



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

## Transportation Project Sponsors

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

Organization Name: ODOT Region 1	
Contact Person Name: Andy Johnson	Title: Major Projects Manager
Street Address: 123 NW Flanders Street	Phone: (503) 731-8356
City, State Zip: Portland, OR 97209-4012	
E-mail: Andrew.JOHNSON@odot.state.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: I-205 SB: I-84 EB Entrance-ramp to Stark/Washington Auxiliary Lane

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

	Project Funds	% of Project Costs
Total Costs	\$8,500,000	
Non-Eligible Costs		
Total Transportation Project Cost	\$8,500,000	100%
Matching Funds	\$872,950	10.27%
Requested Funds	\$7,627,050	89.73%

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



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

In a period of constrained revenue forecasts ODOT R-1 has developed Corridors Bottleneck Operations Study (CBOS) to identify major congestion bottlenecks on freeways and develop cost effective, small-scale operational improvements. CBOS will implement the OHP Major Projects Policy and address FHWA Localized Bottleneck Reduction Program objectives.

The project is located on the critical I-205 commuter and freight through-route within the Portland Metro area. This project will reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow on I-205.

This project is to extend the existing acceleration lane from the I-84 EB to I-205 SB entrance-ramp to tie into the existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd.

**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.

**8. Project Problem Statement–REQUIRED**

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

The purpose of this project is to reduce the weaving conflicts and congestion between the I-84 EB to I-205 SB entrance ramp and the US26/Division/Powell exit-ramp. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for US 26/Division/Powell exit.

Congestion/queuing starts from a weaving section between the interchange ramps. Contributing factors include: high volumes from I-84 EB merging with I-205 mainline traffic; turbulence created at merge points with mainline due to conflicts between entrance-ramps; and difficult weaving movements.

The duration of the congestion is approximately 3 hours daily between 3:00PM to 6:00PM. The bottleneck activation speeds drop as low as 20 mph between I-84 EB entrance-ramp and US 26/ Division/Powell exit-ramp.

**9. Transportation Project Location–REQUIRED**

City: <input type="text" value="Portland"/>	County: <input type="text" value="Multnomah County"/>
MPO: <input type="text" value="Metro"/>	Special District: <input 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)

I-205, Veterans Memorial Freeway, SB  
MP 20.1 to MP 21.1  
I-84 EB Entrance ramp to US 26/Division/Powell Exit-ramp

**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)
<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)



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

<input 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)
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## 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 project is an operational and safety improvement that is cost efficient and responds to constrained revenue forecasts. It was developed from the Corridors Bottleneck Operations Study (CBOS) which seeks to address FHWA Localized Bottleneck Reduction (LBR) Program objectives. CBOS is an innovative approach to develop freeway operational and safety improvements. Several CBOS projects have been moved into design and construction, and preliminary results are very encouraging. The most CBOS recent project is the I-5 SB Carman Drive Auxiliary Lane Extension constructed in August 2012. The project was constructed at an estimated \$1.25 million. It was built within the existing ROW; avoided widening of existing structures; and, incurred no environmental impacts. The resulting outcomes reduced queuing by about 1 mile; reduced congestion by about an hour; and, increased reliability.

The project is to extend the existing acceleration lane from the I-84 EB to I-205 SB entrance-ramp to tie into the existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. The extension of the acceleration lane will include widening along the west side of the freeway from Glisan Street to the Washington Street SB entrance ramp. Some regrading of the entrance ramps may be necessary.

Approximately 25% of traffic from I-84 EB entrance-ramp is destined for US 26/Division/ Powell Blvd. exit. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205.

Application of Practical Design considerations to the congestion and safety issues in this section of I-205 provides for a relatively low-cost operational solution that does not add highway capacity, while contributing to system-wide traffic flow stability.

The project will not require any purchasing or leasing of ROW. The construction of the auxiliary lane and tapering will occur within the existing I-205 ROW.

