



Transportation Project Sponsors

1. Project Sponsor (must be a public agency)–REQUIRED

Organization Name: <input style="width: 90%;" type="text" value="City of Canby"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Matilda Deas, AICP"/>	Title: <input style="width: 20%;" type="text" value="Senior Planner"/>
Street Address: <input style="width: 70%;" type="text" value="111 NW 2nd Avenue"/>	Phone: <input style="width: 30%;" type="text" value="503-266-7001"/>
City, State Zip: <input style="width: 90%;" type="text" value="Canby, Oregon 97013"/>	
E-mail: <input style="width: 90%;" type="text" value="deasm@ci.canby.or.us"/>	

2. Co-Sponsor(s)

List the organization names for any Co-Sponsors of this project:

Transportation Project Information

3. Project Name–REQUIRED

Project Name:

4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$960,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$960,000	100%
Matching Funds	\$192,000	20%
Requested Funds	\$768,000	80%

5. Provide a brief summary of the project (max 800 characters)–REQUIRED:

The proposed project includes construction of pedestrian improvements on a major arterial in Canby situated between OR 99E and Lee Elementary School. More specifically, we will complete 3,750 lineal feet of new infill curb and 4,325 lineal feet of new infill sidewalk and accompanying ADA improvements. A traffic signal is proposed for the intersection of S Township and S Ivy as recommended in our recently updated Transportation System Plan.

6. Is this project a continuation of a previous Statewide Transportation Improvement Program (STIP) Project?

- Yes
 No



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If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes
 No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

Provide a paragraph explaining the problem or transportation need the project will address:

This project is located in an older developed primarily residential area of Canby. Sidewalks are sporadic and there are few ADA ramps at intersections. Lee Elementary School, the Canby Swim Center and the Canby Adult center abut this section of S. Ivy, and the lack of sidewalks create significant safety concerns for students, families with children and seniors who use the above mentioned public facilities or walk to and from downtown. The intersection if S. Ivy and S. Township is a problem intersection for both our public transportation system and for students and pedestrians. The unsignalized intersection creates an obstacle for pedestrians and hinders Canby Area Transit from providing efficient service to the south side of the community.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Canby"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text"/>	Special District: <input style="width: 90%;" type="text"/>

Project Location Detail: (include as appropriate: road and milepost range, rail line and milepost range, GPS coordinates, bus route and stops, bike path or multipurpose trail locations, sidewalk locations, or other location detail)

The intersection of OR 99E and S Ivy approximately 6,000 feet south to Lee Elementary School.

10. Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)

<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
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<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map/air photo (showing existing site) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input checked="" type="radio"/> Attached/Upload <input type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

Clearly describe the work to be funded and describe what will be built, any services that will be provided, what equipment will be purchased, or project planning or environmental document efforts that will be paid for with Requested Funds. Include whether [Practical Design](#) considerations have been applied to the proposed project. Identify if the project can be completed in phases, and whether the project or phase will provide a complete, useful product or service. (Maximum 4000 characters)

The proposed project include construction of 3,750 lineal feet of new infill curb and 4,325 lineal feet of infill sidewalk. The new curb construction will require a pervious pavement section to dispose of collected storm water, including 20" of open graded base rock with 4" of open graded HMA at a proposed width of seven feet in designated parking areas. Minor ADA improvements will be constructed at crosswalks and driveway approaches at Lee Elementary School to improve pedestrian safety at these crossings. A traffic signal will be installed at the intersection of S. Ivy and S. Township as recommended in the City's recently updated Transportation System Plan. The improvements address gaps in Lee Elementary's Safe Routes to School routes.

Design standards for all improvements will comply with ODOT/APWA Specifications and the City's Transportation System Plan. The operational life of the improvements is expected to be a minimum of 20 yrs.

