MULTIMODAL TRANSPORTATION PROGRAM PROJECT APPLICATION

Oregon Department of Transportation

Transportation Project Sponsors

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

Organization Name:	City of West Linn		
Contact Person Name:	Khoi Le	Title:	Development Engineer
Street Address:	22500 Salamo Rd.	Phone:	(503) 722-5517
City, State Zip:	West Linn, OR 97068		
E-mail:	kle@westlinnoregon.gov		

2. Co-Sponsor(s)

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

Transportation Project Information

3. Project Name–REQUIRED

Project Name: I-205: 10th St. Interchange Area Enhancement (West Linn)

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

	Project Funds	% of Project Costs
Total Costs	$5,230,000	
Non-Eligible Costs		
Total Transportation Project Cost	$5,230,000	100%
Matching Funds	$784,500	15%
Requested Funds	$4,445,500	85%

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

Provide an interchange corridor construction project at the I-205/10th St. area to provide capacity, efficiency, circulation, safety, and connectivity improvements by means of lane additions, new street connections, new traffic signals, pedestrian sidewalks, bike lanes, and access management strategies such as raised medians for restricted turn movements. Major portions of the project include widening the I-205 underpass from three to five lanes, connection of 8th Ct. to Willamette Falls Dr. (WFD), addition of turn lanes at 10th/Salamo Rd. and 10th St./WFD, installation of five new signals (including two at locations that are currently unsignalized: 10th St./WFD and 12th St./WFD), installation of bike lanes (none exist in the corridor currently) and pedestrian walkways.

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.

The 10th St. Interchange Project effectively complements another STIP proposal for improvements to the Hwy 43 Corridor in West Linn. The 10th St. Interchange area is linked directly to Hwy 43 via Willamette Falls Dr. Optimizing flow on Willamette Falls Dr. at I-205 and 10th St. and again through Hwy 43 will enhance transportation network mobility in the region while preserving and improving the functionality of I-205 in the area. This parallel route connects multiple surrounding communities including Wilsonville, Tualatin, Oregon City, Lake Oswego, and Portland.

I-205 in the West Linn area is identified as a proposed "fix-it" project. This interchange project would be coordinated with the planned work on I-205.

8. Project Problem Statement–REQUIRED

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

The I-205/10th St. Corridor and Interchange is a bottleneck area. Several intersections currently fail to meet mobility standards and, without changes, will soon deteriorate to the level at which all intersections will fail to meet any City or ODOT mobility standards according to the City's Transportation System Plan and traffic studies of the area. In addition, commercial areas have limited circulation options and there is peak hour traffic which backs up on both sides of the interchange area, which is often excessive due to freeway diversion. Pedestrian facilities are incomplete and bicycle lanes are non-existent on 10th St., creating a major safety problem on a busy roadway at a vital transportation link in the City.

9. Transportation Project Location–REQUIRED

City:	West Linn	County:	Clackamas County
MPO:	Metro	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)

I-205/10th St. Interchange area (I-205 exit 6, the 2nd I-205 exit east of I-5). Project area includes improvements from the 12th St./Willamette Falls Dr. intersection northeast to the10th St./ Willamette Falls Dr. intersection, then north via the I-205 underpass to the 10th St./Salamo Rd. intersection, and provides improvements on 8th St. and an 8th Ct. to Willamette Falls Dr. connection.

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)

Project funding will pay for construction design, right-of-way acquisition, construction management, and construction of all improvements.

(see next pg.)

CONSTRUCTION ELEMENTS (separated by area, organized north to south):

10th/Salamo Rd. to Southbound I-205 Ramps:
• Construction of dual left turn lanes from Salamo Rd. with dual receiving lanes on 10th St. heading south to relieve cueing issues.
• Widening of Salamo Rd. will require installation of a retaining wall on the north side of the road. Replacement or upgrading of signals at the Salamo Rd. and southbound freeway intersections due to lane expansions and configuration changes.
• Signal controllers will be upgraded to enhance management of the tight spacing between intersections.

