

RESOLUTION NO. 866

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WILSONVILLE ENDORSING TRANSPORTATION PROJECT RECOMMENDATIONS TO THE OREGON TRANSPORTATION COMMISSION.

WHEREAS, the City has in the past recognized the Clackamas Coordinating Transportation Committee composed of the professional staff of the cities of Clackamas County and the County of Clackamas; and

WHEREAS, representatives of the municipalities of Clackamas County recognized the need to coordinate their efforts through an organization established for such purpose and Clackamas County has indicated a willingness to provide the administrative assistance and personnel needed to implement such an organization, its studies and recommendations; and

WHEREAS, the first priority of the Committee was to prepare a coordinated package of City / County transportation project improvements to recommend to the Oregon Commission; and

WHEREAS, endorsement of this City / County transportation package by all cities and the County will strengthen our shared interests and positions in improving our communities' transportation network within the metro region.

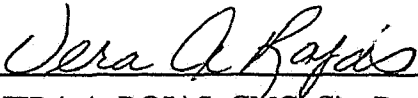
NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Wilsonville endorses the projects recommended to the Oregon Transportation Commission in Exhibit "A".

ADOPTED by the City Council of the City of Wilsonville at a regular meeting thereof this 19th day of August, 1991 and filed with the Wilsonville City Recorder this same date.



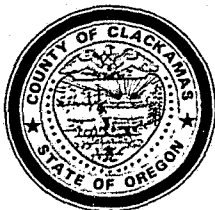
GERALD A. KRUMMEL, Mayor

ATTEST:


VERA A. ROJAS, CMC, City Recorder

SUMMARY of Votes:

Mayor Krummel	<u>AYE</u>
Councilor Chandler	<u>AYE</u>
Councilor Carter	<u>AYE</u>
Councilor Lehan	<u>AYE</u>
Councilor Van Eck	<u>AYE</u>



CLACKAMAS COUNTY

Department of Transportation & Development

TO: CTCC Members
FROM: Rod Sandoz
DATE: July 23, 1991

WINSTON KURTH
EXECUTIVE DIRECTOR

RICHARD DOPP
DIRECTOR
OPERATIONS & ADMINISTRATION

TOM VANDERZANDEN
DIRECTOR
PLANNING & DEVELOPMENT

The Clackamas Transportation Coordinating Committee has spent the last six months developing and prioritizing a list of highway improvement projects to be included in the State's 1993-99 Six Year Highway Improvement program. The CTCC's recommendations are outlined in a report entitled Transportation Priorities for Interstate and State Highways in Clackamas County which was adopted by the CTCC at their June 25th meeting.

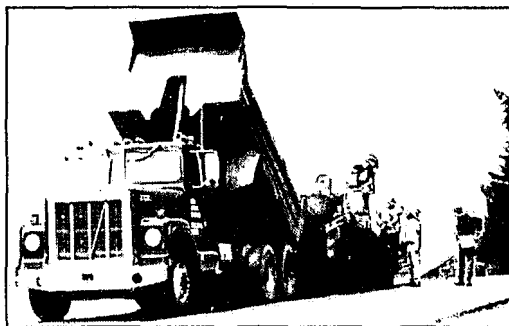
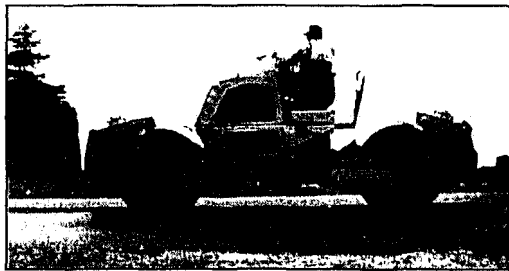
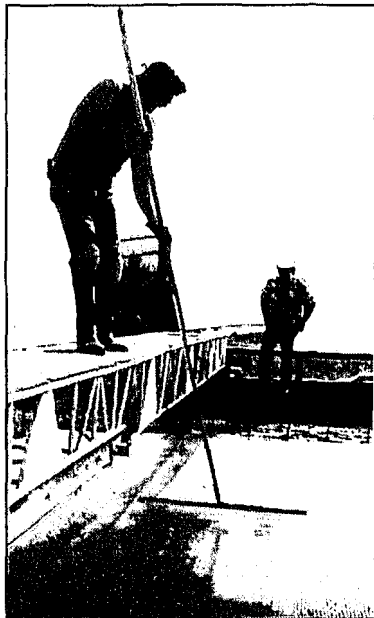
In August or September please have your City Council adopt a resolution in support of the CTCC's recommendation and forward a copy to me by the end of September. I will schedule Board of County Commissioner's adoption in October and forward all resolutions to ODOT.

If you have any questions, please call me at 650-3272.

m/rs/716:elk

Transportation Priorities
for
Interstate and State Highways
in
Clackamas County

Summary



Submitted to:
The Oregon Department of Transportation
for
Six Year Plan Update
Federal Fiscal 1993-1998
June 30, 1991

Submitted by:
The Clackamas Transportation Coordinating Committee

TRANSPORTATION PRIORITIES
FOR INTERSTATE AND
STATE HIGHWAYS
IN
CLACKAMAS COUNTY

Submitted to:
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Transportation for Six
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Submitted by
The Clackamas Transportation
Coordinating Committee

ACKNOWLEDGEMENTS

Clackamas Transportation Coordinating Committee (CTCC)

MEMBER

Maggie Collins
R. Lyman Houk
Steve Starner
John Hawthorne
Jonathan Block
Jerry Baker
Rusty Klem
David Monson
Jack Dunn
Bill Brandon
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Marty Anderson
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Mike Heglund
Ken Zatarain

AGENCY

Milwaukie
Estacada
Wilsonville
Oregon City
Gladstone
Lake Oswego
Canby
West Linn
Molalla
Happy Valley
Sandy
ODOT
Clackamas County
Clackamas County
Metro
Tri-Met

Report Prepared by:

Bill Spears, Planner and Report Author

Ron Weinman, Principal Transportation Planner

Rod Sandoz, Regional Transportation Coordinator

Hue Van, Graphics

Dave Weisel, Graphics

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1
INTRODUCTION

1.0 INTRODUCTION

The Oregon Department of Transportation (ODOT) has a six year plan that enables them to prioritize and coordinate capital improvements related to transportation in the Portland Metropolitan area. To remain current, this plan is updated every 2 years.

Since 1985 the Clackamas Transportation Coordinating Committee (CTCC) has been meeting on an ongoing basis to establish a common position on overall transportation needs and priorities and provide ODOT with input on their 6-Year Plan Update. This report documents the recommended City/County transportation priorities and has been endorsed by the Clackamas Transportation Coordinating Committee. County Commission/City Council endorsement by resolution will occur during the Summer of 1991.

The capital improvement projects identified in this report and endorsed by the CTCC have local, regional, and state significance. As such, the Clackamas Transportation Coordinating Committee solicits a larger State commitment to system improvements in Clackamas County.

Following is a summary of specific committee recommendations. Projects are divided into existing and new projects in the categories of Federal Aid Interstate (FAI), Access Oregon (AOH), Federal Aid Primary (FAP), and Oregon Department of Transportation Operation money. Chapter 4 contains a brief description of the funding source, project summary and map of the general location of each project. Greater project detail is contained in the form of individual project prospectus in the appendix.

In terms of timeliness and funding source, the Committee's general priorities in 1991 are to continue projects previously funded, move existing projects towards funding and construction, and then to identify a small number of new projects that would qualify for consideration now. The Committee also supports construction and development projects identified in the 6 Year Plan document dated August 1990.

As in past years the Committee's priority in 1991 was to identify, describe and prioritize transportation projects for the ODOT Six-Year Plan Update. The committee is now prepared to forward to the Oregon Transportation Commission a single recommendation of transportation projects supported by the endorsement of each jurisdiction.

