCHOLLS FERRY ROAD/HALL BOULEVARD INTERSECTION*****829*595**143***0.0***** | | | | | | | | | |
| CONST | 0 | 290,000 | 0 | 0 | 0 | 0 | 0 | 290,000 | |
| TOTAL | 0 | 290,000 | 0 | 0 | 0 | 0 | 0 | 290,000 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | POST 1990 | AUTHORIZED | PLNG# |
|-------------------------------------|-----------|-----------|-----------|---------|-----------|---------|-----------|------------|-------|
| TITLE II SAFETY PROGRAM (CONTINUED) | | | | | | | | | |
| TOTAL TITLE II SAFETY PROGRAM | | | | | | | | | |
| PE | 188,199 | 44,300 | 56,610 | 0 | 0 | 0 | 0 | 289,109 | |
| R/W | 45,000 | 128,250 | 10,800 | 0 | 0 | 0 | 0 | 184,050 | |
| CONST | 875,872 | 1,216,107 | 2,503,573 | 603,000 | 2,003,400 | 198,000 | 0 | 7,399,952 | |
| TOTAL | 1,109,071 | 1,388,657 | 2,570,983 | 603,000 | 2,003,400 | 198,000 | 0 | 7,873,111 | |

OBLIGATION AUTHORITY: 2,497,728

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | POST 1990 | AUTHORIZED | PLNG# |
|---|-----------|---------|---------|---------|---------|------|-----------|------------|-------|
| BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS | | | | | | | | | |
| #184 BEAVERTON/TUALATIN BIKEWAY-SW McDONALD ST TO SW DURHAM RD-ST*****384#632#141#46.0#*****02865# FAJY091 10169 | | | | | | | | | |
| CONST | 0 | 0 | 240,000 | 0 | 0 | 0 | 0 | 240,000 | |
| TOTAL | 0 | 0 | 240,000 | 0 | 0 | 0 | 0 | 240,000 | |
| #185 BEAVERTON/TUALATIN BIKEWAY-SAGGERT ST TO TUALATIN/SHERWOOD RD-ST*****384#643#171#49.4#*****03853# FAJY091 86032 | | | | | | | | | |
| CONST | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 30,000 | |
| TOTAL | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 30,000 | |
| #186 RIVER ROAD BIKEWAY-GLEN ECHO AVE TO GLADSTONE CL-ST*****384#644#0#0.0#*****03852# FAJY671 86033 | | | | | | | | | |
| CONST | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 | |
| TOTAL | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 | |
| #187 BEAVERTON/TUALATIN BIKEWAY-OLESON/GREENBURG RD TO LOCUST ST-ST*****384#645#141#3.3#*****03854# FAJY091 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 60,000 | |
| TOTAL | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 60,000 | |
| #188 BEAVERTON/TUALATIN BIKEWAY-DURHAM RD TO LOWER BOONES FERRY RD-ST*****384#648#141#7.7#*****03854# FAJY091 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 170,000 | 0 | 0 | 0 | 170,000 | |
| TOTAL | 0 | 0 | 0 | 170,000 | 0 | 0 | 0 | 170,000 | |
| #189 CEDAR HILLS BLVD BIKEWAY-HUNTINGTON AVE TO PARKWAY-ST*****384#649#0#0.0#*****03855# FAJY097 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 130,000 | 0 | 0 | 0 | 130,000 | |
| TOTAL | 0 | 0 | 0 | 130,000 | 0 | 0 | 0 | 130,000 | |
| #190 BEAVERTON/TUALATIN BIKEWAY-HALL BLVD TO UPPER BOONES FERRY RD-ST*****384#650#141#7.1#*****03900# FAJY091 00000 | | | | | | | | | |
| CONST | 0 | 0 | 0 | 0 | 250,000 | 0 | 0 | 250,000 | |
| TOTAL | 0 | 0 | 0 | 0 | 250,000 | 0 | 0 | 250,000 | |
| #191 BH HWY-CAPITOL HWY TO TERWILLIGER BLVD BIKEWAY-BIKE*****388#153#40#0.0#*****03609# FAJY228 10162 | | | | | | | | | |
| PE | 0 | 11,000 | 0 | 0 | 0 | 0 | 0 | 11,000 | |
| CONST | 0 | 194,000 | 0 | 0 | 0 | 0 | 0 | 194,000 | |
| TOTAL | 0 | 205,000 | 0 | 0 | 0 | 0 | 0 | 205,000 | |

