



Transportation Project Sponsors

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

Organization Name: Clackamas County	
Contact Person Name: Joel Howie	Title: Engineering Supervisor
Street Address: 150 Beaver Creek Rd	Phone: (503) 742-4658
City, State Zip: Oregon City, OR 97045	
E-mail: jhowie@co.clackamas.or.us	

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: Union Mills Rd at OR213 Intersection Improvements

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

	Project Funds	% of Project Costs
Total Costs	\$999,838	
Non-Eligible Costs		
Total Transportation Project Cost	\$999,838	100%
Matching Funds	\$102,695	10.27%
Requested Funds	\$897,143	89.73%

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

This project proposes constructing a widened right turn lane at the intersection of Union Mills and OR213. The turn lane is located on the west bound leg on Union Mills and will improve the safety and function of the intersection. Union Mills is currently classified as a minor arterial with significant traffic and average daily trips.

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

- Yes
 No



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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.

There is a state "Fix-It" project planned on OR 213 from Mulino to Blackmans' corner to bring the pavement conition from fair to better. The County's proposed intersection improvements at OR 213 and Union Mills will compliment this project.

8. Project Problem Statement–REQUIRED

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

The current right hand turn lane is too narrow to accommodate large trucks often traveling on this road from rural agricultural areas. Without the dedicated turn lane, traffic often backs up causing other vehicles to wait to make a left hand turn. The lack of a right hand turn lane also causes safety concerns for autos and trucks.

9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text"/>	County: <input style="width: 90%; border: none;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text"/>	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)

Union Mills between OR213 (MP 0.000) and 300 feet east of OR213 (MP 0.060)

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)



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

11. Project Description–REQUIRED

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

This proposed project increases the width of the right turn lane to 38 feet over a total road length of 300 feet. This creates 11,400 square feet of new road area. In order to expand the roadway, general excavation, embankment, pavement removal and replacement of signs, and additional storm water pipes are required. A wood fence will also need to be replaced. The new turning lane will be striped and landscaped to meet County standards.

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

12. Primary Project Mode(s)

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

13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
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<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other
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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
2017	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
March 2018	Bid Let Date
May 2018	Construction Contract Award
Sept 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
Dec. 2018	Project Completion/End of Activities funded through this request - REQUIRED

15. Is the proposed project consistent with adopted plans? (Plans may include, for example, transportation plans, mode plans such as bike/ped or transit plans, economic development plans, comprehensive plans, corridor plans or facility plans.)–REQUIRED

- Yes No

Describe how the proposed project is consistent with adopted plans. List plans that include the project (with page numbers if possible) or describe how the project meets plan intent. If the project is not consistent, explain how and when plans will be amended to include the project.

This project is noted as a Road Improvement Project on the Comprehensive Plan Transportation System Plan 20 year project list, on Map V-1b, page number 287 as well as on the Comprehensive plan Roadway policies on page V-5.

16. Is the proposed Transportation Project consistent with Major Improvement Policies including [OTP Strategy 1.1.4](#) and [OHP Action 1G.1](#)?–REQUIRED

- Yes No

Describe how the proposed investment is consistent with OTP Strategy 1.1 and for highway projects, OHP Action 1G.1. If the project corresponds to a later priority in these strategies, describe how higher priority solutions have already been tried or why they are not applicable or not appropriate to the location.

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

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

Project Benefit Information

Questions 17 through 26: Describe how the proposed solution will help achieve the outcomes listed below. Describe the benefits that the proposed solution is expected to achieve and provide documentation of those benefits where available, such as summaries of data analysis or modeling results, or letters of commitment from participants or employers. Where appropriate, also include in the description whether the proposal will mitigate or prevent a negative impact to the desired outcome.

This information and information throughout the application will be used as input to the STIP decision process. It is not expected that every solution will help achieve every benefit. Different types of solutions are likely to have different kinds of benefits and no type of solution or benefit is assumed to be more important than others. Please provide a realistic description of expected benefits of the proposed solution and feel free to use N/A where the benefit or outcome listed does not apply to the proposal.

17. Benefits to State-Owned Facilities

Outcome sought: preserve public investment by maintaining efficient operation of state-owned highways and other facilities through operational improvements, local connectivity, congestion-reducing projects and activities, etc.

For example, will the solution:

- Provide an alternative to travel on state owned facilities?
- Cost less than a state facility improvement with equal benefits?
- Include local efforts to protect the investment such as an Interchange Area Management Plan?
- Plan for or contribute to development of a seamless multimodal transportation system?
- Complete or extend a critical system or modal link?

