# RESOLUTION NO. 1812

## A RESOLUTION APPROVING A THREE-LANE RIGHT OF WAY SECTION AND ALIGNMENT FOR WILSONVILLE ROAD PHASE III AND AUTHORIZING THE CITY ENGINEER TO PROCEED WITH FINAL DESIGN.

WHEREAS, the alignment and right of way of Wilsonville Road Phase III from Arrowhead Creek on the west to the railroad tracks on the east has been the subject of years of technical analysis and public debate concerning among other things traffic capacity, safety, congestion and environmental impacts, and

WHEREAS, the City Council Goals for Fiscal Year 2002-03 have placed a high priority on resolving the issues related to Wilsonville Road Phase III and proceeding with construction post haste; and

WHEREAS, the consulting engineers, Mackay and Sposito, developed five alternative alignments that were presented to the public at an open house on November 12, 2002; a summary of the questions and answers from that meeting are included as part of the public record for this hearing; and

WHEREAS, meetings with the affected property owners to discuss the impacts of the various alternatives were held on November 7, 2002 and on January 23, 2003; and

WHEREAS, the adopted 1991 Transportation Master Plan includes both three- and five-lane alternatives for the Wilsonville Road Phase III; and

WHEREAS, based on the modeling data the draft 2003 Transportation Systems Plan has been revised to include the extension of Barber west to 110th; and

WHEREAS, the construction of the Barber extension together with the Boeckman extension, (which is currently in the design phase with construction scheduled for 2004), will provide alternative routes for east-west traffic which will further relieve traffic on Wilsonville Road; and

WHEREAS, based on the most recent traffic modeling data, which takes into account the Barber and Boeckman extensions, the draft 2003 Transportation Systems Plan calls for a three-lane section for Wilsonville Road Phase III; and

WHEREAS, a segment of Wilsonville Road from the railroad tracks toward Kinsman Road included a five-lane design previously designated as Wilsonville Road Phase II which was not completed, and to make the appropriate transition and complete Phase II, Phase III shall include a five-lane segment from the railroad tracks up to and including the intersection with Kinsman Road; and

WHEREAS, the Brown Road/Wilsonville Road intersection improvements can be constructed in the summer of 2003, thus relieving the bottleneck that based on public input is of greatest concern to the traveling public; and

WHEREAS, the west bound three-lane section includes both left and right turn lanes at Brown Road thus allowing through traffic on Wilsonville Road to travel more freely and the design presents minimal impact to the mature stand of evergreen trees present at the north east quadrant of the intersection; and

WHEREAS, the three-lane section without a median, also has the least impact on the adjacent property owners, and is the alternative they support; and

WHEREAS, a three-lane section is the most cost effective alternative for the present and for the reasonably foreseeable future; and

WHEREAS, due to environmental regulations and conflicts with heavy truck traffic at the Industrial Way intersection with Wilsonville Road and the need to widen the adjacent bridge over Seely Ditch, the reconstruction of that portion of Wilsonville Road Phase III impacting Seely Ditch is the most problematic; therefore, it is proposed that the construction of this portion of the project be delayed until the summer of 2004 to provide sufficient time to obtain all necessary federal and state environmental permits; and

WHEREAS, Wilsonville Road Phase III will complete the reconstruction of all of Wilsonville Road with bike lanes, sidewalks, underground utilities, streetlights, street trees, and where appropriate, median strips; and

WHEREAS, the City Council has conducted a duly noticed public hearing on January 27, 2003 and has received testimony and exhibits.

WHEREAS, in order to provide time to review a written transcript of the public testimony received at the City Council meeting of January 27, 2003, the Council voted to continue consideration of Resolution No. 1812 until the regularly scheduled City Council meeting of February 3, 2003; and

Whereas, based upon consideration of the testimony received during the January 27, 2003 public hearing the staff recommendation has been revised to include: (1) A bus turnout east and westbound at Montebello; (2) A dedicated southbound right turn lane on Brown Road to the intersection with Wilsonville Road is dependent upon further engineering analysis and right of way acquisition.