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input checked="" type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input type="checkbox"/> Bike	<input checked="" type="checkbox"/> Highway/Road
<input type="checkbox"/> Other:		

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
14 wks after award	Bid Let Date
8 weeks after bid let	Construction Contract Award
20 weeks after award	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
11 months after award	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

The pedestrian improvements, including the traffic signal are documented in the City's Transportation System Plan (pages 5-5 (S4); 5-6 (C5); and 7-36 (I1)). The sidewalk improvements are also identified on Lee Elementary's Safe Route to School map.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No



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Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

S. Ivy is an existing major arterial that serves adjacent land uses as well as through traffic. It is a safe route to school route and is served by Canby Area Transit Dial a Ride daily. The proposed improvements would improve the efficiency of the existing system with the installation of a traffic light at the intersection of S. Ivy and S Township. A traffic light would enable Canby Area Transit to provide more efficient public transit to the south side of town. Currently it is extremely difficult to turn left onto S Township when headed South on S Ivy, and equally as difficult to turn South onto S Ivy from S Township. A signalized intersection will greatly improve the function of the intersection. Constructing infill sidewalks and ADA ramps will increase the safety and efficiency of the existing system and address sidewalk deficiencies identified in the Safe Route to School Map for Lee Elementary.

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

Installation of the traffic signal will enable Canby Area Transit to more efficiently serve the community south of OR99E. Signalizing the intersection will also ease congestion at the intersection of OR 99E and S. Ivy and S. Township and S. Ivy both of which are expected to experience significant delays and congestion in the future as documented in Canby's Transportation System Plan chapter 7. Clackamas County has Jurisdiction of this section of S Ivy and supports the improvements. The City of Canby intends to protect our investment by accepting the jurisdiction of S. Ivy which will also relieve the County of of the financial burden of maintaining this segment of S. Ivy.

18. Mobility

Outcome sought: provide mobility for all transportation system users and a balanced, efficient, cost-effective and integrated multimodal transportation system.

For example, will the solution:

- Improve or better integrate passenger or freight facilities and connections, including multimodal connections, to expedite travel and provide travel options?
- Improve or provide a critical link in the transportation system or connection between modes for travelers or goods?

As noted above, Canby Area Transit will be better able to provide public transit to the southern part of the community, and therefore better able to provide improved multimodal connections to passengers seeking to connect to other modes of transit or simply do business in the Canby community. Both S. Ivy and S. Township primarily serve residents and both provide access to Canby's commercial districts. Removing pedestrian obstacles by providing sidewalks, ada ramps and a safe, signalized intersection will greatly enhance the pedestrian experience and quality of life.

19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

Correcting the sidewalk and ADA deficiencies on S. Ivy will remove the architectural barriers which restrict the mobility and accessibility of persons to buildings, facilities and improvements within the project area.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Providing complete and safe pedestrian facility in this area enhances opportunities for local residents to access adjacent, community center, Adult Center, Elementary School, Community Swim Center, and downtown commercial district.

21. Environmental Stewardship

Outcome sought: provide an environmentally responsible transportation system that does not compromise the ability of future generations to meet their needs and encourage conservation of natural resources.

For example, will the solution:

- Use design, materials or techniques that will more than meet minimum environmental requirements or mitigate an existing environmental problem in the area?
- Help meet air or water quality, energy or natural resource conservation, greenhouse gas reduction or similar goals?
- Plan for or contribute to the use of sustainable energy sources for transportation?

The project will incorporate low impact development standards by addressing storm water run off with pervious pavement. By providing an enhanced pedestriann experience, we hope to encourage walking as a viable mode of transportation, thus reducing reliance on automobiles.

22. Land Use and Growth Management

Outcome sought: support existing land use plans and encourage development of compact communities and neighborhoods that integrate land uses to help make short trips, transit, walking and biking feasible.

For example, will the solution plan for or contribute to:

- Efficient development and use of land as designated by comprehensive or other land use plans?
- Community revitalization including downtowns, economic centers and main streets?
- Compact urban development and mixed land uses?

The proposed project is identified in the City's Transportation System Plan and Lee Elementary's safe route to school map. S. Ivy provides a direct pedestrian connection for area residents to Canby's downtown commercial district. Providing this safe pedestrian connection will encourage residents to shop downtown. Improving the efficiency of Canby Area Transit through the installation of a signalized intersection will expand travel, shopping and recreational choices for residents. Canby seeks to make the community a whereby residents can live, work, and play in the community. The project improvements will move us one step closer to that goal.