1.1 PROJECT PRIORITY SUMMARY

A. Federal Aid Interstate Projects (FAI-4R)

1. CTCC: I-5/Kruse Way Interchange (Phase II)
ODOT: I-5 at Highway 217/Kruse Way Interchange
2. CTCC: I-205/Sunnybrook Split Diamond Interchange
ODOT: I-205 E. Portland Freeway at Sunnybrook Interchange
3. CTCC: I-5/Wilsonville Interchange
ODOT: I-5 Wilsonville Interchange
4. CTCC: I-205/Gladstone Interchange
ODOT: I-205 East Portland Freeway at Gladstone Interchange
5. CTCC: I-205/Park Place Interchange
ODOT: I-205 East Portland Freeway at Park Place
6. CTCC: I-205/Highway 43 Interchange
ODOT: I-205 East Portland Freeway at Oswego Highway (West Linn)
7. CTCC: Highway 212 - Roots Road Extension to I-205 /Clackamas Interchange
ODOT: new project

B. Access Oregon (AOH)

1. CTCC: (Sunrise Corridor) I-205/Rock Creek Junction
ODOT: Oregon Highway 224 - East Portland Freeway - Rock Creek Junction and I-205 - East Portland Freeway at Clackamas Highway (Sunrise Interchange)
2. CTCC: (Sunrise Corridor) Highway 224/99E to I-205 EIS
ODOT: Oregon 224 Pacific Highway East - East Portland Freeway")
3. CTCC: (Sunrise Corridor) Highway 212/Rock Creek Junction to Highway 26
ODOT: Oregon 212 Rock Creek Junction - Mt. Hood Highway")
4. CTCC: U.S. 26/Heidi's Junction - Madras Corridor Study (West Unit)
ODOT: U.S. 26/Heidi's Junction - Madras Corridor Study (West Unit")

C. Federal Aid Primary (FAP)

1. CTCC: McLoughlin Boulevard - 17th to River Road
(SPRR Crossing, Milwaukie):
ODOT:
2. CTCC: Highway 213 at Toliver Road - Highway 211
Left Turn Channelization
ODOT: Cascade Highway South - Oregon 213 at S.
Toliver Road
3. CTCC: Highway 99E at Arlington
ODOT: Oregon 99E - Arlington Street Intersection
(Gladstone"
4. CTCC: Highway 213/Beavercreek Road Intersection
ODOT:

D. State Operations Projects (ODOT)

1. CTCC: Highway 43 at Terwilliger
ODOT: Oregon 43, Oswego Highway at
Terwilliger/Riverside Drive"
2. CTCC: Highway 43 at Willamette Falls
ODOT: Oregon 43, Oswego Highway at Willamette
Falls Drive (West Linn)"
3. CTCC: Highway 43 at Pimlico
ODOT: Oregon 43 - Oswego Highway at Pimlico Drive"
4. CTCC: Highway 43 at Jolie Point
ODOT: Oregon 43 Oswego - Highway at Jolie Point
Road
5. CTCC: Highway 43 at Walling Way
ODOT: Oregon 43 - Oswego Highway at S. Walling Way
6. CTCC: Mulino Road Improvements (13th to Highway
213 - Canby)
ODOT:
7. CTCC: Arndt Road/Highway 99E to I-5 - (Canby)
Several short range improvements
ODOT:

1.2 OTHER ODOT CONSTRUCTION/CAPITAL IMPROVEMENT PROJECTS (Does not include Federal Aid Urban, Federal Aid Secondary, Hazard Elimination, RxR, Interstate Transfer or Bridge Projects)

These non-prioritized projects have the support of the CTCC. They were not originally "committee" initiated projects but exist in the current Six-Year Plan and are capital improvement projects that will substantially benefit the transportation system in terms of capacity, level of service and traffic safety.

1. OR-211 Bear Creek - Keith Road Realign curves rename and replace paving, extend box culvert, replace guardrail.
2. OR-212 OR-212 at 232nd Drive Construct west bound left turn refuge and traffic signal.
3. OR-213 Cascade South at Henrici Road Construct left turn refuge.
4. OR-213 Cascade South at Leland Road Realign intersection and install traffic signal.
5. OR-224 Rusk Road - Lawnfield Install new signal controllers and replace interconnect system.
6. OR-99E Pacific Highway East at New Era Road Realign intersection.
7. OR-212 Clackamas at 130th Avenue Install traffic signal.
8. OR-212 Clackamas at 135th Avenue Install traffic signal.
9. I-205 Strawberry Lane - Oatfield Road (Bikeway) Construct bikeway.
10. OR-212 Clackamas/Boring at Amisigger (Richey Road) Install traffic signal
11. OR-99E Pacific Highway East at Ivy (Canby) Move traffic signal poles.
12. U.S. Highway 26 ZigZag to Rhododendron Grading, paving, structure and signing.
13. U.S. Highway 26 Rhododendron to Timberline Highway Pavement overlay.
14. U.S. 26 Highway Rhododendron to Laurel Hill Reconstruct and widen to 4 lanes.
15. OR-213 - Cascade Highway South at S. Greentree Drive Intersection modification

2

BACKGROUND

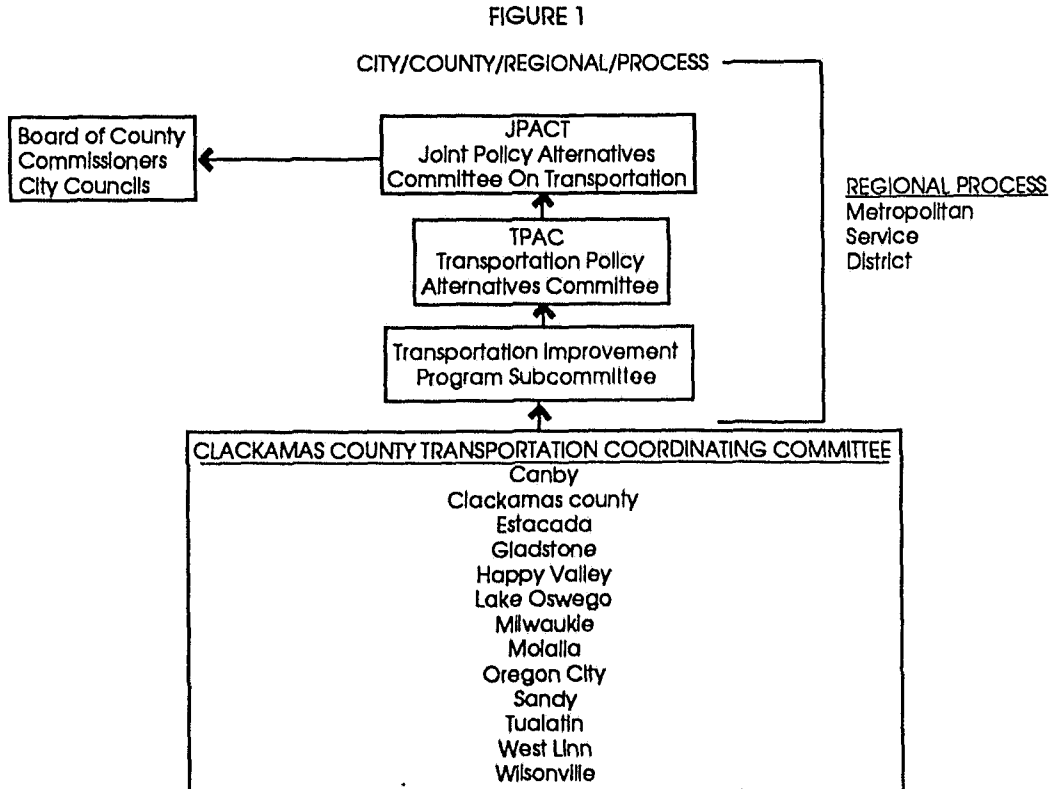
2.0 BACKGROUND

In the preparation of project recommendations for ODOT, the specific tasks which members of the Clackamas Transportation Coordinating Committee have undertaken include:

- a. Acquiring an understanding of the transportation funding, implementation and planning issues facing Clackamas County jurisdictions.
- b. Relating these issues to the needs of each city jurisdiction and the County as a whole, and
- c. Assisting our regional efforts by working to develop a County-wide consensus on these issues.

Factors affecting need and prioritization include population, employment growth, changing transportation patterns and unserved travel demands, funding options, political and administrative processes, and limited financial resources.

Figure 1 identifies how the Clackamas Transportation Coordinating Committee relates to the regional transportation planning process.



2.1 Clackamas County Population and Employment Overview

The northwest area of the county, described as the urban north, and urban south and urban west areas, is the most intensively developed area in the county, supporting 65 percent of the population and over 81 percent of the jobs within the county. Major transportation facilities serving this region include I-205, I-5 Hwy. 212/224, Hwy. 99E, Hwy. 43 and Hwy. 213.

The rural area of the county covers agricultural and forested lands connected with the region with a series of state highways, including Highway 99E, Highway 213, Highway 211, and U.S. Highway 26.

