



## 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:

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

	Project Funds	% of Project Costs
Total Costs	\$4,069,139	
Non-Eligible Costs		
Total Transportation Project Cost	\$4,069,139	100%
Matching Funds	\$417,901	10.27%
Requested Funds	\$3,651,238	89.73%

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

The proposed project is to complete preliminary engineering, final engineering, permitting, bidding, & construction of a section of the Westside Regional Trail between the TriMet Merlo Transit Center (TC) & NW Greenbrier Parkway (just south of US-26/Sunset Highway) in the City of Beaverton. The proposed asphalt multi-use trail will be off-street, approximately 1.6-miles long, 10-feet wide with 2-foot gravel shoulders, & will be located within a Bonneville Power Administration (BPA) powerline corridor. The project will also likely include environmental work, right-of-way/land acquisition, & utility relocations in order to construct the trail.



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### 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 proposed project will provide a north/south off-street transportation option for bicycles & pedestrians where one currently does not exist. Once completed, the trail will connect residential neighborhoods, employment areas, commercial nodes, & park & recreation facilities to the TriMet Merlo TC/LRT Station, improving access to both bus & light rail transit service.

### 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 within a Bonneville Power Administration (BPA) powerline corridor in northwest Beaverton between the Trimet Merlo Light Rail Station at SW 158th Avenue/SW Merlo Road (south project limits) & NW Greenbrier Parkway just south of US-26/Sunset Highway (north project limits), & is located approximately ½-mile south of US-26/Sunset Highway & the Cornell Road/Bethany Boulevard interchange & approximately 3 miles west of OR-217 & the Walker Road interchange.

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



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<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 Westside Regional Trail is planned to be a 25-mile long trail that will connect the Tualatin River (near King City & Tigard) to the Willamette River (near Forest Park in Portland). Approximately 10-miles are located within THPRD’s 50 square mile service area, half of which is already built in THPRD’s southern service area. The proposed project represents the second step in the process of constructing the Westside Trail northward from the Merlo TC to its eventual connection with the Rock Creek Regional Trail in THPRD’s northern service area (THPRD is currently in the PE phase of a ¾-mile section of the trail that begins at the Rock Creek Trail & heads south).

The proposed project will complete preliminary & final engineering, permitting, bidding, environmental work, right-of-way/land acquisition, utilities, & construction for approximately 1.6-miles of the Westside Trail between the Merlo TC & NW Greenbrier Parkway (just south of US-26/ Sunset Highway). The proposed multi-use trail will be asphalt, 10-feet wide with 2-foot gravel shoulders, & provide an off-street transportation alternative for bicycles & pedestrians where none currently exists. Funds will also be used to complete all necessary reports & analysis that may be required, such as wetland delineation, floodplain no-rise analysis, natural resources assessment, impacts to fish & wildlife, archeological/historical assessments, hazardous materials assessment, etc.

This project will connect to a project completed in 2009 that used Metro CMAQ funds to complete nearly 2-miles of the Westside (Beaverton Powerline) Trail from the Merlo TC southward (the proposed project goes north from the Merlo TC). This project would also connect to another THPRD project seeking STIP funds, the Beaverton Creek Regional Trail from SW Hocken Avenue to the Westside Trail. It should also be noted that a ¾-mile section of the Westside Trail is in the PE phase, referenced previously, is being partially funded with MTIP funds from Metro & ODOT has



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been involved in the project since its start up in March 2012. Construction of that section is expected to be completed by year's end 2014.

The proposed project could be completed in multiple phases with preliminary & final engineering, reporting, permitting, right-of-way/land acquisition, & bidding services being completed under a single phase & construction of the trail & associated project elements, such as environmental work & utility relocation, being completed under a separate phase.

## 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) - <b>REQUIRED</b>
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 - <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 proposed project is consistent with a number of adopted plans, including:

- THPRD's Trails Master Plan (pgs. 54; 67; 72-73)
- City of Beaverton's Transportation Plan (pgs. VI-17, Figure 6.1; VI-21, Figure 6.2)
- Washington County's Transportation Plan (pgs. 45; 47; Figure 12D; 52)
- Metro's Trails & Greenspaces Plan (pgs. 3; 6-7) & 2035 Transportation Plan (Figures 3.14 & 3.15; pg. 16, Table 6.1, ID #10810)

THPRD Trails Master Plan, updated & approved by its Board of Directors in October 2006, divides the Westside Trail into 18 segments. The proposed project would complete segments #12 – #14. Segments #1 - #11 totaling over 5-miles have been completed, with segments #1, #4, & #7 being completed this year 2012. The north half of segment #18 is currently in the PE phase & is expected to be completed by year's end 2014. Furthermore, the project is identified in Metro's 2035 Transportation Plan under ID #10811 & is represented in Metro's Westside Trail Master Plan project currently underway. While the City & County plans do not specifically identify these projects, both jurisdictions have adopted THPRD's Trails Master Plan to be incorporated into their transportation plans & the trail is reflected in each of their bicycle & pedestrian network maps.

