Oregon Department of Transportation

MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Transportation Project Sponsors

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

Organization Name:	City of Sandy, OR		
Contact Person Name:	Mike Walker	Title:	Director of Public Works
Street Address:	39250 Pioneer Blvd	Phone:	503-489-2162
City, State Zip:	Sandy, OR 97055		
E-mail:	mwalker@ci.sandy.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: 362nd Ave. / Bell St. Extension

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

	Project Funds	% of Project Costs
Total Costs	$7,653,267	
Non-Eligible Costs	$700,000	
Total Transportation Project Cost	$6,953,267	100%
Matching Funds	$714,100	10.27%
Requested Funds	$6,239,167	89.73%

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

The proposed project would extend Bell St. approximately 3,000 feet west of its current terminus and extend 362nd Dr. approximately 1,700 feet north of US 26. Both Bell St. and 362nd are classified as minor arterials. These street extensions will significantly reduce local origin-destination trips on US 26 between Bluff Rd. and 362nd Ave. including trips originating west of Sandy destined for an existing 1400-student high school located on Bell St.

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:

Trips originating north of US 26 and west of Bluff Rd. must use US 26 to reach the commercial and retail areas at the west edge of Sandy. By extending Bell St. and connecting 362nd Ave. these trips will be able to stay off the State highway system and avoid three signalized intersections (Bluff. Ruben and Industrial Way) each of which currently exceeds the mobility standard during the weekday PM peak hour.

9. Transportation Project Location–REQUIRED

City:	Sandy	County:	Clackamas
MPO:	N/A	Special District:	N/A

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)

North of US 26, extending west from the current terminus of Bell St. and south to US 26. (see map)

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

◉ Attached/Upload ○ Not Applicable	Vicinity Map (8.5x11) (may be inset on site map page)
◉ Attached/Upload ○ Not Applicable	Site map/air photo (showing existing site) (8.5x11)

◉ Attached/Upload ○ Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
◉ Attached/Upload ○ 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 project would construct approximately 3,000 lineal feet of minor arterial street between the current western terminus of Bell St. and 362nd Ave. extended north approximately 1,700 LF from its intersection with US 26 (see map). Bell St. will consist of two 11-foot travel lanes; two 5-foot bike lanes; an 8-foot wide landscaped median; two 5-foot wide planter strips and a 6-foot wide sidewalk on the south side of the street. 362nd Ave. will consist of a five-lane section (one southbound; one northbound and one combination northbound/eastbound left turn; one exclusive eastbound left turn; one westbound right turn; and two five-foot bike lanes) for the first 400 feet north of US 26. The remaining 1,300 LF of 362nd would consist of one northbound and one southbound lane an 8-foot center median and two five-foot bike lanes. A six-foot wide sidewalk separated from the travel lanes by a five-foot wide planter would be constructed on the east side of the street to connect with the sidewalk on the south side of Bell St. Travel lane widths would match those on Bell St. turn lanes would be 12-feet wide.

Illumination conforming to IESA roadway standards would be provided on both streets.

Stormwater detention and treatment facilities would be constructed to mitigate the effects of stormwater runoff from the new impervious street surface.

A single crossing of an intermittent stream and approximately 0.15 acres of wetland impacts would be required for the Bell St. extension. No impacts to Goal 5 resources are anticipated for the extension of 362nd Ave. Right-of-way for the extension of 362nd Ave. has been dedicated to the City. Approximately 3 acres of right-of-way will need to be acquired from six property owners for the extension of Bell St.

The project is listed in the City's current Transportation System Plan, (2011) and no land use approvals would be required. Minor environmental documentation and permitting will be needed for the wetland impacts.

All City projects are constructed with the application of Practical Design considerations.

The project can be phased for purposes of design, right-of-way acquisition and environmental permitting.

Even though the project proposes extending existing streets phasing construction is not practical. The areas traversed by the proposed street alignments consist primarily of undeveloped or under-developed lands. Extending Bell St. west without a connection to 362nd Ave. or extending 362nd north without an extending Bell St. would result in dead-end streets serving undeveloped or

under-developed lands.

