



### **Project Purpose and Need:**

The purpose of the Woodburn Interchange Project is to improve the traffic flow and safety conditions of the existing Woodburn/I-5 interchange.

The existing interchange is a “Standard Diamond” design that does not meet current design and operational standards. The interchange was last updated in 1975, when it was much less heavily used and the surrounding Woodburn area was much less developed and populated. Today, the combination of the outdated interchange with increased traffic demand causes traffic to move at slower speeds with high levels of congestion through the interchange and along Oregon 214 and 219. In the future, projected growth in the area will make this congestion worse.

### **Environmental Approval:**

The following steps in the National Environmental Policy Act (NEPA) have been completed:

- Environmental Assessment (EA) – published July 2005
- Interchange Area Management Plan (IAMP) – June 2006
- Revised Environmental Assessment – published November 2006
- Finding of No Significant Impact (FONSI) – Dec. 8, 2006. The FONSI completed the general federal environmental review process; specific environmental permits will be obtained during project design.

The EA confirms that replacing the existing diamond interchange with a partial cloverleaf interchange (see plan on next page) would improve safety and provide operational performance that meets Oregon Highway Plan (OHP) and Highway Design Manual (HDM) standards through 2035 and accommodates the 2005 Woodburn Comprehensive Plan growth assumptions.

Many alternative interchange designs were considered in the EA. Also considered were other locations, such as Crosby Road. These alternative locations were eliminated from detailed consideration because they were either too close to the existing interchange to comply with spacing standards, and/or required extensive upgrades to the local street system in order to carry additional traffic generated by an interchange at those locations.

The Interchange Alternative approved in the EA is a hybrid of the “widen north” and “widen equal” alternatives (referring to OR 214) for updating the existing interchange evaluated in that document. The Approved Interchange Alternative uses the following principles to establish the alignment of Oregon 214 east of the Interchange:

- Public support for widening north of the existing Oregon 214 centerline west of Evergreen Road
- Shift the alignment towards an equal widening on both sides of the existing centerline, as is practical and feasible, between Evergreen Road and Cascade Drive.
- Between Evergreen Road and Cascade Drive, particular attention should be given to minimizing impacts, as is practical and feasible, to the property currently occupied by Kentucky Fried Chicken and to the Senior Estates properties adjacent to Oregon 214.
- East of Cascade Drive, particular attention should be given to providing as much space as is practical and feasible between the medical offices at the

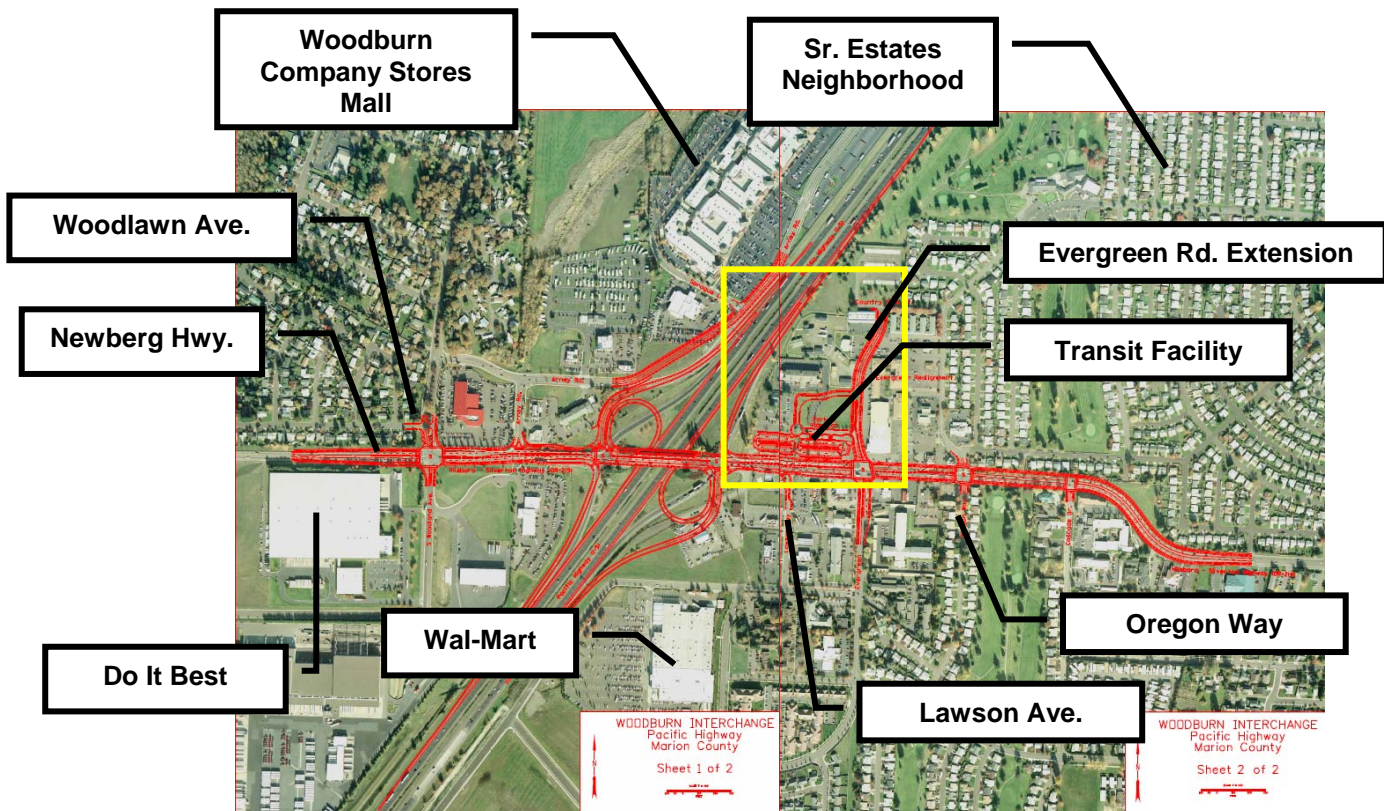
southeast corner of Oregon 214 and Cascade Drive and the back of the sidewalk running along the south side of Oregon 214.