Southbound to Northbound I-205 Freeway Ramps:
• Expansion from three to five travel lanes. Retaining walls will be required at the underpass.
• Dual left turn lanes with one through lane will be added at the northbound approach to the freeway, with dual receiving lanes on the on ramp of I-205.

Northbound I-205 Freeway Ramp to 8th St. :
• Widening from three to four lanes to accommodate additional capacity from the dual left turn lanes from Willamette Falls Dr. (WFD).
• Replacement or upgrade of the existing northbound ramp signal is planned.
• ROW acquisition is required in this area.

Intersection of 10th/8th St. :
• Concrete median treatments will be used as access management tools to restrict turn movements for safer and more efficient 10th St. flow. Left turns out of 8th St. and 8th Ct. will be prohibited.
• Pedestrian crossing of 10th St. at 8th St. will be removed as it is not signalized. Pedestrian crossings will be at one of the two nearby signalized intersections for improved safety.

8th Ct. Connection:
• Extend 8th Ct. west and south to connect with WFD. This connection is required to permit the access management turn restrictions at 10th and 8th which improve the functionality of the 10th St. corridor. ROW acquisition from two property owners will be required at the end of 8th Ct. to allow the connection.
• Extension of a parking lot will be done to mitigate for a portion of a parking lot removed by the new street installation.

10th/Willamette Falls Dr. to 8th St. :
Installation of a new, much needed signal at 10th/WFD.
• Addition of dual left turn lanes from WFD to dual receiving lanes on 10th St. northbound.
• ROW acquisition is required in this area from one property owner.

Intersection of 12th/Willamette Falls Dr. :
• Installation of a new traffic signal to mitigate flows from access restricted 10th St., including synchronization with the 10th/WFD signal to optimize flow on WFD overall.

All Areas:
• Installation of bike lanes and pedestrian sidewalks (no bike lanes currently exist and pedestrian facilities are incomplete).
• Street base and asphalt pavement section to be constructed where widening street, two inch grind and pavement overlay throughout project.
• Relocation and/or undergrounding of utility structures as needed to accommodate widening.

These improvements are expected to perform above ODOT and City mobility standards through at least the next 20 years as projected by recent traffic studies. Phasing is possible, though a complete project would provide incrementally greater results. A signal at WFD with access restrictions and extension of 8th Ct. could act as an independent project with measureable results, as could the widening between the freeway ramps coupled with the Salamo Rd. dual left turn lanes.

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
FFY 2016 (Oct. 2015)	Requested STIP Funding Year (e.g. 2016, 2017, 2018) **- REQUIRED**
FFY 2016 (Apr. 2016)	Bid Let Date
FFY 2016 (May 2016)	Construction Contract Award
FFY 2017 (Dec. 2016)	Construction Complete
n/a	Capital Equipment Purchase
FFY 2017 (Dec. 2016)	Operations/Service Begin
n/a	Other Major Milestone:
FFY 2017 (Dec. 2016)	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 the City's current Transportation System Plan (TSP) in addition to a more recent traffic control study. The City's TSP highlights the 10th St. area as one that is expected to see significant increases in peak hour volume and will completely fail to meet ODOT or City performance standards within the coming years. The 10th St. projects are classified as "Action Plan" items and listed as project numbers 7, 10, 11, 12, and 13 on page 8-29 of the Motor Vehicle Master Plan in the TSP. This proposal also takes into account more recent traffic studies and practical design principles to gain cost savings while still achieving the intended goal. The TSP projects are further refined in the aforementioned March 14, 2011 10th St. Traffic Control Study.

This proposal improves east-west connectivity between I-5 and Hwy 43 via enhanced function of Willamette Falls Dr. and the 10th St. Interchange area, which is listed as a significant "arterial gap" in the Metro 2035 Regional Transportation Plan ("RTP," pg. 4-20).

Additionally, this project is aligned with several of Metro's (RTP) performance targets to keep people and goods moving. These include addressing bottlenecks, building a multi-modal system, completing local street system connections to complement the larger transportation network, reducing time of delay and emissions, improving overall mobility, and effective and efficient management of the transportation system and fiscal resources.