2.2 Population

Clackamas County is one of four counties in the Portland-Vancouver SMSA.

A shift in population growth from the urban center (Multnomah County/Portland) has occurred since 1960 as the suburban counties increased their shares of the region's population.

Forecasts indicate that Clackamas County's population will increase from 278,850 to 388,079, between 1990 and 2009.

Analysis by Clackamas County showed that the largest percentage of population growth during the 1970s occurred in the rural area. Since 1980, much of this area has been zoned for agricultural and forest uses, with restrictions on residential development. Thus, population growth in the rural area is expected to slow and be more concentrated in urban areas.

2.3 Employment

In 1987 Clackamas County's share of jobs in the region was 13.8 percent or 88,731 jobs. Forecast employment figures show a slight shift in jobs out from the urban center. Clackamas County is forecast to maintain approximately 14 percent of the region's jobs. Although the relative share of the region's jobs is anticipated to remain the same, employment forecasts indicate that the number of jobs in Clackamas County will increase by 54.2 percent, from 88,731 to 136,849, between 1987 and 2010.

As with population, job opportunities are concentrated in the northwest urban section of the County.

A major area for employment is the north urban area where a diversity of jobs is found. The Clackamas Town Center and Clackamas Promenade located west of I-205 on Sunnyside Road,

form a major regional shopping area. In addition, the Town Center Redevelopment area (along 82nd Avenue and Sunnyside Road) has several retail malls, three motels, class A office developments and a regional hospital facility.

Other major areas for employment in the north urban area is the industrial district that runs along Highway 224 between Milwaukie and I-205, and along Highway 212-224 from I-205 east to about 135th Avenue where strip commercial development is found from the city of Milwaukie south to Oregon City.

The south urban area has the county seat of Clackamas County and supports government services as well as several local shopping centers and wood products related industries.

In the west urban area, there are several major areas of employment. Kruse Way, a major arterial connecting Lake Oswego on the east to I-5/Highway 217 on the west, is developing as a Class A office district. Freeway oriented developments are also located south of Kruse Way along I-5. Further south on I-5, the City of Wilsonville supports several large manufacturing firms, and is the headquarters of Tektronix.

Commercial, industrial, and recreational centers are the major attractors of trips, whether the trips are made by truck, auto, transit, bicycle, or foot. Thus, these locations become the focal points of transportation conflicts, and routes leading to them bear the transportation demand of these major activity areas.

3

**TRANSPORTATION
PATTERNS &
TRAVEL DEMANDS**

3.0 TRANSPORTATION PATTERNS AND TRAVEL DEMANDS

3.1 Existing

Clackamas County conducted an origin/destination study for all day vehicle trips developed from the regional transportation model.

The data show that a total of 570,035 average weekday vehicle trips (AWD) originated in Clackamas County in 1985. Of these trips, 393,273 (69 percent) were internal trips, those both produced in the county and with a destination in the county.

By 2009, a total of 946,359 vehicle trips is forecast, an increase of 376,324 trips (66 percent) from 1985. Of this total, 671,060 trips will be internal trips, 71 percent of the AWD.

The number of trips produced in the county with a destination outside the County grows from 176,762 trips in 1985 to 275,299 trips in the year 2009, an increase of nearly 56 percent.

3.2 Level of Service

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream and then perception by motorists. The "Quality of Flow" is related to the overall speed and delay experience by a driver. Level of Service have been divided into six categories from A to F. LOS "A" represents the best operating conditions (Free Flow) and LOS "F" the worst (Forced Flow).

Clackamas County Level of Service goal is LOS "D" or better for all roads. Any roads that operate at LOS "E" or "F" operate at an unacceptable LOS. (Refer to Figures 2 and 3).

3.3 Existing Transportation Deficiencies

A. Capacity Problems

The existing State/Federal Highway system in the four subareas exhibit the following traffic congestion problems.

1) North Urban Area

- Unacceptable traffic congestion at the I-205/Highway 212 interchange, the 82nd Drive/Highway 212 intersection, the Evelyn Street/Highway 212 intersection, along Highway 212/224 between 82nd Drive and Evelyn Street, and along 82nd Drive.

- Poor access to the I-205/82nd Drive interchange.
- Poor access and congestion at the I-205 /Sunnyside Road interchange.
- Traffic congestion on McLoughlin Boulevard (99E) from Milwaukie north.
- Traffic congestion on portions of Highway 212 east of the Rock Creek Junction.

2) West Urban Area

- Traffic congestion on OR-43 exists particularly at uncontrolled intersections and intersections lacking left turn channelization.
- Traffic congestion at the Highway 217/I-5/Kruse Way Interchange.

3) South Urban Area

- Traffic congestion at Beaver Creek Road/Hwy. 213 Intersection

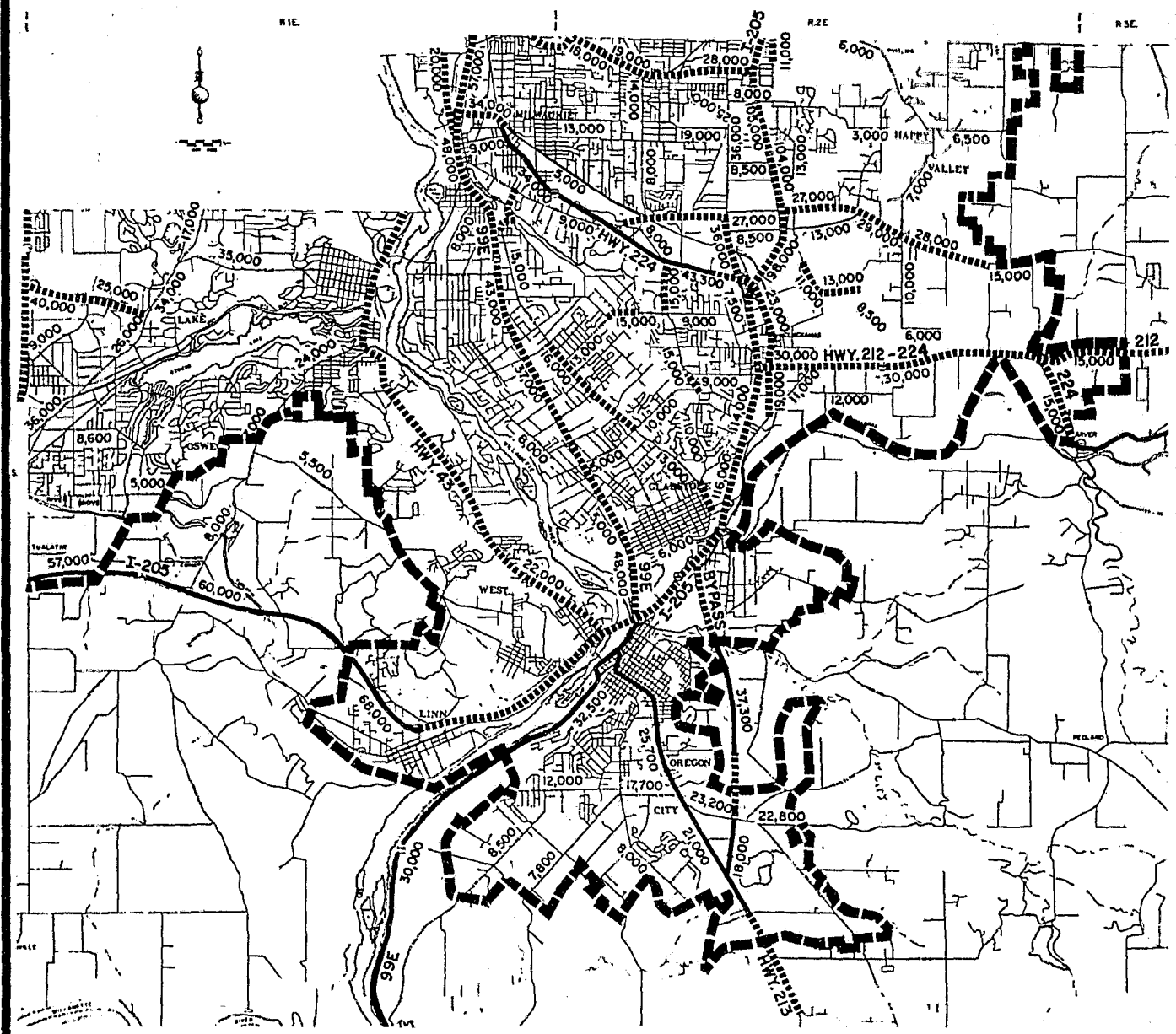
4) Rural Area

- No major capacity deficiencies are shown within the rural area. However, safety issues at specific locations have been identified.