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | POST 1990 | AUTHORIZED | PLHCH |
|--|-----------|---------|------|------|------|------|-----------|------------|-------|
| BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS (CONTINUED) | | | | | | | | | |
| #192 BVTM HILLSDALE HWY-SCHOLLS FY RD TO 65TH BIKEWAY-BIKE | | | | | 406 | 154 | 40 | 0 | 0 |
| PE | 11,000 | 6,000 | 0 | 0 | 0 | 0 | 0 | 17,000 | |
| R/W | 0 | 66,000 | 0 | 0 | 0 | 0 | 0 | 66,000 | |
| CONST | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | |
| TOTAL | 11,000 | 122,000 | 0 | 0 | 0 | 0 | 0 | 133,000 | |

TOTAL BICYCLE TRANSPORTATION AND PEDESTRIAN WALKWAYS

| | | | | | | | | |
|-------|--------|---------|---------|---------|---------|---|---|-----------|
| PE | 11,000 | 17,000 | 0 | 0 | 0 | 0 | 0 | 28,000 |
| R/W | 0 | 66,000 | 0 | 0 | 0 | 0 | 0 | 66,000 |
| CONST | 0 | 244,000 | 290,000 | 360,000 | 250,000 | 0 | 0 | 1,144,000 |
| TOTAL | 11,000 | 327,000 | 290,000 | 360,000 | 250,000 | 0 | 0 | 1,238,000 |

OBLIGATION AUTHORITY: 338,000

TOTAL FEDERAL AID INTERSTATE AND OTHER

| | | | | | | | | |
|-------|------------|------------|------------|------------|------------|------------|------------|-------------|
| PE | 8,149,679 | 1,832,979 | 4,157,269 | 140,000 | 0 | 0 | 33,724 | 14,318,651 |
| R/W | 17,942,972 | 3,749,959 | 10,800 | 447,600 | 3,090,000 | 0 | 0 | 25,241,331 |
| CONST | 11,452,176 | 28,895,438 | 28,335,773 | 38,237,920 | 77,448,840 | 63,425,040 | 59,939,421 | 307,734,608 |
| RESRV | 0 | 0 | 0 | 100,000 | 100,000 | 1,884,051 | 6,059,000 | 8,142,051 |
| TOTAL | 37,544,827 | 34,478,376 | 32,503,842 | 38,925,520 | 80,638,840 | 65,309,091 | 66,036,145 | 355,446,641 |

OBLIGATION AUTHORITY: 72,023,203

METROPOLITAN SERVICE DISTRICT
TRANSPORTATION IMPROVEMENT PROGRAM
QUARTERLY REPORT FOR QUARTER ENDING: 30-SEP-86

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| | OBLIGATED | 1986 | 1987 | 1988 | 1989 | 1990 | FY01 1990 | AUTHORIZED | PLNCH |
|-------|------------|------------|------------|------------|------------|------------|------------|-------------|-------|
| PE | 8,149,679 | 1,832,979 | 4,157,269 | 140,000 | 0 | 0 | 38,724 | 14,318,651 | |
| R/W | 17,942,972 | 3,749,959 | 10,800 | 447,600 | 3,090,000 | 0 | 0 | 25,241,331 | |
| CONST | 11,452,176 | 28,895,438 | 28,335,773 | 38,237,920 | 77,448,840 | 63,425,040 | 59,939,421 | 307,734,608 | |
| RESRV | 0 | 0 | 0 | 100,000 | 100,000 | 1,884,051 | 6,039,000 | 8,142,051 | |
| TOTAL | 37,544,827 | 34,478,376 | 32,503,842 | 38,925,520 | 80,638,840 | 65,309,091 | 66,035,145 | 355,436,641 | |

OBLIGATION AUTHORITY: 72,023,203

ATTACHMENT "B"
(continued)

| Project | Current | Adjustment | Revised |
|---|------------|-------------|------------|
| Highway 217/Kruse Way Omitted from TIP | \$ 0 | \$ 553,320 | \$ 553,320 |
| Capitol Highway/Barbur Boulevard Interchange | 2,806,000 | -2,391,010 | 414,990 |
| I-205 at Sunnybrook Extension | 5,520,000 | -5,427,780 | 92,220 |
| I-205 Bus Lanes New Project | 0 | 1,134,000 | 1,134,000 |
| 99W at Beaverton-Tigard Highway | 3,704,800 | -3,334,570 | 370,230 |
| Graham Road Bridge Connection | 1,496,000 | -1,408,000 | 88,000 |
| Crown Point Highway/Sandy River Bridge Omitted from TIP | 0 | 128,000 | 128,000 |
| Sylvan to Canyon Road Interchange New Project | 0 | 264,000 | 264,000 |
| Union/Grand Viaduct Structure New Project | 0 | 200,000 | 200,000 |
| Sunset/Helvetia Interchange (Phase 2) Separates Phase 1 Actual Costs from Phase 2 Development | 7,192,477 | -7,104,327 | 88,150 |
| US 30B - N.E. Columbia to N.E. Lombard. Construction deleted. Development now uses FAIX funding. | 2,200,000 | -2,200,000 | 0 |
| Sunset/Jackson Road Overpass | 2,344,307 | -2,196,480 | 147,827 |
| Sunset/N.W. 185th Interchange | 4,396,306 | -4,250,000 | 146,306 |
| Highway 212 - Rock Creek to MP 0.95 | 619,317 | -564,960 | 54,357 |
| Hillsboro to Beaverton Consolidates development of three projects within the above limits - Baseline/Jenkins, Farmington Road, and T.V. Highway | 15,000,000 | -15,000,000 | 264,000 |