23. Livability

Outcome sought: promote solutions that fit the community and physical setting, enable healthy communities and serve and respond to the scenic, aesthetic, historic, cultural and environmental resources.

For example, will the solution:

- Enhance or serve unique characteristics of the community?
- Use context sensitive principles in design and minimize impacts on the built and natural environment?
- Encourage a healthy lifestyle and enable active transportation by enhancing biking and walking networks and connections to community destinations or public transit stops or stations?
- Include elements that will make the facility or service more attractive, enjoyable, comfortable or convenient for potential users?

Providing complete, safe and ADA accessible sidewalks in this heavily traveled section of S. Ivy will encourage people to walk to adjacent community amenities. It is estimated that the Canby Swim Center has 75,000 swimmers and 25,000 spectators annually, and the Adult Center has 39,000 visits annually. Although we do not know the exact number of users that walk to these facilities, we know through observation that many do. 357 students attend Lee Elementary and the School feels obligated to bus students within a 1/2 mile of the school as S. Ivy is considered unsafe for students to walk along. Providing a safe walking experience will enable students to walk to school safely.

24. Safety and Security

Outcome sought: Investment improves the safety and security of the transportation system and takes into account the needs of potential users.

For example, will the solution:

- Improve safety by using designs or techniques that exceed minimum requirements for safety and are likely to reduce the frequency or severity of crashes?
- Help reduce crashes involving vulnerable road users such as bicyclists and pedestrians?
- Improve the ability to respond to an emergency and quickly recover use of the facility or service?

25. Equity

Outcome sought: promote a transportation system with multiple travel choices for potential users and fairly share benefits and burdens among Oregonians.

For example, will the solution:

- Benefit a large segment of the community?
- Benefit one or more transportation disadvantaged populations?
- Improve environmental justice or economic equity of the community or region?

The project improvements

26. Funding and Finance

Outcome sought: investment uses funding structures that will support a viable transportation system and are fair and fiscally responsible.

For example, will the solution:

- Have ongoing funding available for operations and maintenance?
- Support the continued use of prior investments or reduce the need for future investments?

The City of Canby has street maintenance funds available to maintain the completed improvements.

Budget Information

27. Estimated Project Costs–REQUIRED

List estimated costs for the various activities listed below, as applicable to proposed project. Shaded fields are automatically calculated.

	Enter Values in this Column	Total Column
Project Administration	\$38,100	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$185,400	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
Non-Construction Project Costs Total		\$223,500
Utility Relocation		
Construction	\$736,500	
Construction Project Costs Total		\$736,500
Total Eligible Project Cost		\$960,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

List expected project participants and their contributions in the table below. Begin with the amount contributed by the Sponsor and include contributions from Project Co-Sponsor and other participants, if applicable. Sponsor and participant contributions must add to at least 10.27% of Total Transportation Project Costs. This is the amount of matching funds typically required for most federal funding programs. The specific amount of matching funds required for the proposed project may be more or less than 10.27%, depending on its funding eligibility. Specific match requirements will be determined during application review.



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Canby	\$192,000	20%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$192,000	20%

If you have more co-sponsors and participants than lines in the table above, list their names and contribution amounts in the box below and enter the totals of Co-Sponsor and Participant contributions in the appropriate spaces in the table above.



Submittal Approval

29. Project Sponsor Signature Authority Information–REQUIRED

The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors other than the Oregon Department of Transportation will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.