3.4 Future Traffic Situation

Projected Traffic Volumes

Figures 2 and 3 show the year 2009 traffic projections and expected traffic congestion by link. The forecasts are based on the population and employment forecast by Metro. Metro's travel demand model for the southeast area of the Portland Metropolitan area was used for the Traffic Forecasts.

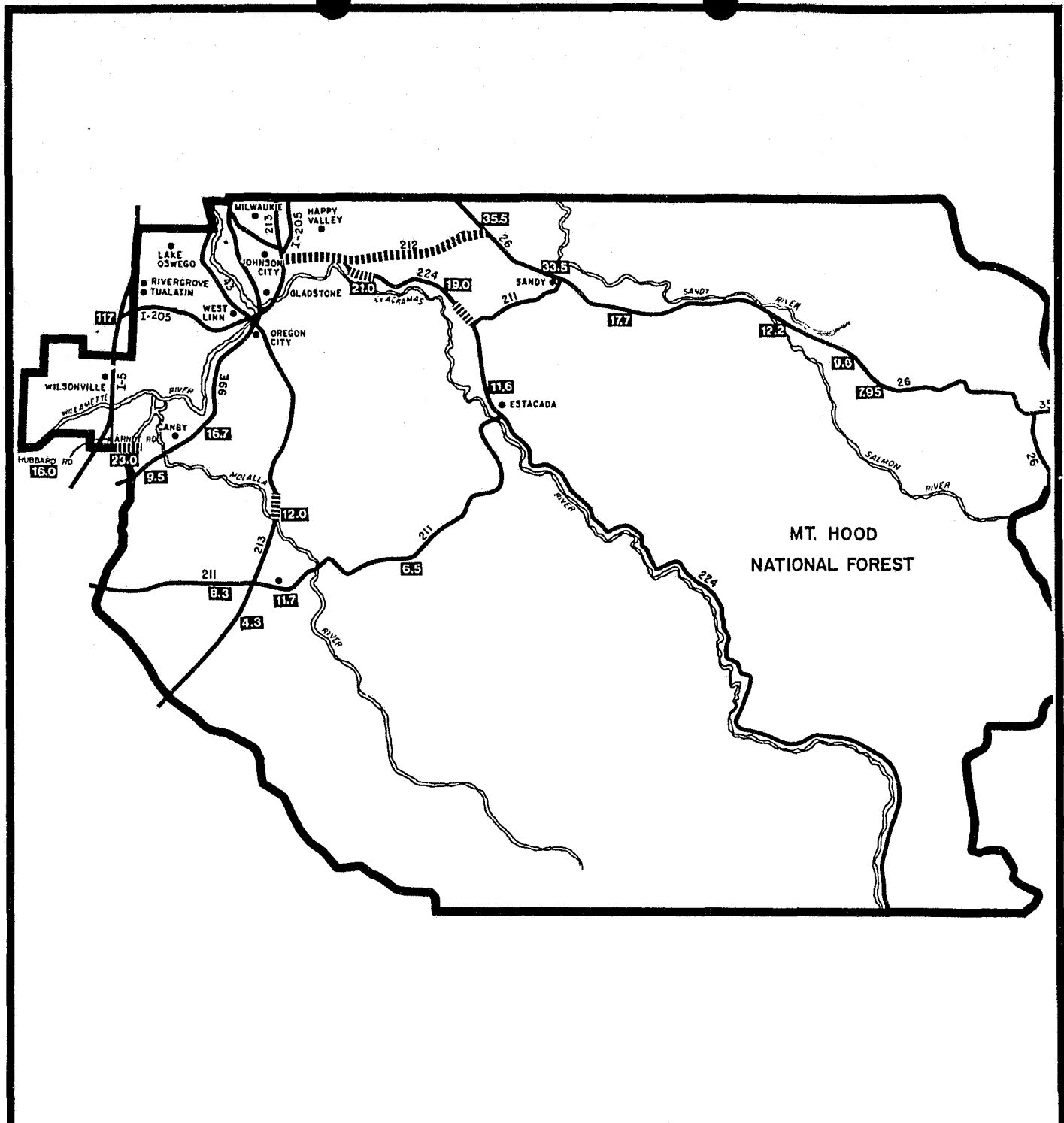


2009 URBAN AREA ARTERIAL PROBLEM AND 24 HOURS VOLUMES

..... CONGESTED LINKS
 15,000 AVERAGE DAILY TRAFFIC
 - - - - - U.G.B

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 Transportation
 And
 Development
 902 Abernethy
 Road
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FIG 2
 N

FORECAST ALL DAY TRAFFIC VOLUMES RURAL AREA 2009-2010

11.7 VOLUME IN THOUSANDS
 CONGESTED LINKS

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FIG 3

4

**PRIORITIZED SUMMARY
OF COMMITTEE
RECOMMENDATIONS**

4.0 PRIORITIZED SUMMARY OF COMMITTEE RECOMMENDATIONS BY FUNDING CATEGORY

4.1 FEDERAL AID INTERSTATE (FAI-4R)

The Federal Aid Interstate program uses Federal and State money for improving the interstate highway system. Funds are not directly available to local jurisdictions and no local match is required. (See Appendix A for Project Prospectus). Project locations are shown in Figure 3.

A. CONSTRUCTION PROJECTS

- 1) I-5/Kruse Way Interchange - Phase II - move forward into construction.

Current Status: Is in the development phase of ODOT's Six-Year Plan. R/W in Federal FY 1993. Unit 1 is scheduled for construction in 1993.

CTCC Request: Programming of construction funds for 1995.

Amount Requested: \$16 million

- 2) I-205/Sunnybrook Split Diamond Interchange - move forward into construction.

Current Status: In ODOT's 6 Year-Plan for development (field survey 1990) \$1.7 million has been programmed for engineering only. Final plans 1993.

CTCC Request: Full funding for right-of-way and construction for interstate portion only