12. Primary Project Mode(s)

☐ Passenger Rail	☐ Light Rail	☐ Bus/Transit
☒ Pedestrian	☒ Bike	☒ Highway/Road
☐ Other:		

13. Project Activities

☒ Infrastructure Engineering, Design, or Construction	☐ Project Planning and Development	☐ Operations/Service Delivery
☐ Capital Equipment Purchases	☐ Transportation Demand Management	☐ 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**
03/01/2017	Bid Let Date
04/30/2017	Construction Contract Award
09/30/2018	Construction Complete
	Capital Equipment Purchase
10/01/2018	Operations/Service Begin
	Other Major Milestone:
10/01/2018	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 project is listed in the preferred plan (as projects M14 and M15) on page 48 in the plan implementation section of the City's Transportation System 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 projects are consistent with OTP strategy 1.1 by taking advantage of significant local investment in the City's transportation system including the portions of Bell St. and 362nd Ave. already constructed. By making off-system improvements like the extension of these two streets and providing local street alternatives to the highway, capacity on US 26 will be preserved or improved.
The proposed project is consistent with the second priority of OHP Action 1G.1 by making off-system improvements and extending and connecting local streets. By providing an alternative for local origin-destination trips that would otherwise use US 26 the capacity of the existing highway system would be protected. Bicycle and pedestrian improvements included with the proposed project will also provide safer and more direct alternate mode opportunities that do not currently exist for these same trips.

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 will provide an alternative to travel on US 26 for more than 500 existing single-family residences inside the City and hundreds of dwellings in the unincorporated areas immediately outside the City that use the western commercial district of Sandy for retail and service needs. The proposed project would provide benefits at a significantly lower cost than improvements on US 26 considered in the City's TSP, (7-lane section on US at a cost of $62.1M - Tech Memo #3, Table 19)

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?

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 provide connections for over 400 acres of residentially-zoned land and and a 1400-student high school on the north side of US 26 to nearly 150 acres of commercially-zoned and employment lands on the south side of US 26 at the west end of Sandy. The project will also provide access for residents south of US 26 (where the bulk of Sandy's population is located) to the 160-acre Sandy River Park without having to travel on US 26.

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 would stimulate investment and job creation on commercially-zoned lands south of the proposed alignment of Bell St. east of 362nd Ave. and on 60-plus acres of commercially-zoned land east and west of 362nd Ave. Since the majority of these lands do not have visibility from US 26 the potential for commercial development is low until adequate transportation infrastructure is in place. By providing more retail and service opportunities away from US 26 local residents will be able to conduct business without having to use US 26.

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?

By providing a motor-vehicle alternative and enhanced bicycle and pedestrian opportunities for local origin-destination trips on US 26 congestion may be avoided and air-quality preserved.
Narrower travel and bicycle lanes (11 feet and 5 feet respectively) in the City's design standards reduce impervious surface and associated stormwater runoff by nearly one-half acre per mile of street constructed, (21,120 sq. ft. per mile).
Illumination using full-cutoff LED fixtures will conform to the City's existing Dark Sky ordinance.

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 a key element of the City's Transportation System Plan which was developed to integrate with the City's existing Comprehensive Plan. The Comp. Plan supports Compact Urban Development by mandating lot sizes smaller than many in the Portland metro area.

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 enhance pedestrian and bicycle connections and provide an alternative to US 26 for residents south of the highway to access community facilities such as Sandy High School and Sandy River Park. Residents north of US 26 will enjoy easier access to the Sandy Transit system which provides fixed-route bus service between Sandy and Gresham from stops located at the intersection of US 26 and 362nd Ave.

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?

Sidewalks separated from travel lanes by wide planter strips provide a safer and more inviting experience for pedestrians. Landscaped center medians and narrower lanes widths in the City's design standards for arterial streets contribute to vehicle speeds at or below 25 mph which improves the experience for all facility users. The proposed streets will be illuminated in conformance with IESA roadway lighting standards.

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 benefit the entire community by providing alternatives to US 26 for local trips for residents both south and north of the highway. The project will also provide improved access to and from Sandy High School a facility that serves the entire community including unincorporated areas outside Sandy.

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?

The proposed project would be operated and maintained by the City. The City has a $0.02/gallon local fuel tax that is dedicated to pavement preservation and maintenance and generates approximately $220,000 annually. The City uses a Pavement Management System (StreetSaver by MTC) to prioritize pavement management projects.
The project will leverage the substantial investment made by the City in the construction of the existing section of Bell St. and reduce the need for future investments on the State highway system by reducing or eliminating local origin-destination trips on US 26.