**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 will support a balanced & integrated multimodal transportation system. The proposed project will provide new bicycle & pedestrian access to transit, including both bus & light rail service; employment & commercial centers, such as Nike, Intel, & the Cornell Oaks Corporate Center; park & recreation areas, including the Tualatin Hills Nature Park, Beaverton Creek Trail, & Pioneer; & residential neighborhoods, including the Meadow Park & Five Oaks/Triple Creek areas.

## 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 expands a regional trail system that provides an off-street transportation option & supports a multimodal transportation network & active transportation corridor. With 5 continuous miles already built & 5-miles proposed for the future within THPRD's service area, the Westside Trail is quickly becoming a popular commuter route with its numerous connections to transit routes, employment & commercial centers, residential neighborhoods, schools, park & recreation facilities, civic & public spaces, & other regional & community trails.

### **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 by integrating the off-street regional trail network into the overall transportation system. As mentioned previously, this 1.6-mile section of the Westside Trail will improve access to bus & light rail transit service, employment & commercial centers, residential neighborhoods, & park & recreation facilities, as well as a connection to the Waterhouse Community Trail & future Beaverton Creek Trail. It is this kind of integration that will encourage a more balanced multimodal transportation system.

### **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 & expand connectivity for travelers to areas where no such access currently exists. As mentioned previously, this includes access to transit service, employment & commercial centers, residential neighborhoods, & park & recreation facilities. Once completed, the proposed project will serve as a catalyst for future investment in completing the remaining 3-miles of Westside Trail north of US-26/Sunset Highway to the Rock Creek Trail & THPRD's northern boundary.

## 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 proposed project will improve mobility & access along the Westside Trail corridor, it does not create long-term job or capital investment. However, completion of the project will improve access to recreation & will improve worker access to jobs for those wanting an off-street transportation alternative &/or use transit service on a frequent basis.

In regards to improved access to recreation, at its south end the proposed project will connect to the Tualatin Hills Nature Park, a 222-acre wildlife preserve, & the Waterhouse Trail, a 5-mile trail that heads north to the Rock Creek Trail & PCC Rock Creek Campus & Recreation Facility. At its north end the proposed project will provide access to THPRD's crown jewel 92-acre HMT Recreation Complex & will connect to its Pioneer Park, a 7-acre neighborhood park.

## 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, including wetlands & their buffers. Where these areas need to be crossed, THPRD will employ the use of boardwalks. Any impacts to these environmentally sensitive areas as a result of the proposed project will be mitigated for on-site to greatest extent possible. If on-site mitigation is not available, the mitigation will occur off-site & meet all requirements & conditions of those agencies with jurisdiction. The extent of any impacts to these areas has not yet been determined.

Boardwalk materials 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. Additionally, low-impact design solutions will be considered to deal with surface water runoff from the trail in order to improve water quality. The use of permeable paving for the trail is also something that THPRD will consider if conditions warrant the use of such treatments in appropriate locations within the project area.

## 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 & the City of Beaverton's land use regulations. The project area is fully developed. The south & north ends of the project area are predominantly industrial & office uses with areas of open space. The middle portion of the project area is predominantly residential with some areas of parks & open space. Per the City's development code, trails are permitted uses in residential, commercial, industrial, & open space land use districts. Once completed, the proposed project will provide an off-street transportation option to these areas, including the Meadow Park & Five Oaks/Triple Creek neighborhoods, the Tualatin Hills Nature Park, Nike, Intel, the Cornell Oaks Corporate Center, & TriMet's Merlo TC.

### 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. Because the project area is fully developed, the proposed multi-use trail will have minimal impacts on the existing environment & will "fit" with the existing character of the surroundings. In addition to connecting to transit, employment centers, & residential neighborhoods, the proposed project will provide a connection to 2 THPRD's trails ... the Waterhouse Trail & the proposed Beaverton Creek Trail. This connection will promote a healthy lifestyle & encourage an active transportation alternative for those wanting more options in getting to/from their destinations. As part of the project, pedestrian scale amenities, such as benches, trash receptacles, & signage, will be included to make the user experience more enjoyable & inviting.

## 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 improve safety & security for both trail users & motorists by creating an off-street transportation option where none currently exists. Currently, non-motorized modes choosing to travel north/south through the project area must do so on-street (bike lanes &/or sidewalks where they exist). These routes are often “out of direction” having to follow existing street patterns & often require multiple street crossings, which may or may not be clearly designated. The proposed project will create a more direct connection that is off-street with fewer, but clearly designated, street crossings. This separation of modes reduces the potential for conflicts & accidents where they typically occur ... at intersections of on-street routes. Although off-street, the proposed project will provide opportunities to connect to surrounding land uses & streets where logical & appropriate in order to provide a sense of security for trail users & adequate emergency access.

