



## 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 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:

Clackamas County Development Agency
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## Transportation Project Information

### 3. Project Name–REQUIRED

Project Name: I-205 (Sunnyside) Pedestrian and Bicycle Bridge
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### 4. Project Budget Summary - This table will automatically fill in.

	Project Funds	% of Project Costs
Total Costs	\$3,003,573	
Non-Eligible Costs		
Total Transportation Project Cost	\$3,003,573	100%
Matching Funds	\$750,893	25%
Requested Funds	\$2,252,680	75%

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

<p>Clackamas County proposes to construct a pedestrian and bicycle bridge over Interstate 205 adjacent to the SE Sunnyside Rd overpass bridge. The bridge will connect pedestrian and bicyclists between the Clackamas Regional Center, the Max Green Line platform station, the Kaiser Permanente Sunnyside Hospital and many commercial and retail businesses and employers. The proposed bridge will be four spans with a total length of approximately 550 feet. The proposed bridge type will be a signature type bridge such as cable-stay or include aesthetic treatments in order to be context sensitive for those traveling on I-205. The project is located in an urban renewal district and is a high priority project for the County.</p>
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# 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:

Sunnyside Rd is a major arterial crossing Interstate 205, the bridge lacks bicycle lanes and there is currently only a narrow sidewalk on the north side of the bridge. These deficiencies and major gaps in the pedestrian and bicycle systems prevent a multi-modal transportation connection for commuters, shoppers and residents to nearby businesses, shopping centers, health services, light rail stations and transit stops. The project is located in an urban renewal district and a new bridge is a high priority infrastructure project for Clackamas County and is needed to enhance the economic vitality and potential of the Clackamas Regional Center. Without the proposed improvements, the existing infrastructure does not meet the needs of the community.

### 9. Transportation Project Location–REQUIRED

City: <input style="width: 90%;" type="text"/>	County: <input style="width: 90%;" type="text" value="Clackamas"/>
MPO: <input style="width: 90%;" type="text" value="Metro"/>	Special District: <input style="width: 90%;" type="text" value="North Clackamas Revitalization Area"/>

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)

Pedestrian and Bicycle Bridge over I-205 adjacent to SE Sunnyside Rd MP .610 to MP .680

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



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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

## 11. Project Description–REQUIRED

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

The project would construct a four span bridge over Interstate 205 adjacent to the SE Sunnyside Rd bridge overpass. The bridge will be 14 feet wide to accommodate pedestrians and bicyclists with a total length of approximately 550 feet. Several bridge types will be considered during the design including a cable stay bridge with a center tower in the existing wide median of I-205 (similar to the I-5 Beltline/Gateway bridge in Eugene/Springfield). Another bridge type considered will be a precast, prestressed concrete box girder bridge with aesthetic treatments to fit the context of the I-205 corridor.

Several practical design considerations were evaluated. This included widening the existing SE Sunnyside Rd bridge overpass of I-205 instead of constructing a new bridge. However, the existing bridge is not a modular design, does not allow for convenient widening and is less economically feasible to widen compared to a new pedestrian and bicycle bridge. (The existing bridge is an efficient design, but the bridge is a precast, post-tensioned concrete box girder bridge with the outer boxes tapered to a triangle and overhanging sidewalks/bridge rails.)

Project planning for this road improvement will require the involvement of the community planning organization representing the area, the Clackamas Development Agency, regional committee members and other stakeholders. Public involvement will meet statewide planning goals and the METRO area guidelines for public involvement. 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 as well as approval and coordination as the bridge passes over the state owned system.



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

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 reconstruction and rehabilitation of bridges 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. This project is not recommended to move forward in phases as it is a short segment and will require completing as one construction project.

## 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) - <b>REQUIRED</b>
December 2017	Bid Let Date
January 2018	Construction Contract Award
December 2018	Construction Complete
	Capital Equipment Purchase
	Operations/Service Begin
	Other Major Milestone:
2018	Project Completion/End of Activities funded through this request - <b>REQUIRED</b>

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

- Yes       No

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

This project is identified in the Clackamas Regional Center Plan, as a Prioritized Project, which was adopted by the BCC as part of the Comprehensive Plan. It was adopted by reference under Appendix A. The project was also identified and prioritized in the Clackamas Regional Center Pedestrian and Bicycle Plan, as a major gap in the system in a major economic hub. It is identified on page 4 of this plan. The bridge is also identified in the Comprehensive Plan Pedestrian Policies TSP – Pedestrian and Bicycle Facilities on p. V-19, and this project is shown on Map X-CRC-7 of the Comprehensive Plan Chapter 10; Clackamas Regional Center Design Plan (begins on p. 43).