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	$0	
Staff Costs (for Service/Educational Projects)	$0	
Project development and PE	$622,104	
Environmental Work	$50,000	
Coordination and Outreach	$10,000	
Leased Space	$0	
Building purchase and/or Right of Way	$524,733	
Capital Equipment	$0	
Non-Construction Project Costs Total		**$1,206,837**
Utility Relocation	$10,000	
Construction	$5,736,430	
Construction Project Costs Total		**$5,746,430**
Total Eligible Project Cost		**$6,953,267**
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)	$700,000	

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.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of Sandy	$714,100	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		$714,100	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.

Oregon Department of Transportation

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 then 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: Mike Walker

Authorizing Authority Title: Director of Public Works

☒ Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.

Signature: Date: 11/26/2012

30. Co-Sponsor Signature Authority Information

The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

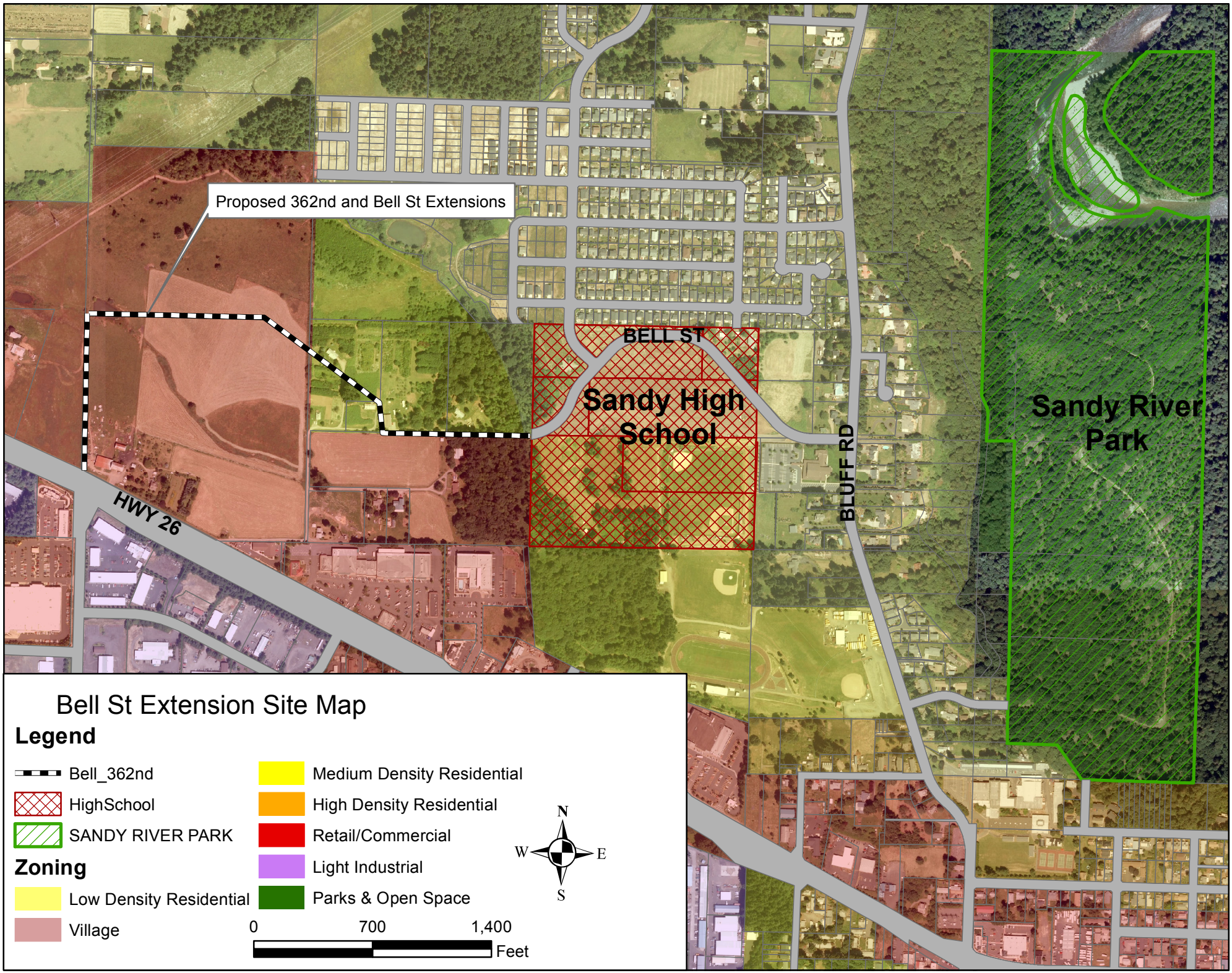
Authorizing Authority Title:

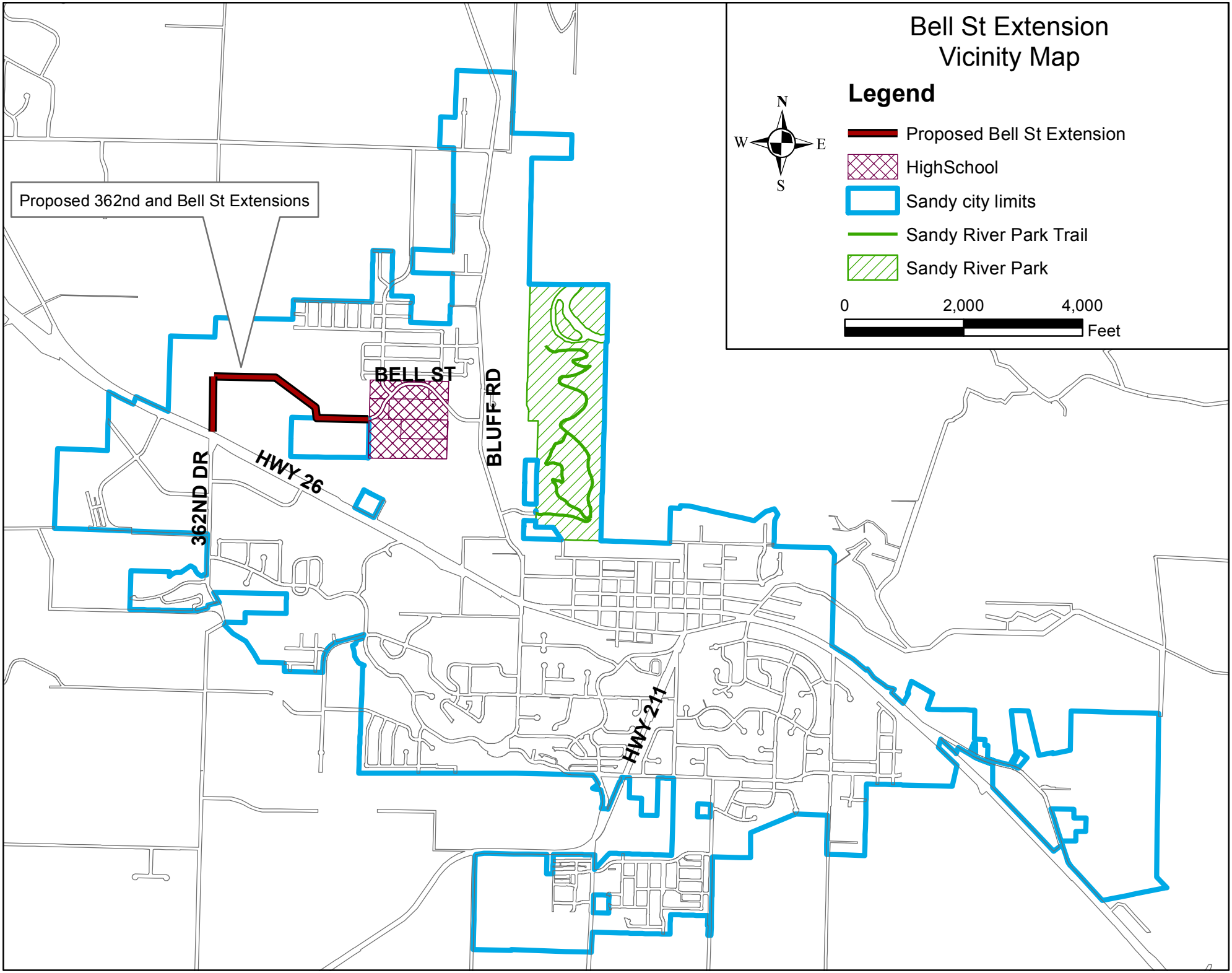
Signature: Date:

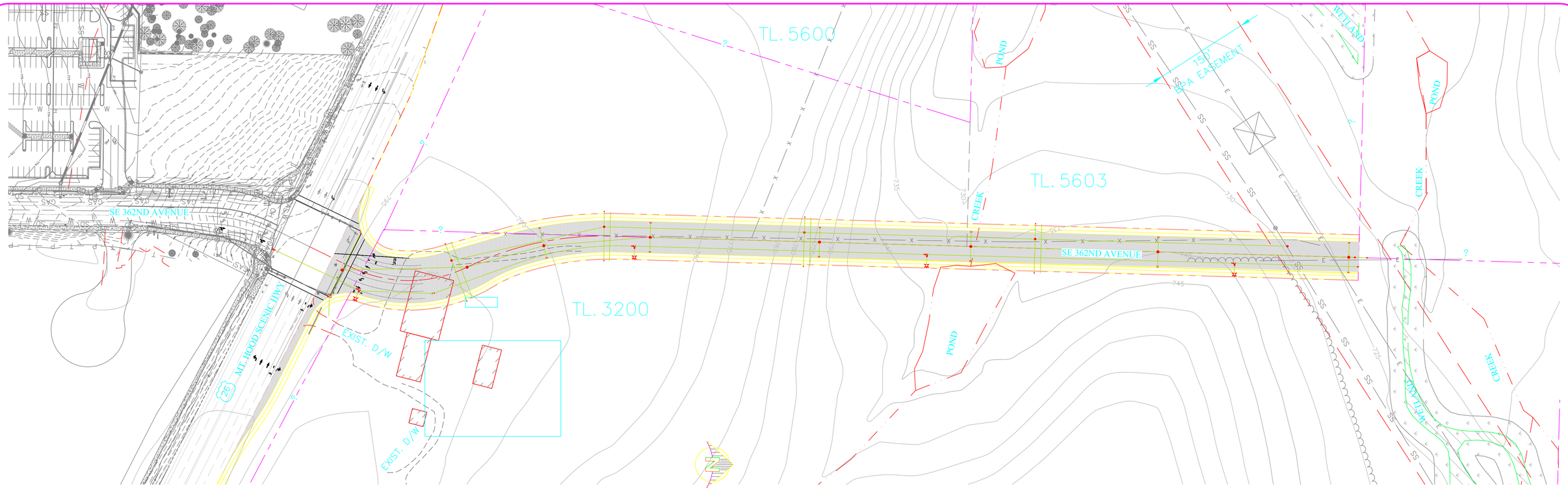
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

Save Application


Proposed 362nd and Bell St Extensions
BELL ST
Sandy High School
BLUFF RD
Sandy River Park
HWY 26
Bell St Extension Site Map
Legend
Bell_362nd
HighSchool
SANDY RIVER PARK
Zoning
Low Density Residential
Village
Medium Density Residential
High Density Residential
Retail/Commercial
Light Industrial
Parks & Open Space
N
W
E
S
0
700
1,400
Feet


Bell St Extension
Vicinity Map
Legend
N
W
E
S
Proposed Bell St Extension
HighSchool
Sandy city limits
Sandy River Park Trail
Sandy River Park
0
2,000
4,000
Feet
Proposed 362nd and Bell St Extensions
BELL ST
BLUFF RD
362ND DR
HWY 26
HWY 211



SITE PLAN
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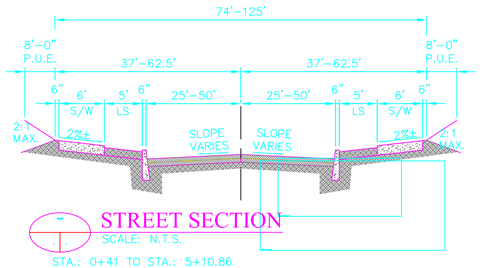
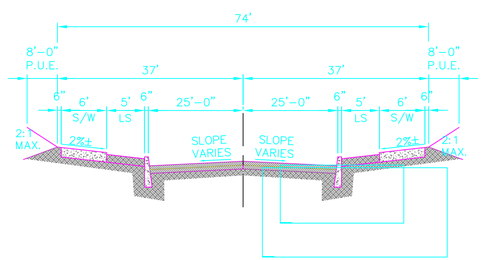


STREET SECTION
SCALE: N.T.S.

