



Transportation Project Sponsors

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

Organization Name:	Clackamas County		
Contact Person Name:	Joel Howie	Title:	Civil Eng. Supervisor
Street Address:	150 Beaver creek Road	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:

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

	Project Funds	% of Project Costs
Total Costs	\$3,881,934	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,881,934	100%
Matching Funds	\$398,669	10.27%
Requested Funds	\$3,483,265	89.73%

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

This project will widen the shoulders and add paved bike lanes on Beaver creek Rd between Henrici Rd and Leland Rd, along approximately 1.6 miles (8,580 lineal feet). Beaver creek Rd is identified as a proposed bikeway on the County’s Planned Bikeway Network and the project is a high priority rural bikeway project in the County’s Bicycle Master Plan. A recent Road Safety Audit was conducted on Beaver creek Rd and the audit recommends wider shoulders for improved safety of all users of the road. The project will improve the road to meet current County standards, and provide trimming and removal of vegetation for the improved visibility of signage and sight distance at intersections and driveways.



MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

- Yes No

If yes, describe the status of the previous STIP project.

7. Does this project complement or enhance an existing or planned STIP project? For example, does it provide a more complete solution for an existing project or is it intended to work with another planned project, including a "Fix-It" STIP project?

- Yes No

If yes, describe the relationship of this proposed project to the other, including planned timing of both projects.

8. Project Problem Statement–REQUIRED

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

Beavercreek Rd is identified as a proposed bikeway on the County’s Planned Bikeway Network and the project is a high priority rural bikeway project identified in the County’s Bicycle Master Plan. The road is currently classified as a rural minor arterial and the road's narrow shoulders are not adequate for pedestrians and bicyclists and significantly reduce the capacity and safety of this road for all users. The bicycle lanes are expected to be utilized once this project is constructed, as Clackamas Community College and Oregon City High are located just to the north of the project and Beavercreek Elementary is located just beyond the south end of the project. Without the proposed improvements, the current state of Beavercreek Rd will not enable it to meet the community's needs.

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%; border: none;" 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)

Beavercreek Rd between S. Henrici Rd (MP 13.250) and Leland Rd (MP 11.621)

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 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)

The proposed project will add 102,960 new square feet of paved shoulders/bicycle lanes along a length of 8,580 feet of Beaver Creek Rd. In order to expand the shoulders and add bike lanes, right of way will need to be purchased. Construction will include excavation and embankment to meet slope standards at the edge of the widened road. Along the length of the project, 6 feet of gravel shoulder will be established as well as the addition of the paved 6-foot wide bike lanes. Two culvert crossings will need to be replaced with headwalls. Other road improvements include the removal and replacement of wood fences, relocation of signs, and the replacement of residential mailboxes that are fixed objects requiring relocation following the widening of the road. The project is also proposing the trimming and/or removal of hedges and vegetation for improved sight distance out of driveways and street intersections. Materials used for the road expansion will include aggregate base and asphalt concrete. The addition of bike lanes will also require striping. All road improvements will be built in accordance with Clackamas County code and AASHTO standards. This includes all standards for erosion control, and meeting storm water management requirements.

Practical Design considerations were given to this project. The installation of headwalls at culvert crossings as opposed to large slope easements for drainage presents significant right of way cost savings. Further, the project will require additional erosion control and water quality and detention measures that can be provided by local natural environmental processes already occurring in nearby ditches and ponds as opposed to installing man made detention facilities. Additionally, gravel shoulders will be installed for pedestrians instead of concrete sidewalks for minimized costs.



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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 multi-modal 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 of bicycle lanes and modernization of highways for the addition of shoulders 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 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 checked="" type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Transportation Demand Management	<input type="checkbox"/> Other

Timetable and Readiness Information

14. Indicate anticipated timing for the following activities, as applicable. Provide a date, if known, or year–REQUIRED.

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - REQUIRED
January 2018	Bid Let Date
March 2018	Construction Contract Award
September 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
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 consistent with multiple plans in Clackamas County. It is in the Bicycle Master Plan adopted in 2003 (High Priority Rural Bikeway Project) on p. 53, as well as in the County's Comprehensive Plan for Pedestrian Policies TSP on p. V-19 and on the project Map V-1a. This project is also noted on the Planned Bikeway Network, Map V-7b.

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. This reflects 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.

The improvement of highway performance and safety needs in the maintenance of the current transportation system is vital. The proposed improvements to increase the shoulders and build bike lane facilities 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 and provide access for alternative modes.