**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 Clackamas County. In particular, this project uses cost-effective methods to address criteria identified in Strategy 1.1.4 including adding new pedestrian and bicycle facilities, improving the operational capacity and managing the current system.

The improvement of highway performance and safety needs in the maintenance of the current transportation system is vital. The proposed improvements to build a bike and pedestrian bridge both protect the existing system by promoting alternative modes of transportation, facilitate transportation demand management through non-auto travel options, and also improve the efficiency of existing facilities through improved accessibility. This reflects the top two priorities of Action 1G.1 for major priorities to first preserve functionality and second to make minor improvements to the system.

## 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 contributes to the development of a seamless multi-modal transportation system by filling in critical gaps to pedestrian and bicycle facilities connecting transportation facilities on either side of I-205. This includes the Max Green Line platform station and transit stops along Sunnyside Ave, which provide alternatives to traveling on state owned facilities. The Clackamas Development Agency has committed urban renewal funds to construct additional multi-modal improvements in the Clackamas Regional Center. These along with this proposed project help to create a network for travel that offer options, develop a seamless system, and offer alternatives to the state system.

### 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?

This project will improve the integration between various travel options for residents and users of the area. The improved connections particularly for the pedestrian and bicycle users will expedite travel and fill in a critical link in the current transportation system. The improved connectivity will provide options for those using all modes of transit and improve the mobility of users. The result is a balanced, efficient and cost-effective multimodal transportation system.

### 19. Accessibility

Outcome sought: ensure appropriate access to all areas with connectivity among modes and places and enable travelers and shippers to reach and use various modes with ease.

For example, will the solution:

- Improve connections within residential areas and/or to schools, services, transit stops, activity centers and open spaces, such as by filling a gap in bicycle, pedestrian, or transit facilities?
- Improve or expand access to employers, businesses, labor sources, goods or services?
- Plan for or contribute to expanding transportation choices for all Oregonians?

This project will improve accessibility to nearby public transit, including the nearby Green line light rail station at the Clackamas Town Center, as well as improve accessibility to critical businesses and health services located on each side of I-205. Currently only a narrow sidewalk exists crossing I-205 on Sunnyside Rd creating a critical gap and limiting the accessibility of services on either side of I-205 to bicyclists and pedestrians. The improved bridge will fill in this missing link in the available transportation options and enable residents and employees to access both public transit on one side as well as businesses and health services on the other side.

## **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 Clackamas Regional Center is a hub for economic activity in Clackamas County. This pedestrian and bicycle connection between transit, shopping centers and businesses will provide the opportunity for people working east of I-205 the opportunity to take public transit, or participate in the multi-modal transportation system, as they travel to work or shop. The project is located within an urban renewal district and is also a vital link between people and services. The enhanced accessibility and mobility for pedestrians and residents will also contribute to the accessibility to employers and jobs on either side of I-205.

## **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?

Providing the link in the pedestrian and bicycle systems connecting the light rail transit centers with key destinations, including the Kaiser Permanente Sunnyside hospital, will encourage alternative transportation methods and lead to a reduction in the emissions of greenhouse gases and the improvement of air quality.

## 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 Clackamas Regional Center is a targeted region for mixed land uses, better access to transportation and planned growth. The region is designated in the comprehensive plan as a planned mixed use area. In order to ensure the efficient use of development in the area, and continue to promote compact growth, gaps in pedestrian and bike facilities need to be constructed. The proposed improvement to connect people in the regional center from transit locations to identified key destinations reduces barriers to planned growth.

## 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 added bicycle and pedestrian facilities improve connectivity to the existing light rail station and transit stops, encouraging increased usage. The project enhances bicycling and walking network connections and enables active transportation and healthier lifestyle options for residents, employees and citizens looking to access both sides of I-205. The added facilities will also increase the convenience of active transportation, as it fills in the gaps in the system and enables complete connectivity for both pedestrians and bicyclists using nearby facilities and accessing services on the both sides of the bridge. The proposed bridge type will be a signature bridge type, such as cable stay or include aesthetic treatments to be context sensitive to the I-205 corridor, which will make the facility more attractive and enjoyable for the users of the bridge and travelers on I-205.