## 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 add approximately 1.6-miles to a 5-mile continuous stretch of the Westside Trail, a multi-use trail open & available to all populations of the community. Obviously, the biggest benefactors of the project will be trail users, both commuters & recreationalists, who elect to use the trail to access transit, get to work, do shopping, or get exercise. 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 operations & maintenance program. This will include regular & routine maintenance activities (cleaning, debris removal, etc.), as well as annual inspection & evaluation of any bridge or boardwalk structures that may be needed to complete the project.

The proposed project also supports the continued investment of THPRD, the City of Beaverton, Metro, & ODOT to complete the regional trail network in THPRD's service area. As mentioned previously, THPRD is completing sections of the Westside & Waterhouse Trails, as well as its Rock Regional Trail, this year 2012. In addition, THPRD completed the final gap in its Fanno Creek Regional Trail last year 2011. In total, THPRD will have completed over 6 miles of regional trails in the last 3 years, including a section of the Westside Trail funded in partnership with ODOT & Metro, bringing its total available for use to over 18 miles district wide. Completion of the north half of the Westside Trail is a priority of THPRD & the proposed project represents the next step in achieving this.

## 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	\$80,000	
Staff Costs (for Service/Educational Projects)	\$0	
Project development and PE	\$1,033,373	
Environmental Work	\$360,000	
Coordination and Outreach	\$30,000	
Leased Space	\$0	
Building purchase and/or Right of Way	\$294,300	
Capital Equipment	\$0	
<b>Non-Construction Project Costs Total</b>		<b>\$1,797,673</b>
Utility Relocation	\$200,000	
Construction	\$2,071,466	
<b>Construction Project Costs Total</b>		<b>\$2,271,466</b>
<b>Total Eligible Project Cost</b>		<b>\$4,069,139</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	THPRD	\$417,901	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$417,901	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:

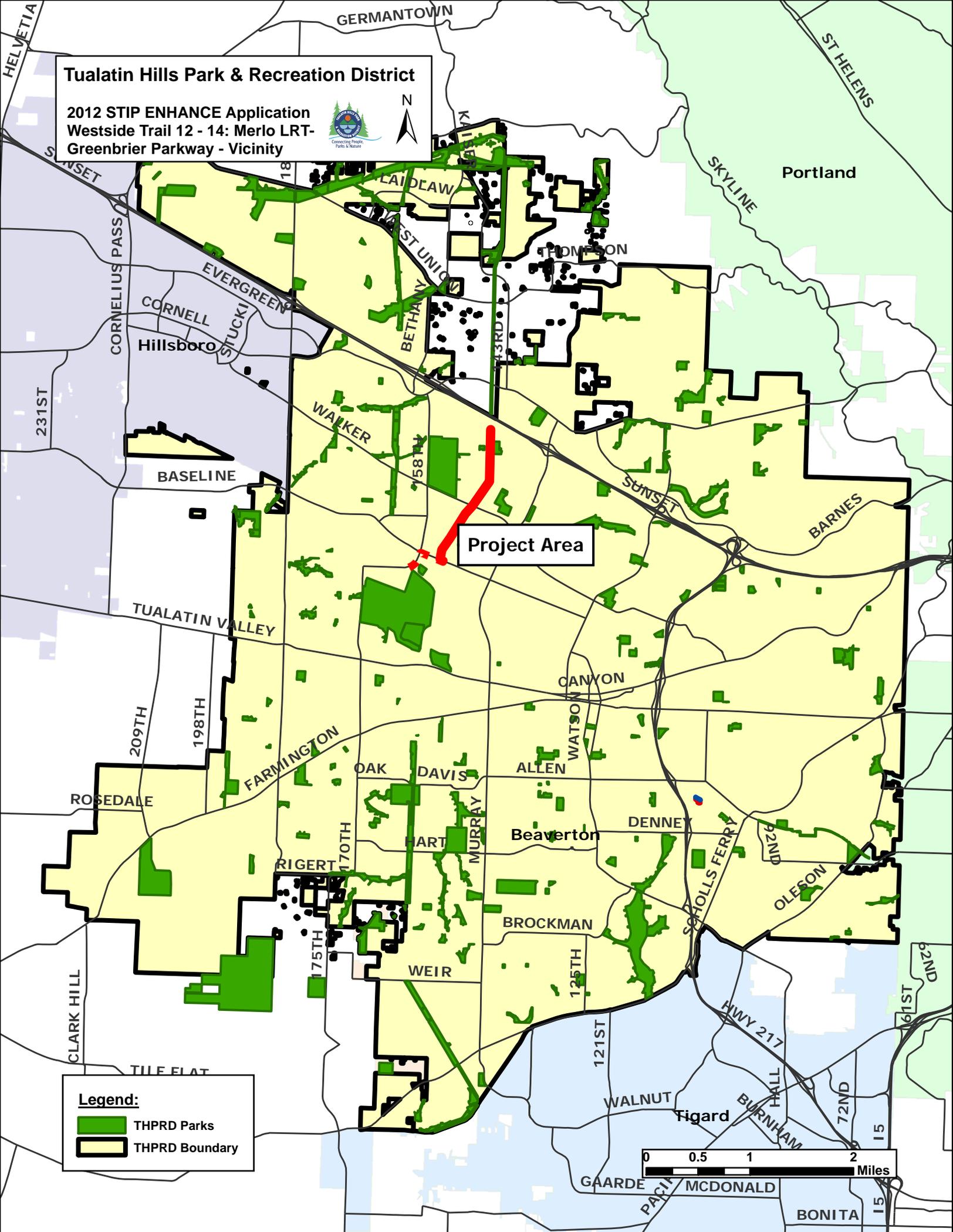
Signature:  Date:

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.

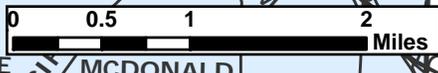
**Tualatin Hills Park & Recreation District**

2012 STIP ENHANCE Application  
 Westside Trail 12 - 14: Merlo LRT-  
 Greenbrier Parkway - Vicinity

**Legend:**

- THPRD Parks
- THPRD Boundary



# Tualatin Hills Park & Recreation District

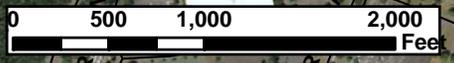
2012 STIP ENHANCE Application  
Westside Trail 12 - 14: Merlo LRT-  
Greenbrier Parkway - Aerial

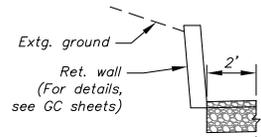


Project Area

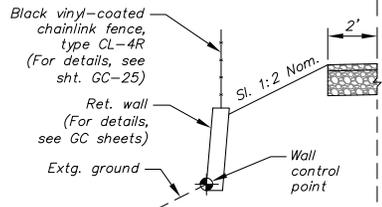
Merlo Light Rail  
Transit Station

Tualatin  
Hills  
Nature  
Park

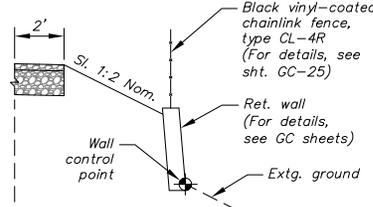




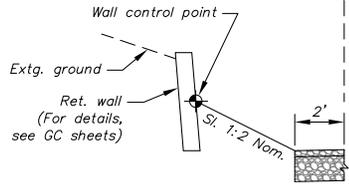
STA. 43+34.00 To STA. 43+54.00



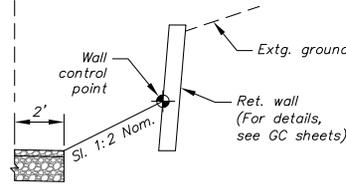
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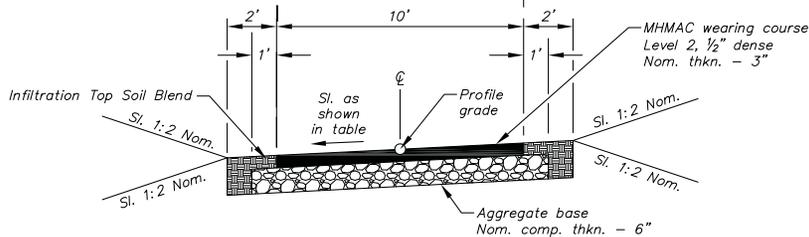
STA. 10+60.00 To STA. 11+00.00



STA. 11+80.00 To STA. 12+06.90  
STA. 12+25.00 To STA. 12+40.00



STA. 12+40.00 To STA. 12+55.00



STA. "M" 0+00.00 To STA. "M" 58+91.09

SUPERELEVATION TABLE	
STA. TO STA.	SLOPE

<b>OREGON DEPARTMENT OF TRANSPORTATION</b>	
<b>DAVID EVANS AND ASSOCIATES, INC.</b> 2100 Southwest River Parkway Portland Oregon 97201 Ph: 503.223.6663	
<b>WESTSIDE TRAIL -          ROCK CREEK TRAIL - BRONSON CREEK TRAIL</b>	
WASHINGTON COUNTY	
Reviewed By - Designed By - Justin DeMello Drafted By - Justin DeMello	
<b>TYPICAL SECTIONS</b>	SHEET NO. <b>2</b>