This is an operational improvement and not a capacity movement project. The project is anticipated to reduce congestion, but not meet a 20-year design life. It will provide interim congestion relief for 5-10 years after construction. Construction of the auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements. The improvements will reduce congestion and enhance stable traffic flow.

The existing freeway facility in this location has several closely spaced interchanges, making comprehensive solutions to the weaving conflicts difficult. To fully address the lane balance/weaving conflicts the ramps would need to be grade separated by braided ramps. This solution would be expensive and is outside of the available funds. The proposed project presents a less costly solution. From a Practical Design perspective, the proposed project meets the S.C.O.P.E. values in the following ways:

**Safety-** Although the proposed auxiliary lane does not eliminate all the weaving conflicts, it will provide for better lane balance and fewer lane changes.

**Corridor Context-** The proposed project grew out of a corridor analysis to identify congestion points and their causes, and develop reasonable solutions to address them.

**Optimize the System-** the proposed project takes advantage of the opportunity to make minor widening and provide a safer, more efficient system.

**Public Support-** The reduction in congestion and increase in safety will benefit all users. The recently completed congestion relief project at I-5 SB Carman Drive has been well received by the public.

**Efficient Cost-** As compared to the auxiliary lane and braided ramp options, the proposed project provides reasonable cost enhancement that has substantive results in reducing congestion.

**12. Primary Project Mode(s)**

<input type="checkbox"/> Passenger Rail	<input type="checkbox"/> Light Rail	<input type="checkbox"/> Bus/Transit
<input 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) - <b>REQUIRED</b>
	Bid Let Date
	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2017	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

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 project is consistent with the 2006 Oregon Transportation Plan (OTP) and the 1999 Oregon Highway Plan (OHP). The project is consistent with the following policies and action strategies: OTP Goal 1 – Mobility and Accessibility (page 45). The project addresses the ODOT Major Improvements Policies including OTP Strategy 1.1.4, in managing the existing freeway system to improve its efficiency and operational capacity by making minor improvements to the system. Goal 2 – Management of the System, Strategy 2.1.4 (pg 50), by seeking to reduce bottlenecks and geometric constraints on the interstate system. Goal 3 – Economic Vitality, Strategy 3.1.7, by seeking to develop priorities to freight projects on freight routes (pg 53). Goal 5 – Safety and Security; Policy 5.1 Safety (pg 64), by improving the safety of all transportation facilities.

OHP Goal 1: System Definition, Action 1A.1 (pg 41), in managing the Interstate Highways to provide for safe and efficient high-speed continuous-flow operation in urban areas.

Policy 1C: State Highway Freight System (pg 66), by seeking to improve the overall efficiency of freight movement.

Policy 1G: Major Improvements, Action 1G.1. (pg 85), by protecting the existing freeway system and improving efficiency and capacity of the existing freeway by making minor improvements.

Policy 2F: Traffic Safety, Action 2F.1 (pg 113), identify and develop cost-efficient solutions to high priority safety problems on the Metro-area freeways.

**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.

The project is consistent with the ODOT Major Improvements Policies including OTP Strategy 1.1.4 and OHP Action 1G.1, particularly 'Improve efficiency and capacity of existing highway facilities'. The project was selected from the ODOT Region 1 Corridor Bottleneck Operations Study (CBOS). CBOS identified, ranked and provided conceptual solutions for the worst bottlenecks on I-5 south of the Marquam Bridge, I-205, I-84, I-405 and US 26 in the Portland Metro Region.

CBOS has identified several bottlenecks on the aforementioned corridors based on PORTAL data, ODOT traffic cameras, travel time runs, collision data, and field observations. These data helped identify the locations of the bottlenecks, duration of congestion, contributing factors, and speeds during bottleneck activation periods. The bottlenecks were ranked in terms of delay and cost, and those projects with the highest potential benefit and reasonable costs were proposed to move forward. CBOS identified the types of deficiencies causing bottlenecks as:

- Heavy merges
- Weaving sections
- Lanes drops
- Narrow lanes and lateral obstructions
- Inadequate acceleration and/or deceleration lanes
- Lane imbalance

This project improves the efficiency and operations of the existing freeway in an area of heavy traffic without major reconstruction to add capacity to the freeway.