## 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?

In addition to improved connectivity, the new bridge will enhance the safety of pedestrians and bicyclists crossing the existing Sunnyside Rd bridge over I-205. Currently, only a narrow sidewalk exists on the north side of the Sunnyside Rd bridge and no bicycle lanes exist, forcing bicycles to travel in high volume vehicle travel lanes. With the addition of a bicycle and pedestrian bridge, these vulnerable users will have the appropriate facilities for safe traveling.

## 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 is in a regional center and economic hub of Clackamas County. The project will benefit a large segment of the community. It is in close proximity to a region identified by Clackamas County as the most transportation disadvantaged through the Transportation Planning process currently underway in the County. It is also in close proximity to significant low to moderate income housing. The improved connectivity provided by this project between the east and west sides of I-205 and to the light rail line will benefit those who are the most transportation disadvantaged. Further, connectivity is increased to the Kaiser Permanente Sunnyside hospital services, which are used by a large segment of the community.

## 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 bridge is located in an urban renewal district. Through this district, many significant transportation improvements have been completed including the Sunnybrook Blvd overpass and road extension, Monterey Ave overpass and road improvement, Sunnyside widening from I-205 to 122nd and the construction of Bob Schumacher Rd parallel to I-205. These projects have stimulated significant investment in the area and created numerous jobs. The urban renewal district will also be constructing approximately \$40 million in additional road and multi-modal improvements in the area over the next six years. The bridge expansion will continue to be leveraged by these additional projects and multi-modal transportation system improvements.



**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.

	<b>Enter Values in this Column</b>	<b>Total Column</b>
Project Administration	\$60,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$527,363	
Environmental Work	\$60,000	
Coordination and Outreach	\$40,000	
Leased Space		
Building purchase and/or Right of Way	\$25,000	
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$712,363</b>
Utility Relocation		
Construction	\$2,291,210	
<b>Construction Project Costs Total</b>		<b>\$2,291,210</b>
<b>Total Eligible Project Cost</b>		<b>\$3,003,573</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		

**28. Project Participants and Contributions–REQUIRED**

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



# MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	Clackamas County		0%
Co-Sponsor	Clackamas Development Agency	\$750,893	25%
Participant			0%
Participant			0%
<b>Total</b>		\$750,893	25%

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:

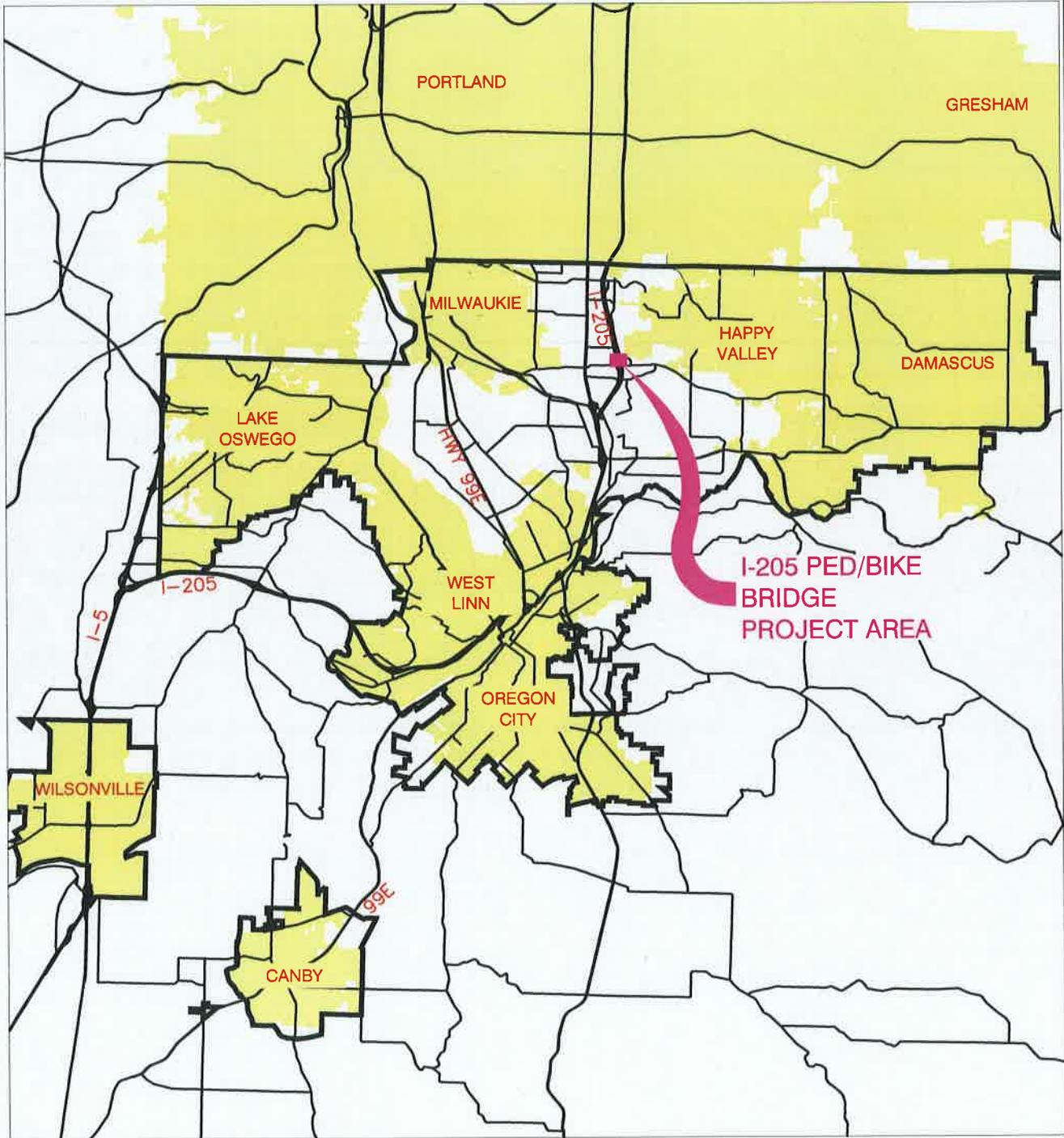
Authorizing Authority Name:

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
3. ELEVATION/SECTION VIEWS

K:\STIP Drawings 2012\ I205 Ped Bridge Vmap.dwg

REVISION	DATE	BY

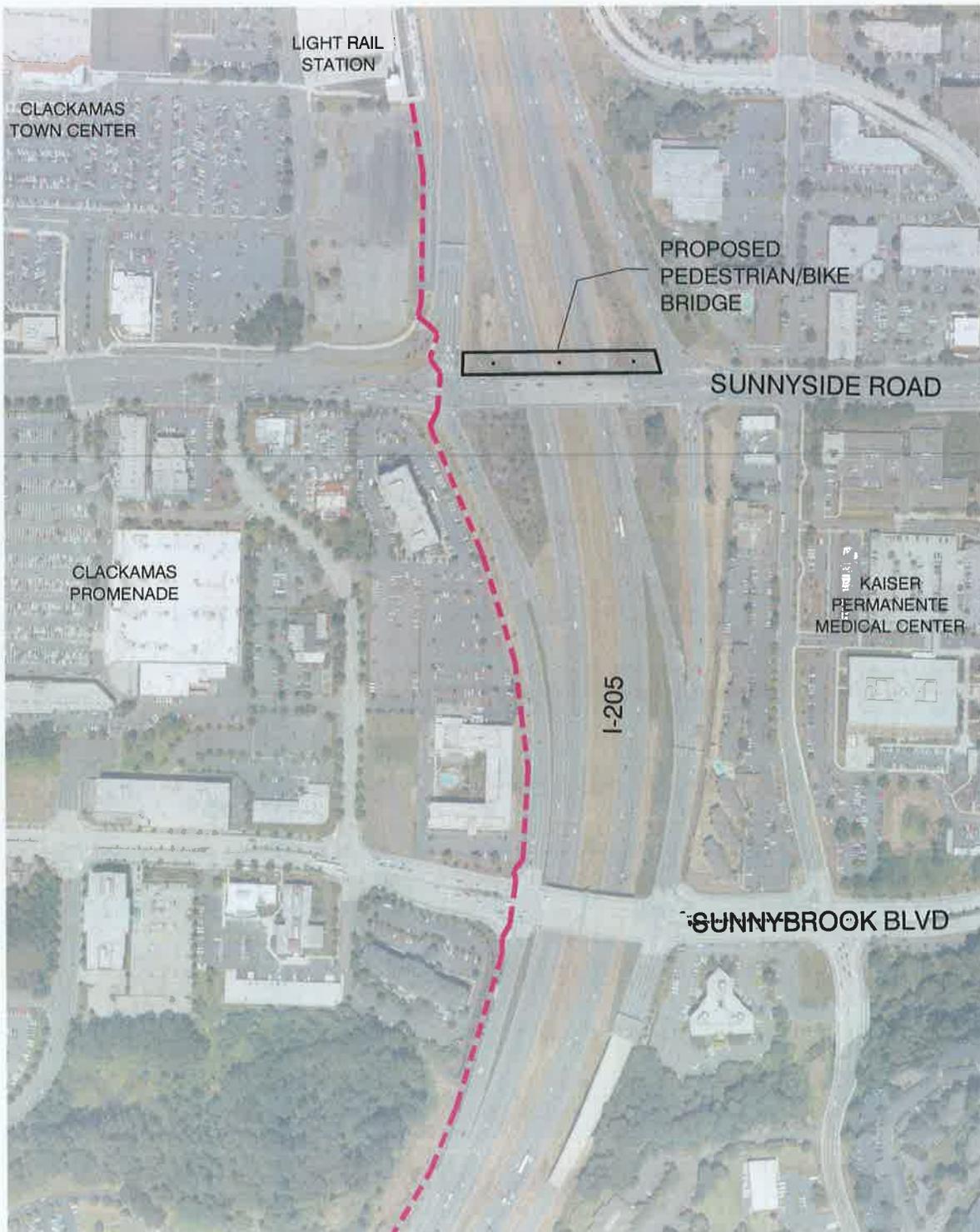
DEPARTMENT OF TRANSPORTATION  
AND DEVELOPMENT  
150 BEAVERCREEK ROAD  
OREGON CITY, OR 97045