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 goals of this interchange project align perfectly with the Major Improvement Policies in the OTP and OHP. Protection of the existing system is priority one of OHP Action 1G.1 which this proposal demonstrates through access management at the 10th and 8th St. intersection to improve 10th St. function. Priority two of OHP 1G.1 is proved in this project through the inclusion of added through and turn lanes for improved capacity and efficiency and bike and pedestrian facilities for enhanced multi-modality. The City's TSP and the 2011 Traffic Study indicate that many intersection level-of-service mobility indicators will drastically improve up to three levels with these proposed enhancements and volume to capacity ratios should be met at the improved intersections (compared to no performance standards being met by 2030 with no action).

Finally, in harmony with OTP Strategy 1.1.4, this project is designed to improve the efficiency of this corridor overall by adding lane capacity, adding and managing turn lanes more effectively to prevent delays, creating street connections to allow for alternate routing, and installing new and upgraded signals to better manage circulation.

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?

State-Owned facilities comprise the major portion of this proposal and, as such, receive direct benefit from these improvements. Furthermore, by improving connectivity, access management, multi-modality, capacity, and flow within and around the entire corridor area, the 10th St. Interchange is wholly improved. Without improvements to this corridor it is possible that congestion in the future could reach the point where there is backing up on the freeway. This project enhances a major transportation hub for the City that links commercial retail/office and residential areas, has transit routes, completes a modal (bike) link across I-205, provides regional transportation access to the freeway, and is the primary heavy truck interchange in the City.

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 goal of this proposal is to prioritize improvements in the I-205/10th St. Interchange Area that increase overall mobility between essential destinations for all users, to greatly improve and encourage active pedestrian and bicycle transportation along this major transit route, while optimizing motor vehicle flow throughout. As the City's primary heavy truck interchange, these improvements will greatly benefit the movement of goods. Travel times through this heavily used corridor are expected to significantly decrease as a result of this project.

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?

Improved connectivity is a key component of this project. As one of very few freeway crossings in the area no bike lanes currently exist anywhere on 10th St., making for a hazardous crossing of I-205. This critical link is shown in both the City's and Metro's published bike route maps in red and labeled as a difficult and dangerous crossing. Investment in new bike lanes and completion of deficient sidewalk facilities are planned on both sides of 10th St. to fill this void.

Connection of 8th Ct. to Willamette Falls Dr. and installation of new traffic signals at 12th/ Willamette Falls Dr. and 10th/Willamette Falls Dr. in addition to upgrades of current signals will all serve to intensify access to local businesses. These signals will also improve safety for pedestrians and bicyclists to entice an expansion of multi-modal transportation throughout the area.

20. Economic Vitality

Outcome sought: expand and diversify Oregon's economy by efficiently transporting people, goods, services and information.

For example, will the solution:

- Support, preserve, or create long-term jobs and capital investment? Will it do so in an economically distressed area?
- Enhance opportunities for tourism and recreation?
- Plan for or contribute to linking workers to jobs?

Optimized mobility throughout the I-205/10th St. Interchange Area is expected to provide a positive economic benefit to commercial centers on both sides of the freeway by both improved customer and business travel. Freight traffic in the area will benefit from more efficient circulation, thus saving time and money from reduced delays. An economically depressed shopping center on the south side of I-205 that has had concerns about traffic flow since a recent reconstruction of the center should see improved circulation and, potentially, an improved ability to attract and maintain tenants.

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?

Reduction in vehicle emissions through reduced vehicle queuing and delays is expected to provide environmental benefits. Planned pedestrian and bicycle facilities are designed to entice greater numbers of users through the area to connect commercial and residential areas across the freeway interchange as well as to better connect with transit opportunities in the region.

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 surrounding area is characterized by large commercial shopping areas, large office buildings, and high density housing, in addition to a more compact historic business and residential district. Land use planning for several large vacant lots in the area is for further commercial office with possible mixed use high-density housing. This proposal has been developed with these future areas in mind by encouraging multi-modal transportation that will link up with pedestrian, bicycle, and transit facilities to be built by these future developments to create a more comprehensive overall travel solution 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?