## 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?

This project is located on the critical I-205 freight route through the eastern portion of the Portland Metro area. I-205 is the eastern bypass which provides an alternative route for through traffic to avoid the I-5 Interstate Bridge and downtown Portland. As an alternative route to I-5 it provides high-quality access for the communities in Clark County in Washington and Multnomah and Clackamas Counties.

This project is beneficial to the existing Interstate freeway system. It will address an identified congested bottleneck on I-205 with a reasonably low cost and avoids any major reconstruction costs to I-205. The proposed project was selected as providing the best value of benefits and cost. Traffic volumes on these highways are very high during the peak commute hours, and even though these operational improvements do not add capacity, the benefits achieved will alleviate queuing and weaving on I-205 SB in the area of I-84 EB entrance-ramp to Stark/ Washington St. The existing congestion slows all the SB traffic because of the heavy lane changes in the area.

Extending the acceleration lane from the I-84 EB to I-205 southbound entrance-ramp to Stark/ Washington St., to match the existing auxiliary lane from Stark/Washington St. to Division St./ Powell Blvd. will allow motorists additional time/distance to find gaps and safely weave over lanes. The auxiliary lane would provide direct connection to this exit for almost one out of four vehicles on I-205 SB.

### 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?

I-205 is identified as part of the National Truck Network which designates highways (including most of the Interstate Highway System) for use by large trucks. In the Portland-Vancouver area, I-205 is a critical component of this national network as it provides access to PDX air cargo services; barge traffic on the Columbia River; as well as many of the area's freight consolidation facilities and distribution terminals.

Freight volumes moved by truck to and from the region are projected to more than double over the next 25 years. Vehicle-hours of delay on truck routes in the Portland-Vancouver area are projected to increase by more than 90% over the next 20 years. Growing demand and congestion will result in increasing delay, costs and uncertainty for all businesses that rely on this corridor for freight movement.

I-205 SB in this area has daily traffic volume of 81,760; (2011) with 8.7% trucks. It has one of the highest truck volumes in the Portland Metro area and is part of the Interstate freeway system. This project will improve the traffic operations and connectivity of freight-reliant users. Currently, the I-205 SB traffic slows due to the congestion at the Stark/Washington St. entrance-ramp. The project will reduce the queuing and congestion at the entrance-ramp and will allow the I-205 SB mainline to function more smoothly without stop and go movements. This will help the freight industry maintain a more reliable travel time for I-205 SB movement of freight.

### 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?

I-205 is identified as part of the National Truck Network which designates highways for use by large trucks. In the Portland-Vancouver area, I-205 is a critical component of this national network as it provides access to PDX air cargo services; barge traffic on the Columbia River; as well as many of the area's freight consolidation facilities and distribution terminals. It is extremely important to retain reliable travel times through the Portland Metro I-205 corridor.

This project will help improve access to commercial centers, a regional path along I-205 and medical facilities (Portland Adventist Medical Center). The Stark/Washington Interchange and Powell/Division Interchanges both provide connections to multi-modal transit Park and Ride facilities.

This project will improve the access for goods and services to and from employment centers, and other regions of the country. This will reduce one of the bottlenecks identified on I-205 SB without a major reconstruction of the freeway. It is a minor operational improvement within the existing ROW that will have a positive benefit to the I-205 SB mainline traffic. By alleviating the stop-and-go conditions it will benefit the primary users of the interstate freeway system to improve their accessibility to employment centers, businesses, transit centers and goods and services within the region, state and nation.

## **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?

In the Portland-Vancouver area, I-205 is a critical east side component of this national network as it provides access to PDX air cargo services; barge traffic on the Columbia River; as well as many of the area's freight consolidation facilities and distribution terminals. It is extremely important to retain reliable travel times through the Portland Metro I-205 corridor.

This project will help to contribute the overall expansion and broadening of the Oregon and the Portland region economy by efficiently developing and enhancing the existing freeway system at relatively low cost.