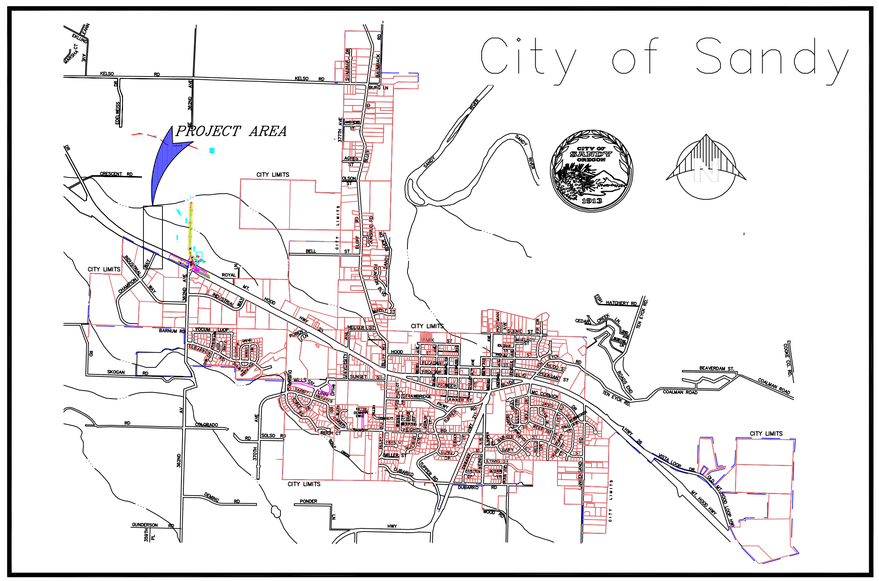
STA.: 0+41 TO STA.: 5+10.86



STREET SECTION
SCALE: N.T.S.

STA.: 5+10.86 TO STA.: 17+26.31

SITE VICINITY
SCALE: 1" = 400'



PROJECT AREA
SCALE: 1" = 2000'

PRELIMINARY

BAR IS ONE INCH ON ORIGINAL DRAWING.
ADJUST SCALE AS SHOWN ACCORDINGLY.