ATTACHMENT "B"

ADMINISTRATIVE ADJUSTMENTS (Information Only)

| Project | Current | Adjustment | Revised |
|--|------------|------------|------------|
| <u>General:</u> | | | |
| Glenn Jackson Bridge Water Main/Call System Revised Estimate | \$ 395,600 | \$ 64,400 | \$ 460,000 |
| I-84 - N.E. 134th to 181st | 15,548,000 | -3,220,000 | 12,328,000 |
| N.E. 181st to Sundial | 40,749,489 | -3,864,000 | 36,885,489 |
| Revised Estimates | | | |
| I-5 - Upper Boones Ferry to I-205 | 4,876,000 | -1,748,000 | 3,128,000 |
| Revised Estimates | | | |
| Mt. Hood Highway at Palmquist/Orient Roads | 508,858 | 160,000 | 668,858 |
| Revised Estimate | | | |
| Swift Highway/UP Railroad Bridge | 0 | 1,146,000 | 1,146,000 |
| New HBR Project | | | |
| Brookwood Avenue Bridge over Rockcreek | 411,680 | 84,000 | 495,680 |
| Revised Estimate | | | |
| Clackamas Park Bridge | 1,677,436 | -214,480 | 1,462,956 |
| Revised Estimate | | | |
| N.E. Portland Highway - Lombard/Burgard | 689,976 | 296,984 | 986,960 |
| Revised Estimate | | | |
| Terwilliger Overcrossing (A8392) | 0 | 4,000,000 | 4,000,000 |
| Reinstated HBR Project | | | |

Development Projects:

These projects in the TIP originally used the construction cost estimate in the Six-Year Program. Since construction funding has not been approved, the adjustments are necessary to restrict TIP amounts to development costs only.

| | | | |
|---------------------------------|------------|-------------|---------|
| I-5 Greeley Ramp to N. Banfield | 56,306,639 | -55,795,647 | 510,992 |
|---------------------------------|------------|-------------|---------|

ATTACHMENT "B"
(continued)

| Project | Current | Adjustment | Revised |
|---|--------------|---------------|------------|
| <u>State Modernization Projects:</u> | | | |
| These projects in the TIP originally used total estimated costs and did not differentiate FY 1986 (and later) State Modernization funds. The adjustments revise and limit the project in the TIP to State Modernization funds only. | | | |
| State Street Corridor | \$ 1,850,000 | \$ -1,150,000 | \$ 700,000 |
| N.E. 181st Avenue Extension | 15,000,000 | -11,430,000 | 3,570,000 |
| Scholls Highway - Murray to Fanno Creek | 3,115,000 | -1,555,000 | 1,560,000 |
| Swift Highway/N. Marine Drive Railroad Crossing | 6,405,000 | -965,000 | 5,440,000 |
| Shute Road - Sunset to Evergreen | 1,750,000 | -750,000 | 1,000,000 |
| Sunset/Cornelius Pass Interchange | 5,529,241 | 385,000 | 5,914,241 |
| N.E. Portland Highway - N.E. 82nd to I-205 | 1,568,000 | -238,000 | 1,330,000 |

AC/srs
6601C/485-2
11/24/86

BEFORE THE COUNCIL OF THE
METROPOLITAN SERVICE DISTRICT

| | | |
|------------------------------------|---|---------------------------|
| FOR THE PURPOSE OF AMENDING THE |) | RESOLUTION NO. 86-712 |
| TRANSPORTATION IMPROVEMENT PROGRAM |) | |
| TO REFLECT THE ADOPTED SIX-YEAR |) | Introduced by the Joint |
| HIGHWAY IMPROVEMENT PROGRAM |) | Policy Advisory Committee |
| |) | on Transportation |

WHEREAS, The Transportation Improvement Program (TIP) and its FY 1987 Annual Element was adopted by Resolution No. 86-686; and

WHEREAS, Preparation of the TIP at the time incorporated a proposed version of the Six-Year Highway Improvement Program; and

WHEREAS, The final version of the Six-Year Highway Improvement Program now requires that the TIP be aligned accordingly; now, therefore,

BE IT RESOLVED,

1. That the Council of the Metropolitan Service District endorses the Transportation Improvement Program of projects appearing in Attachment "A" to the Staff Report and reflecting the Six-Year Highway Improvement Program.

