



Transportation Project Sponsors

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

Organization Name: Washington County	
Contact Person Name: Clark Berry	Title: Senior Planner
Street Address: 155 North First Ave., Suite 350-14	Phone: (503) 846-3876
City, State Zip: Hillsboro, OR 97124	
E-mail: clark_berry@co.washington.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: OR 10: Oleson Road Realignment Project

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

	Project Funds	% of Project Costs
Total Costs	31000000	
Non-Eligible Costs		
Total Transportation Project Cost	31,000,000	100%
Matching Funds	\$3,200,000	10.32%
Requested Funds	27,800,000	89.68%

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

This project aims to improve an intersection with one of the worst safety records in the Portland metropolitan area. It includes the realignment of Oleson Road from its existing location to approximately 400 feet to the east. The realignment moves an 800-foot segment of roadway to separate existing intersections in order to enhance roadway operations and safety. The resulting project includes improvements of adjacent roadways, with the addition of pedestrian, bike, and bus stop facilities to create connections to surrounding roadways while enhancing the adjacent creek corridor. This improvement is the first of three; this first improvement is expected to achieve significant and immediate benefits by greatly improving conditions at one of the worst intersections in the Portland area.



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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.

Planning and design funds for the proposed project were included in the FY2010-2013 STIP under key #14389 and #17414.

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.

The proposed project will complete right-of-way acquisition and construction of this project.

8. Project Problem Statement–REQUIRED

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

The OR 10: Oleson Road Realignment Project is a multi- roadway jurisdiction safety and congestion relief project that will improve conditions at an intersection with one of the worst safety records in the Portland metropolitan area. The intersection is the confluence of three arterial roadways (Oleson Road, Scholls Ferry Road and Beaverton-Hillsdale Hwy.) that converge at odd angles. The existing intersection configuration creates a confusing and difficult intersection to navigate due to inadequate spacing, which limits both through-capacity and turn lane storage. The current roadway design lacks safe and convenient pedestrian, bicycle and transit facilities, which deters use of these modes.

9. Transportation Project Location–REQUIRED

City: (not applicable)	County: Washington County
MPO: Metro	Special District: (not applicable)

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)

This project is located in urban unincorporated Washington County along OR 10 at approximately MP 3.25. The Portland city limits are approximately several hundred feet to the east of this site and the Beaverton city limits are located several hundred feet south of the site.

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 type="radio"/> Attached/Upload <input checked="" type="radio"/> Not Applicable	Typical Cross Section Drawings (showing proposed construction funded by the requested funds clearly marked) (8.5x11)

11. Project Description–REQUIRED

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

The proposed project will fund right-of-way acquisition and construction of the following improvements:

- Realignment and construction of Oleson Road 400 feet east of its intersections with Beaverton-Hillsdale Highway and Scholls Ferry Road
- Construction of appropriate tie-in transitions to adjacent roadways, including Scholls Ferry Road and Beaverton-Hillsdale Highway
- Inclusion of appropriate turn lanes, current traffic signals, and road restriping
- Inclusion of adaptive signal timing and traffic flow control coordinated between the County roads and the state highway
- Bike lane and sidewalk connectivity to adjacent road networks
- Pedestrian/bike plaza in the area of the relocated roadway. Closure of the existing Oleson Road intersection and reconstruction of portion of Oleson Road into a turnaround access for adjacent businesses.
- Ten-foot-wide sidewalks on Oleson Road in the vicinity of the state highway
- Pedestrian crossing island on Oleson Road between the adjacent southeast apartment complex and existing business area
- Reduction/consolidation of driveway accesses to/from public roadways
- Protection and enhancement of the existing Fanno Creek corridor and floodplain
- Replacement of existing roadway drainage system with one upgraded to current standards, including on-site storm sewer pre-treatment. Property acquisitions for mitigation of project



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impacts to the creek include removal of several large parking lots currently sending runoff directly to Fanno Creek.

These improvements support ODOT's stated mission "to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians." The proposed project will support Practical Design SCOPE values by (1) making the system as safe as practical; (2) taking a corridor approach to the project that reflects the objectives outlined in Metro's TGM-funded "Metro Corridors Project: Case Study Report" (Metro, June 2005); (3) optimizing the system through an asset management approach that will correct an existing flooding and run-off problem while also addressing the primary concerns of safety and congestion; (4) working with community interests to ensure that their needs are met in addressing this highly visible need that has remained unattended to for decades; and (5) stretching limited funds as far as possible to complete the most beneficial first part (i.e., this proposed project) of what was initially envisioned as a three-part project.