Authorizing Authority Name:

Authorizing Authority Title:

Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date:

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature: Date:

If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

CITY OF CANBY S. IVY ST. PEDESTRIAN IMPROVEMENTS

NOVEMBER 2012

SIGNAL
IMPROVEMENTS

LEGEND

-  NEW SIDEWALK CONSTRUCTION
-  NEW CURB & SIDEWALK CONSTRUCTION

LIMITS OF
IMPROVEMENT
PROJECT



SCALE: 1" = 400'



CITY OF CANBY
VICINITY MAP

SCALE: NTS

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS

CITY OF CANBY
S. Ivy Street Pedestrian Improvements
Between Hwy 99 E and Lee Elementary School
Preliminary Cost Estimate
November 2012

The overall length of street frontage along South Ivy Street from Highway 99E to Lee Elementary School is approximately 6,000 feet, within which 3,750 lineal feet of new infill curb and 4,325 lineal feet of sidewalk construction is required to complete all pedestrian improvements in this reach. New curb construction will require a pervious pavement section to dispose of collected storm water, including 20" of open graded base rock with 4" of open graded HMAC at a proposed width of seven feet in designated parking areas. Minor ADA improvements are also required at the crosswalks and driveway approaches at the school to improve pedestrian safety at these crossings.

No	Description	Quantity	Unit	Unit Price	Total Cost
A. Site Preparation & Restoration					
A-1	Mobilization	1	LS	\$ 20,000	\$ 20,000
A-2	Temporary Protection & Direction of Traffic	1	LS	\$ 10,000	\$ 10,000
A-3	Erosion Control, Tree & Landscape Protection	1	LS	\$ 2,500	\$ 2,500
A-4	Clearing & Grubbing	1	LS	\$ 3,500	\$ 3,500
A-5	Common Excavation	2,500	CY	\$ 25	\$ 62,500
A-6	Subgrade / Trench Stabilization	25	CY	\$ 50	\$ 1,250
A-7	Sawcut Asphalt / Concrete Pavement	4,000	LF	\$ 2	\$ 8,000
A-8	Remove, Salvage & Relocate Existing Signs & Posts	15	Ea	\$ 150	\$ 2,250
A-9	Site / Landscape Restoration	1	LS	\$ 10,000	\$ 10,000
Subtotal:					\$ 120,000
B. Paving & Surfacing					
B-1	1"-0" Crushed Rock Base (14" deep)	400	SY	\$ 10	\$ 4,000
B-2	1" Open Graded Crushed Rock Base (20" deep)	3,400	SY	\$ 15	\$ 51,000
B-3	Standard Concrete Curb (16" deep)	3,750	LF	\$ 10	\$ 37,500
B-4	6" Concrete Residential Driveway w/ Leveling Rock	200	SY	\$ 45	\$ 9,000
B-5	6" Concrete Commercial Driveway w/ Leveling Rock & WWF Reinforcing	200	SY	\$ 48	\$ 9,600
B-6	4" Concrete sidewalk w/ Leveling Rock	2,200	SY	\$ 40	\$ 88,000
B-7	Detectable Warning Tile (ADA Ramp)	32	Ea.	\$ 300	\$ 9,600
B-8	½" Dense Mix AC Pavement, Level II	150	Tons	\$ 75	\$ 11,250
B-9	½" Open Mix AC Pavement, Level II	650	Tons	\$ 85	\$ 55,250
B-10	Pavement Striping	1	LS	\$ 15,000	\$ 15,000
Subtotal:					\$ 290,200

No	Description	Quantity	Unit	Unit Price	Total Cost
C. Township Road / S. Ivy Street Signalization					
C-1	Mobilization	1	LS	\$ 25,000	\$ 25,000
C-2	Excavation	150	CY	\$ 50	\$ 7,500
C-3	Curb Construction	300	LF	\$ 25	\$ 7,500
C-4	ADA Ramps	4	SY	\$ 250	\$ 1,000
C-5	Sidewalk Construction	150	SY	\$ 40	\$ 6,000
C-6	Base Rock	60	CY	\$ 35	\$ 2,100
C-7	AC Repair	60	Tons	\$ 120	\$ 7,200
C-8	Signalization, 4 way	1	LS	\$ 250,000	\$ 250,000
C-9	Traffic Control	1	LS	\$ 15,000	\$ 15,000
C-10	Restoration	1	LS	\$ 5,000	\$ 5,000
Subtotal:					\$ 326,300
Construction Cost					\$736,500
Engineering, Legal & Administration (15%)					111,750
Contingency (15%)					111,750
TOTAL CONSTRUCTION COST					\$960,000