



Transportation Project Sponsors

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

Organization Name: Tualatin Hills Park & Recreation District (THPRD)	
Contact Person Name: Brad Hauschild	Title: Park Planner
Street Address: 6220 SW 112th Avenue	Phone: (503) 629-6305
City, State Zip: Beaverton, Oregon 97008	
E-mail: bhauschild@thprd.org	

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Fanno Creek Trail/Hall Boulevard Crossing

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

	Project Funds	% of Project Costs
Total Costs	\$3,362,963	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,362,963	100%
Matching Funds	\$345,377	10.27%
Requested Funds	\$3,017,586	89.73%

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

The proposed project is to complete final engineering & construction of a bridge over Hall Boulevard, a 5-lane arterial street with a posted speed of 40 mph, for the Fanno Creek Regional Trail, one of THPRD’s heaviest used trails for commuting & recreation. The bridge will be 12-foot wide & have a minimum 16-foot street clearance. The bridge will have spiral approaches at a maximum grade of 6.5% & will include landings to meet ADA standards. Realignment of the trail leading to the approaches will require boardwalks where it crosses the floodplain & associated wetlands. Relocation of existing utilities along Hall are anticipated, but additional right-of-way/ land acquisition is not expected as all significant work related to the bridge structure will take place on THPRD property.



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.

8. Project Problem Statement–REQUIRED

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

Where the Fanno Creek Trail, a 4½-mile off-street regional multi-use trail, intersects with Hall Boulevard, a busy 5-lane arterial street, no designated safe crossing exists. Trail users are directed 450 feet west to the signalized Hall Boulevard/Greenway Drive intersection. While some users follow this "out of direction" route, many do not & choose to cross at their own risk at the trail intersection. This is not only a safety concern for trail users but also for drivers on Hall Boulevard, especially during the PM peak hour when left turn queues from Hall to Greenway often extend beyond where the trail intersects the street. This is a situation that has existed for over 30-years & continues to worsen as both trail use & traffic on Hall increases.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text" value="Beaverton"/>	County: <input style="width: 90%;" type="text" value="Washington"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	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)

Project area is located approximately 450 feet east of the Hall Boulevard/Greenway Drive intersection in southeast Beaverton (which is approximately one mile west of the OR-217/Hall Boulevard interchange).



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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)
<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 will complete final design & engineering work in order to construct a 12-foot wide by 120-foot long bridge on the Fanno Creek Regional Trail over Hall Boulevard, a 5-lane arterial street with a posted speed of 40 mph. Funds will also be used to complete the land use approval & permitting process, including all necessary environmental reports (such as wetland delineation, floodplain no-rise analysis, natural resources assessment, impacts to fish & wildlife, etc.), as well as bidding services. In addition to the bridge, other project components include spiral approaches, boardwalks, realignment of the existing asphalt trail, environmental work, utility relocation (overhead wires), & temporary traffic control. New & relocated sections of trail will be 10-feet wide with 1-foot gravel shoulders. The bridge approaches & boardwalks will be 12-feet wide. Additional right-of-way & land acquisition is not anticipated because all significant project elements will be located on THPRD property on both sides of Hall Boulevard.

This project will further a preliminary planning & 30% PE design effort that was completed in September 2012. This effort, in partnership with ODOT, Metro, & the City of Beaverton, was funded through Metro’s MTIP program. Spanning nearing 18-months, this effort included an extensive public involvement process in order to determine a safe & feasible crossing of the Fanno Creek Trail at its intersection with Hall Boulevard. Other crossing alternatives evaluated were determined to have more overall impacts within the project area (as compared to the bridge) & included 3 at-grade crossing options & an undercrossing.