Unfortunately, the proposed improvements constitute the minimum phase that is needed to ensure a complete and useful product. To provide any significant amount of transportation benefit the spacing of the intersections must be increased, which in turn, requires Oleson Rd. to be realigned to the east. As we have realized over the years, there is no cheap fix for this problem and it only gets more expensive if improvements are delayed. It is a true regional need, involving ODOT and Washington County roads as well as impacting the nearby citizens of Portland and Beaverton.

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input 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
FY 2016-2018	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
	Bid Let Date
FY2017	Construction Contract Award
	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
FY2019	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 OR 10 Oleson Road Realignment project, together with the larger envisioned three-part project, was amended into the Washington County 2020 Transportation Plan in 2007 (see figure 8A). The realignment project was also included on Metro's 2035 Regional Transportation Plan Financially Constrained Project List as project #10545.

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.

Strategy 1.1.4 and Action 1G.1 both require that managing the system and making minor improvements to improve efficiency and capacity of the system be considered before adding capacity through major improvements. In 1996, Washington County and its jurisdictional partners examined five alternative designs for the Beaverton-Hillsdale Hwy./Scholls Ferry Rd./Oleson Rd. intersection area (Beaverton-Hillsdale Hwy./Scholls Ferry Rd./Oleson Rd. Intersection Preferred Alternative Report, December 1996). Alternative 2 of this report was the Transportation System Management Alternative. This alternative considered low-cost, low-impact improvements to extend the operating life of the intersection such as improved signalization, re-channelization of lanes and improved signage. Analysis showed, however, that this would only meet capacity needs for 10 years, would provide only minor improvements to bicycle, pedestrian and transit circulation and accessibility, and would provide only minor opportunities to support new development patterns in the designated 2040 Raleigh Hills Town Center. In 2000 the County Board of Commissioners rejected the Raleigh Hills Town Center Plan due to resident concerns over increasing traffic, plan proposals to increase connectivity and density in well-established areas. What we have ended up with now is the project proposal that is being submitted, which strikes an acceptable balance between safety, accessibility, mobility and re-development potential.

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 OR 10: Oleson Road Realignment Project will improve safety and to a much lesser extent, traffic flow along State Highway 10, Beaverton - Hillsdale Highway in the project area. Moreover, it will contribute to the development of a more seamless transportation system that provides increased accessibility to all modes in this area.

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 improvement is expected to improve traffic flow through this area, however the most noticeable improvement will be the provision of an increased number of safe and convenient travel choices as pedestrian, bicycle and transit connectivity is improved.

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?

This project will improve accessibility for all modes to an area where the current lack of safe transportation facilities acts as a barrier to travel. The provision of a pedestrian/bicycle plaza in the area of the vacated Oleson Rd. will offer a serene escape from the commotion of nearby traffic and perhaps entice travelers to stop and take advantage of the restaurants and other services offered in the area.

20. Economic Vitality

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

For example, will the solution:

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

Facilitated by improved accessibility of the area, an important related element of the proposed project is the preparation of a re-development plan for the area that looks at consolidating access points, combining parcels and considering more mixed-uses -- all with an eye toward improving the economic vitality of the area. Not to be overlooked though, is the through-travel function that Beaverton-Hillsdale Hwy. provides to many jobs in Portland to the east and to Beaverton to the west. Improved traffic flow through this bottleneck can only help preserve or create job growth in these areas.

21. Environmental Stewardship

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

For example, will the solution:

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

The project includes various elements that will contribute to environmental sustainability and reduced fuel consumption. Existing roadway intersections include poor, undersized turn-lane facilities. Roadway design includes appropriate turn-lane capacities that allow timely traffic flow through project intersections. The improved turn-lane capacities will reduce traffic idle times and extended alternative trip routes taken by delayed or frustrated drivers. This project will follow Oregon Sustainable Transportation Initiative (OSTI). OSTI is an integrated statewide effort to reduce greenhouse gas (GHG) emissions from transportation.