Livability is incorporated in our project goals by connecting biking and pedestrian networks across the I-205 corridor (where none currently exist) to enhance the connections between important commercial centers in the City. Reduction in delays for vehicle users will also promote the livability of the area. Aesthetics, while a minor part of this project, will be improved by undergrounding of conflicting overhead utilities and the subsequent installation of streetlights, all of which will improve the streetscape.

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?

Safety for both vehicles and active transportation users is central to this proposal. Access management restrictions and new and upgraded signalization will improve safety for all users. The addition of bike lanes where none existed before is a clear safety improvement for bicyclists. The removal of an unsignalized pedestrian crossing of 10th/8th St. will improve safety concerns and pedestrians will be routed to one of two nearby safer signalized intersections with crosswalks and pedestrian signals. Emergency vehicle response through the area will be improved by reduced congestion and optimized flow.

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?

Multi-modal transportation is integrated into this proposal, thus providing options for varied users. Furthermore, benefits extend well beyond the immediate vicinity of the project as this is a major hub for transportation in the area. Trips from residential and commercial users in the area are funneled through this intersection as is regional I-205 bypass traffic. Addressing this bottleneck area is significant progress for the the West Linn community as well as that of several surrounding communities.

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?

Financial investment in these improvements will greatly extend the life of the system and reduce future funding needs in the area. Other improvements to the I-205/10th St. Corridor that could reasonably be expected to be completed as a condition of development have been left out of this proposal to reduce taxpayer costs and put the burden on increased use created by developed lands.

Maintenance needs are not expected to notably exceed current obligations as a result of these improvements. It is expected that ODOT will continue to maintain the areas of the corridor that they are currently responsible for and the City will continue to maintain areas designated as under City ownership. It is expected that the intersections and signals at 10th/Willamette Falls Dr. and 12th/Willamette Falls Dr. will be maintained by the City and the City is prepared to take on those obligations. As part of the final IGA it is expected that maintenance obligations will be clearly identified and the City is open to discussions and plans to ensure the optimized and synchronized operation of the entire corridor.

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	$90,000	
Staff Costs (for Service/Educational Projects)		
Project development and PE	$390,000	
Environmental Work	$50,000	
Coordination and Outreach	$10,000	
Leased Space		
Building purchase and/or Right of Way	$600,000	
Capital Equipment		
Non-Construction Project Costs Total		**$1,140,000**
Utility Relocation	$400,000	
Construction	$3,690,000	
Construction Project Costs Total		**$4,090,000**
Total Eligible Project Cost		**$5,230,000**
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.

Participant Role	Participant Name	Project Funds Contribution	Percent of Transportation Project Total Cost
Sponsor	City of West Linn	$784,500	15%
Co-Sponsor			0%
Participant			0%
Participant			0%
Total		$784,500	15%

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 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: Lance Calvert

Authorizing Authority Title: Public Works Director/City Engineer

☒ 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:

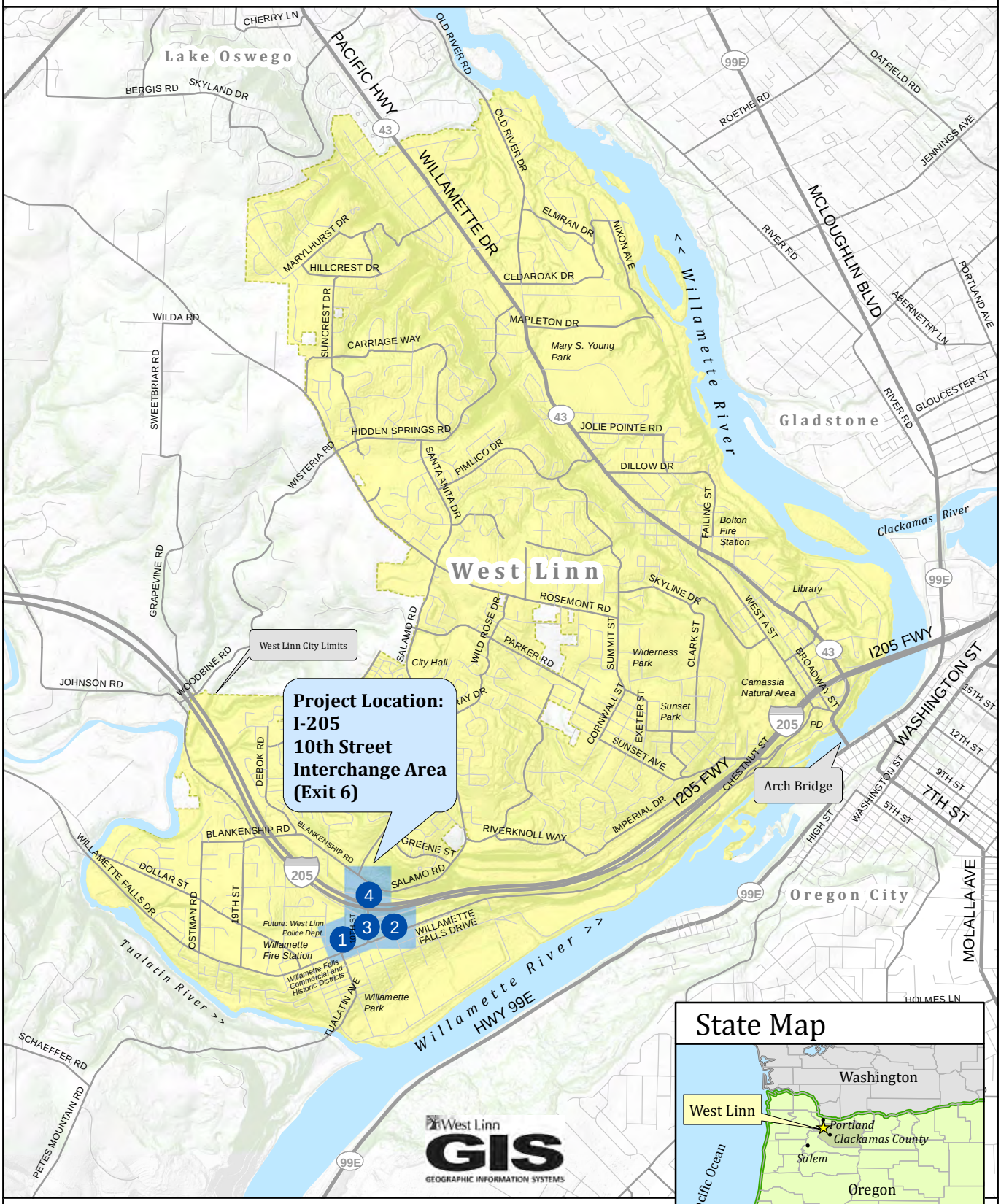
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.

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

Save Application

10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Vicinity Map



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Map Created: 11/26/2012

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This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes. Users of this information should review or consult the primary data and information sources to ascertain the usability of the information.