This project benefits the state highway system in that it improves a significant intersection with OR 213. The project will increase safety along this road (this intersection is on ODOT's 2012 10% SPIS list) and improve the intersection with this state owned highway.

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?

OR213 is a designated freight route in Clackamas County's comprehensive plan as a major connector between rural and urban areas. Union Mills directly connects to this route, as well as OR211, and the improved turning lane would improve the efficiency of traveling along a key freight corridor. This project better integrates the connections for freight facilities to expedite efficient travel.

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?

Union Mills is a minor arterial with significant enough daily trips (approximately 4,600 at this intersection) that Clackamas County will be proposing to change this to a major arterial. The improvements at this intersection will enable improved accessibility for freight (logging) trucks as well as other vehicles using this road. This road is used by a wide variety of rural users, including nearby residents as well as industrial vehicles working in rural agricultural industries. The improvements at this intersection will also improve the connection between these functions in the rural 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?

The rural agricultural industry is a vital part of Clackamas County's identity. Travelers along Union Mills are both accessing rural homes and vital agricultural and rural job areas. Further, large logging trucks traveling along this road are servicing these rural areas and contributing to the agricultural industry. This improved turning lane will provide better access and economic vitality for these services and linking rural and urban 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?

Currently, large trucks turning right on Union Mills at OR213 block access for vehicles turning left at OR213. A dedicated right turn lane will increase the capacity and function of the intersection, reducing greenhouse gas emissions for those vehicles that will no longer have to wait for trucks blocking the left turn lane.

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 intersection improvements support existing communities and land use plans. In the areas surrounding Union Mills Rd, designated land uses include rural residential, timber and exclusive farm use. Due to the high volume of traffic along Union Mills between rural residential and rural agricultural areas, the improved turn lane at the intersection with OR213 will improve the efficiency of these land uses. Further, the improvements to this road facilitate optimized traffic operations without reducing the benefits of the surrounding rural environment.

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 enhances the effectiveness of the intersection by widening the turn lane without making major changes to the intersection or the surrounding area. Therefore this project addresses a specific concern of the community without distorting the rural, agricultural nature of the surrounding roads and neighborhoods.

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 widened turn lane at this intersection will improve the ability for large trucks and other motor vehicle users to expand sight distance and make more effective right hand turns onto OR213. As indicated by rural residents, this intersection is in need of improved safety at this intersection and this project will work to minimize crashes and enhance the effectiveness of the intersection. This intersection is on ODOT's 2012 10% SPIS list.

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?

This project will benefit a large segment of rural users in Clackamas County using this local road for a variety of purposes. Further, the rural residents surrounding this intersection have been identified through the transportation planning process as the most transportation disadvantaged. This intersection improvement will enhance the economic access and mobility for this community that historically has not been granted enhanced transportation options.

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?

Union Mills Rd is currently on the County's maintained list of roads and will continue to be maintained by Clackamas County. Other projects on Union Mills Rd have been identified, particularly in the Comprehensive plan, for the continued expansion and widening of this road. This project will benefit from these other planned improvements, enhancing the connectivity and efficient use of the road.

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	\$30,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$172,467	
Environmental Work	\$80,000	
Coordination and Outreach	\$17,533	
Leased Space		
Building purchase and/or Right of Way	\$76,800	
Capital Equipment		
Non-Construction Project Costs Total		\$376,800
Utility Relocation		
Construction	\$623,038	
Construction Project Costs Total		\$623,038
Total Eligible Project Cost		\$999,838
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

28. Project Participants and Contributions–REQUIRED

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



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Clackamas County	\$102,695	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$102,695	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:

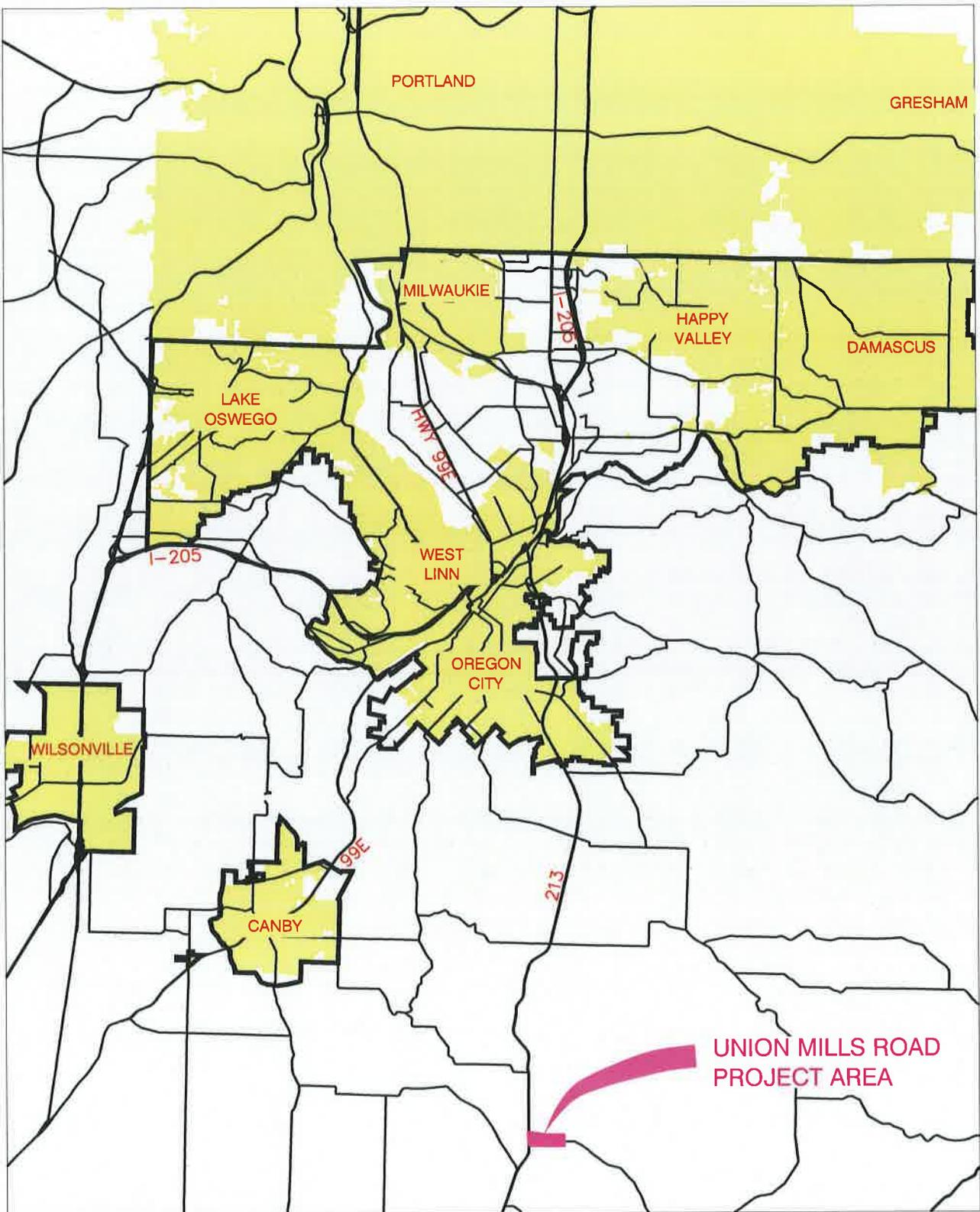
Authorizing Authority Name:

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.



VICINITY MAP
NOT TO SCALE



SHEET INDEX

1. COVER SHEET/VICINITY MAP
2. PLAN

K:\STP Drawings 2012\ Union Mills Vmap.dwg

REVISION	DATE	BY	DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT	11/14/12	SCALE: N.T.S.	SHEET
			150 BEAVERCREEK ROAD OREGON CITY, OR 97045	 CLACKAMAS COUNTY	COVER SHEET/VICINITY MAP UNION MILLS ROAD TURN LANE PROJECT	1



— PROPOSED
TURN LANE

PLAN
NOT TO SCALE



K:\STIP Drawings 2012\ Union Mills.dwg

REVISION	DATE	BY	11/14/12	SCALE: N.T.S.	SHEET		
			DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT 150 BEAVERCREEK ROAD OREGON CITY, OR 97045 		2		
						PLAN VIEW UNION MILLS ROAD TURN LANE PROJECT	



BOARD OF COUNTY COMMISSIONERS

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

November 20, 2012

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

Re: Clackamas County Applications for 2015-18 STIP funding

Dear Mr. Flowers:

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

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

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

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

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

Sincerely,

Charlotte Lehan, Chair
Clackamas County Board of Commissioners

CL/kb/kds