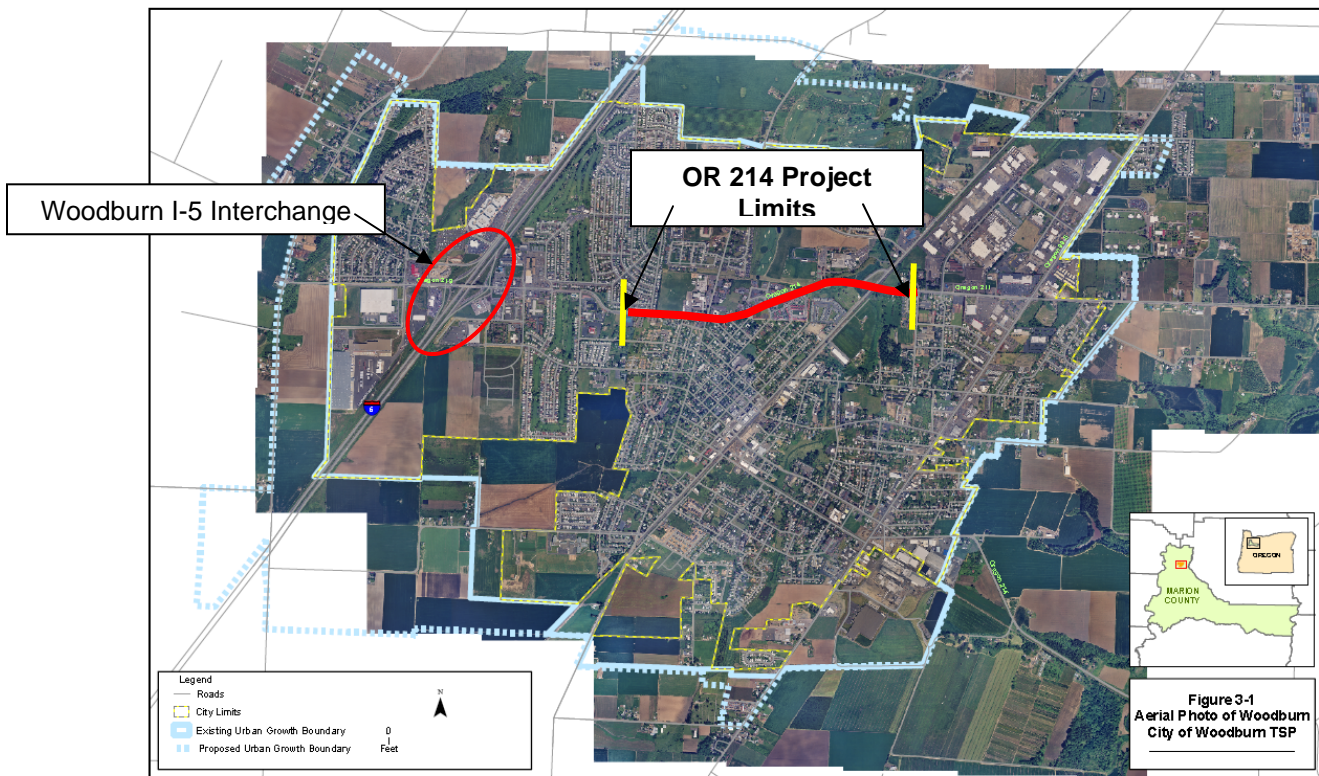


Project Information Paper: OR 214: Broughton Way – Park Ave, (Woodburn)

Project Location:

The project is located on Oregon 214, east of I-5 in Woodburn. The project limits are between Broughton Way (mile point 37.46) on the west and Park Avenue (mile point 38.82) on the east. The project limits are also indicated by the red line on the map of Woodburn below.



Project Problem Statement:

Oregon 214 through Woodburn is a severely congested urban arterial that needs modernization (widening/adding capacity) in order to operate efficiently and safely through 2035. This project complements the modernization of the Oregon 214 interchange with I-5 ([Woodburn Interchange](#)), located approximately a half mile to the west of the project limit.

Project Description

ODOT will conduct an [Environmental Assessment](#) (EA) of two alternatives: Build and No Build. The project may also include an [Access Management Plan](#) (AMP).

ODOT has hired a planning and engineering consulting firm, David Evans and Associates, Inc. (consultant), to prepare the technical documents and conduct the public involvement process required by the [National Environmental Policy Act](#) (NEPA). ODOT Project Leader Alan Fox and Environmental Project Manager Michael Morales will manage the project. Alan Fox will be the primary public contact for the project, and his contact information is at the end of this document.