At least one federally listed fish species, Upper Willamette River steelhead trout, uses Fanno Creek. The proposed project will provide water quality and storm water pre-treatment facilities that the current site lacks. This project serves to build the realigned roadway consistent with protection of the creek and to provide environmental mitigation by acquiring parcels that will in turn allow waterway and floodplain improvements. The project includes vegetation buffers areas along the creek consistent with current local environmental standards. In conjunction with the adjacent bridge replacement project, this project reduces net impervious runoff areas by almost 10 percent.

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?

Although efforts to develop a town center plan failed at the county level in 2000, this area is still a designated Town Center in Metro's 2040 Concept. As conditions of approval for receiving \$1 million in Metro MTIP funding, Washington County is required to complete development plan activities in conjunction with this improvement that examine possibilities for parcel, right-of-way and access point consolidation that result in the creation of parcels of appropriate size and orientation for redevelopment. The county shall also examine opportunities for multi-modal circulation (including internal circulation) as well as possible revisions to the county community development code to facilitate development of neighborhood commercial areas and additional residential development.

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?

This project's emphasis on improved modal connectivity, accessibility and re-development of the immediate area in the vicinity of the proposed improvement is all aimed at improving livability. The provision of wide sidewalks, improved pedestrian crossings, bus turn-outs, improved drainage and enhancement of the Fanno Creek floodplain will all not only encourage a healthier lifestyle with more walking and biking, but it will also make the area a more enjoyable place for people to live, work and visit. Washington County staff has worked hard with citizen organizations, chambers of commerce, environmental interests, Metro, TriMet and ODOT to develop workable solutions to problems in this area through the use of context sensitive design and the enhancement of the special features of this area.

24. Safety and Security

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

For example, will the solution:

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

The primary justification for pursuing the Oleson Road Realignment Project is safety. The existing close proximity of the intersections of Beaverton-Hillsdale Highway, Scholls Ferry Road, and Oleson Road creates a confusing and unsafe area.

The most current adopted intersection safety list (the 2006-2008 Washington County Safety Priority Index System or SPIS list) list shows the Oleson/Scholls Ferry intersection as having the third worst SPIS ranking in the county. The other intersection that would be addressed by this project, Beaverton-Hillsdale Hwy. at Oleson Rd. was ranked the 86th worst intersection in the county. Taken together these two intersections accounted for 90 crashes over the three-year 2006-2008 reporting period with approximately one-third of these crashes resulting in moderate to mild injuries. Although it is never predictable how an improvement will affect motor vehicle crashes, the increased queue storage space on Oleson Rd. north of Beaverton-Hillsdale Hwy. is expected to provide a safer environment for motor vehicles. At least two pedestrian crashes, both non-fatal, were recorded in the vicinity of the proposed project between 2008 and 2010, however the circumstances surrounding these crashes is unknown.

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?

With approximately 19,700 motor vehicles passing through the Oleson intersection with Scholls Ferry on an average day, it can be expected that any improvement that enhances safety will benefit a large segment of the community. Although there are no apparent concentrations of environmental justice populations in the immediate vicinity of the proposed project, a concentration of three such populations exist approximately one mile west of the project site in the vicinity of 91st Ave. and Beaverton-Hillsdale Highway. It is therefore reasonable to assume that some proportion of those populations would pass through the subject intersection, perhaps on their way to Portland.

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?

Washington County has a history of maintaining its arterial roads such as Oleson Road in good to very good condition. Maintenance of the Beaverton-Hillsdale portion of the proposed project, however, lies with ODOT. Scanning an ODOT Region 1 Potential Fix-it project listing for 2016-2018 indicates no potential projects in the vicinity of the proposed improvement, however, ODOT has completed several major Preservation projects along Beaverton-Hillsdale Hwy. with the past five years.

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		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way	14,812,000	
Capital Equipment		
Non-Construction Project Costs Total		14,812,000
Utility Relocation		
Construction	16,188,000	
Construction Project Costs Total		16,188,000
Total Eligible Project Cost		31,000,000
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

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



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Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Washington County	\$3,200,000	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$3,200,000	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:

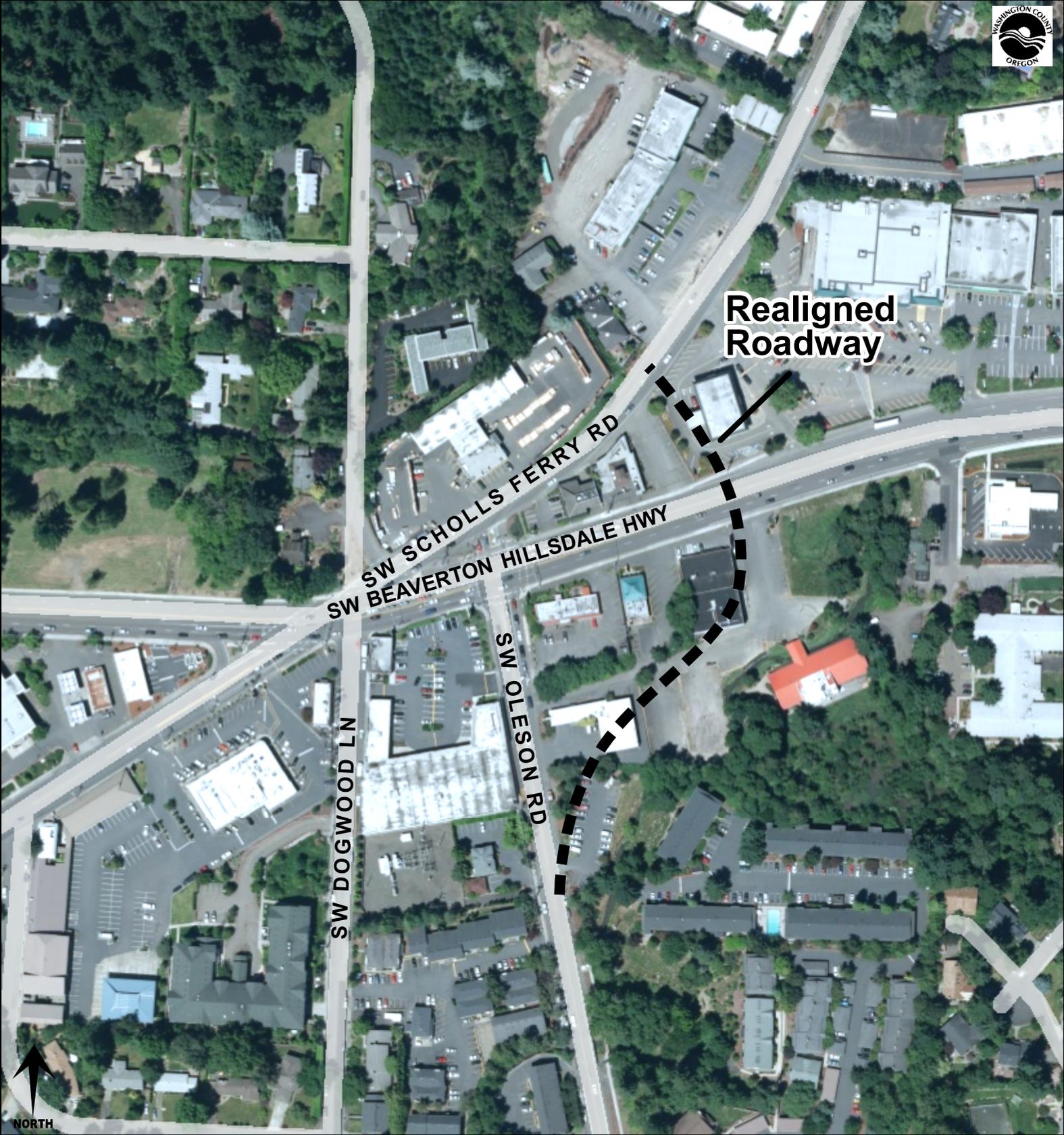
Authorizing Authority Name:

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.

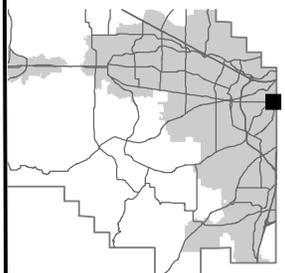
Electronic submittal was approved by the identified authorizing individuals. No signatures needed if checked.



