



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## Transportation Project Sponsors

### 1. Project Sponsor (must be a public agency)

Organization Name: Oregon Department of Transportation	
Contact Person Name: Tony Coleman	Title: Freight Mobility Liaison
Street Address: 123 NW Flanders Street	Phone: (503) 731-8480
City, State Zip: Portland, Oregon 97209	
E-mail: Anthony.T.Coleman@odot.state.or.us	

### 2. Co-Sponsor(s)

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

## Transportation Project Information

### 3. Project Name

Project Name: I-84: NW Forest Lane (Vertical Clearance)

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

	Project Funds	% of Project Costs
Total Costs	\$2,100,000	100%
Non-Eligible Costs		0%
Total Transportation Project Cost	\$2,100,000	100%
Matching Funds	\$215,670	10.27%
Requested Funds	\$1,884,330	89.73%

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

Raise the NW Forest Lane Bridge over I-84. Currently, it is one of three eastbound and westbound vertical controlling structures along the I-84 corridor between the OR/WA border at I-205 to OR/ID border.

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

- Yes
  No



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

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

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

- Yes
  No

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

## 8. Project Problem Statement

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

Currently the NW Forest Lane bridge eastbound allows loads up to 16' 8" in height by permit. The maximum permitted height westbound is 16' 3".

## 9. Transportation Project Location

City: <input style="width: 90%;" type="text" value="Cascade Locks"/>	County: <input style="width: 90%;" type="text" value="Hood River"/>
MPO: <input style="width: 90%;" type="text" value="Portland/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)

I-84, MP 46.35, NW Forest Lane Bridge #08635

**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 type="radio"/> Not Applicable	Site map (showing proposed construction area clearly marked) (8.5x11)
<input 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**

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)

Eastbound:

From OR/WA border at I-205 to OR/ID border.

Today, the max permitted height crossing under Forest Ln is 16'8" going eastbound.

Currently, we can permit loads between Washington and Idaho up to 16'8" high. To do this, the carrier has to do a number of up & overs, would need to take a local detour (using a frontage rd) to bypass a structure at MP 234 (West Emigrant), and would have to take I-84 to US30 to enter Idaho to get around a structure at MP 376.98 (River Rd).

If Forest Ln were to be raised beyond 16'8", there are other limiting structures along the route:

The tunnel on I-205 SB ramp to I-84 EB is limited to 16'8" (however, this may be bypassed if the City of Gresham allows city streets to be used).

Echo Meadows at MP 187 is 16'8" (however this can be bypassed by taking I-84, I-82, US395, back to I-84);

West Emigrant detour is limited to 16'8" (NO OTHER LOCAL DETOUR TO BYPASS)

Rooster Rock at 24.99 is 17'1" (NO LOCAL DETOUR TO BYPASS).

If Forest Ln. were to be raised, it would really only benefit some EB movements between I-205 and I-82 (west of the West Emigrant Structure at MP 234).

So, for eastbound, if Forest Ln were to be raised, 17'1" (plus a 4" buffer) seems to be the logical height to me to benefit any additional overheight load through movements between I-205 and I-82. This would allow loads 5" higher to stay mainly on the interstate system in this section.

Westbound:

From OR/ID border at I-84 to OR/WA border at I-205

Today, the maximum permitted height crossing under Forest Ln is 16'3" going westbound, which is the low point on the entire route between Idaho and Washington.

Currently, we can permit loads between Idaho and Washington up to 16'3" high (the carrier has to do many up & overs to avoid structures).

If Forest Ln were to be raised beyond 16'3", there are other limiting structures along the route: River Rd at MP 376.98 is 16'4" (however this can be bypassed by entering Oregon at US30 then connecting to I-84)

Other structures at 16'6", one of them being Rooster Rock at 24.99 (which DOES NOT HAVE A



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

LOCAL DETOUR).

If Forest Ln. were to be raised, it would benefit some westbound movements between Idaho and Washington.

For westbound, 16'6" (plus a 4" buffer) seems to be the logical height to me if it were raised to benefit any high load through movements. This would allow loads up to 3" higher to stay mainly on the interstate system

### 12. Primary Project Mode(s)

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

### 13. Project Activities

<input checked="" type="checkbox"/> Infrastructure Engineering, Design, or Construction	<input type="checkbox"/> Project Planning and Development	<input type="checkbox"/> Operations/Service Delivery
<input type="checkbox"/> Capital Equipment Purchases	<input type="checkbox"/> Education or Information Delivery (e.g. 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.**

Anticipated Dates	Activity
2016	Requested STIP Funding Year (e.g. 2016, 2017, 2018) - <b>REQUIRED</b>
	Bid Let Date
	Construction Contract Award
	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.)

- 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.

[Empty text box]

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

- 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.

Improves the efficiency and capacity of I-84 by allowing more over-height loads to traverse the facility between the Washington/Oregon, and Idaho state borders.

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?

If NW Forest Lane were to be raised to 17' 1" eastbound, this would allow loads 5" higher to stay mainly on the interstate system in this section between I-205 and I-82. Westbound if raised to 16' 6" would allow loads up to 3" higher to stay mainly on the interstate system between Washington and Idaho.

### **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?

Raising the bridge will improve the mobility of intrastate commerce in terms on the movment of over-height loads that are currently restricted today.

### **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?

Allows the Manufactured Homes industry, Wind-mill Farm components, and other over-height loads the ability to transport their loads east/west through this corridor.

### **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?

Allow the movement of intrastate commerce through Oregon which creates more jobs for truckers, and pilots vehicles.

### **21. Environmental Stewardship**

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

For example, will the solution:

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

The project will most likely use a bridge jacking technique similar to that of the K#16983 I-84: Rooster Rock Park Connection, Vertical Clearance project. Pier columns were cut and jacked with disturbing the natural ground and creating environmental water quality, and/or geo-hydro concerns.



