

Candidate 2016-18 MTIP Green Economy & Freight Projects

	Project Name (TSP/RTP#)	Description	*Cost	12/13/12 PFC subcommittee recommendations and comments
1	N. Lombard/Rivergate Blvd Intersection Improvements TSP #30036 RTP #10214	Reconstruct the N. Lombard/Rivergate intersection to accommodate turning movements for high volume of heavy trucks. Reconfigure the existing curve to accommodate double and triple tractor-trailers and replace the existing sidewalk on the inside of the curve away from turning vehicles.	Cost estimate TBD but likely in the \$1-2 million range.	Recommended as a candidate 2016-18 MTIP project for construction. PBOT staff to prepare engineering concept drawings and construction cost estimate. The Lombard/Rivergate intersection improvements can be included with the recently completed N. Lombard multi-modal improvement project from T-6 to Rivergate Blvd (TSP #30036, RTP #10214).
2	NW St. Helens Road (US 30) Intersection/Access Improvements TSP #60018 RTP #11117	This project is the result of the at-grade railroad crossing closure of NW Balboa Ave and Hwy 30 in 2007. A "Feasibility Analysis for Alternative Accesses to the BNSF - NW Balboa Av Railroad Crossing" report prepared for PBOT evaluated four alternative access options from US 30 between NW Balboa and NW Front Av.	\$8 to \$16.5 million	Not recommended as a candidate 2016-18 MTIP project. Address access issues with NINA and ODOT Rail in 2013 to identify potential solutions and funding options.
3	Alderwood/Cully/Columbia Blvd Intersection Improvements TSP #40032 RTP #10336	The project will reconstruct the Columbia Boulevard /Alderwood Road and the Columbia Boulevard/Cully Boulevard intersections to provide signalization, left turn pockets, enhanced turning radii to improve circulation for vehicular traffic, including trucks serving expanding air cargo facilities associated with PDX.	Estimated Project Cost: \$12,091,083 May be implemented in three phases: 1)Project Development 2)Preliminary Engineering 3)Construction	Recommended as a candidate 2016-18 MTIP project for project development and preliminary engineering (PD and PE phases estimated at \$1 million each). The Port submitted a 2015-18 STIP Enhance application in November 2012 for the full project construction cost of \$12 million. The 150 percent project recommendations are scheduled for March 15 th , 2013.
4	St. Johns Truck Strategy Phase II: N. Lombard St. Improvements (St Louis to Bruce Ave) TSP #30070 RTP #10229	This project will include the following freight improvements: 1) remove on-street parking on one side of Lombard and widening travel lane widths to 12-feet (south of St Johns, 2) reconfigure traffic lane widths by striping bike lanes and on-street parking (north of Reno) to provide a more organized and predictable street geometry, 3) Redesign the Lombard/St Johns intersection currently a 5-legged intersection) by realigning two off-set cross streets at 90 degree angles and widening the travel lanes to 15 feet along the reverse curve to improve traffic flow and site distance, and 4) install an improved pedestrian signal at the Lombard/Reno intersection to provide advanced detection of truck traffic.	\$433,554	Recommended as a potential candidate 2016-18 MTIP project if funding is available after other priority freight projects are funded. PBOT submitted a 2015-18 STIP Enhance application in November 2012 for the full construction cost of the SJTS (\$3.2 million). The 150 percent project recommendations are scheduled for March 15 th , 2013.

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5	<p>Rivergate Railroad Blockage/ITS Solutions</p> <p>Not currently identified as a TSP/RTP project</p>	<p>Improve freight movement and traffic flow in South Rivergate by reducing delay caused by rail blockage of N. Rivergate Blvd. Evaluating the feasibility of implementing potential solutions including: 1) constructing cul-de-sacs for turn-around truck movements on N. Rivergate Blvd, 2) rail grade separation, and 3) ITS rail operation improvements and notification systems.</p>	<p>Cul-de-sac: \$200-\$400K Grade separation: \$9.5-\$12M ITS: \$50-\$500K</p>	<p>ITS portion recommended as a potential candidate 2016-18 MTIP project if funding is available after other priority freight projects are funded. Need further clarification from the Port of what the ITS portion of this project would entail.</p> <p>Recommended that South Rivergate truck/rail freight access and circulation be further evaluated on a sub-area basis to identify potential solutions and funding options.</p>
6	<p>NE Cornfoot Road Improvements (47th to Alderwood)</p> <p>TSP #40036 RTP #10340</p>	<p>Widen the existing 2-3 lane NE Cornfoot Road from NE 47th Ave to NE Airtrans Way to include lighting and landscaping, left turn lanes, and bike lanes. Signalize the intersection of Cornfoot at Airtrans Way and reconfigure traffic flow. Stripe bike lanes along Cornfoot from Airtrans Way to Alderwood. Add guardrail to improve safety.</p>	<p>\$2.8M (in 2007 dollars)</p>	<p>Recommended as a potential candidate 2016-18 MTIP project if funding is available after other priority freight projects are funded.</p> <p>Project scope needs to be refined through project development to identify needs - i.e., widening roadway, guardrails, bike/ped facilities, connecting Cornfoot to NE 33rd to provide access to industrial land.</p>
7	<p>City-Wide Truck Signage and Wayfinding</p>	<p>Upgrade existing regulatory and directional signage to meet current design standards and warrants and identify new signage needs to serve Portland industrial districts.</p>	<p>TBD</p>	<p>Not recommended as a candidate 2016-18 MTIP project. Signage upgrades will be implemented through PBOT's existing traffic operations and maintenance program in 2013.</p>

*The anticipated total amount of project funding available for green economy/freight projects is **\$4.1 million** (\$3.722 million City allocation plus \$0.38 million (10.27%) required local match).