OR 10: Oleson Road Realignment Project

Photo Year: 2011

■ ■ ■ ■ Realigned Roadway

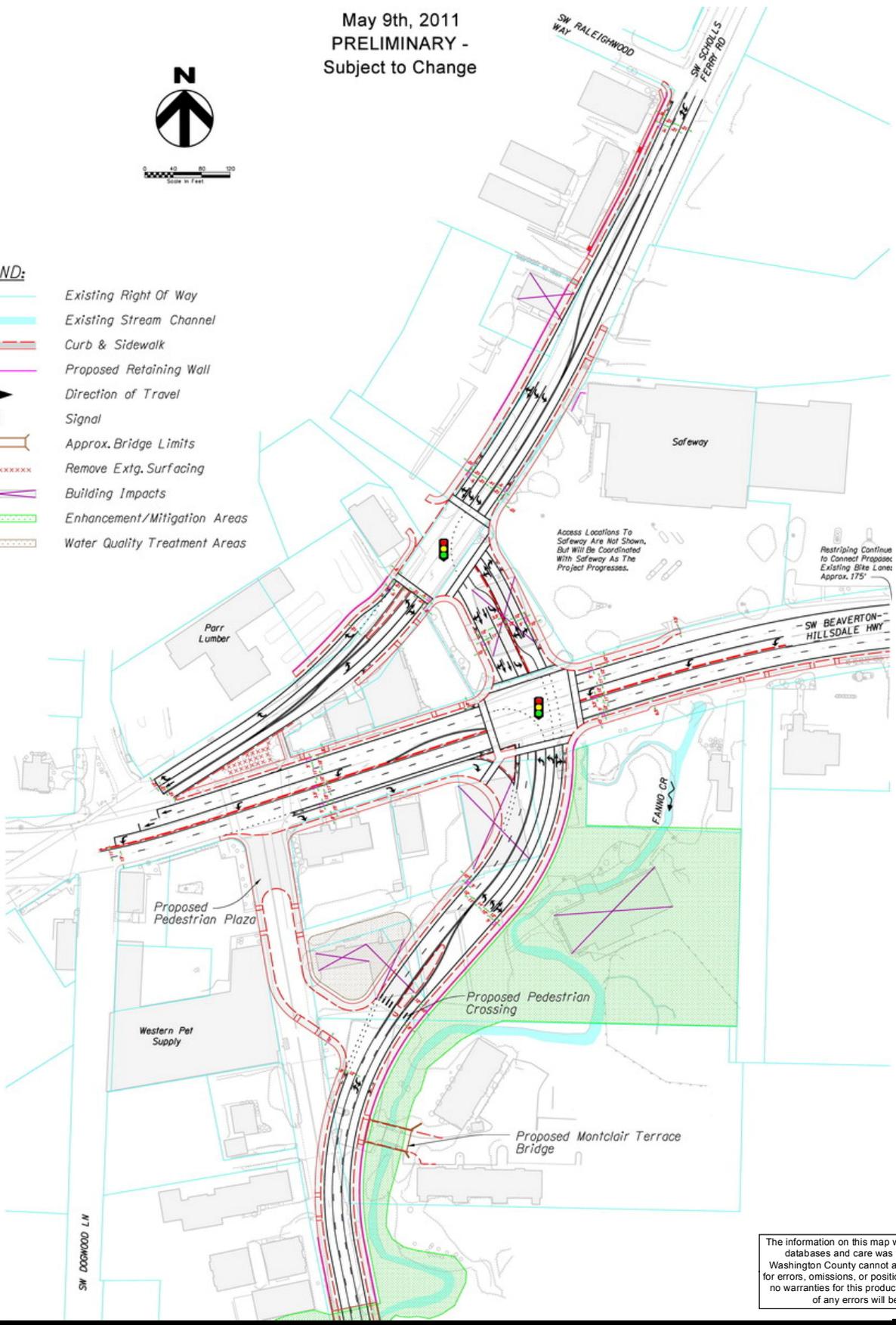


The information on this map was derived from several databases and care was taken in its creation. Washington County cannot accept any responsibility for errors, omissions, or positional accuracy. There are no warranties for this product. However, notification of any errors will be appreciated.



LEGEND:

-  Existing Right Of Way
-  Existing Stream Channel
-  Curb & Sidewalk
-  Proposed Retaining Wall
-  Direction of Travel
-  Signal
-  Approx. Bridge Limits
-  Remove Extg. Surfacing
-  Building Impacts
-  Enhancement/Mitigation Areas
-  Water Quality Treatment Areas



Access Locations To Sofeway Are Not Shown, But Will Be Coordinated With Sofeway As The Project Progresses.

Restraining Continue to Connect Proposed Existing Bike Lanes Approx. 175'

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OR 10: Oleson Road Realignment Project