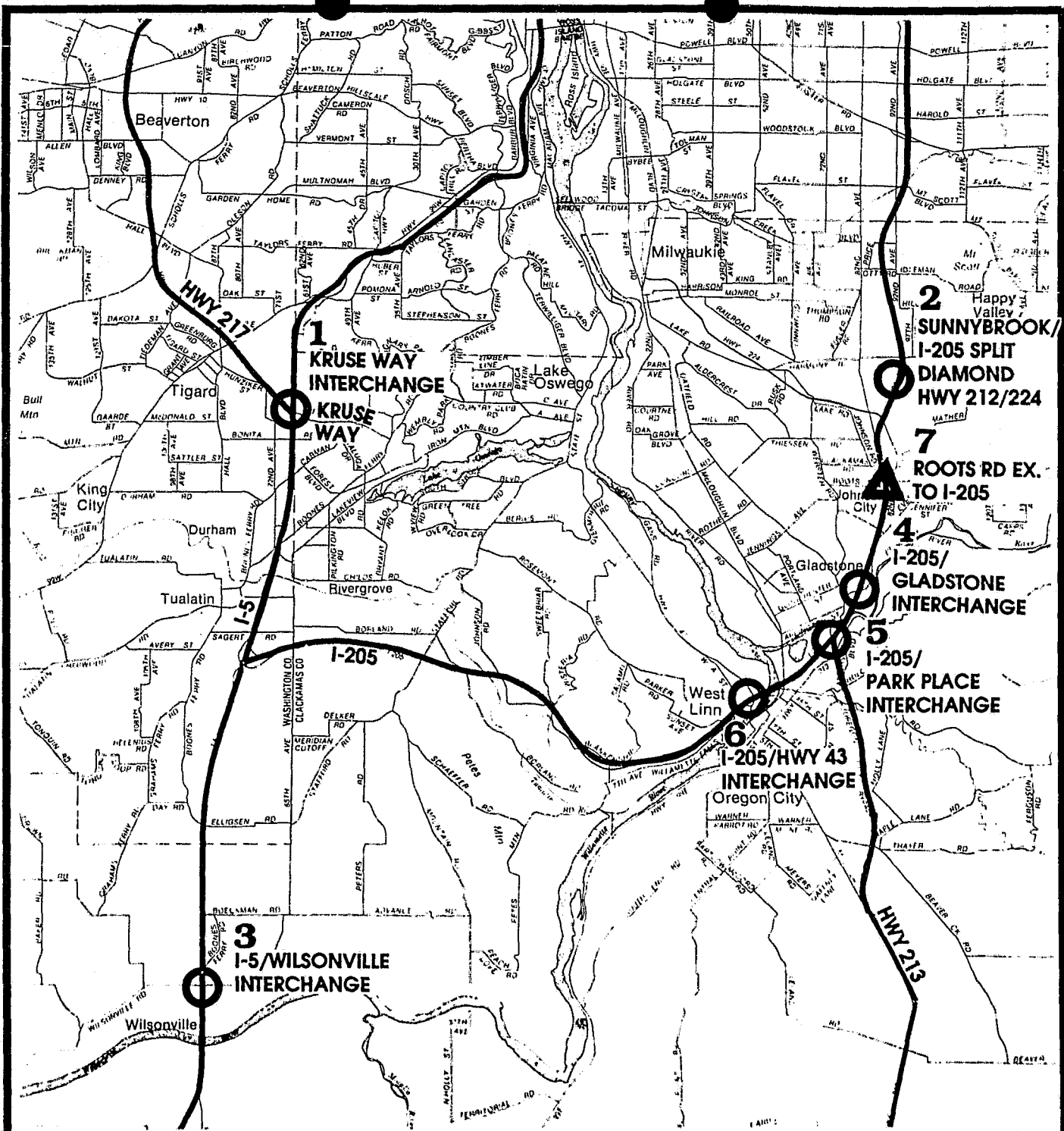
Amount Requested: \$13 million

- 3) I-5/Wilsonville Interchange - continue into construction.

Current Status: In the 6 year plan the project is in the development phase with Final EIS programmed for 1992.

CTCC Request: Programming for construction funds for 1993.

Amount Requested: Engineering & Construction costs (\$10 million)



FEDERAL AID INTERSTATE (FAI) PROJECTS

- CONSTRUCTION PROJECTS (No. 1-6)
- ▲ DEVELOPMENT PROJECTS (No. 7)

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- 4) I-205 @ Gladstone Interchange - redesign ramps and conduct P.E.

Current Status: In current Six-Year Plan for "Reconnaissance" but not programmed for engineering or construction.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed with final EIS, 1992.

Amount Requested: \$500,000 for development only

- 5) I-205 Park Place - examine capacity and level of service. Identify and implement corrective measures. Motorists are experiencing severe congestion and backups on I-205 at OR Hwy. 213.

Current Status: "Reconnaissance" in ODOT Six-Year Plan. Deficiencies in level of service have been noted by ODOT.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed with Final EIS in 1993.

Amount Requested: \$600,000 for development only.

- 6) I-205 @ Highway 43 Interchange - redesign ramps and conduct P.E. and examine needs for auxiliary lanes.

Current Status: "Reconnaissance" in the present Six-Year Plan but not programmed for funding for preliminary engineering or construction.

CTCC Request: Initiate preliminary engineering and environmental work, etc. as needed in 1994.

Amount Requested: \$500,000 for development only.
Estimated cost \$5.2 million.

B. DEVELOPMENT PROJECTS

- 7) Highway 212 Extension Clackamas/I-205 Interchange to Roots Road - Extend Highway 212 to Roots road between I-205 Clackamas Interchange and Johnson Road to improve interchange capacity and reduce conflicts.

Current Status not included in current Six-Year Plan

CTCC Request include in the "Development" portion of Six-Year Plan for P.E. in Federal FY 1992 and R/W in 1993.

Amount Requested to be determined.

4.2 ACCESS OREGON HIGHWAYS (AOH)

The Access Oregon Highways Program utilizes monies generated by the State Gas Tax (HB-2112) for the purpose of promoting economic development and tourism through improved transportation. No local match is required. (See Appendix B for Project Prospectus). Project locations are shown in Figure 5a - 5c. Projects are listed in order of priority.

- 1) (Sunrise Corridor) I-205 - Rock Creek Jct. - Full right-of-way acquisition 1993 and construction.

Current Status: Presently in ODOT's Six-Year Plan as a development project with right-of-way acquisition planned for 1993. DEIS started in 1991. Final plans Federal FY 1994.

CTCC Request: Proceed with development scheduling and into construction in 1995 with money being programmed for development, (preliminary engineering, environmental work) and construction.

Amount Requested: \$100,000,000.

- 2) (Sunrise Corridor) Hwy. 224/99E to I-205 EIS - Conduct environmental impact study on transportation options including grade separated intersections to improve efficiency and traffic safety.

Current Status: Was considered in the current ODOT's Six-Year Plan and is part of the Sunrise Corridor/Access Oregon route. No funds have been programmed for preliminary engineering or construction.

CTCC Request: Program sufficient amount of money to start Environmental Impact Statement (EIS) in 1992. Move to "Development" category in six-year plan.

Amount Requested: \$1,000,000 (PE only)

- 3) (Sunrise Corridor) Hwy. 212 Rock Creek Jct. to Hwy. 26
Environmental work by 1992, right-of-way 1993 followed
by construction.

Current Status: According to the ODOT 6 year plan
project is in the development phase with environmental
work scheduled for 1992. DEIS started in 1991

CTCC Request: Proceed with development schedule,
construction to be started in 1995.

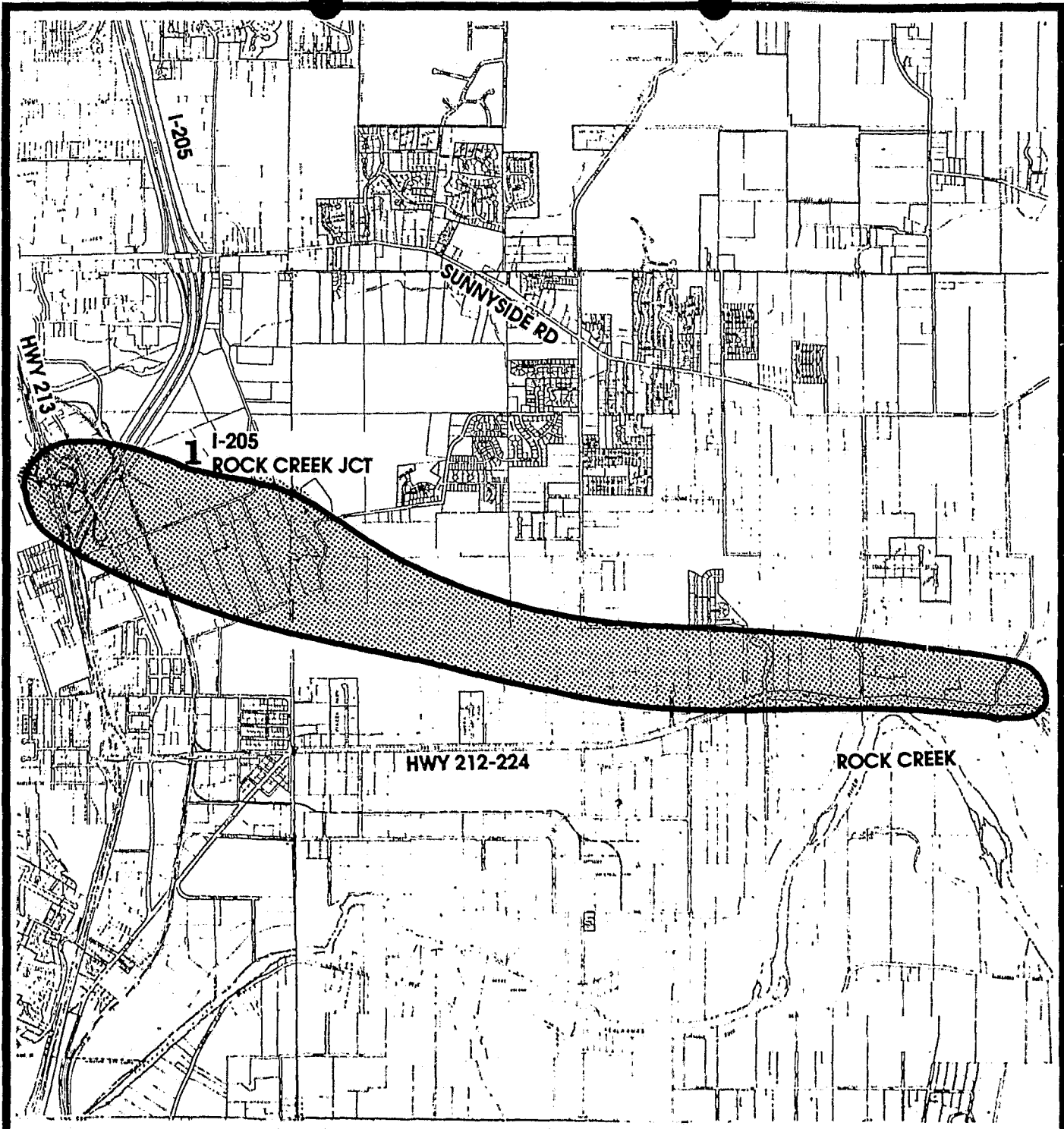
Amount Requested: \$50,000,000 for PE and
construction.