The bridge option considered the use of steel/concrete or wood as the primary building material,

as well as the use of straight or spiral approach ramps. Ultimately, a wooden bridge structure with spiral approaches was selected, as this type of bridge would have a smaller footprint & smaller overall impact on the adjacent floodplain & associated wetlands, as well as better meeting the overall aesthetic character of the project area. This option was then advanced into a 30% PE level of detail, which has been completed & includes a project prospectus & a number of reports:

- archeological reconnaissance survey
- federal endangered species act compliance summary
- environmental assessment compliance report
- floodplain analysis memo
- hazardous materials study
- historical resources baseline survey
- land use analysis memo
- public involvement summary
- traffic analysis report
- wetland reconnaissance report

The proposed project could be completed in 2 phases. Phase 1 would complete final design, engineering, reporting, permitting, & bidding services. Phase 2 would be construction of the bridge & associated project elements, including utility relocation & environmental work.

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 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
Spring 2018	Bid Let Date
Spring 2018	Construction Contract Award
Fall 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
Winter 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.

The proposed project is consistent with a number of adopted plans, including:

- THPRD's Trails Master Plan (pgs. 56; 76-77)
- City of Beaverton's Transportation Plan (pgs. VI-13, Table 6.1; VI-17, Figure 6.1; VI-21, Figure 6.2)
- Washington County's Transportation Plan (pgs. 45; 47; Figure 12E; 52)
- Metro's Trails & Greenspaces Plan (pgs. 3; 6-7) & Transportation Plan (Figures 3.14 & 3.15)

While only the THPRD Trails Master Plan specifically identifies the crossing as a critical gap in the trail network, the other plans acknowledge that the trail must cross Hall Boulevard & that having safe crossings where an off-street trail intersects a major street is important. However, in January 2003 Metro adopted its Fanno Creek Action Plan that does specifically identify the project area as a critical link in the safe & efficient operation of the trail. This crossing is identified as Gap 5 in that 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.

The proposed project is consistent with Policy 1.1 as it completes a “gap” in an existing off-street transportation system. The Fanno Creek Trail, a multi-use regional trail serving both transportation & recreation needs, provides a transportation option that furthers a balanced & integrated transportation system. As other sections of the trail outside of THPRD’s boundary continue to be developed & new connections are made to transit service, residential neighborhoods, employment & commercial centers, schools, parks & open spaces, & civic & public spaces, trail use will continue to increase making the proposed bridge crossing even more critical to the safe & efficient operation of this system.

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 proposed project provides an alternative to travelling on state-operated facilities as it will complete a critical link in a regional trail system that provides an off-street transportation alternative & supports a multimodal transportation network. With 4½-miles built within THPRD's 50-square mile service area & additional sections of trail being constructed in the cities of Portland & Tigard, the Fanno Creek Trail is quickly becoming a popular commuter route making completion of a safe crossing at Hall Boulevard a top priority.

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 proposed project will improve mobility for travelers because it will complete a critical gap in the regional trail network & improve connections between transportation modes. The Fanno Creek Trail connects residential neighborhoods, employment areas, commercial centers, schools, park & recreation facilities, & transit services. A safe crossing at Hall Boulevard will improve the efficiency by which travelers can more easily reach their destinations. Hall Boulevard is served by TriMet bus routes 76 & 78, & a WES rail line stop is located ½-mile to the east of the project area. While a bridge crossing over Hall improves overall mobility for trail users, access to the Hall & transit stops will be maintained.

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 significantly improve access for trail users. A safe crossing of Hall Boulevard will improve existing connections to nearby residential neighborhoods, such as Greenway & Vose; employment areas, like the Creekside Business Park; commercial areas, such as Albertson's & 7-Eleven; schools, like Greenway Elementary; park & recreation facilities, including Greenway Park & the Fanno Farmhouse; & transit service, including bus routes 76 & 78. The current condition directs people to cross Hall in an "out of direction" manner. The proposed bridge will provide a direct crossing opportunity, which improves efficient movement & access of travelers.