The lower income communities along Powell Blvd. will benefit from the improved reliability of the freeway system in making connections between workers and jobs. It will also improve the transit options with decreased delays in accessing Park and Ride facilities.

This project would eliminate one of the identified bottlenecks on I-205 SB at the I-84 EB entrance-ramp to Stark/ Washington St. entrance-ramp. Removing this bottleneck on I-205 would allow mainline traffic to reduce delay at the exit area and help to improve reliability on I-205 SB.

This project contributes to the overall improvement of the transportation system, and helps in enhancing the region's economic vitality. People will have better travel time and reliability to get to work and freight can move more easily within the region with this improvement.

## 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 proposed project will be built within the existing freeway ROW. The minor widening will include water quality treatment for both the proposed and existing impervious pavement, improving the overall water quality in this area. The reduction in congestion will also reduce vehicular idling, better meeting some of the air quality measures.

## 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?

NA

### **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 proposed project will be built within the existing freeway ROW. The minor widening will include water quality treatment for both the proposed and existing impervious pavement, improving the overall water quality in this area.

This improvement will provide for more direct connection to transit and park-and-ride facilities served by Tri-Met.

## 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?

The primary mission of ODOT is to improve safety on its highways for all users. The proposed improvement will reduce weaving conflicts and congestion, as well as enhance stable traffic flow and travel time reliability. The entrance-ramp area has an area crash rate of 0.60 per MVMT which is higher than the Statewide average rate.

Conflicts between entrance-ramps create turbulence at merge points with the I-205 SB, and difficult weaving movements. Heavy exit demand at Stark/ Washington creates unsafe weaves to the existing single lane exit-ramp.

The project would help alleviate queuing in the outside lanes on I-205 SB. The construction of the auxiliary lane from I-84 EB entrance-ramp to Stark/Washington entrance-ramp will allow motorists additional time/distance to find gaps and safely weave over lanes. Queuing would be reduced in most lanes and completely reduced in the two leftmost lanes. The duration of the queuing is anticipated to be reduced to an hour during the peak periods. This would result in safety improvements due to enhanced traffic operations. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

The reduction in congestion and turbulence will improve emergency vehicle response times along I-205 and the surrounding area. Congestion duration will be reduced and the facility will be able to recover from incident more quickly than under the current condition.

## 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?

Powell Blvd. has a high percentage of lower income housing and residents. The improvements to this part of the region will benefit these residents with better transportation reliability.

The improved operations will better serve the transit centers and the surrounding businesses in the interchange areas, thereby encouraging use of the transit connections and increasing economic vitality.

## 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?

This project is an example of ODOT's strategy of developing low cost solutions for the worst bottlenecks in the Portland Metro Region. I-205 SB at the I-84EB entrance-ramp was identified as a bottleneck with mainline traffic slowing down to stop and go conditions in the outside lanes.

The recommended solution is to extend the acceleration lane from I-84 EB entrance-ramp to Stark/Washington, to match an existing auxiliary lane from Stark/Washington to Division/Powell. This auxiliary lane would provide direct connection to the Division/Powell exit. This is a reasonably low cost solution to an operational problem. The auxiliary lane improvement is estimated to cost \$7.0 M to \$8.5 M.

Several CBOS projects have been moved into design and construction, and preliminary results are very encouraging. The most recent CBOS project is the I-5 SB Carman Drive Auxiliary Lane Extension (constructed in August 2012). It is an example of the strategy ODOT has adopted that is focusing on making improvements to the existing system that will reduce congestion and enhance safety. This project was constructed at a cost of \$1.25 million. It was built within the existing ROW; avoids widening of existing structures; and, incurs no environmental impacts. The resulting outcomes have reduced queuing by about 1 mile; reduced congestion by about an hour; and, increased reliability with less I-5 SB speed fluctuation.