**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?

N/A

**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?

N/A

## **24. Safety and Security**

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

For example, will the solution:

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

The bridge raising will prevent over-height loads from having to traverse local facilities and networks. Keeps our interstate truck traffic on the system without having to bypass the restricted structures.

## **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?

N/A

## **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?

Funding will address project to potentially help ODOT Motor Carrier not have to re-route loads which would take US26 (Mt Hood Highway) or I-90 in Washington



**Budget Information**

**27. Estimated Project Costs**

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		
Staff Costs (for Service/Educational Projects)		
Project development and PE	\$300,000	
Environmental Work		
Coordination and Outreach		
Leased Space		
Building purchase and/or Right of Way		
Capital Equipment		
<b>Non-Construction Project Costs Total</b>		<b>\$300,000</b>
Utility Relocation		
Construction	\$1,800,000	
<b>Construction Project Costs Total</b>		<b>\$1,800,000</b>
<b>Total Eligible Project Cost</b>		<b>\$2,100,000</b>
Non-Eligible Costs (other project non-transportation expenditures, e.g. un-reimbursable utilities)		



# DRAFT MULTIMODAL TRANSPORTATION PROGRAM/PROJECT APPLICATION

## 28. Project Participants and Contributions

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	Oregon Department of Transportation	\$215,670	10%
Co-Sponsor			0%
Participant			0%
Participant			0%
<b>Total</b>		\$215,670	10%



## Submittal Approval

### 29. Project Sponsor Signature Authority Information

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

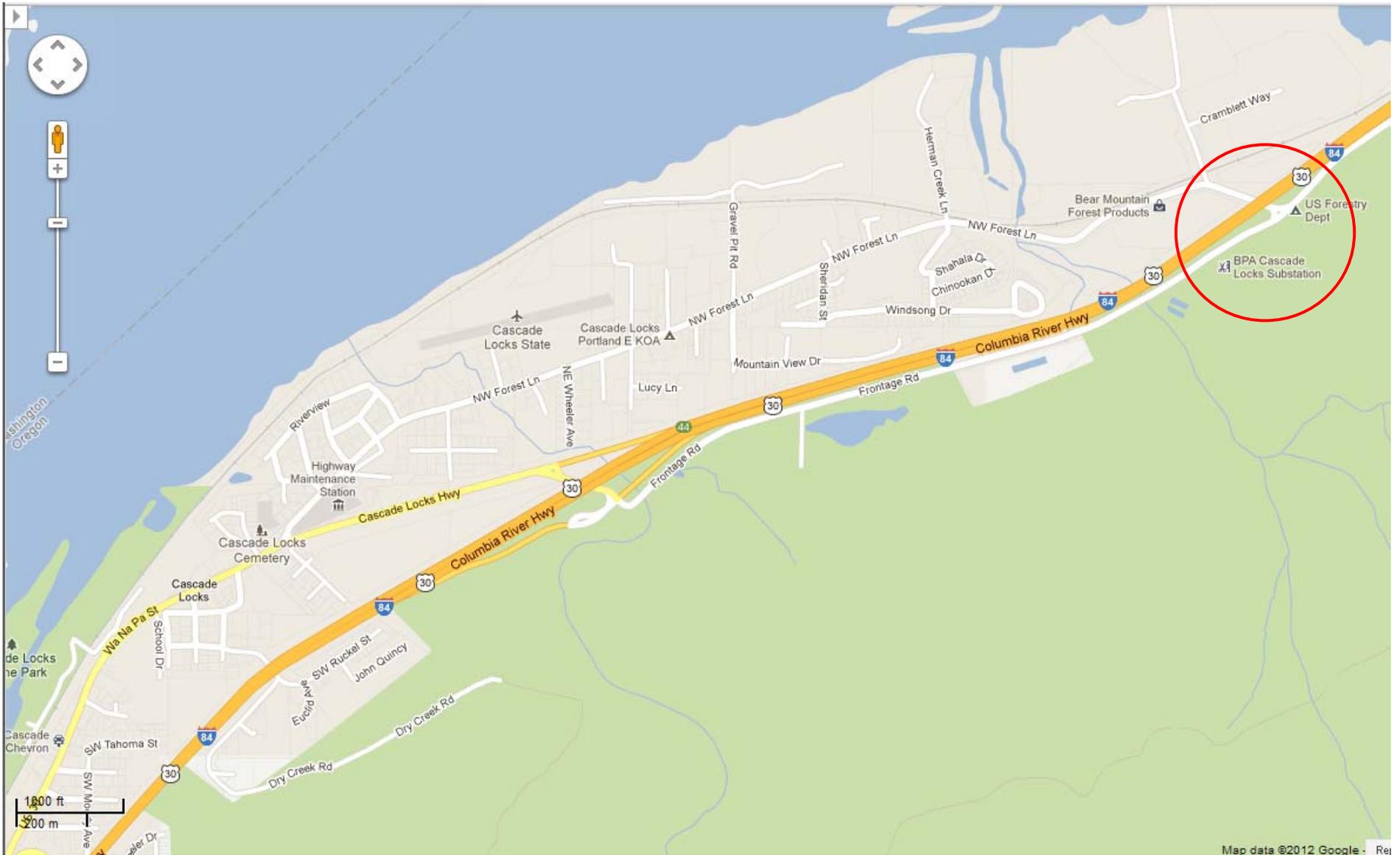
The signature below demonstrates support of this application on behalf of the Co-Sponsor:

Authorizing Authority Name:

Authorizing Authority Title:

Signature:  Date:

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



Vicinity Map