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?

While Beaver Creek Rd is not directly connected to the state system, the addition of bike lanes along this rural road could potentially benefit the state owned OR 213 located just to the west. The alternative modes of transportation, as well as the enhanced safety and efficiency of travel on this road for all users, provided through these road improvements offer an indirect benefit to the state system through enhancing options on a nearby road.

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 widening of shoulders and construction of bike lanes along Beaver Creek Rd enhances the ability for residents, students and other community members to travel to other main connection points. Beaver Creek Rd is just outside the Trimet district boundary, however, with the addition of bike lanes facilitating multi-modal transportation along the rural road, community members will be better able to effectively reach other modes of transportation in the 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?

Current bicycle lanes exist on Beaver Creek Rd north of Henrici Rd. This project will provide a critical connection to these facilities, particularly for students of Oregon City High School, located just north of Henrici Rd, and Clackamas Community College, located slightly further north, who currently use Beaver Creek Rd as a primary mode of transportation. Approximately 50 bicyclists use the road daily, according to a recently conducted Road Safety Audit, and the highest peak is during the hours immediately after school ends. The addition of bike lanes will expand the ability for residents and students to stay connected and accessible to their local schools and activity.

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?

As a rural minor arterial, utilized by vehicles and trucks as well as agricultural equipment, Beaver Creek Rd is an integral part of the rural economy in Clackamas County. By expanding the capacity and bringing the road up to County standards, this project will cost effectively preserve the road's role in moving people and goods. Improving the conditions of the road will facilitate the increased efficiency of moving people from their homes to places of work and schools in the rural and urban areas. The addition of bike lanes will also increase the opportunities for the recreational community to connect to a more desirable system.

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?

Through the widened shoulders and bike lanes, this proposed project encourages increased bicycle ridership and pedestrian use as an alternative means of transportation. These options can potentially reduce greenhouse gas emissions from cars and single occupancy vehicles. Use of alternative modes also decrease the need for construction in other areas, contributing to air quality and neighborhood livability.

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?

This project facilitates development and encourages land use in a vital rural economic center through providing connectivity in the transportation system and the use of pedestrian and bicycle facilities. This project is also designated in Clackamas County's comprehensive plan for pedestrian and bicycle improvements, designating an efficient use of land and consistency with land use plans. This reflects a commitment to the efficient development of land use of long term planning for the 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?

This project facilitates active transportation through increased bicycle use along a minor arterial. Beaver Creek Rd connects to a large high school, a community college as well as the urbanized areas of Oregon City. Providing this link in the multi-modal system will foster active transportation for both pedestrians and bicyclists. The construction of bike paths and widened shoulders facilitates active transportation while also preserving the rural qualities of the community and surrounding areas. Active transportation reduces noise associated with traditional transportation through cars or trucks.

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?

Beavercreek Rd is classified as a rural minor arterial, however, the road does not meet County standards for a minor arterial for the width of the shoulders or for the provision of pedestrian and bicycle facilities. These two issues pose safety concerns for all travelers on Beavercreek Rd. A recent existing and future conditions report identified Beavercreek Rd as a candidate for a Road Safety Audit (RSA). The RSA was conducted in August of 2012 and highlighted significant safety concerns for Beavercreek Rd. In the four year period between 2007 and 2011, just over 40 crashes occurred on Beavercreek Rd, including one fatality. The RSA also recommended projects for the improved safety of Beavercreek Rd. These projects are to provide wider shoulders in order to meet the County standard, provide paved shoulder and bikeways for pedestrians and bicyclists consistent with County standards, and the trimming and removal of vegetation for the improved visibility of signage and sight distance at intersections.

The proposed project is expected to reduce the number of crashes on this road and improve the safety of all travelers. The widening of the road to include shoulders and embankment, as well as enhanced sight distance through vegetation control, will improve the safety of drivers. Bike paths with designated striping will improve the safety of bicyclists and pedestrians.

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 promotes multiple travel choices for potential users while increasing safety for those users. Also, the project will benefit both the rural and urban communities of Clackamas County, as it is located just outside of Oregon City and covers approximately 1.6 miles of Beavercreek Rd.

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?

This project will be enhanced by the County's recently adopted Transportation Safety Action Plan (TSAP). Through the adoption of this plan, the Beaver Creek Rd corridor was identified as an area with a higher frequency of crashes and will be targeted through the TSAP's comprehensive strategies to improve safety, including lower cost improvements. This project will also continue to be funded through County investments and will continue to be leveraged through other investments in the area. The County is currently in the process of updating its Transportation System Plan and has identified a project for the intersection at Beaver Creek and Leland that will enhance the outcome of this project in the future.