## 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		
Staff Costs (for Service/Educational Projects)		
Project development and PE		
Environmental Work	\$0	
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	\$0	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$0</b>
Utility Relocation		
Construction	\$8,500,000	
<b>Construction Project Costs Total</b>		<b>\$8,500,000</b>
<b>Total Eligible Project Cost</b>		<b>\$8,500,000</b>
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	ODOT	\$872,950	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$872,950	10%

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:

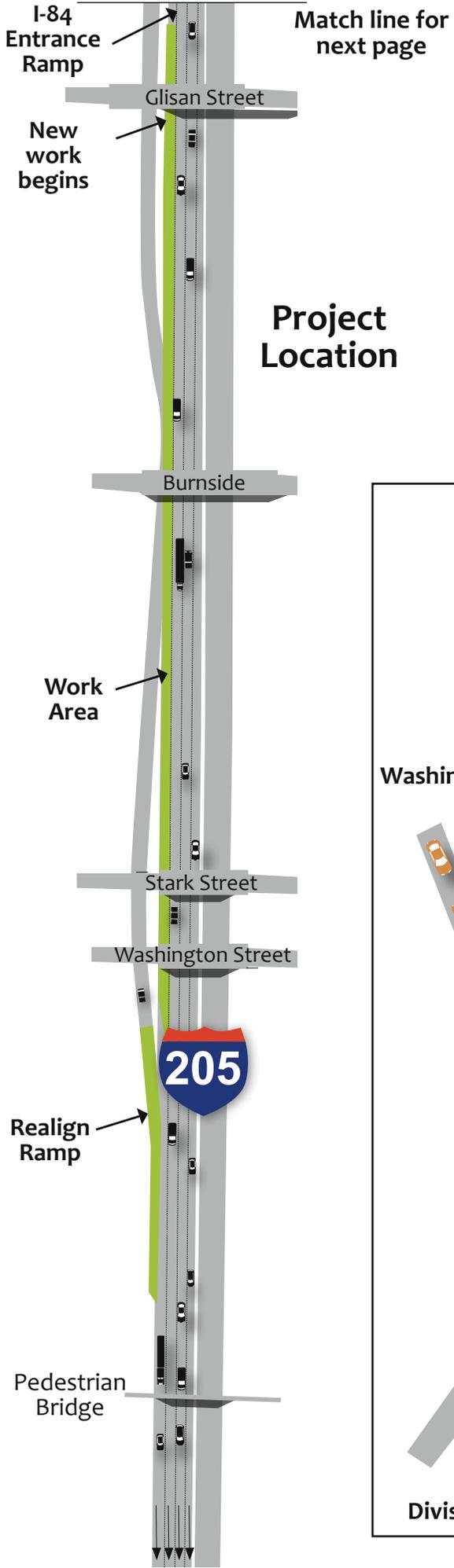
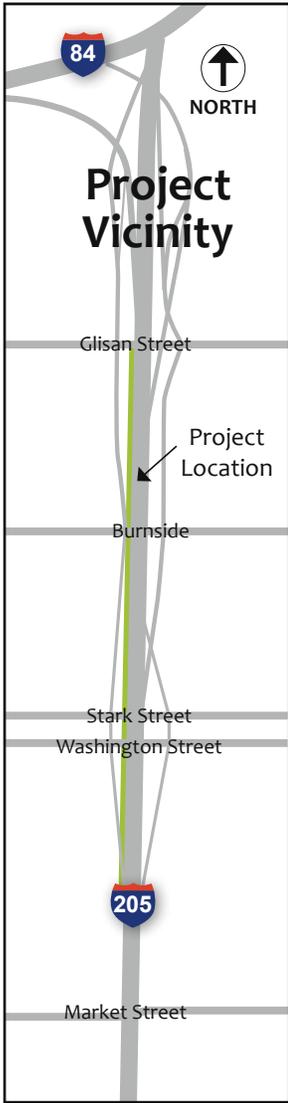
Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

