

**Region 1  
2008-2011 Construction STIP  
Modernization Project Identification and Summary Report**

**Contact Person:** Tim Wilson  
**Phone Number:** 503-731-8534  
**Project Name:** US 30 US30 @ Havlik Drive  
**Key Number:** 13976  
**Project Location:** Havlik Road Intersection at the Lower Columbia River Highway  
(US 30) MP 19.8

**Total Estimated Project Cost:** \$1,052,000  
**Planning:** \$292,000  
**PE:** \$60,000  
**Construction:** \$700,000

**Project Description:** Much of the residential growth in the City of Scappoose is occurring in the southeastern part of town. There is only one convenient access route (High School Way) to US 30 from southeast Scappoose. There are approximately 440 households (4,400ADTs) that use High School Way to access US 30. Scappoose High School is located on this street causing significant traffic safety concerns. Of particular concern are the pedestrian crossing and the potential pedestrian/car interaction arising from the close proximity of the sports fields and high school. This project would construct another access street to US30 at Havlik Road in the southeast part of town, reducing the traffic on High School Way at the High School. The project would improve the access and provide a four-way traffic signal. The access improvements would be incorporated into the city's rail crossing and new local city street.

**Project Eligibility:** A local street extension at Havlik Road was included in the Scappoose TSP in 1997. This extension would improve the local street system in the southern portion of the city. This improvement addresses the OHP Policy 1G by connecting the local transportation system to improve the traffic circulation, providing bike lanes and sidewalk connections.

In 2002 the city, ODOT Rail, Region 1, and Portland & Western Railroad conducted a Rail Corridor Study to determine which rail crossing in the city would be closed to accommodate a new public railroad crossing at Havlik Road.

**Project Prioritization:** The Havlik Road extension project is one of the NW ACT STIP Modernization priority project's for the 2006-09 STIP. In 2002 the NW ACT also recommended it as one of the projects to be included in the 2004-07 STIP.

The city hired HDR to work on the design of the project. The city has spent about \$100,000 on designing the project in Fiscal Year 2004 and has allocated city funds of \$140,000 for Fiscal Year 2005 to complete the PE and design of the project. HDR has indicated the project cost would be about \$3.3 million. This project would be for a new city street across the railroad to US 30. It includes the railroad work to raise the track to a new elevation of the road and the railroad interconnect. The city indicated they would be ready for construction by Fiscal Year 2006 if they can secure funding for the project.

The city has submitted two federal earmarks for the project. One federal earmark is for \$200,000 for design/engineering of the project and the other is for \$3.3 million for construction of the project from the local street, across the railroad to US 30. This is the project the Rail Study PAC approved.

ODOT scoped a portion of the project, from US30 to the railroad. The cost of this project is about \$1 million. It would create a new approach access at Havlik Road to US 30 and a full four-leg signal. Currently, it is a three-legged section with a signal. The ODOT project would not include a rail interconnect, the rail crossing, and rail work or local street. This gap is roughly \$2.2 million which the city would be responsible for completing.

**Conditions of Approval:** The Havlik Road project funding will be a combination of state, federal and local monies. At present, the ODOT project is a signal and intersection upgrade and does not include a right-turn lane. The city is responsible for securing the funding for the remainder of the project.

ODOT shall initiate PE (\$225,000) in Fiscal Year 2006 to coordinate with the city's local street and railroad design.

ODOT shall obligate right-of-way (\$75,000) funds in Fiscal Year 2007 and Construction (\$700,000) funds in Fiscal Year 2008, only if the city is ready to start construction of the local street and railroad crossing in Fiscal Year 2008. If the city funding is not complete, ODOT shall obligate funding to the fiscal year when the city funds are ready for construction.