Map & Overlays Provided by West Linn GIS

10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Site Map / Air Photo

0 300 600 Feet

Map Created: 11/26/2012
LOC: G:\PROJECTS\GIS\FREEWAY\I205_10THSTEXIT_AIRPHOTO_2012.MXD | KAHA

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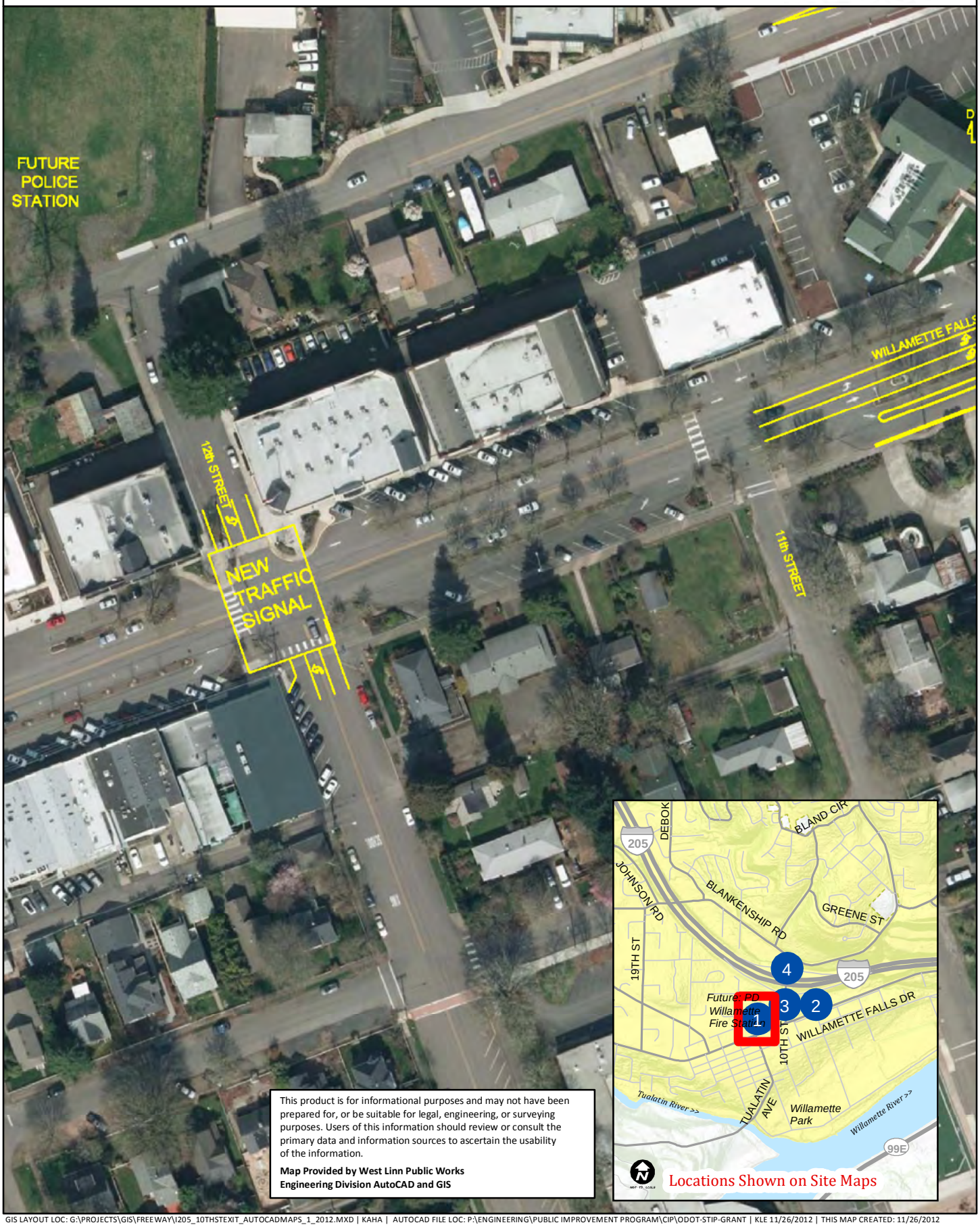
West Linn GIS GEOGRAPHIC INFORMATION SYSTEMS

10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Site Map 1

0 50 100 Feet

City of West Linn



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Map Provided by West Linn Public Works Engineering Division AutoCAD and GIS

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10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Site Map 2

0 50 100 Feet

City of West Linn

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Map Provided by West Linn Public Works Engineering Division AutoCAD and GIS

SCOPE OF WORK

Curb and Sidewalk
Utility Relocation

New Street Connection
Raised Crosswalk

Demolition

5' Sidewalk | 12' Travel Lane | 12' Travel Lane | 8' Sidewalk

8th COURT CROSS SECTION C-C

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10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Site Map 3

0 50 100 Feet

City of West Linn

SCOPE OF WORK

Curb and Sidewalk
Utility Relocation
Demolition
Restripe
Traffic Signals
Pavement Widening

5' Bike Lane	12' Travel Lane	12' Travel Lane	12' Turn Lane	12' Travel Lane	12' Travel Lane	5' Bike Lane

