



Transportation Project Sponsors

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

Organization Name: <input style="width: 90%;" type="text" value="Clackamas County"/>	
Contact Person Name: <input style="width: 70%;" type="text" value="Joel Howie"/>	Title: <input style="width: 30%;" type="text" value="Civil Eng. Supervisor"/>
Street Address: <input style="width: 70%;" type="text" value="150 Beaver Creek Rd"/>	Phone: <input style="width: 30%;" type="text" value="(503) 742-4658"/>
City, State Zip: <input style="width: 90%;" type="text" value="Oregon City, OR 97045"/>	
E-mail: <input style="width: 90%;" type="text" value="jhowie@co.clackamas.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	\$1,897,191	
Non-Eligible Costs		
Total Transportation Project Cost	\$1,897,191	100%
Matching Funds	\$474,297	25%
Requested Funds	\$1,422,894	75%

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

The County proposes to realign Otty St to the west of 82nd Ave (OR213) near the 82nd Ave intersection to improve traffic flow in the area. The project also constructs sidewalks and bicycle lanes for improved pedestrian and bicyclist safety. The intersections at 82nd Ave between Otty St and Otty Rd are not currently aligned, forcing traffic moving east to west from Otty Rd to travel onto SE 82nd and make a left to continue along Otty St. The street alignment at this intersection limits connectivity at a crucial link in residential neighborhoods on either side of 82nd Ave.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

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.

This project compliments a project planned by ODOT to repave the street and upgrade sidewalks on 82nd Ave between Lindy St and King Rd. These combined projects will improve the connectivity of multi-modal traffic in this neighborhood.

8. Project Problem Statement–REQUIRED

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

The intersection at 82nd Ave between Otty St and Otty Rd is not currently aligned, forcing traffic moving east to west from Otty Rd to cross over onto 82nd Ave and make a left to continue along Otty St. The alignment at this intersection limits connectivity at a crucial link between residential neighborhoods on the west side of 82nd Ave and commercial and transit destinations on the east side of 82nd Ave.

9. Transportation Project Location–REQUIRED

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

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)

Otty St between 525 feet west of 82nd Ave/OR213 (MP 0.010) to 82nd Ave/OR213 (MP 0.000)

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

This proposed project proposes 28,350 square feet of new road area over the span of 525 feet for the improved intersection. The improvements will include a 3-lane profile from Otty Rd to accommodate a left hand turn lane and will taper down to a 2-lane profile. The plan includes general excavation, pavement removal, and use of embankment in place. A new traffic signal will also be installed. In order to mitigate storm water runoff, additional water quality detention facilities will be needed through rain gardens or storm water swales. The project will also consider in its design potential use of pervious concrete as an alternative to standard facilities for reduced environmental impact.

Project planning for this road improvement will require the involvement of the community planning organization representing the area, residents along the segment of road and other community stakeholders. Public involvement will meet statewide planning goals and the Metro area guidelines for public involvement. This project meets the standards and goals set for transportation in Clackamas County's comprehensive plan to create a multi-modal system through safe, efficient and effective options. While Clackamas County is a certified agency, this project will require ODOT oversight through the transferring of funds. This project will not require significant environmental work as the project qualifies as a categorical exclusion meeting the definitions in 40 CFR 1508.4. The construction of bicycle lanes and modernization of highways for reconstruction and safety operations have been determined to not yield significant environmental impact. Therefore, neither an environmental assessment nor an environmental impact statement is required. No capital equipment will be purchased with and there are not any expected operations or service deliveries expected with these funds.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

12. Primary Project Mode(s)

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input checked="" type="checkbox"/> Pedestrian	<input checked="" 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 checked="" 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
February 2017	Bid Let Date
March 2018	Construction Contract Award
October 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
December 2018	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.

This project is noted on the Essential Pedestrian Network, Map V-8 as well as the Bicycle Master Plan 2003 (High Priority Urban bikeway Project – William Otty Road Extension) on page 52. It is noted on the Planned Bikeway Network, Map V-7a and as a Road Improvement Project in the Comprehensive Plan Transportation System Plan 20 Year Project, Map V-1a. The 20 Year Capital Improvement Plan also has this project as a realignment project. It is noted in the Clackamas Regional Center (CRC) Area Design Plan Transit Network, Map X CRC-6, on the CRC Area Design Plan Transportation Network Map X-CRC-4 of the Comp Plan (as Road Improvement), and it is noted on Map X-CRC-1 from 82nd Avenue to I-205 as a (2040 Design Type) Station Community. This is also listed as a street improvement project on page 10 of the North Clackamas Renewal Area plan.

