

Appendix D: Access Management Zone Proposals

Access Management Zone Proposal Summary

The table below displays ODOT and City of Portland proposals for private and public road approaches in the Hayden Island interchange access management area.

Comment [TJ1]: Language changes throughout to refer to "approaches" rather than "accesses."

Zone	ODOT Proposal	City of Portland Proposal
1	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> No approaches to N. Hayden Island Drive west of N. Jantzen Drive. One approach at the signalized intersection of N. Hayden Island Drive and N. Jantzen Drive. 	Same as ODOT proposal.
2	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> No approaches on N. Hayden Island Drive Some consolidation of existing approaches on N. Jantzen Drive may occur. Access to N. Tomahawk Island Drive will be limited to the rear access road. Turn movements to and from the rear access road will be unrestricted. <p>NOTE: If rear access road intersection with N. Tomahawk Drive is deemed to have safety issues, other access provisions for Zone 2 may be made.</p> <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> Further consolidation of approaches to N. Jantzen Drive may occur. 	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> Full movement approach to N. Jantzen Dr. Reduce number of approaches per property to N Jantzen Dr., where feasible. Provide supplemental access to backage road from N. Hayden Island Drive. <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> Consolidate/reduce the number of approaches along N. Jantzen Drive and redirect left turn movements to backage road.
3	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> Turn movements to and from N. Hayden Island Drive east of the horseshoe road will be unrestricted. Some consolidation of existing approaches on N. Jantzen Drive may occur. Turn movements may be redirected to N. Hayden Island Drive or N. Tomahawk Island Drive. 	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> Full movement approach to N. Jantzen Dr. Reduce number of approaches per property to N Jantzen Dr., where feasible. <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> Consolidate/reduce number of approaches along N.

	<p>As redevelopment occurs:</p> <ul style="list-style-type: none"> • Further consolidation of approaches along N. Jantzen Drive may occur. Turn movements may be redirected to N. Hayden Island Drive or N. Tomahawk Island Drive. 	<p>Jantzen Drive and redirect left turn movements to adjacent local streets.</p>
4	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • One approach with restricted turn movements to N. Jantzen Drive may be permitted. • One approach with unrestricted turn movements to N. Tomahawk Island Drive will be allowed. <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> • One approach with restricted turn movements to N. Jantzen Drive may be permitted. • One approach with unrestricted turn movements to N. Tomahawk Island Drive will be allowed. 	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • Full movement approach on N. Jantzen Drive aligned with a full movement approach to zone 5. • Provide an additional right in/right out approach on N. Jantzen Drive between the full movement approach and the interchange terminal. • Full movement approach on N. Tomahawk Drive. • Investigate potential for an additional truck only approach. <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> • Provide a single full movement approach on N. Jantzen Drive aligned with a full movement approach to zone 5. • Full movement approach on N. Tomahawk Drive.
5	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • One approach with restricted turn movements to N. Jantzen Drive may be permitted. • Turn movements to and from N. Tomahawk Island Drive will be unrestricted. 	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • Full movement approach on N. Jantzen Drive aligned with a full movement approach to zone 4. • Provide an additional right in/right out approach on N. Jantzen Drive between the full movement approach and the interchange terminal.
6	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • Street plan and approach locations will be determined in access management strategy. <p>As redevelopment occurs:</p> <ul style="list-style-type: none"> • Consolidate any remaining approaches along N. Hayden 	<p>At time of interchange construction:</p> <ul style="list-style-type: none"> • Street plan and approach locations will be determined in access management strategy. • If an alternate local public street is not feasible, then a centrally located full movement approach on N Hayden Island Drive is preferred, aligned midway between

	Island Drive.	Avenue A and Avenue B. As redevelopment occurs: <ul style="list-style-type: none"> Consolidate/reduce number of approaches along N. Hayden Island Drive.
7	At time of interchange construction: <ul style="list-style-type: none"> Pending determination of final ramp terminal locations, one public approach permitted at Avenue A, location and vehicle turning movements to be determined. As redevelopment occurs: <ul style="list-style-type: none"> No additional approaches permitted. 	At time of interchange construction: <ul style="list-style-type: none"> Full turn movements at Avenue B and N. Hayden Island Dr. Right in/right out at Avenue A and N. Hayden Island Drive. As redevelopment occurs: <ul style="list-style-type: none"> No additional approaches expected
8	At time of interchange construction: <ul style="list-style-type: none"> Pending determination of final ramp terminal locations, one public approach permitted at Avenue A, location and vehicle turning movements to be determined. Avenue B approach to N. Jantzen Avenue will have unrestricted turn movements. 	At time of interchange construction: <ul style="list-style-type: none"> Full turn movements at Avenue B and N. Jantzen Dr. Full turn movements at Avenue A and N. Jantzen Dr. As redevelopment occurs: <ul style="list-style-type: none"> No additional approaches expected on N. Jantzen Dr.
9	At time of interchange construction: <ul style="list-style-type: none"> One approach with restricted turn movements to N. Jantzen Avenue may be allowed between the ramp terminal and Avenue B. Turn movements to and from N. Jantzen Avenue west of the horseshoe road will be unrestricted. As redevelopment occurs: <p>No additional approaches permitted on N. Jantzen Dr.</p>	At time of interchange construction: <ul style="list-style-type: none"> Full movement approach to N. Jantzen Dr if lined up with Avenue A. Right in/right approach to N. Jantzen Dr if not lined up with Avenue A. As redevelopment occurs: <ul style="list-style-type: none"> No additional approaches expected on N. Jantzen Dr.