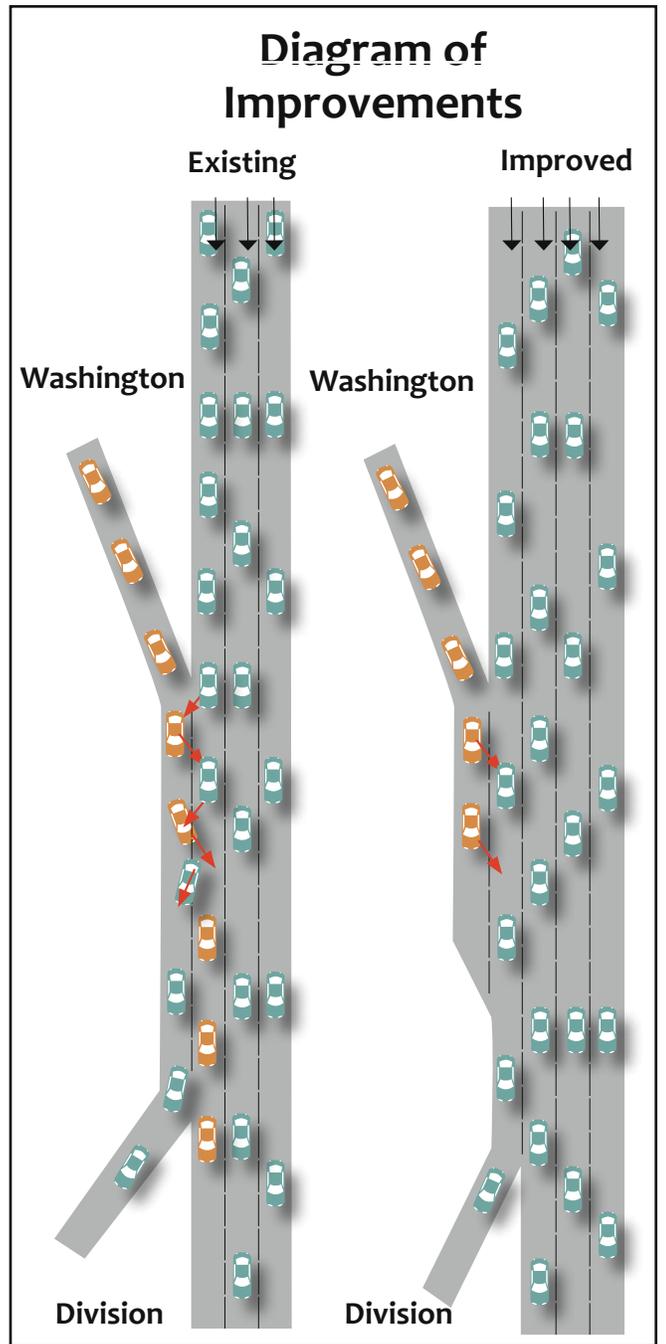
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