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

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.

Clackamas County is committed to the enhancement of its transportation systems through the creation and management of multimodal transportation options. Access to options and the improvement of connections between systems is vital to the County’s ability to continue meeting the transportation needs of its community. This reflects the Oregon Transportation Plan’s Goal 1 for Mobility and Accessibility as well as Strategy 1.1.4 for the development of cost-effective improvements to respond to transportation needs. The proposed project demonstrates this commitment to an integrated transportation system and responds to the transportation needs of the rural community in Clackamas County. In particular, this project uses cost-effective methods to address criteria identified in Strategy 1.1.4 including improving the efficiency and operational capacity of existing infrastructure, making minor improvements, and managing the system effectively.

The improvement of highway performance and safety needs in the maintenance of the current transportation system is vital. The proposed improvements to realign the intersection and add bike and pedestrian facilities both protect the existing system by promoting alternative modes of transportation and also improve the efficiency of existing facilities. This reflects the top two priorities of Action 1G.1 for major priorities to first preserve functionality and second to make minor improvements for widening and provide access for alternative modes.

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?

The Otty Realignment project will reduce travel on OR 213 (SE 82nd Avenue) as the improvement enhances east-west travel by eliminating the need to make the left hand turns from 82nd Ave onto Otty St. This site is also on ODOT's 2012 5% SPIS list and this project is listed as a potential remedy. This plan would also add sidewalks and bicycle lanes to the improved portion of Otty west of 82nd Ave, providing a safer crossing for pedestrians and bicyclists, and alternative modes of transportation and connectivity from OR 213.

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?

The project enhances multi-modal connections by providing a direct crossing of SE 82nd Ave for pedestrians and bicyclists as well as automobiles. Bicycle and pedestrian facilities will be added to Otty west of 82nd Ave. Travel will be expedited as those traveling east-west will not have to enter 82nd Ave and make a left turn to continue their path of travel.

This improvement enhances a critical link in the transportation system by improving the connection between auto, bicycle and pedestrian modes, and transit. The Fuller Rd light rail station is approximately two blocks East of 82nd Ave on the north side of Otty Rd. The majority of residents in the immediate area reside on the west side of 82nd Ave. This improvement is particularly beneficial to pedestrian and bike modes of travel, as travel on 82nd Ave and/or through a congested shopping center parking lot would no longer be required to access the transit station.

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?

The proposed project will improve connections and access from densely developed residential areas on the west side of 82nd Ave to shopping centers (such as the Johnson Creek Crossing mall and WalMart shopping center) and other businesses on the east side of 82nd Ave, as well as to transit stops along 82nd Ave and the Fuller Rd light rail station. This will be equally beneficial for commercial customers, employees and vendors. Pedestrian and bike facilities will be added to the west side of Otty, thereby expanding transportation choices by improving bicycle and pedestrian access and safety within the project area. This intersection provides a crucial link between the residential neighborhood on the west side of 82nd Ave and the Fuller Rd light rail station to the east of 82nd Ave. Access to the station presently requires out of direction travel for most residents on the west side of 82nd Ave.

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?

The Otty realignment project supports capital investment by improving access to the Fuller Rd light rail station and by providing a more efficient link between workers living in the residential neighborhoods on the west side of 82nd Ave and large businesses on the east side of 82nd Ave. Improving these connections between workers and jobs will more efficiently move people, services and information.

The project area is also within an urban renewal district. In order to be included within an urban renewal district, it was determined that the area was blighted. The area also falls within the HUD definition of low and moderate income. This project leverages these other potential investments, such as local street and infrastructure improvement, in this economically distressed neighborhood.

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 likely increase the amount of storm water runoff from impervious surfaces that is captured and treated. No storm water facilities are currently in place in Otty on the west side of 82nd Ave. The project will analyze the ability to utilize storm water swales or pervious concrete as alternatives to standard facilities. Provision of new storm water facilities will contribute to improved water quality. Creating a direct link across 82nd Ave will also decrease out of direction automobile travel, reducing emissions and fuel consumption.