2. That the Council of the Metropolitan Service District approves the adjustments appearing in Exhibit "A" required in accordance with Resolution No. 85-592 (TIP Project Management Guidelines).

3. That the Council of the Metropolitan Service District finds these actions in accordance with the Regional Transportation Plan and gives Affirmative Intergovernmental Review approval.

ADOPTED by the Council of the Metropolitan Service District this _____ day of _____, 1986.

Richard Waker, Presiding Officer

EXHIBIT "A"

ADJUSTMENTS BY RESOLUTION

| Project | Current | Adjustment | Revised |
|---|--------------|--------------|--------------|
| <u>General:</u> | | | |
| I-84/181st Interchange Revised Estimate | \$14,532,292 | \$14,444,000 | \$28,976,292 |
| I-5/I-205 Interchange New Project | 0 | 1,196,000 | 1,196,000 |
| T.V. Highway Right-Turn Lanes (3 Intersections) Revised Estimate | 10,000 | 50,000 | 60,000 |
| Oswego Highway - Left-Turn Lanes (2) Added Project at Walling Way | 80,000 | 42,000 | 122,000 |
| Beaverton/Tualatin at 99W Revised Estimate | 153,596 | 88,000 | 241,596 |
| Sunset/Murray Interchange Revised Estimate | 2,262,433 | 2,142,880 | 4,405,313 |
| Sunset Highway Climbing Lane Revised Estimate | 5,077,805 | 2,850,120 | 7,927,925 |
| <u>State Modernization:</u> | | | |
| Sunset/Cornell Road Interchange Revised Estimate | 6,908,640 | 5,500,000 | 12,408,640 |
| <u>Reconnaissance:</u> | | | |
| Clackamas Highway 224 - 99E to I-205 Omitted from TIP | 0 | 200,000 | 200,000 |
| Highways 224/212 - I-205 to U.S. 26 Omitted from TIP | 0 | 100,000 | 100,000 |
| AC/srs 6601C/485-2 11/24/86 | | | |



METRO

2000 S.W. First Avenue
Portland, OR 97201-5398
503/221-1646

Memorandum

Date: December 1, 1986

To: JPACT

From: *[Signature]* Andrew C. Cotugno, Transportation Director

Regarding: Allocation of Interstate Transfer Regional Reserve

At the November 26 TPAC meeting, the status of the Interstate Transfer Regional Reserve was reviewed to determine the extent to which it should continue to be held as a reserve for the Banfield Transitway and I-505 Alternatives projects. It was concluded that some additional funding will be needed for the two projects (\$263,513 for the Banfield and \$1,083,737 for I-505) and that some portion of the reserve should continue to be held for future cost increases and claims in the event the funds are needed. It was recognized, however, that some portion of the reserve likely could be released to other projects. As such, TPAC approved the following action:

A process should be initiated through the TIP Subcommittee to develop a recommended allocation of the Regional Reserve by April taking into consideration the following:

1. The extent to which funding should be released to the Banfield Transitway and I-505 projects to cover known costs.
2. The extent to which funds should continue to be reserved for the Banfield Transitway and I-505 Alternatives projects for future cost uncertainties.
3. An allocation of funds to other highway projects currently identified in the Interstate Transfer Program.
4. An allocation of funds to transit capital purposes (including consideration of additional LRT vehicles); consideration of allocation toward transit capital purposes will take into consideration the five-year capital needs of Tri-Met, the adequacy of Section 9 funds to cover these needs, the possible use of Section 3 funds remaining in the Banfield Full-Funding Agreement and the proposed allocation of the remainder of the Section 3 Letter of Intent ("Trade") funds.

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The Committee also reviewed a requirement now being imposed by UMTA on the Banfield Transitway project. As a condition of approval of the FY 86 Section 3 grant to the project, which includes a \$1 million vintage trolley element in the grant, UMTA is requiring the following:

In the event final project costs exceed the budget commitment provided for in the Full-Funding Agreement, the first \$1 million of increased costs will be Tri-Met's financial responsibility.

The expected cost to complete the project is below the budget provided in the Full-Funding Agreement, including completion of the vintage trolley element of the project. However, there is a slight possibility that claims filed against the project could exceed this level. As such, Tri-Met has requested assurance that, in the event this should happen, the costs will be covered through the Regional Reserve. Since the priority for use of the Regional Reserve is to fund final costs on the Banfield and I-505 Alternatives projects, TPAC concurred that this cost requirement, imposed by UMTA, would be eligible to be funded from the Regional Reserve.

ACC:lmk

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