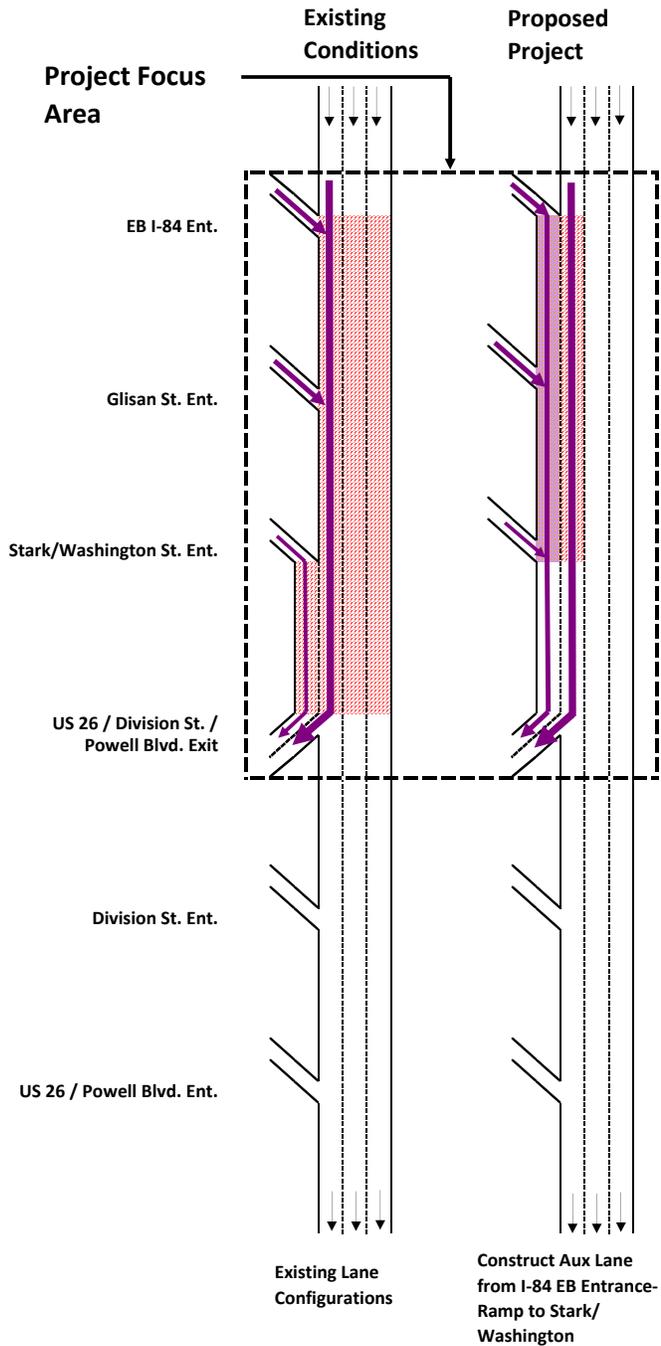


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# I-205 Southbound I-84 to Stark/ Division Streets Auxiliary Lane



# I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St. Auxiliary Lane



**LEGEND**

-  Area of Congestion
-  I-205 SB Auxiliary Lane
-  Critical Movements in Focus Area

**Existing Conditions**

**Queue:** Division/Powell Blvd. exit-ramp to entrance-ramp from I-84 EB. Congestion/queuing starts from weaving section between Stark/Washington St. entrance-ramp and US 26/Division St./Powell Blvd exit ramp. Contributing Factors: high volumes from I-84 EB merging with I-205 mainline traffic. Conflicts between entrance-ramps create turbulence at merge points with mainline, and difficult weaving movements.

**Duration:** Approximately 3 hours daily between 3:00PM to 6:00PM.

**Speed:** Bottleneck activation speeds drop as low as 20 mph.

**Volume (2011ADT):** Mainline: 81,760 (8.7% truck); Entrance-Ramp from I-84 EB: 17,390, of which approximately 25% exit to Division/Powell.

**Project Focus Area Crashes:** Rate: 0.60 per MVMT; Frequency: 112 crashes from 2007 to 2011; No fatal crashes.

**Proposed Project**

**Description:** Extend lane from I-84 EB entrance-ramp to Stark/Washington St., to match existing auxiliary lane from Stark/Washington St. to Division St./Powell Blvd. Approximately 25% of traffic from I-84 EB entrance-ramp is destined for Division/ Powell Blvd. exit

**Benefits:**

**Queue:** Congestion/queuing would be reduced in all lanes and completely reduced in the two leftmost lanes.

**Duration:** It is anticipated that the queue would be reduced to an hour during the peak periods.

**Speed:** Average speeds within the congested areas are expected to increase to between 40 and 45 mph.

**Project Focus Area Benefits Summary:**

Reduce congestion, improve lane balance and travel time reliability, and sustain stable traffic flow. Construction of the auxiliary lane would facilitate the I-84 EB to Division/Powell movements. Auxiliary lane would provide direct connection to this exit for almost one out of four vehicles in this segment of I-205. This auxiliary lane is anticipated to result in a 30% reduction in mainline crashes, based on comparable auxiliary lane improvements.

**Project Estimated Cost:**

**\$7.0M - \$8.5M**



**Site Map Diagram**

C-BOS: High Priority Projects

**I-205 SB: I-84 EB Entrance-ramp to Stark/Washington St.**