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 proposed project will have minimal impact on economic vitality & development. While the bridge crossing over Hall Boulevard will improve efficiencies for travelers using Fanno Creek Trail for commuting to/from work or for recreation, it is not anticipated to provide a benefit to long-term job growth or capital investment. However, it is likely there will be an increase in the number of trail users using the trail for commuting & recreation once this gap is completed.

As one of THPRD's busiest trails, averaging 90,000 – 100,000 users per year, completion of the proposed project will greatly improve access to a number of park & recreational facilities along the Fanno Creek Trail. This includes the 87-acre Greenway Park, the nationally listed historic Fanno Farmhouse, a 9-hole Frisbee golf course, the Garden Home Recreation Center, the 4-acre Vista Brook, & the Beaverton Creek Regional Trail.

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 designed to have minimal impacts on existing environmental conditions, such as floodplain & wetlands. As part of the proposed project, a boardwalk will be used where the existing trail will be realigned in order to move the trail out of the floodplain, but across associated wetlands, in order to improve the function of these natural resources. Where impacts to these areas do occur, they will be mitigated for on-site within the project area.

While wood is expected to be the primary building material, materials for the bridge, approaches, & boardwalks will be selected with sustainability in mind, including the use of recycled plastic lumber for the decking material (which is a direction THPRD has moved to). Final design & engineering will follow THPRD's Sustainability Policy, which not only gives consideration to types of materials, but also where those materials come from & the resources used to provide them.

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 consistent with existing land use patterns of development. Both sides of Hall Boulevard are park & open space uses, in which the Fanno Creek Trail is located. Areas to the west of the project area generally residential, except along Hall where commercial & office uses are located, such as Albertson's & State Farm Insurance. Areas to the east are generally employment-related uses, such as service, office & light industrial uses like 7-Eleven, Si Senor Mexican Restaurant, & the Creekside Business Park. The proposed project will better connect these land uses along Hall & provide shorter trips for walking & biking by providing a direct crossing opportunity.

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 improve livability both within the project area & beyond. Providing a direct crossing of the Fanno Creek Trail at Hall Boulevard improves connectivity along the off-street transportation network. This section of trail currently averages 90,000 – 100,000 users per year (based on electronic trail counters), a number which is expected to increase as other sections of the trail are completed making it a true regional multi-use trail that supports a balanced, integrated multimodal transportation system. It is estimated that approximately 10% of trail users are commuters (based on trail user observations & surveys).

The bridge, envisioned to be constructed of wood in order to fit within the character of the project area & match existing bridges along the trail, will provide a grade separated crossing improving safety & efficiency for travelers. As mentioned previously, the trail is used for both commuting & recreation, activities which will continue to increase in popularity as population & traffic congestion continue to increase in the project area. While the bridge will mark a noticeable change to the existing landscape, the public involvement process has guided the decision-making process into recommending a wooden bridge option.

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 proposed project will significantly improve safety & security for both trail users & motorists by providing a grade separated crossing over Hall Boulevard. While there is no official accident information between pedestrian/bicycle-vehicle crashes, there have been a number of “near-misses” as trail users dart across 5-lanes of traffic (especially at the PM peak hour when left turn queue length on Hall back up past the trail intersection). Throughout the public involvement process during the planning & PE phase, it was noted time & time again of people witnessing these near misses or being involved in them. One of the reasons the bridge crossing option was selected is because it separates modes of transportation where conflicts have historically occurred at this specific location along the Fanno Creek Trail. This separation provides an immediate feeling of safety & security for travelers.

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 project will complete a missing link in the Fanno Creek Trail, which is a multi-use trail open & available to all populations of the community. The proposed bridge will provide a benefit to trail users, establishing a direct crossing opportunity of Hall Boulevard without impacting vehicle traffic. As it related to creating economic equity or benefitting disadvantaged populations, the proposed project will likely have limited influence.

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?

