



# Oregon

John A. Kitzhaber, MD, Governor

## Department of Transportation

Region 1 Headquarters  
123 NW Flanders Street  
Portland, OR 97209  
(503) 731.8200  
FAX (503) 731.8531

DATE: June 6<sup>th</sup>, 2012

## ODOT Response to Local Land Use Notification

<b>Project Name:</b> Chase Bank	<b>Applicant:</b> JP Morgan Chase Bank
<b>Jurisdiction:</b> West Linn	<b>Jurisdiction Case #:</b> DR 12-08
<b>Site Address:</b> 19080 Willamette Drive	<b>Legal Description:</b> 2-1E-23AA <b>Tax Lot(s)</b> 703 and 705
<b>State Highway:</b> OR 43	<b>Mileposts:</b>

The site of this proposed land use action is adjacent to OR 43. ODOT has permitting authority for this facility and an interest in ensuring that this proposed land use is compatible with its safe and efficient operation. **Please direct the applicant to the District Contact indicated below to determine permit requirements and obtain application information.**

### Comments

ODOT has reviewed the traffic impact analysis for the proposed development and identified that some striping changes are needed to accommodate the increased use of the highway access. The existing striping in front of the proposed development on OR 43 does not provide for a continuous left turn median to safely accommodate left turning vehicles into and out of the site. Additionally, the striping on OR 43 from Cedar Oak Dr to Walling Way is not consistent (lane widths are not consistent with the TSP) which in turn can cause confusion for drivers and currently results in parking in the shoulder which intended for bicycles and transit stops.

ODOT staff met with Dave Daly, Kittelson and Associates the applicant's representative to discuss restriping the highway to bring it up to ODOT design conventions and consistent with the City's TSP. The applicant indicated that they were amenable to this recommendation.

### ODOT RECOMMENDED LOCAL CONDITIONS OF APPROVAL

- Curb, sidewalk, bikeways and road striping shall be constructed as necessary to be consistent with the local Transportation System Plan OR 43 Conceptual Design Plan and ODOT/ADA conventions. Applicant shall restripe OR 43 to accommodate bike lanes and a continuous left turn lane as shown in concept in the attached exhibit prepared by ODOT Preliminary Design.
- Right of way dedication as necessary to accommodate the planned cross section identified in the local Transportation System Plan shall be provided through deed to the Oregon Department of Transportation. The dedication must be to the State of Oregon, Oregon Department of Transportation. The ODOT District contact will assist in coordinating the dedication. ODOT should provide verification to the local jurisdiction that the dedication requirement has been fulfilled. The property owner must be the signatory for the dedication and will be responsible for a certified environmental assessment of the site prior to transfer of property to the Department.
- An ODOT approach permit(s) for access to the state highway or written determination (e-mail, fax or mail acceptable) from ODOT that the existing approach(es) is legal for the proposed use is required and must be obtained.

- An ODOT Miscellaneous Permit must be obtained for all work in the highway right of way. When the total value of improvements within the ODOT right of way is estimated to be \$150,000 or more, an agreement with ODOT is required to address the transfer of ownership of the improvement to ODOT. An intergovernmental agreement (IGA) is required for agreements involving local governments and a cooperative improvement agreement (CIA) is required for private sector agreements. The agreement shall address the work standards that must be followed, maintenance responsibilities, and compliance with ORS 276.071, which includes State of Oregon prevailing wage requirements.
- The applicant must obtain an ODOT permit to place trees in the state right of way. Tree spacing and design must be consistent with Highway Design Manual Technical Bulletin RD06-03B, or ODOT must approve a design exception.
- Illumination within the ODOT right of way must be in accordance with AASHTO illumination standards and the ODOT Lighting Policy and Guidelines, January 2003, which states that local jurisdictions must enter into an intergovernmental agreement (IGA) with ODOT wherein the local jurisdiction is responsible for installation, maintenance, operation, and energy costs.
- An ODOT Drainage Permit is required for connection to state highway drainage facilities. Connection will only be considered if the site's drainage naturally enters ODOT right of way. The applicant must provide ODOT District with a preliminary drainage plan showing impacts to the highway right of way.

A drainage study prepared by an Oregon Registered Professional Engineer is usually required by ODOT if:

1. Total peak runoff entering the highway right of way is greater than 1.77 cubic feet per second; or
2. The improvements create an increase of the impervious surface area greater than 10,758 square feet.

Proposed Access to State Highway:

- Site access to the state highway is regulated by OAR 734.51. Until ODOT has completed the approach permit review, we cannot make a determination on the number, location or design of the proposed approach(es) to the highway.

**Please send a copy of the Notice of Decision including conditions of approval to:**

**ODOT Region 1 Planning, Development Review, 123 NW Flanders St, Portland, OR 97209**

Development Review Planner: Marah Danielson	Phone: 503.731.8258
Preliminary Design Contact: Canh Lam	Phone: 503.731.8200
District Contact: Loretta Kieffer	Phone: 971.673.6228



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

**OR43 @ Cedar Oak Dr.  
Oswego Highway (#03)**

Conceptual Layout  
Subject to Change

Not to Scale June 06, 2012