NOW, THEREFORE, THE CITY OF WILSONVILLE RESOLVES AS FOLLOWS:

Section 1.    The City Council hereby authorizes the design and construction of Wilsonville Road Phase III as described in the recitals above and as set forth in the preliminary engineering drawings, and attached hereto as revised Exhibit A, entitled "Modified Alternative 1D".
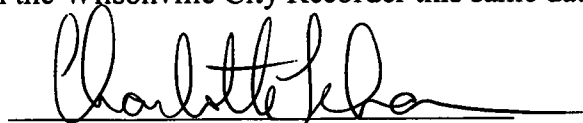
Section 2.    The City Engineer is instructed to proceed with final design in anticipation of beginning construction in the summer of 2003 with that portion of Wilsonville Road Phase III impacting the Seely Ditch and its bridge being delayed until the summer of 2004.

Section 3.    The City Council shall review the design details, including street lighting and landscaping plans before the project goes out to bid.

Section 4.    The City Engineer is further instructed to return to Council with a construction management plan that will cause the least inconvenience to the traveling public and the Wood Middle and Boones Ferry Primary schools.

Section 5.    This resolution is effective upon adoption.

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 3rd day of February, 2003, and filed with the Wilsonville City Recorder this same date.

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CHARLOTTE LEHAN, MAYOR

ATTEST:

*Sandra C. King*

Sandra C. King, CMC, City Recorder
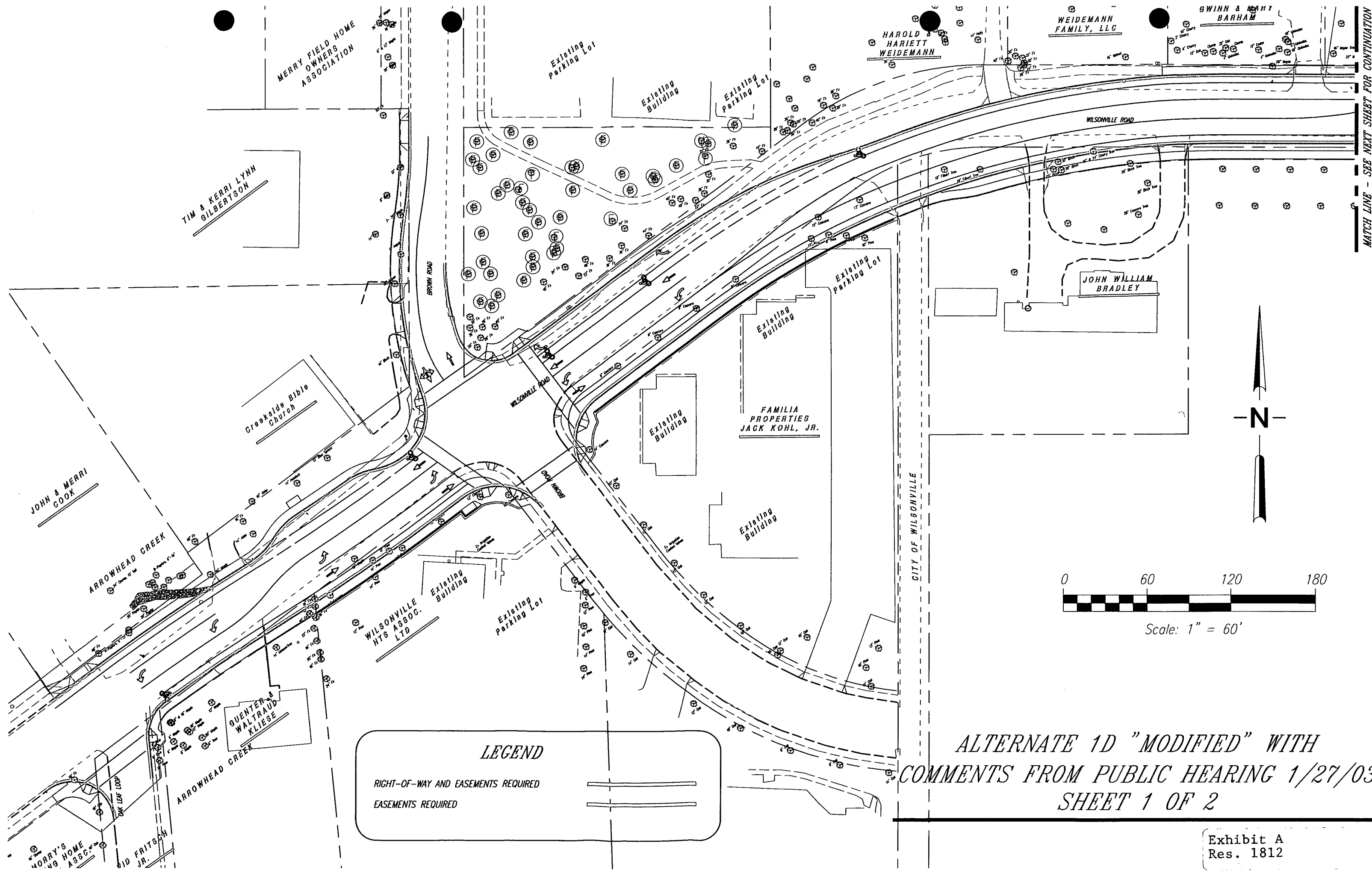
SUMMARY OF VOTES:

Mayor Lehan            Yes

Councilor Helser       Yes

Councilor Holt          Excused

Councilor Kirk          Yes

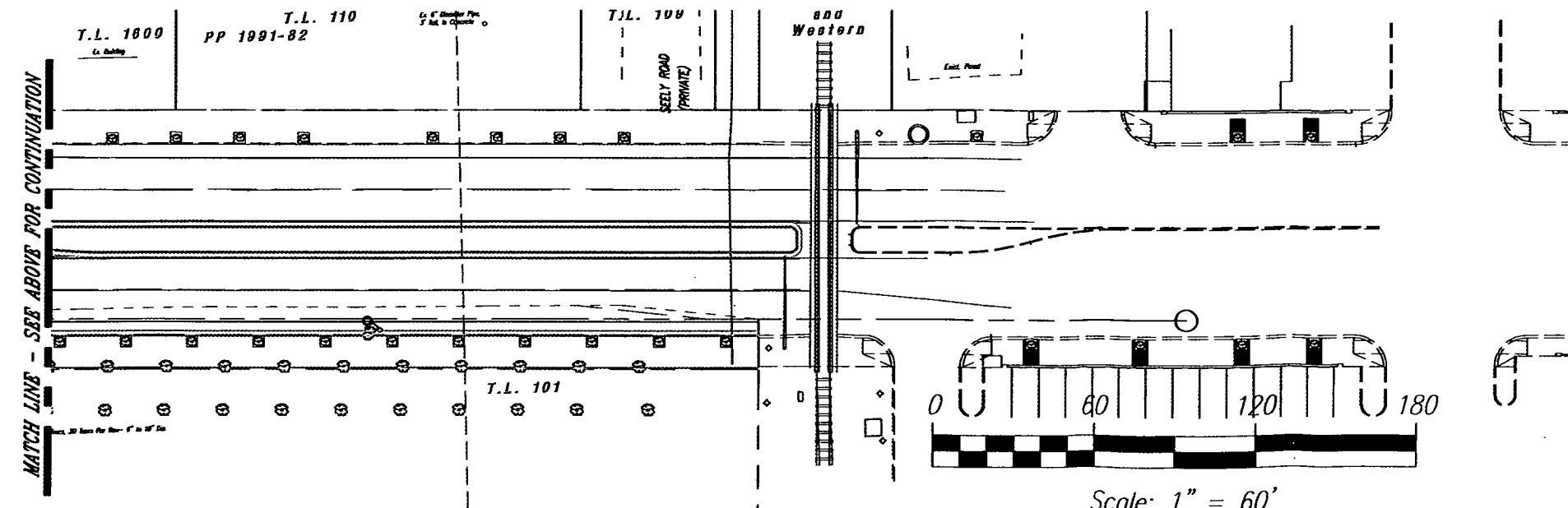Councilor Scott-Tabb  Yes

MERRY FIELD HOME OWNERS ASSOCIATION

TIM & KERRI LYNN GILBERTSON

Creekside Bible Church

JOHN & MERRI COOK

ARROWHEAD CREEK

MORRY'S ...NG HOME ASSOC...

...D FRITSCH JR.

GUENTER & WALTRAUD KLIEGE

ARROWHEAD CREEK

OAK LEAF LOOP

WILSONVILLE HTS ASSOC. LTD

Existing Building

Existing Parking Lot

BROWN ROAD

WILSONVILLE ROAD

BROWN ROAD

Existing Parking Lot

Existing Building

Existing Parking Lot

Existing Building

FAMILIA PROPERTIES JACK KOHL, JR.

Existing Building

Existing Parking Lot

WILSONVILLE ROAD

HAROLD & HARIETT WEIDEMANN

WEIDEMANN FAMILY, LLC

GWINN & M...HT BARHAM

JOHN WILLIAM BRADLEY

CITY OF WILSONVILLE

-N-

| 0 | 60 | 120 | 180 |

Scale: 1" = 60'

MATCH LINE - SEE NEXT SHEET FOR CONTINUATION

ALTERNATE 1D "MODIFIED" WITH
COMMENTS FROM PUBLIC HEARING 1/27/03