Once completed, the proposed project will be incorporated into THPRD's operation & maintenance program. This will include regular & routine maintenance activities (cleaning, debris removal, etc.), as well as annual inspection & evaluation of the proposed bridge & boardwalk structures.

As mentioned previously, the proposed project will complete a 16-month planning, public involvement, & PE effort that used MTIP funds from Metro. This process identified & evaluated 5 crossing options in order to determine a safe & feasible crossing of the Fanno Creek Trail at Hall Boulevard. The proposed project is the outcome of this process & has the support of the community & local agencies to become reality.

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	\$35,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$837,457	
Environmental Work	\$84,125	
Coordination and Outreach	\$10,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$0	
Capital Equipment	\$0	
Non-Construction Project Costs Total		\$966,582
Utility Relocation	\$10,000	
Construction	\$2,386,381	
Construction Project Costs Total		\$2,396,381
Total Eligible Project Cost		\$3,362,963
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	THPRD	\$345,377	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$345,377	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:

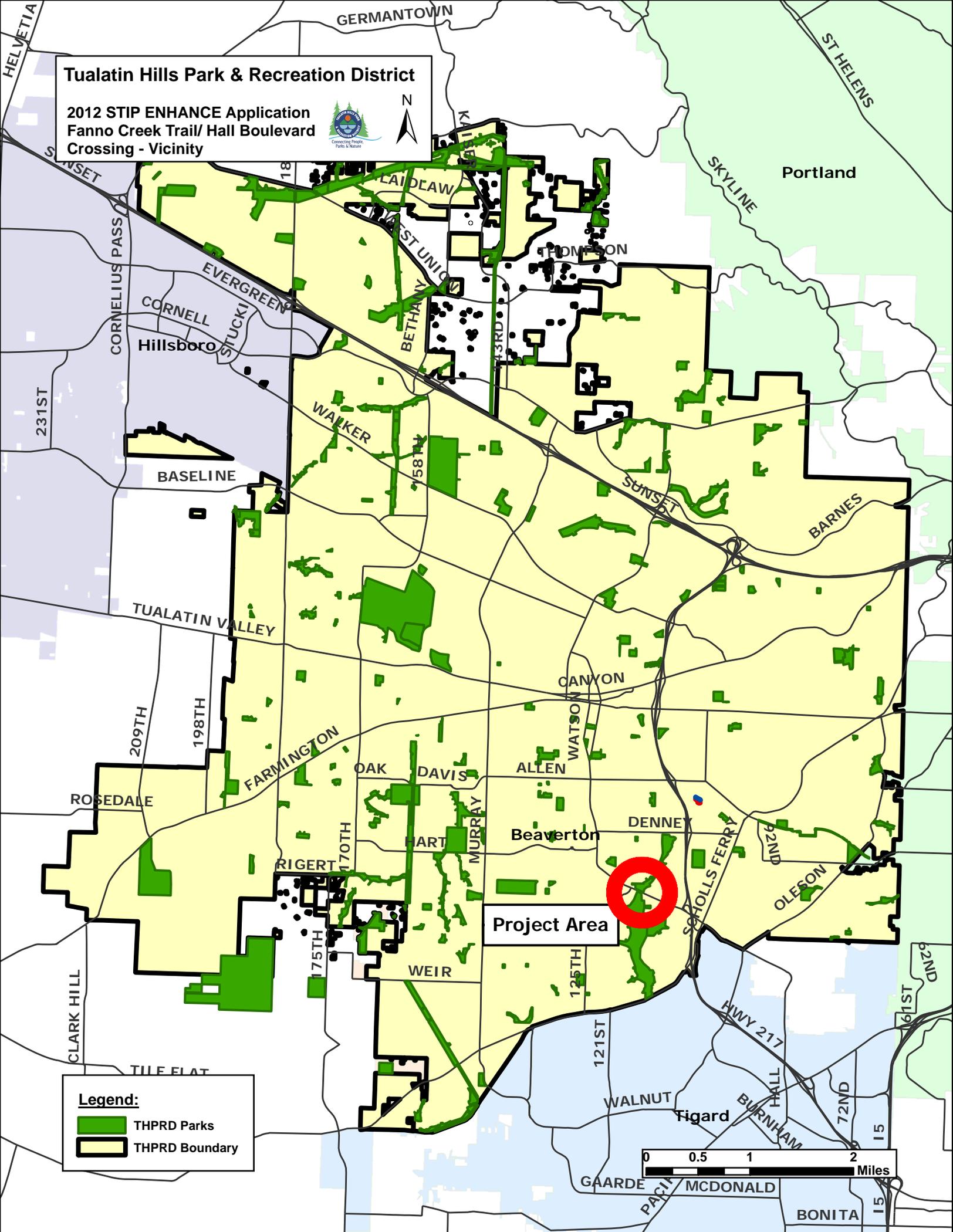
Authorizing Authority Title:

Signature: Date:

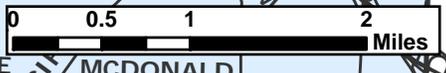
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

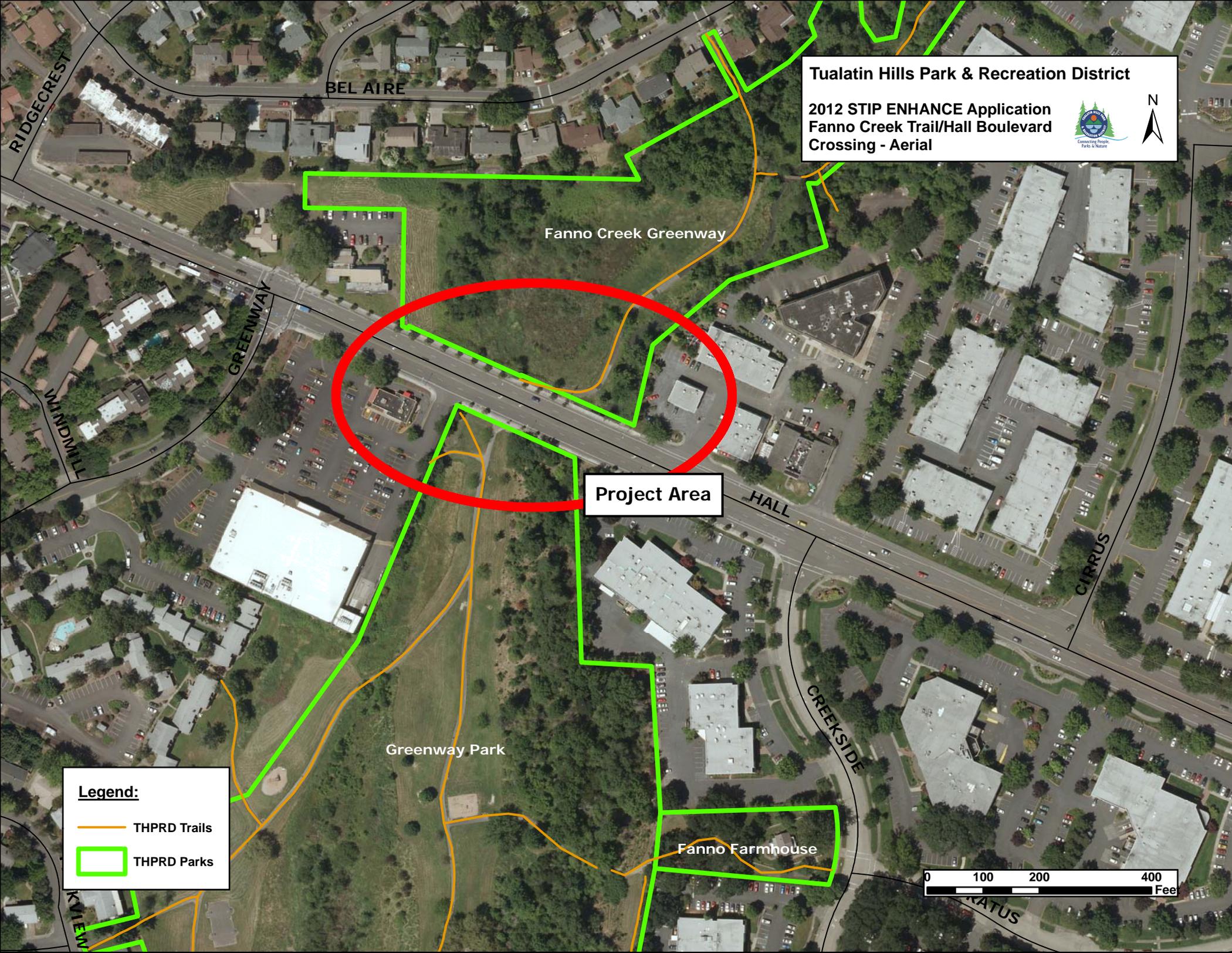
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.