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?

This project occurs in a designated urban renewal area, with the goal for removing blight and enhancing development in a concentrated and systematic way. The improved traffic operations will enhance the community revitalization already underway in the neighborhood and the efficient use of other development sites in the area. The project encourages compact urban development by utilizing developable space more efficiently and integrates land uses by making short walking and biking trips more efficient and safe.

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?

The improvements at this intersection will enhance traffic operations and benefit all modes and users. The added convenience will relieve congestion and make the facilities easier, safer and more efficient. The addition of sidewalks and bike lanes through the intersection also encourages healthy lifestyles and active transportations. This will provide a critical link to nearby public transit options and facilitate transportation in a densely populated residential area.

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?

Many crashes have been reported in this area. This site is on ODOT's 2012 5% SPIS list and this project is listed as a potential remedy. Otty St is located about 80 feet north of Otty Rd, resulting in poor access management. 82nd Ave/Otty Rd is signalized. 82nd Ave/Otty St is unsignalized. Queues back up to the north on 82nd Ave and block access to and from Otty St. Northbound left turning vehicles from 82nd Ave to Otty St wait in the through lanes of 82nd Ave or line up in the southbound left turn lane area causing southbound left turning vehicles to queue up in the through lanes of 82nd Ave. Realigning Otty St to the south to align with Otty Rd should reduce the number of crashes and improve traffic operations. The project will improve safety for vulnerable road users such as bicyclists and pedestrians by providing a direct signalized link across 82nd Ave. Presently users traveling east on Otty St must engage in out of direction travel and make a left turn in order to continue their path of travel on Otty Rd. This current inconvenience encourages dangerous mid-block crossings and also promotes pedestrian and bike travel through a congested shopping center parking lot. Aligning the Otty intersection would also improve access for emergency responders, particularly for vehicles traveling from the fire station on the east side of I-205.

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 proposed improvements will primarily benefit residents of a low income neighborhood which is part of an urban renewal district. This area of the County has long suffered from infrastructure deficiencies, resulting in the recent creation of the North Clackamas urban renewal district. One of the primary goals of the district is to address problems in the transportation system that contribute to blight. Residents in this neighborhood have also been identified by the County, through its recent Transportation Planning process, as among the most transportation disadvantaged. The Otty Realignment is one of several infrastructure projects which are attempting to address deficiencies in the neighborhood.

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?

Otty St is a County maintained street and will continue to be part of the County's ongoing street maintenance program. The Otty Realignment supports prior investments on both SE 82nd Ave and on Otty St east of 82nd Ave. The offset at the intersection is the primary problem in need of a solution. This project will eliminate the need for future projects which may provide only incremental improvements. This project also leverages the existing urban renewal investments in the area.

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	\$63,010	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$346,555	
Environmental Work	\$92,957	
Coordination and Outreach	\$17,750	
Leased Space		
Building purchase and/or Right of Way	\$700,000	
Capital Equipment		
Non-Construction Project Costs Total		\$1,220,272
Utility Relocation		
Construction	\$676,919	
Construction Project Costs Total		\$676,919
Total Eligible Project Cost		\$1,897,191
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.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Clackamas County	\$0	0%
Co-Sponsor	Clackamas Cty Development Agency	\$474,297	25%
Participant			0%
Participant			0%
Total		\$474,297	25%

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:

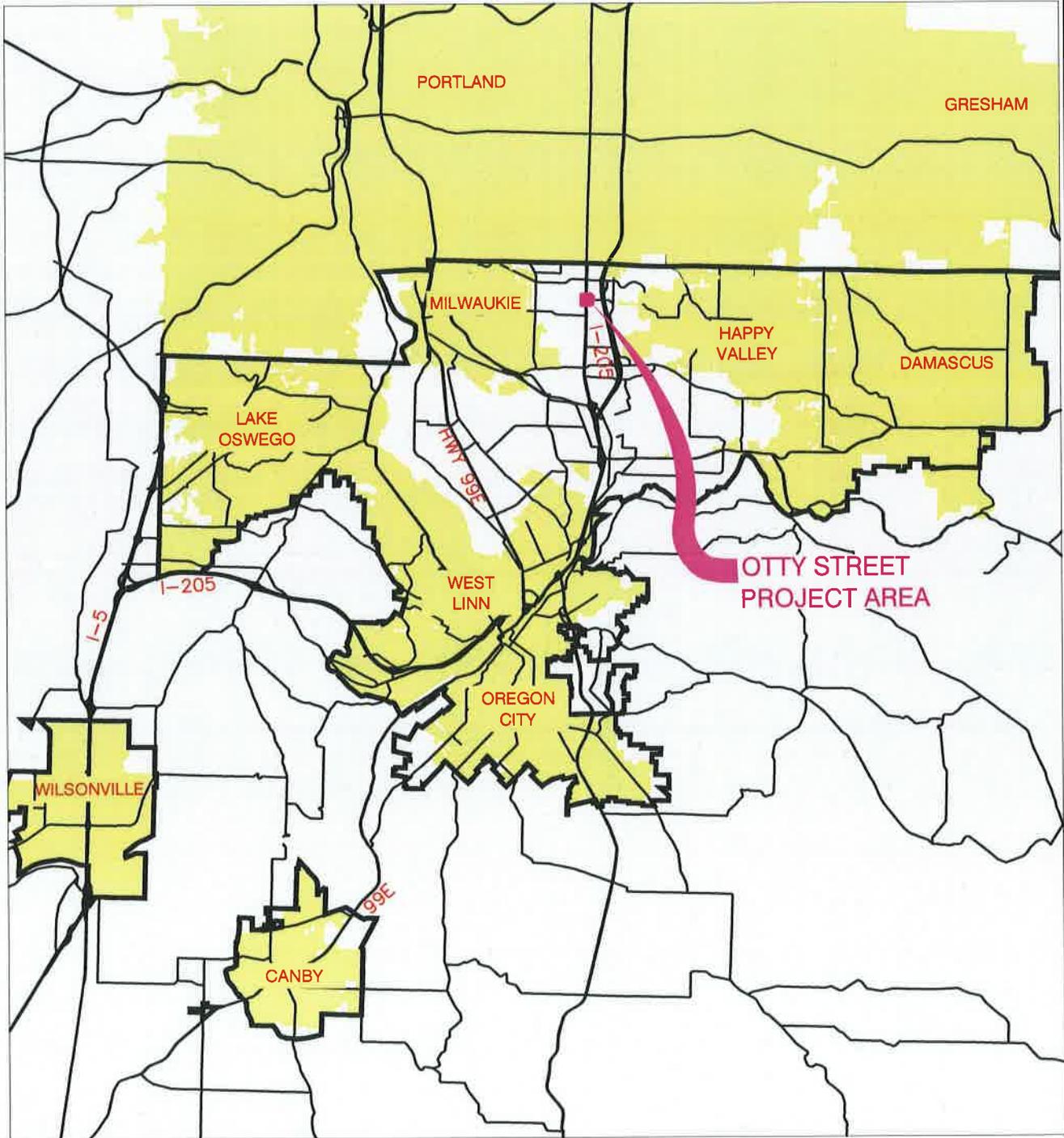
Authorizing Authority Name:

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.



VICINITY MAP

NOT TO SCALE



SHEET INDEX

1. COVER SHEET/VICINITY MAP
2. PLAN

K:\STIP Drawings 2012\ Otty Street Vmap.dwg

REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
COVER SHEET/VICINITY MAP
OTTY STREET INTERSECTION
REALIGNMENT PROJECT

SHEET

1



— PROPOSED OTTY STREET REALIGNMENT

PLAN
NOT TO SCALE



K:\STIP Drawings 2012\ Otty Street.dwg

REVISION	DATE	BY

DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
PLAN VIEW
OTTY STREET INTERSECTION
REALIGNMENT

SHEET
2

HOPES Christina

From: FLOWERS Jeffrey A
Sent: Monday, November 26, 2012 3:38 PM
To: Howie, Joel
Cc: Bezner, Mike; Johnston, Tanya; WINDSHEIMER Rian M
Subject: RE: STIP Grant Applications - Request for Approval/Concurrence to Submit Applications
[ODOT Region 1 approves your request to submit Enhance applications on the following State systems:](#)

- * I-205 - for the Sunnyside Pedestrian & Bicycle Bridge
- * OR99E - for the widening on Jennings Ave from 99E to Oatfield Rd
- * Otty Street - 82nd Ave realignment
- * OR213 - Union Mills Intersection improvement to widened right turn lane.