REV.	DESCRIPTION	REVISED BY	DATE

REVISIONS

CURRAN-McLEOD, INC.
CONSULTING ENGINEERS
6655 S.W. HAMPTON ST., SUITE 210
PORTLAND, OREGON 97223
PHONE (503) 684-3478

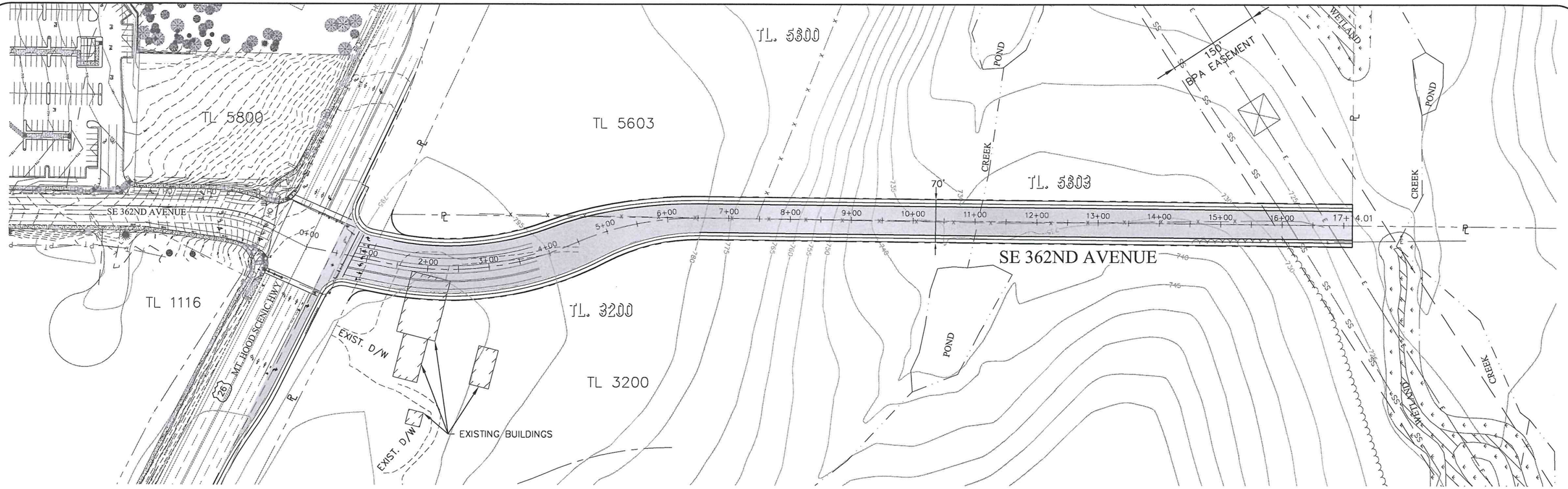
CITY OF SANDY

SE 362nd AVENUE NEW ROAD L.I.D. DESIGN CONCEPT

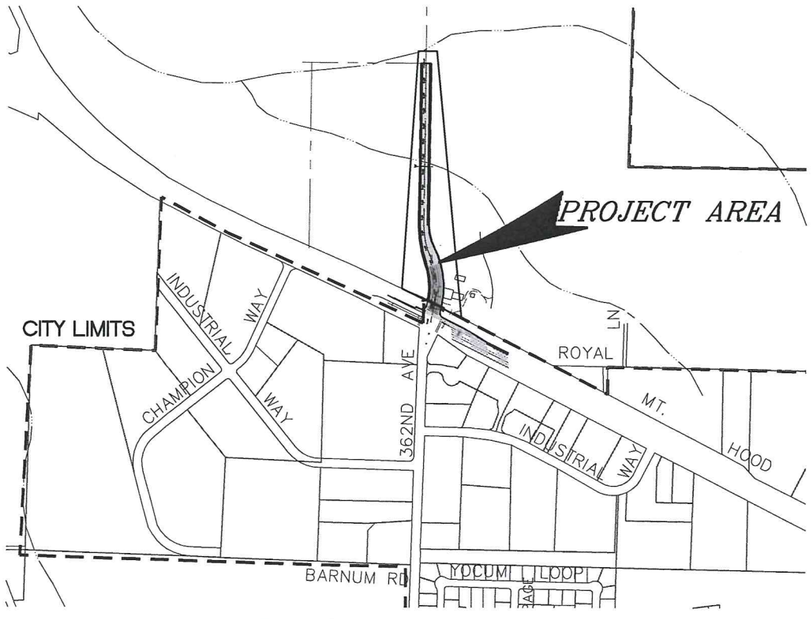
362nd Avenue @ Hwy 26, North Extension
CLACKAMAS COUNTY, OREGON

DATE	JUNE 2008
P/N	1057
D/B	HAI
D/S	KSW
CAD#	1057_362ND

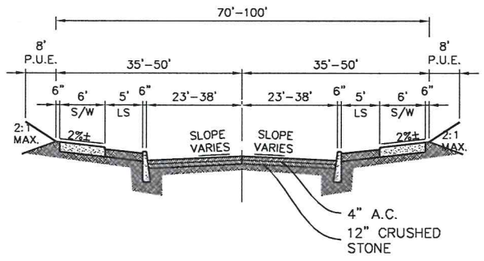
C1 OF 6



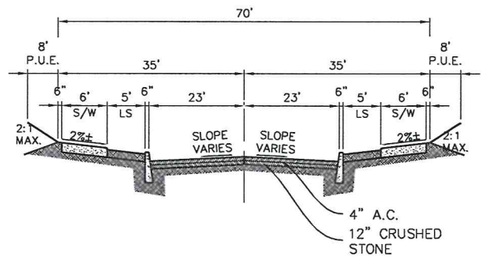
1 SITE PLAN – OPTION 2
SCALE: 1" = 80'



2 VICINITY MAP
SCALE: 1" = 500'



3 STREET SECTION
SCALE: N.T.S.
STA.: 0+41 TO STA.: 6+50



4 STREET SECTION
SCALE: N.T.S.
STA.: 6+50 TO STA.: 17+51.16

PRELIMINARY

BAR IS ONE INCH ON ORIGINAL DRAWING.
ADJUST SCALE AS SHOWN ACCORDINGLY.

REV.	DESCRIPTION	REVISED BY	DATE

REVISIONS

CURRAN–McLEOD, INC.
CONSULTING ENGINEERS
6655 SW. HAMPTON ST., SUITE 210
PORTLAND, OREGON 97223
PHONE (503) 684-3478

CITY OF SANDY
SE 362nd AVENUE EXTENSION
OPTION 2
362nd Avenue @ Hwy 26, North Extension
CLACKAMAS COUNTY, OREGON