Tualatin Hills Park & Recreation District
 2012 STIP ENHANCE Application
 Fanno Creek Trail/ Hall Boulevard
 Crossing - Vicinity



Legend:
 THPRD Parks
 THPRD Boundary





Project Area

Fanno Creek Greenway

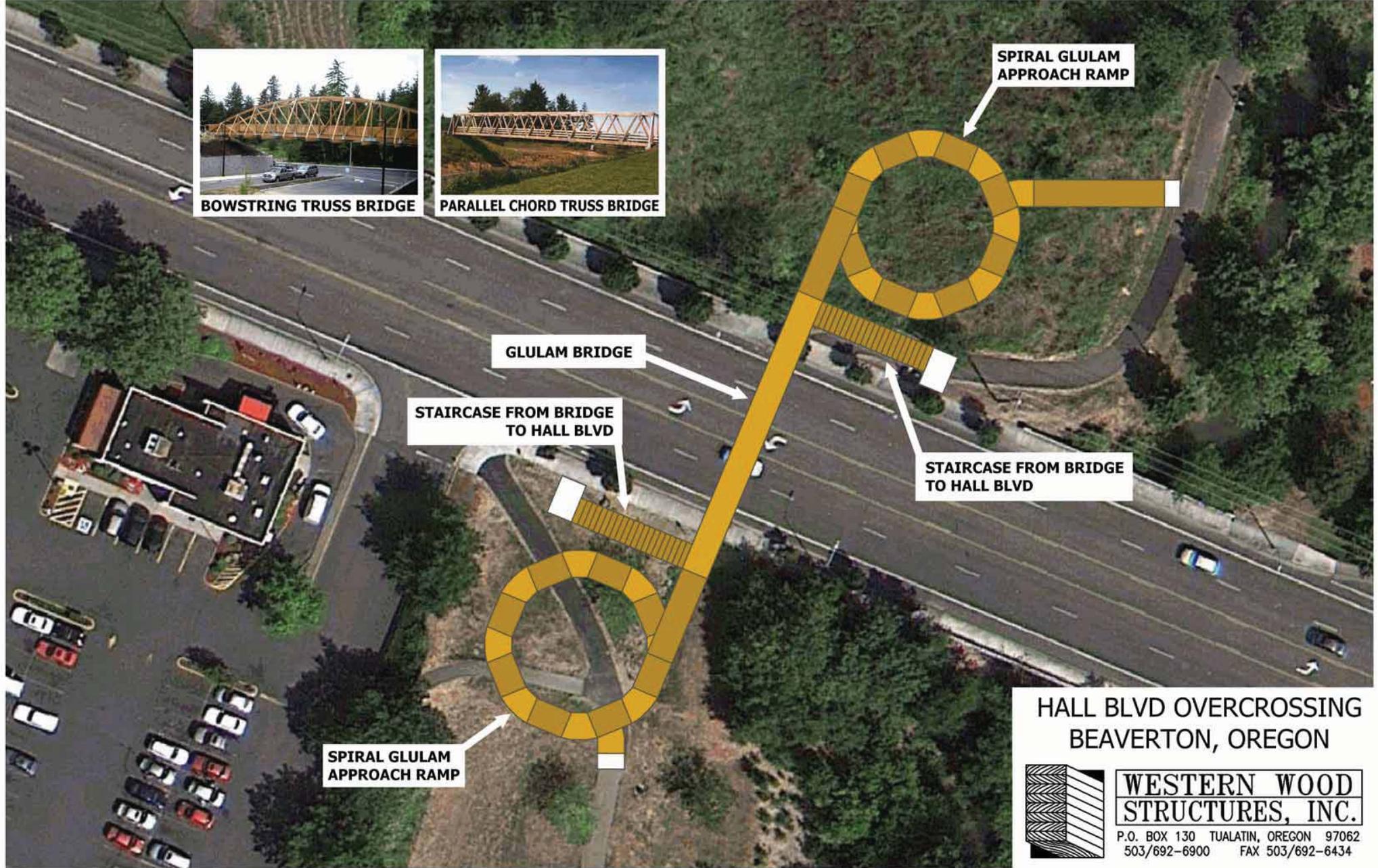
Greenway Park

Fanno Farmhouse

Legend:

- THPRD Trails
- THPRD Parks





BOWSTRING TRUSS BRIDGE



PARALLEL CHORD TRUSS BRIDGE

SPIRAL GLULAM APPROACH RAMP

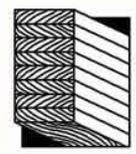
GLULAM BRIDGE

STAIRCASE FROM BRIDGE TO HALL BLVD

STAIRCASE FROM BRIDGE TO HALL BLVD

SPIRAL GLULAM APPROACH RAMP

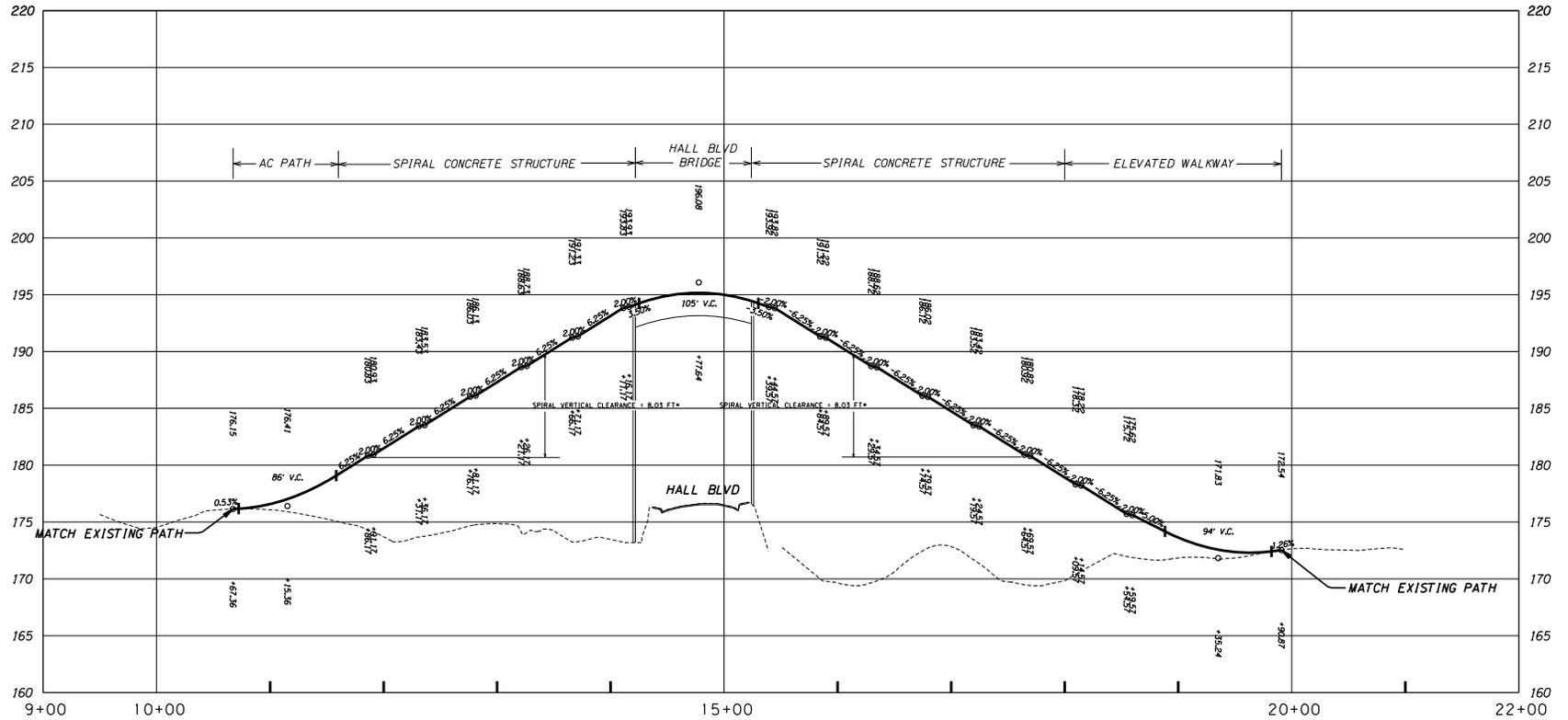
**HALL BLVD OVERCROSSING
BEAVERTON, OREGON**



**WESTERN WOOD
STRUCTURES, INC.**

P.O. BOX 130 TUALATIN, OREGON 97062
503/692-6900 FAX 503/692-6434