Comment [TJ2]: Edited to reflect the improved opportunity for providing an Avenue A vehicular connection under the design refinement.

Comment [TJ3]: Edited to reflect the improved opportunity for providing an Avenue A vehicular connection under the design refinement.

Hayden Island Interchange Access Management Zones

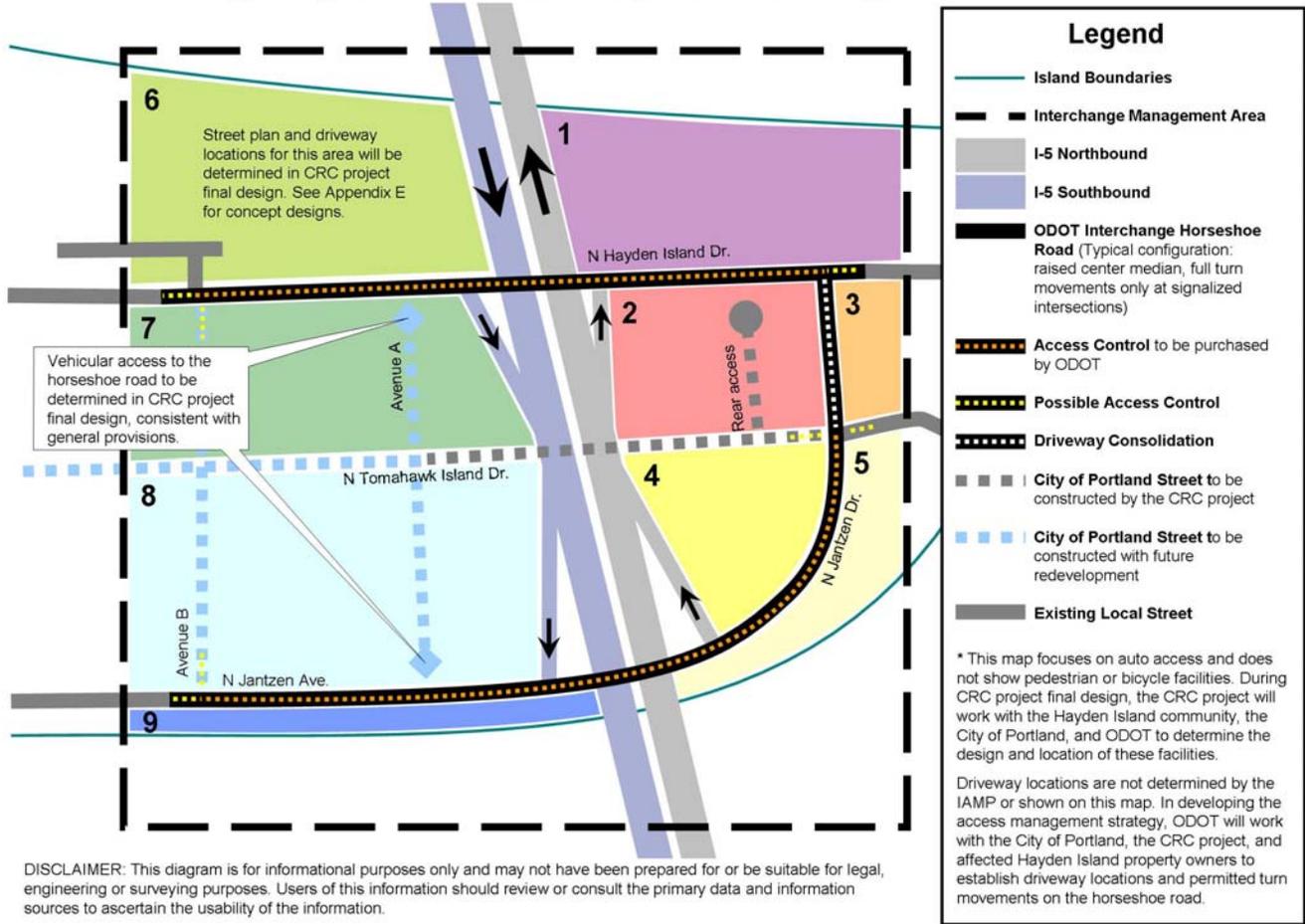


Figure D-1. Access Management Zones.

Comment [TJ4]: Graphic revised to a more diagrammatic presentation. The graphic now shows where the access management zones are, but does not show ODOT or city proposals for access management.