- 4) U.S. Hwy. 26 - Heidi's Jct. - Madras Corridor Study
(West Unit) - Reconnaissance - followed by development
and construction of recommended projects.

Current Status: Unknown reconnaissance was scheduled
for completion in the Fall of 1989. Following the
reconnaissance a list of projects was to be prepared
for eventual development or construction.

CTCC Request: Participation in project identification
and development and representation on any steering or
advisory committees.

Amount Requested: None at present as the project is
in the reconnaissance phase. Eventually funds will be
required for construction.



ACCESS OREGON HIGHWAY (AOH) PROJECTS

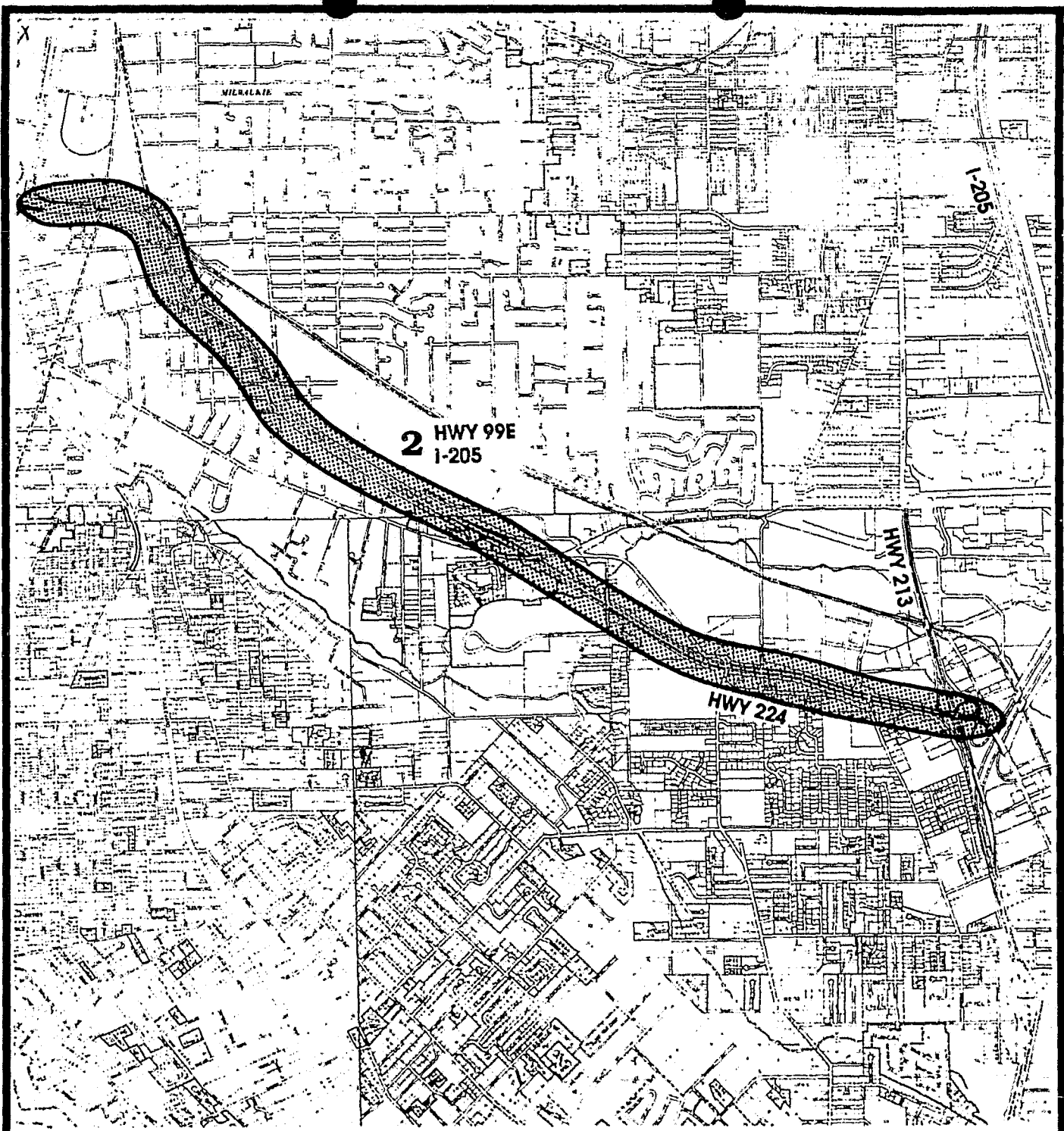
 PROJECT AREAS

I-205 TO ROCK CREEK JCT

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FIG 5A





ACCESS OREGON HIGHWAY (AOH) PROJECTS



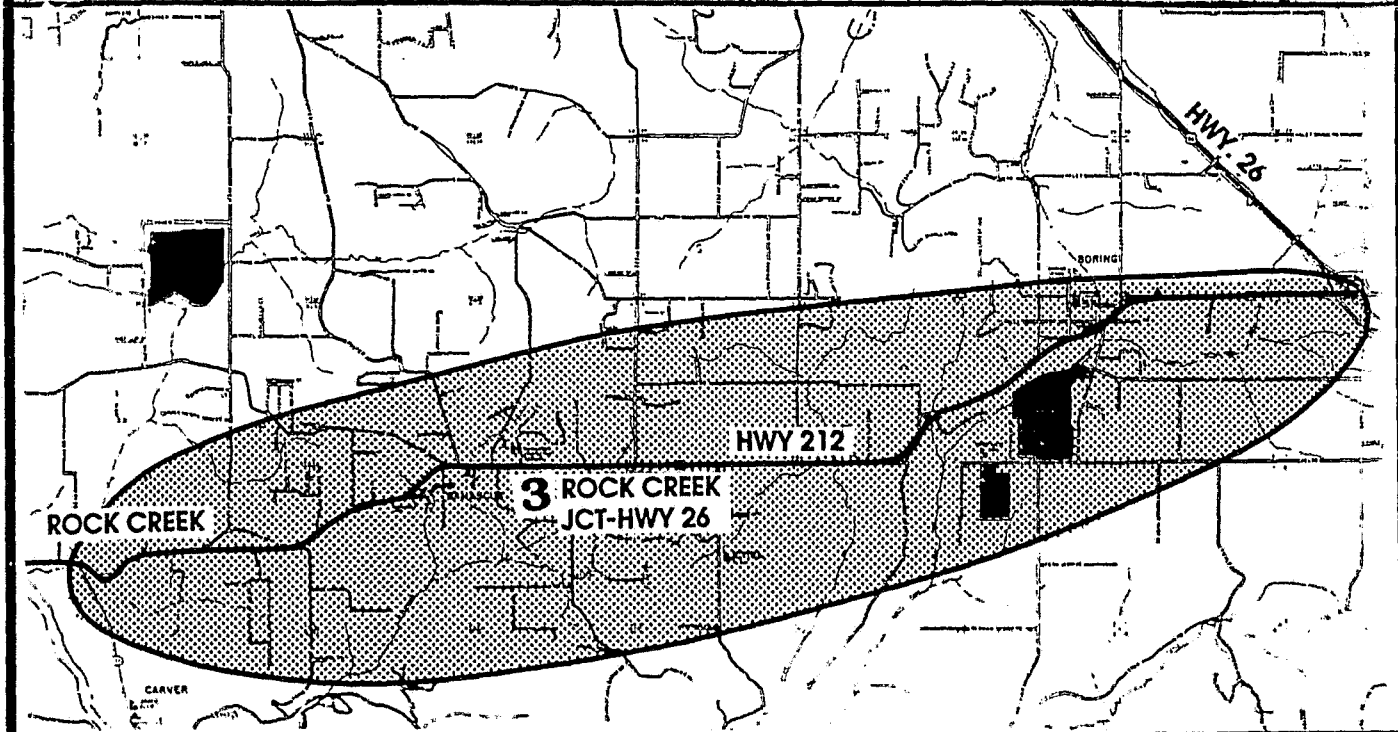
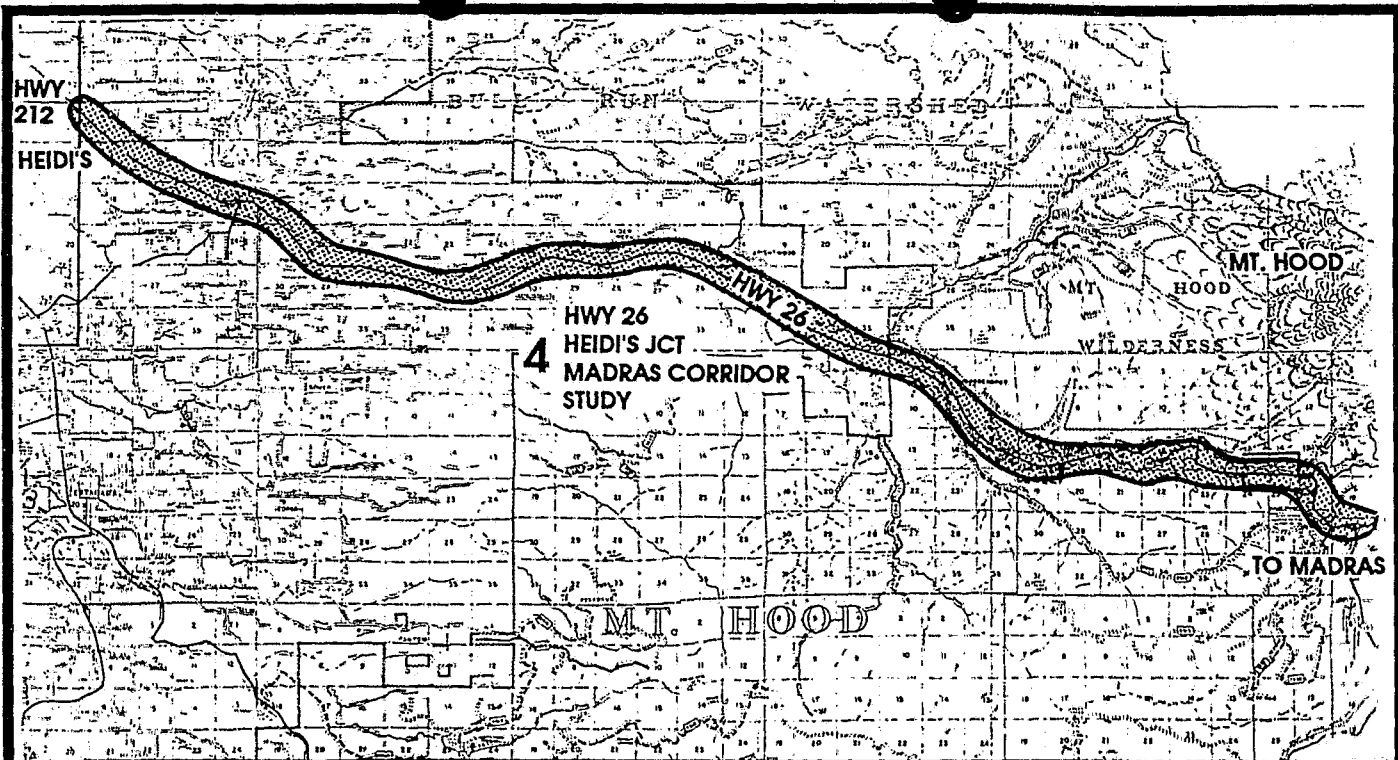
PROJECT AREAS

HWY 99E TO I-205

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FIG 5B





ACCESS OREGON HIGHWAY (AOH) PROJECTS



PROJECT AREA

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FIG 5C



4.3 OTHER FEDERAL AID CATEGORIES

FEDERAL AID PRIMARY (FAP), STATE FUNDING (ODOT), STATE MODERNIZATION (STA MOD) PROJECTS (See Appendix C for Project Prospectus) Project locations are shown in Figures 6A and 6B. Projects are prioritized by category.