HALL BLVD OVERCROSSING - PROFILE



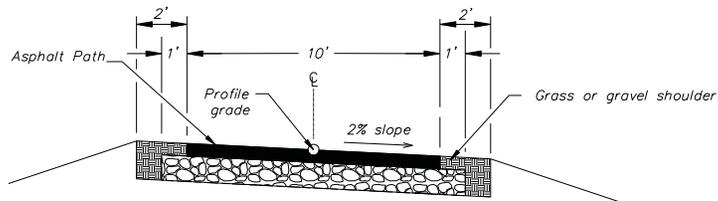
SCALE
 $1" = 100'$
 H:V = 1:10

* - VERTICAL CLEARANCE IS FROM TOP OF PATH TO BOTTOM OF STRUCTURE

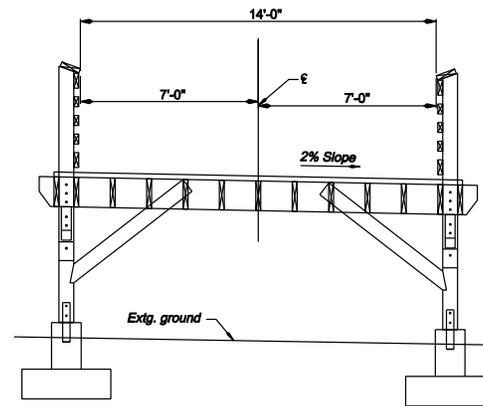
LINE	SURFACE	OFFSET
----	EG	0.000
Scaled 10.00000000 Times Ver.		
Scaled 1.00000000 Times Hor.		



HALL BLVD UNDERCROSSING TYPICAL SECTIONS



TYPICAL SECTION AT MULTI-USE AC PATH



TYPICAL SECTION AT ELEVATED WALKWAY