11/14/12 SCALE: N.T.S.  
**COVER SHEET/VICINITY MAP**  
I-205  
PED/BIKE BRIDGE PROJECT

SHEET

1



**PLAN**  
NOT TO SCALE



--- EXISTING  
PED/BIKE FACILITY

K:\STIP Drawings 2012\ 205 Ped Bridge.dwg

REVISION	DATE	BY

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



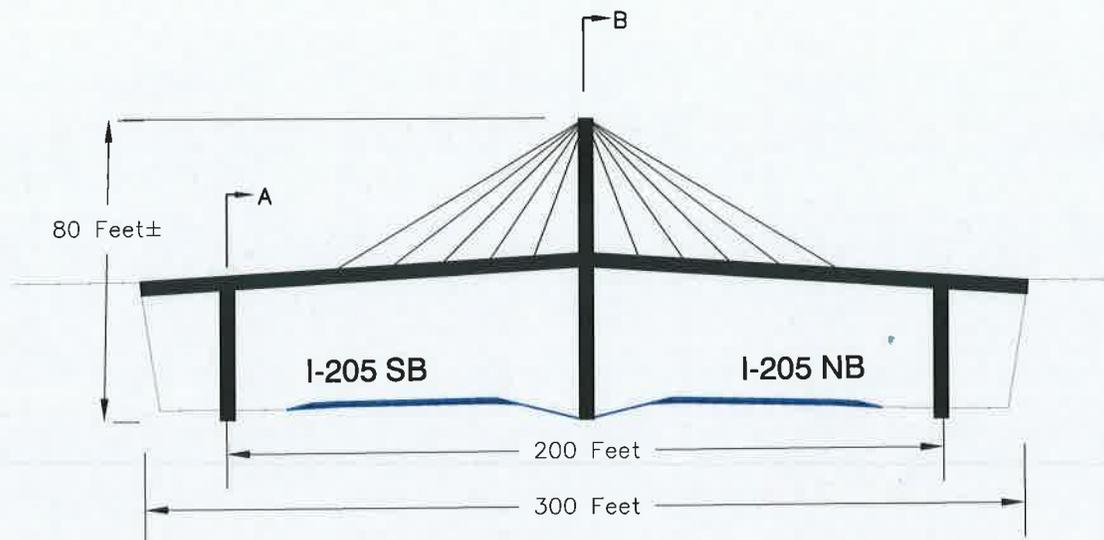
11/14/12

SCALE: N.T.S.