The project will have five basic phases as described below:

- 1. Project Planning:** The consultant and ODOT staffs comprise the project team. They will gather and review information about the project area, including projected population growth, forecast traffic changes and other issues or opportunities that arise during project development. ODOT will hold a public meeting to review and hear comments on a maximum of three design options and a draft Purpose and Need Statement.
- 2. Build Alternative Development and Technical Reports:** The project team will use the information gathered in the public meeting to prepare a recommended design. ODOT will review that recommended design and refine it as needed to become a viable Build Alternative. Following the ODOT Region 2 Manager's approval of the Build Alternative, the consultant will prepare technical reports that address the alternatives' environmental impacts.
- 3. Draft Environmental Assessment and Public Hearing:** Following review and approval of the technical papers, the consultant will prepare a draft EA that describes the alternatives and summarizes their environmental impacts. ODOT will hold a public hearing to present the draft EA and receive comments. The project team will address the comments and may incorporate them into the EA. If no amendments to local planning documents or development codes are required, the project team will send the recommended alternative to the Federal Highway Administration (FHWA) for approval.
- 4. Access Management Plan:** The Build Alternative may include [access management](#) measures to ensure efficient and safe traffic flow. If access control or other planning measures are required outside of the ODOT right of way but within the City of Woodburn's jurisdiction, ODOT will work with the city to develop an Access Management Plan (AMP).
- 5. Revised EA (REA):** The project team will publish a Revised Environmental Assessment (REA) if any amendments to local planning documents or development codes are required. Publication of the REA and issuance of a Finding of No Significant Impact (FONSI) by the Federal Highway Administration (FHWA) completes the NEPA requirements. Upon federal approval of a FONSI, ODOT can begin acquiring right of way.

Public Involvement:

One of ODOT's highest priorities is close coordination with public and private stakeholders. The project team will work with a Stakeholders' Working Group (SWG) to represent community interests and provide local expertise during project development. The SWG will include the community's elected and appointed officials, city staff and other members of the affected residential and business communities.

The project team will hold the following public meetings:

- Public scoping meeting to receive comment on the draft Purpose and Need Statement, environmental issues and roadway alignment design options.
- Public Hearing to hear comments on the draft EA.
- (If needed) Planning commission and city council hearings on the Access Management Plan.

ODOT will maintain a project Web site, containing the newsletters, technical papers, EA and public meeting notices. ODOT will also send newsletter updates to the project mailing list, publish notices in the local newspaper and post materials to the project Web site:

- Prior to the public scoping meeting.
- Announcing availability of the EA for public comment.

ODOT has identified a large Hispanic population within the project area. Spanish language translation services will be provided for mailings and at all public meetings and hearings. Also, ODOT will translate project newsletters and meeting announcements into Spanish and will publish them in available local Hispanic publication(s).

Construction:

This project will not generate plans and specifications for construction, because construction is not yet funded and is not expected for at least several years. When adequate funding is allocated to this project, plans and specifications based on the approved recommended alternative will be developed for construction.

Key project Milestones and Preliminary Schedule:

Notice to Consultant to Proceed	March 2009	
Project Planning	Spring – Fall 2010	Develop environmental constraint mapping, traffic modeling, roadway alignment design options
Public Scoping Meeting	Spring 2011	Review and discuss environmental issues, roadway design options and draft Purpose and Need Statement.
Recommend Build Alternative	Spring 2011	Assess public comment and revise design as appropriate and approved by the Project Development Team
Prepare Technical Reports	Summer 2011	Research and prepare reports; determine if full EA needed or project can be declared a Categorical

Exclusion, needing only environmental permits

If EA Needed:

Prepare Draft EA and hold Public Hearing	Summer 2011	Public comment on the Draft EA document
Access Management Plan (if needed)	Fall 2011	Obtain Approval of Woodburn City Council.
Recommendation Document	Winter 2011	Make selection of the preferred alternative.
Revised Environmental	Winter 2011-12	Respond to public comments on Draft EA
Finding Of No Significant Impact (FONSI)	Spring 2012	FHWA approval of environmental document

Emergency Services to be Consulted:

Woodburn Fire and Rescue, Woodburn Police, Marion County Sheriff, Oregon State Police.

Construction Cost:

The EA will include estimated construction costs for the Build Alternative. No funding has been allocated for right of way acquisition or construction.

For more information on this project and the other Woodburn projects described above, please contact:

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