Should your project be selected for the 150% list, ODOT will work with you to refine individual project elements and cost estimates.

Thank you

Jeff Flowers

From: Howie, Joel [mailto:JHowie@co.clackamas.or.us]
Sent: Monday, November 26, 2012 3:24 PM
To: FLOWERS Jeffrey A
Cc: Bezner, Mike; Johnston, Tanya
Subject: STIP Grant Applications - Request for Approval/Concurrence to Submit Applications

Jeff,

This email is a request for ODOT concurrence and approval to enable Clackamas County to submit grant applications for proposed projects that will affect ODOT's system. The following are the projects with a brief description:

1. I-205 (Sunnyside) Pedestrian and Bicycle Bridge – Clackamas County proposes to construct a pedestrian and bicycle bridge over Interstate 205 adjacent to the existing SE Sunnyside Rd overpass bridge. The bridge will connect pedestrian and bicyclists between the Clackamas Regional Center, the Max Green Line platform station, the Kaiser Permanente Sunnyside Hospital and many commercial and retail businesses and employers. The proposed bridge will be four spans with a total length of approximately 550 feet. The proposed bridge type will be a signature type bridge such as cable-stay or include aesthetic treatments on order to be context sensitive for those traveling on I-205. The project is located in an urban renewal district and is a high priority project for the County.
2. Jennings Avenue: Hwy 99E to Oatfield Rd Widening – This project will construct a sidewalk on the north side of Jennings Avenue and bicycle lanes on both sides of the road for enhanced bicycle and pedestrian connectivity. The total length of improvements is approximately ¾ of a mile (3,860 feet).
3. Otty Street: 525 feet West of 82nd Ave to 82nd Ave Realignment – The County proposes to realign the intersection of Otty Road on the East and Otty Street on the West at 82nd Ave for improved traffic operations. The intersections at 82nd Ave between Otty St and Otty Rd are not currently aligned, forcing traffic moving east to west from Otty Rd to travel onto SE 82nd and

make a left to continue along Otty St. The street alignment at this intersection limits connectivity at a crucial link in residential neighborhoods on either side of 82nd Ave.

4. Union Mills: 300 feet East of Hwy 213 to Hwy 213 Intersection Improvements – This project proposes constructing a widened right turn lane at the intersection of Union Mills and Hwy 213. The turn lane is located on the west bound leg on Union Mills and will improve the safety and function of the intersection. Union Mills is currently classified as a minor arterial with significant traffic and average daily trips.

Please let me know if you need any additional information or have any questions or comments on these proposed projects.

Regards,

Joel Howie, PE
Civil Engineering Supervisor
Clackamas County Dept. of Transportation and Development
150 Beaver Creek Road
Oregon City, OR 97045
Ph: 503-742-4658



BOARD OF COUNTY COMMISSIONERS

PUBLIC SERVICES BUILDING
2051 KAEN ROAD | OREGON CITY, OR 97045

November 20, 2012

Jeffery Flowers
Transportation and Growth Management Program
Oregon Department of Transportation
123 NW Flanders Street
Portland, OR 97209-4012

Re: Clackamas County Applications for 2015-18 STIP funding

Dear Mr. Flowers:

On behalf of the Clackamas County Board of Commissioners, I am writing in support of the six applications submitted by the Clackamas County Department of Transportation and Development (DTD) for 2015-18 State Transportation Improvement Program (STIP) "Enhance" funding.

The DTD has reviewed the Enhance application categories and has selected projects that benefit a variety of modes and make improvements throughout the diverse geography of Clackamas County. The six projects that have been submitted include:

1. Union Mills at Hwy 213 Intersection Improvements
2. Otty Street Realignment (at 82nd Ave)
3. I-205 Pedestrian and Bicycle Bridge
4. Linwood Ave. Improvements: Bridge replacement, sidewalks and bike lanes
5. Jennings Ave. Improvements: Sidewalks, bike lanes and storm drainage
6. Beaver Creek Road Improvements: Safety and shoulder bike lanes

All of these projects provide benefits to the State system by improving the transportation network that supports that system. They are located in both the urban and rural areas of Clackamas County.

Please share this information with the STIP selection committee and let them know that these projects have full support of the Clackamas County Board of Commissioners.

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb/kds