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	\$75,535	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$585,673	
Environmental Work	\$115,060	
Coordination and Outreach	\$30,505	
Leased Space		
Building purchase and/or Right of Way	\$50,000	
Capital Equipment		
Non-Construction Project Costs Total		\$856,773
Utility Relocation		
Construction	\$3,025,161	
Construction Project Costs Total		\$3,025,161
Total Eligible Project Cost		\$3,881,934
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	\$398,669	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		\$398,669	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:

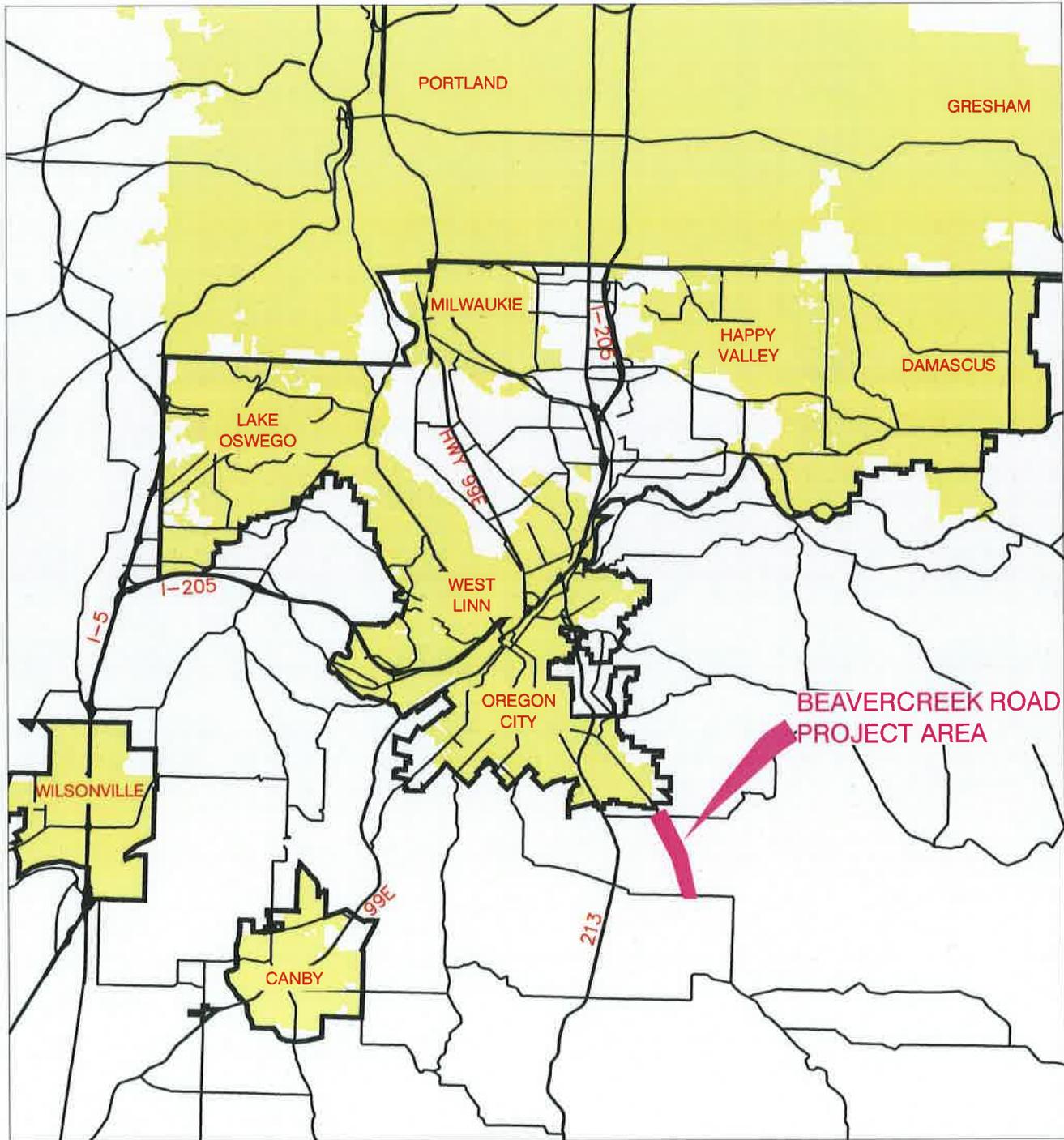
Authorizing Authority Name:

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\Beavercreek Vmap.dwg

REVISION	DATE	BY

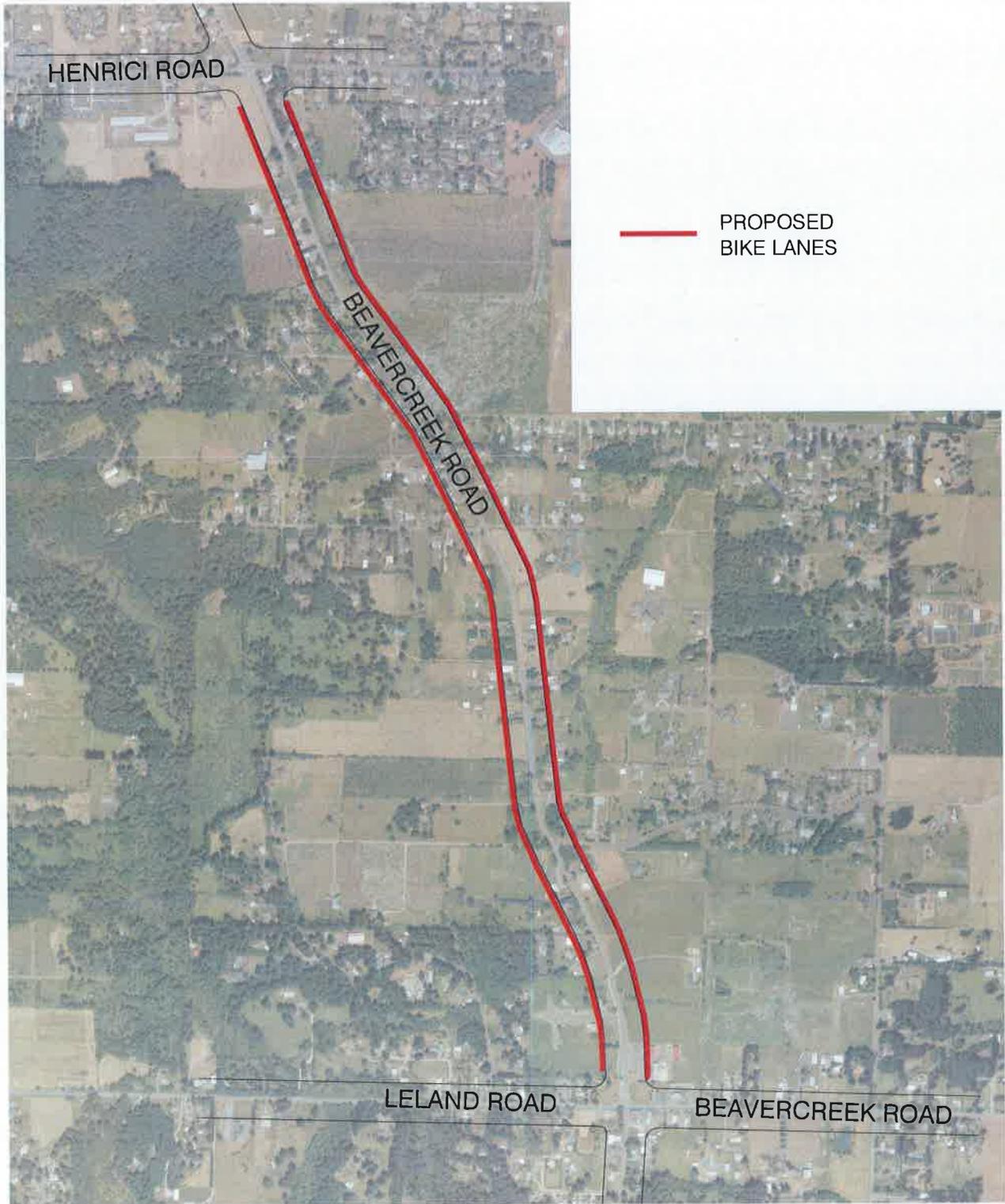
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
150 BEAVERCREEK ROAD
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.
COVER SHEET/VICINITY MAP
BEAVERCREEK ROAD
BIKELANE PROJECT

SHEET

1



PROPOSED
BIKE LANES

PLAN
NOT TO SCALE



K:\STIP Drawings 2012\ Beaver Creek.dwg

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



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