SHEET 1 OF 2

LEGEND

RIGHT-OF-WAY AND EASEMENTS REQUIRED

EASEMENTS REQUIRED

Exhibit A
Res. 1812

WILSONVILLE
PARK VILLAGE

GERTRUDE
VERMANDE

CITY OF
WILSONVILLE

APARTMENT
BUILDINGS

WILSONVILLE ROAD

WILSONVILLE ROAD

MONTEBELLO DRIVE

MATCH LINE – SEE PREVIOUS SHEET FOR CONTINUATION

MATCH LINE – SEE BELOW FOR CONTINUATION

JOE BERNERT TOWING
COMPANY, INC.

JOE BERNERT TOWING
COMPANY, INC.

NW MONTESSORI
SCHOOL

JEAN DAIKER
TRUSTEE

TOM BERNERT

DAVID

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BA DEVELOPMENT

T.L. 302
Progress

T.L. 1600

T.L. 301
CHEVRON STATION

KINSMAN ROAD

WILSONVILLE ROAD

WILSONVILLE ROAD

MATCH LINE – SEE ABOVE FOR CONTINUATION

MATCH LINE – SEE BELOW FOR CONTINUATION

SW INDUSTRIAL WAY
(PRIVATE)

JOE BERNERT TOWING
COMPANY, INC.

YOUNG

JERRY REEVES

T.L. 101
JERRY REEVES

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T.L. 1600
PP 1991-82

T.L. 110

T.L. 109

SEELY ROAD
(PRIVATE)