DATE	FEB 2012
P/N	1057
D/B	HAI
D/S	LDM/JMF
CADF	1057_362ND

C1 OF 2

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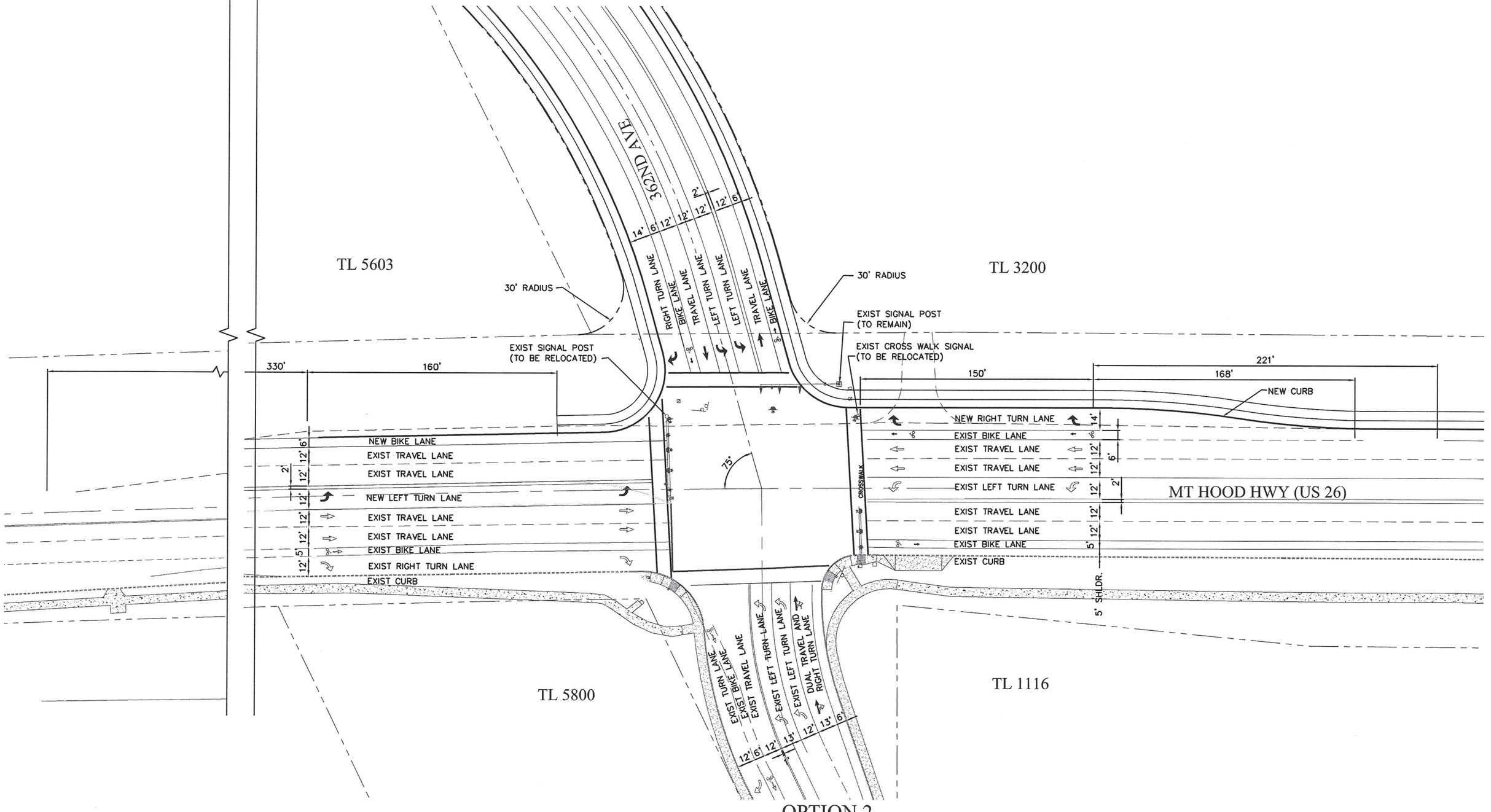

OPTION 2

PLAN - MT. HOOD HWY / 362ND AVE LANE CONFIGURATION
SCALE: 1" = 30'

PRELIMINARY

BAR IS ONE INCH ON ORIGINAL DRAWING.
ADJUST SCALE AS SHOWN ACCORDINGLY.

REV.	DESCRIPTION	REVISED BY	DATE

REVISIONS

CURRAN–McLEOD, INC.
CONSULTING ENGINEERS
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PORTLAND, OREGON 97223
PHONE (503) 684-3478

CITY OF SANDY
SE 362nd AVENUE & EXTENSION
LANE CONFIGURATION
362nd Avenue @ Hwy 26, North Extension
CLACKAMAS COUNTY, OREGON

DATE	FEB 2012
P/N	1057
D/B	
D/S	JMF
CADF	1057_362ND

C2 OF 2