Federal Aid Primary (FAP)

Federal Aid Primary Funds are spent primarily on major State highways and are shared statewide. Funds are not directly available to local jurisdictions, no local match is required and projects are selected based upon the six year highway improvement program.

State Operations Funding (ODOT)

Oregon Department of Transportation Operation Money is available Statewide for smaller spot improvements involving the State Highway System. Approximately 3 million dollars is available annually statewide 1993-1998. A variety of criteria are used to distribute the money and projects are often selected from the Title II traffic safety list and traffic signal priority list. Other criteria may include benefit/cost ratio, safety priority index, accidents per vehicle miles, traffic volumes, level of service volume to capacity ratio, link improvement, recent development, delay during peak hour.a

State Modernization (STA MOD)

The State Modernization Program is a statewide highway construction program developed to accelerate improvements from a backlog of needs. The Program emphasizes improvements of highways to support economic development in Oregon.

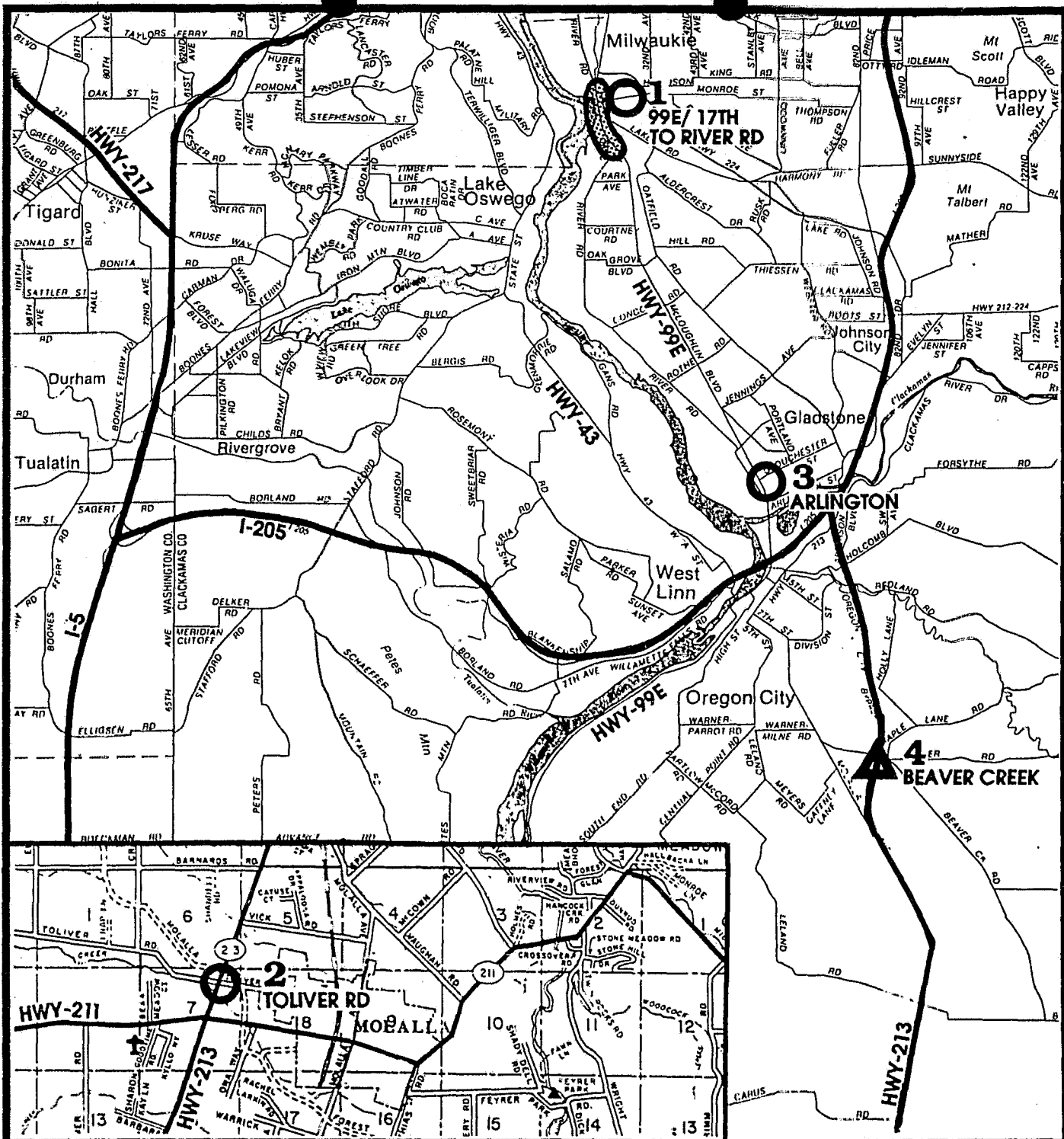
4.3.1 (Federal Aid Primary Projects) (FAP)

1) McLoughlin Boulevard 99E - 17th to River Road (SPRR Crossing) Milwaukie

Current Status: This project was not identified in the ODOT six-year plan.