Western

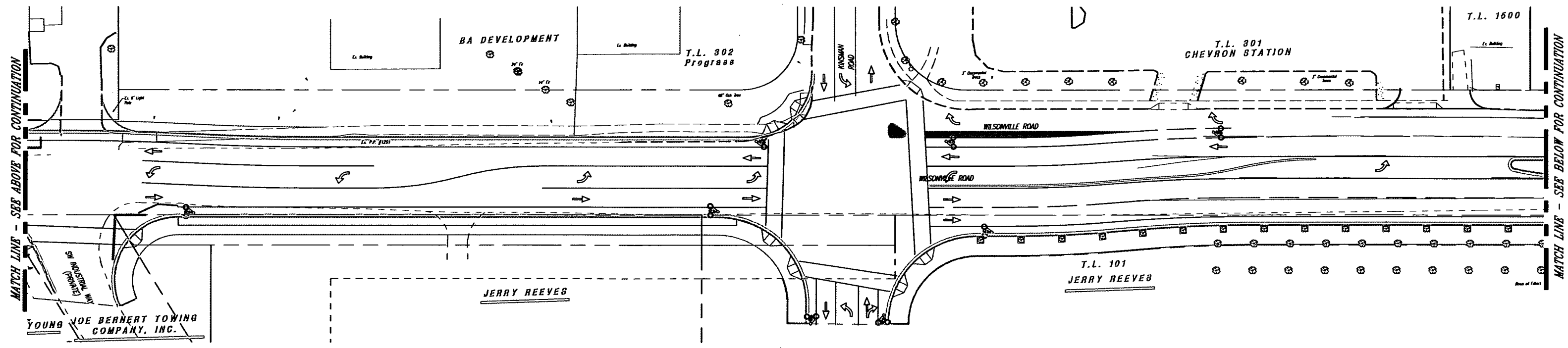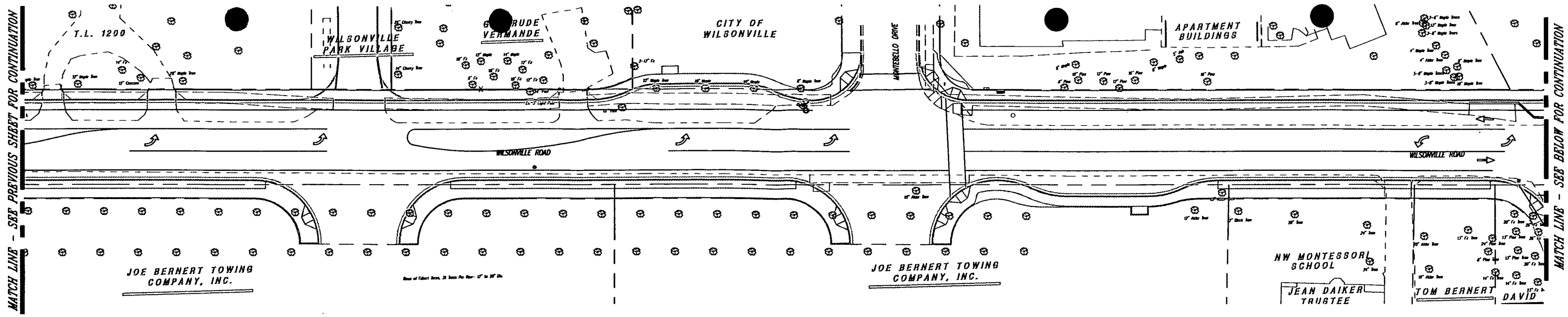MATCH LINE – SEE ABOVE FOR CONTINUATION

T.L. 101

## LEGEND

| RIGHT-OF-WAY AND EASEMENTS REQUIRED | |
| EASEMENTS REQUIRED | |

–N–

*ALTERNATE 1D "MODIFIED" WITH
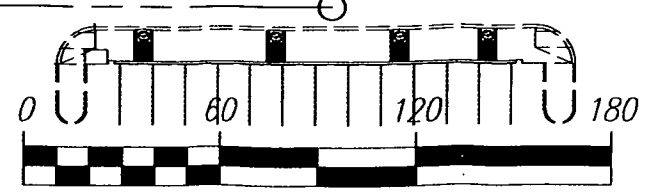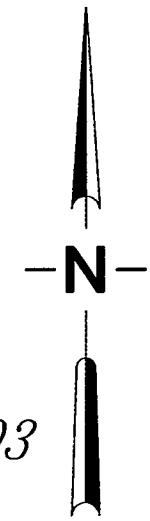COMMENTS FROM PUBLIC HEARING 1/27/03
SHEET 2 OF 2*

Exhibit A
Res. 1812

Scale: 1" = 60'

0    60    120    180