6' Sidewalk — 10th STREET CROSS SECTION C-C — 6' Sidewalk

Note: Median/Center Turn Lane Varies

SCOPE OF WORK

Curb and Sidewalk
Utility Relocation
Demolition
Restripe
Traffic Signals
Pavement Widening

5' Bike Lane	12' Travel Lane	12' Travel Lane	12' Travel Lane	12' Travel Lane	5' Bike Lane

6' Sidewalk — 10th STREET CROSS SECTION D-D — 6' Sidewalk

Note: Median/Center Turn Lane Varies

10TH STREET INTERCHANGE AREA ENHANCEMENT PROJECT

Site Map 4

0 50 100 Feet

City of West Linn

SCOPE OF WORK

Curb and Sidewalk
Utility Relocation
Demolition
Restripe
Traffic Signals
Pavement Widening

6' Sidewalk	5' Bike Lane	12' Travel Lane	12' Travel Lane	12' Travel Lane	12' Travel Lane	5' Bike Lane	6' Sidewalk

10th STREET CROSS SECTION A-A

Note: Median/Center Turn Lane Varies

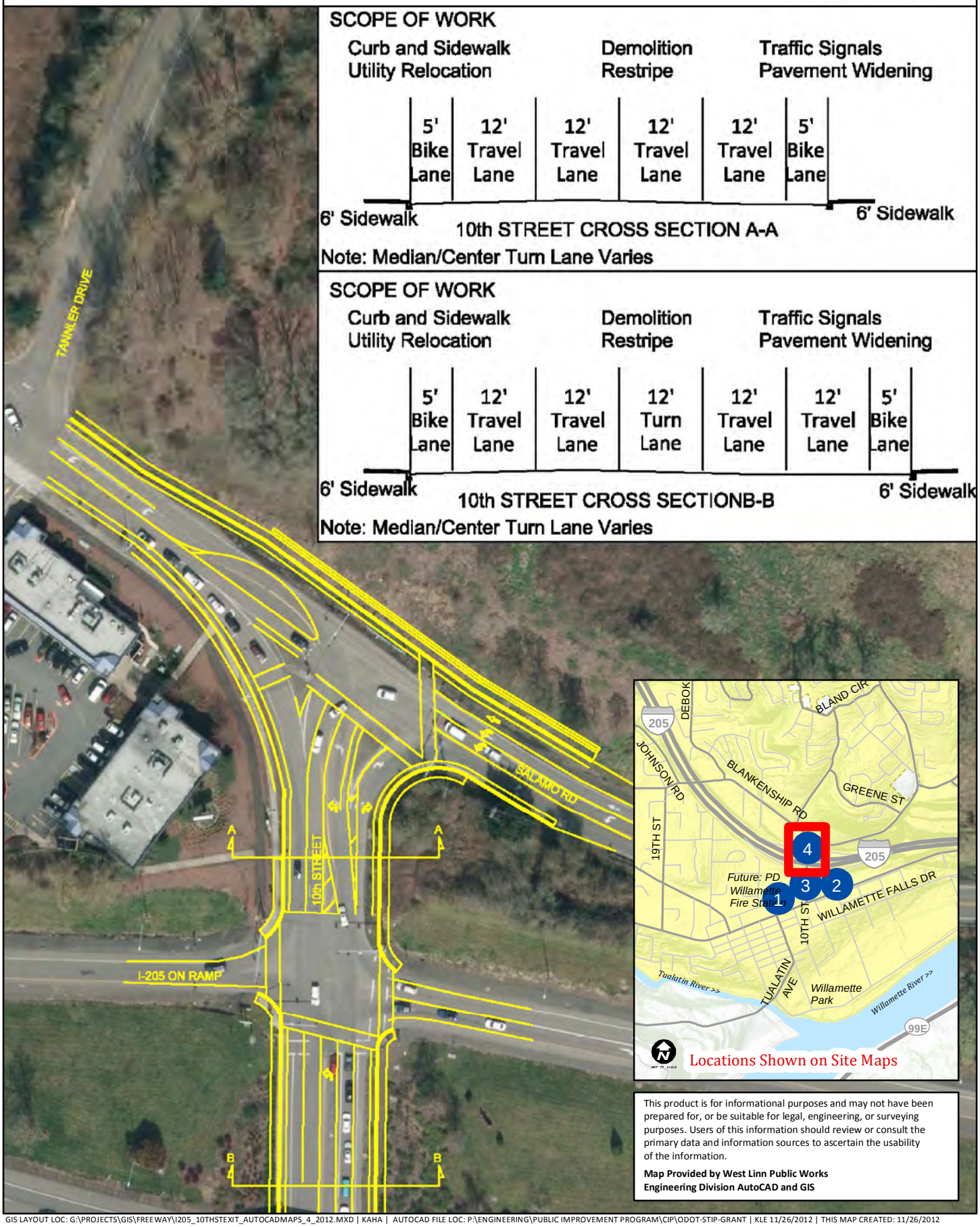
SCOPE OF WORK

Curb and Sidewalk
Utility Relocation
Demolition
Restripe
Traffic Signals
Pavement Widening

6' Sidewalk	5' Bike Lane	12' Travel Lane	12' Travel Lane	12' Turn Lane	12' Travel Lane	12' Travel Lane	5' Bike Lane	6' Sidewalk

10th STREET CROSS SECTIONB-B

Note: Median/Center Turn Lane Varies



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Map Provided by West Linn Public Works Engineering Division AutoCAD and GIS

GIS LAYOUT LOC: G:\PROJECTS\GIS\FREEWAY\I205_10THSTEXIT_AUTOCADMAPS_4_2012.MXD | KAHA | AUTOCAD FILE LOC: P:\ENGINEERING\PUBLIC IMPROVEMENT PROGRAM\CIP\ODOT-STIP-GRANT | KLE 11/26/2012 | THIS MAP CREATED: 11/26/2012

RESOLUTION NO. 2012-17

A RESOLUTION OF THE WEST LINN CITY COUNCIL DEMONSTRATING LOCAL SUPPORT FOR ENHANCEMENT PROJECTS AT THE I-205/10TH STREET AND HIGHWAY 43 CORRIDORS

WHEREAS, the City of West Linn Comprehensive Plan institutes objectives and policies that promote a comprehensive and unified system of transportation options throughout the City; and

WHEREAS, the Comprehensive Plan further prioritizes transportation improvements that increase connectivity, efficiency, overall mobility, and improves pedestrian and bicycle accessibility; and