CTCC Request: ODOT should program this project for development and for construction in 1993.

Amount Requested: Currenty \$933,000 FAU Funds are available. Additional \$1,500,000 is needed to complete project.



FEDERAL AID PRIMARY (FAP)



CONSTRUCTION PROJECT
(NUMBERED 1-3)



DEVELOPMENT PROJECTS
(NUMBERED 4)

Prepared By
CLACKAMAS
COUNTY
Department of
Transportation
And
Development
902 Abernethy
Road
Oregon City, OR
97045
(503)655-8521

FIG 6A



2) Hwy. 213, Toliver Road - Hwy. 211 Left turn Channelization

Current Status: This project was not identified in the ODOT 6 year plan.

CTCC Request: This project should be programmed for construction in 1994.

Amount Requested: \$100,000

3) Highway 99E @ Arlington (P.E. - Gladstone).

Current Status: In the ODOT 6 year plan this project was considered but was not programmed for preliminary engineering or construction.

CTCC Request: This project should be programmed and funded for preliminary engineering and environmental work in 1991 and programmed for construction.

Amount Requested: \$500,000 (development through construction).

4) Highway 213/Beavercreek Road - Intersection - Oregon City

Current Status: Presently is "Considered" in 6 year plan.

CTCC Request: Place project on "Development" list in 6 year plan.

Amount Requested: Phase 1 at-grade improvements = \$2.6 million. Phase 2 interchange improvements = \$4.0 million.

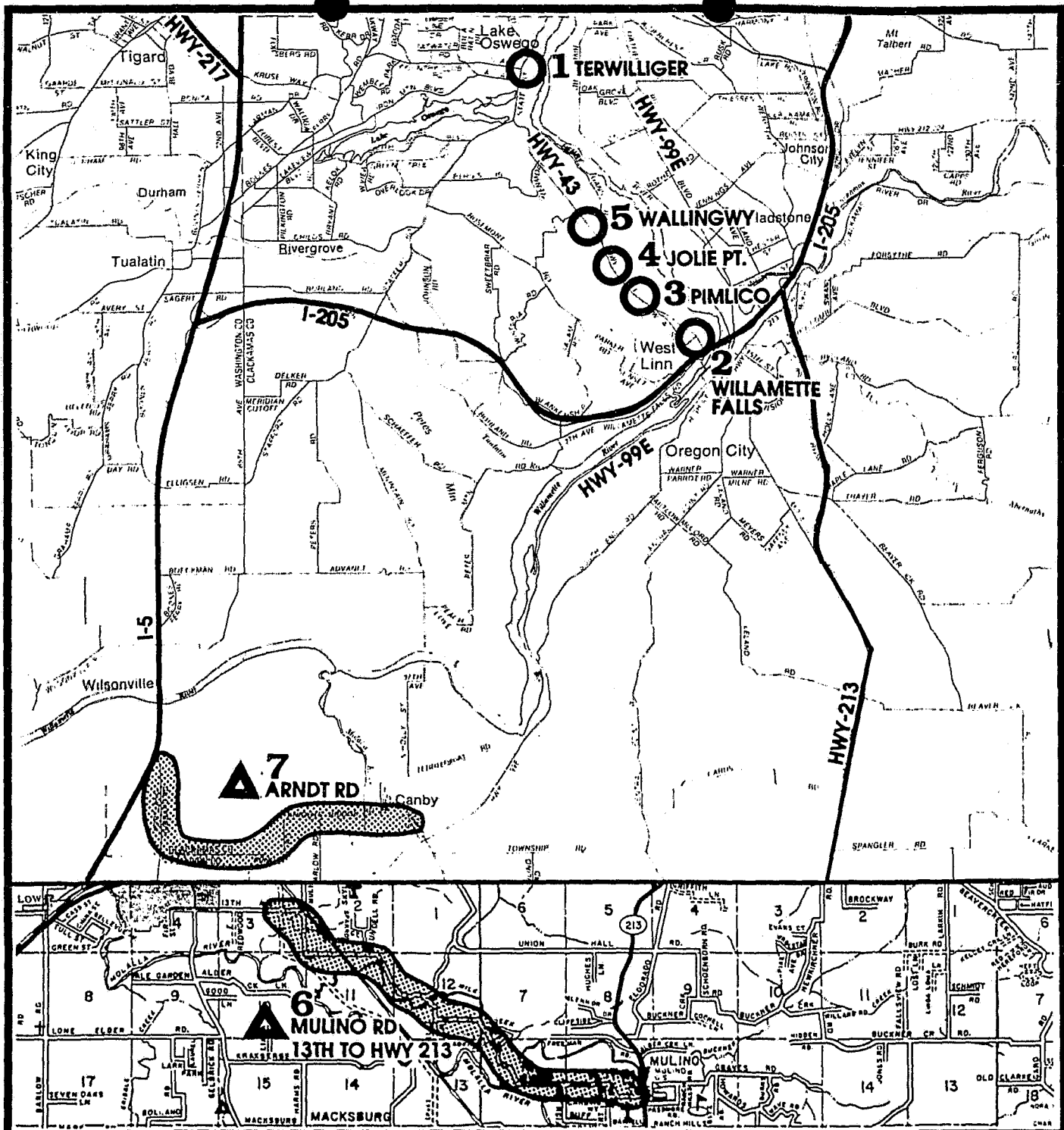
4.4.2 State Operations Projects (ODOT)

1) Highway 43 at Terwilliger - Intersection Improvements

Current Status: In the ODOT 6 year plan this project was considered but was not programmed for preliminary engineering or construction.

CTCC Request: This project should be programmed and funded for preliminary engineering and environmental work in 1991 and programmed for construction.

Amount Requested: \$500,000 for development and construction.



STATE (ODOT) OPERATION

- CONSTRUCTION PROJECTS
(NUMBERED 1-5)
- ▲ DEVELOPMENT PROJECTS
(NUMBERED 6-7)

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FIG 6B



2) Highway 43/Willamette Falls - Intersection improvement and signalization.

Current Status: New project. Intersection is operating at an unacceptable level of service.

CTCC Request: Schedule for construction in Fed FY 1992.

Amount Requested: \$140,000

3) Highway 43 at Pimlico - Intersection Improvements (HES)

Current Status: ODOT has programmed this project for funding and construction in 1991 for \$280,000.

CTCC Request: Proceed to construction as planned. If HES funding is not approved the project should be funded by State funds.

Amount Requested: Additional funding is requested to add traffic signal to project. Additional funding needed: \$120,000. The new 6 year plan should reflect the project for construction in 1991.

4) Highway 43 at Jolie Point - Intersection Improvements

Current Status: Funding and construction has been programmed by ODOT for Federal FY 1993.

CTCC Request: Project should proceed on construction schedule.

Amount Requested: No additional funding is requested provided the \$220,000 is sufficient.

5) Highway 43 at Walling Way - Intersection Improvements

Current Status: In the 6 year plan ODOT has programmed this project for funding and construction in 1991 for \$40,000.

CTCC Request: Construction should occur on schedule

Amount Requested: The \$40,000 required has been programmed.

6) Mulino Road Improvements (13th to Hwy. 213, Canby)

Current Status: Not in current 6 year plan.

CTCC Request: Request "Development" status in 6 years plan for a 2 phase project.

Amount Requested:
Phase 1: \$1.3 million.
Phase 2: \$3.3 million.

7) Arndt Road/Highway 99 to I-5 - (Canby) Several short range improvements.

Current Status: Not in 6 year plan.

CTCC Request: Schedule project for Development Status

Amount Requested: \$1,800,000

sixyear/bs/4/91:elk