PLAN VIEW  
I-205  
PED/BIKE BRIDGE PROJECT

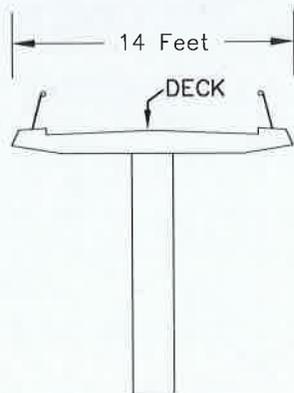
SHEET

2

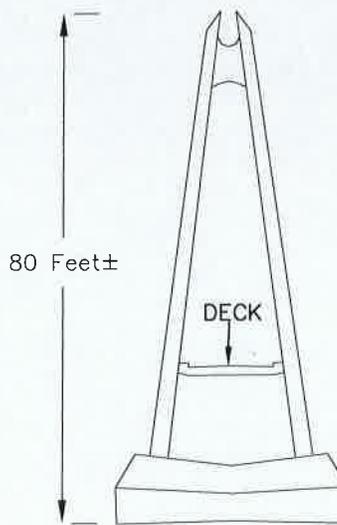


**ELEVATION**  
NOT TO SCALE

PROPOSED  
PEDESTRIAN/BIKE  
BRIDGE



A-A



B-B

**SECTION**  
NOT TO SCALE

K:\STIP Drawings 2012\I205 Ped Bridge.dwg

REVISION	DATE	BY

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



11/14/12 SCALE: N.T.S.  
**ELEVATION/SECTION VIEWS**  
I-205  
PED/BIKE BRIDGE PROJECT

SHEET  
**3**



**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 82<sup>nd</sup> 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

## HOPES Christina

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**From:** FLOWERS Jeffrey A  
**Sent:** Monday, November 26, 2012 3:38 PM  
**To:** Howie, Joel  
**Cc:** Bezner, Mike; Johnston, Tanya; WINDSHEIMER Rian M  
**Subject:** RE: STIP Grant Applications - Request for Approval/Concurrence to Submit Applications  
 ODOT Region 1 approves your request to submit Enhance applications on the following State systems:  
 \* I-205 - for the Sunnyside Pedestrian & Bicycle Bridge  
 \* OR99E - for the widening on Jennings Ave from 99E to Oatfield Rd  
 \* Otty Street - 82nd Ave realignment  
 \* OR213 - Union Mills Intersection improvement to widened right turn lane.

Should your project be selected for the 150% list, ODOT will work with you to refine individual project elements and cost estimates.

Thank you

Jeff Flowers

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**From:** Howie, Joel [mailto:JHowie@co.clackamas.or.us]  
**Sent:** Monday, November 26, 2012 3:24 PM  
**To:** FLOWERS Jeffrey A  
**Cc:** Bezner, Mike; Johnston, Tanya  
**Subject:** STIP Grant Applications - Request for Approval/Concurrence to Submit Applications

Jeff,

This email is a request for ODOT concurrence and approval to enable Clackamas County to submit grant applications for proposed projects that will affect ODOT's system. The following are the projects with a brief description:

1. I-205 (Sunnyside) Pedestrian and Bicycle Bridge – Clackamas County proposes to construct a pedestrian and bicycle bridge over Interstate 205 adjacent to the existing SE Sunnyside Rd overpass bridge. The bridge will connect pedestrian and bicyclists between the Clackamas Regional Center, the Max Green Line platform station, the Kaiser Permanente Sunnyside Hospital and many commercial and retail businesses and employers. The proposed bridge will be four spans with a total length of approximately 550 feet. The proposed bridge type will be a signature type bridge such as cable-stay or include aesthetic treatments on order to be context sensitive for those traveling on I-205. The project is located in an urban renewal district and is a high priority project for the County.
2. Jennings Avenue: Hwy 99E to Oatfield Rd Widening – This project will construct a sidewalk on the north side of Jennings Avenue and bicycle lanes on both sides of the road for enhanced bicycle and pedestrian connectivity. The total length of improvements is approximately ¾ of a mile (3,860 feet).
3. Otty Street: 525 feet West of 82<sup>nd</sup> Ave to 82<sup>nd</sup> Ave Realignment – The County proposes to realign the intersection of Otty Road on the East and Otty Street on the West at 82nd Ave for improved traffic operations. The intersections at 82nd Ave between Otty St and Otty Rd are not currently aligned, forcing traffic moving east to west from Otty Rd to travel onto SE 82nd and

make a left to continue along Otty St. The street alignment at this intersection limits connectivity at a crucial link in residential neighborhoods on either side of 82nd Ave.

4. Union Mills: 300 feet East of Hwy 213 to Hwy 213 Intersection Improvements – This project proposes constructing a widened right turn lane at the intersection of Union Mills and Hwy 213. 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.

Please let me know if you need any additional information or have any questions or comments on these proposed projects.

Regards,

Joel Howie, PE  
Civil Engineering Supervisor  
Clackamas County Dept. of Transportation and Development  
150 Beaver Creek Road  
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