WHEREAS, the City transportation goals for the I-205/10th Street and Highway 43 corridors are in line with Metro's Regional Transportation Plan, the Oregon Transportation Plan, the Oregon Highway Plan, and other important local and regional transportation plans; and

WHEREAS, traffic volumes throughout the area are expected to increase significantly by 2030 and it is a priority to citizens in West Linn, surrounding communities, and the region to ensure that State and local transportation facilities are operating at optimal levels to ensure livability, safety, economic success, and sustainable goals are met; and

WHEREAS, the Statewide Transportation Improvement Program (STIP) provides a mechanism to leverage local funding with federal dollars to complete major transportation projects that improve areas of regional and statewide significance; and

WHEREAS, the I-205/10th Street and Highway 43 Corridors have been identified in the West Linn Transportation System Plan as priority areas for improvement.

NOW, THEREFORE, THE CITY OF WEST LINN RESOLVES AS FOLLOWS:

SECTION 1: As part of the comprehensive goals of the City to complete Transportation System Plan projects, and in order to provide for a transportation system that affords livability, multi-modality, efficiency, sustainability, and optimized mobility for the citizens of West Linn and the region, the West Linn City Council strongly supports the construction of improvements at the I-205/10th Street and Highway 43 Corridors.

SECTION 2: City Staff is directed to complete the STIP Grant Application for submittal to the Oregon Department of Transportation (ODOT) by noon on November 27, 2012.

This resolution was PASSED and ADOPTED this 19th day of November 2012, and takes effect upon passage.

JOHN KOVASH, MAYOR

ATTEST:

KATHY MOLLUSKY, CITY RECORDER

APPROVED AS TO FORM:

CITY ATTORNEY