**Project Description:**

The principle features of the project are:

- Reconstruct the interchange to a partial cloverleaf with loop ramps;
- Add a travel lane to OR214 in each direction plus dedicated turning lanes at many intersections.
- Widen the existing overcrossing structure (bridge) to the north;
- Raise the profile of the bridge approaches in order to improve sight lines;
- Widen Oregon 214 and 219 equally or northerly of the existing centerline, depending on the segment. The limits of widening of OR214 are Woodland Ave. to the east.
- Provide new 6-foot sidewalks with an additional 6-foot-wide landscaped buffer between the sidewalk and the curb.
- Provide one (1) bicycle lane in each direction along Oregon 214 and 219.
- Add a raised median to control turning movements and access control on OR 214 from Woodland Avenue to Oregon Way, with traffic signals and full turning movements at Woodland Ave. Evergreen Rd. and Oregon Way, per an Interchange Area Management plan adopted by ODOT and the City.
- Construct a Transit and Park and Ride Facility in the northeast quadrant of the Interchange as a means of supporting the use of alternative modes to the automobile.

Extend Evergreen Rd. north from the intersection with OR 214 to Country Club Court to facilitate use of the local street network and relieve traffic on OR214. Also, build a Transit Facility/Park & Ride lot in the location indicated below. The Transit Facility is described below in more detail.

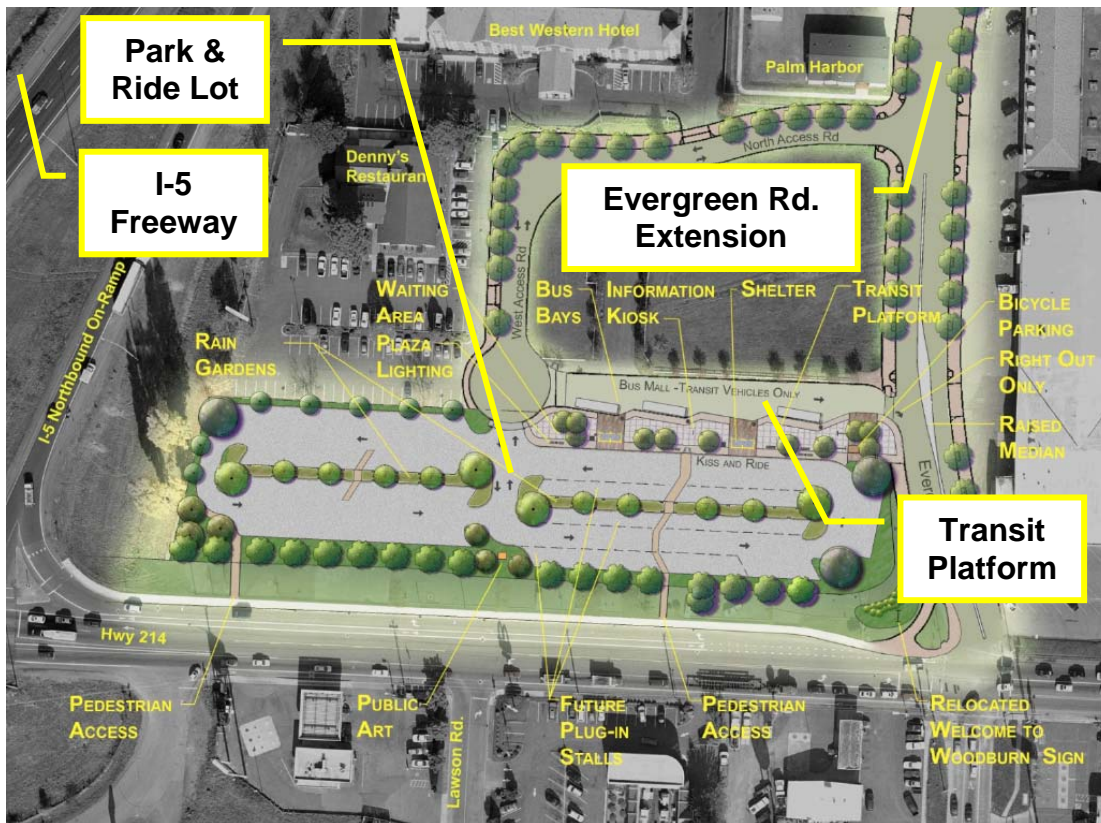


The red lines on the plan above illustrate the project described above.

### **Transit Facility and Park & Ride Project:**

The Transit Facility project shown below will have a transit platform and park and ride lot with approximately 150 spaces. Underground conduit will be provided to support up to 50 electric vehicle charging stations that will be installed in the future by the City of Woodburn.

Also, that project will extend Evergreen Road north of OR214 to connect to Country Club Court. In addition to providing greater local connectivity during and after construction of the Interchange project, this local street is expected to stimulate private commercial development on adjacent properties. Project and consultant staff will be working with these property owners on a vision for development along that street that is supportive of a pedestrian-friendly environment.



### **Cost of Project:**

The preliminary estimate of total cost of the Interchange, Transit Facility and Evergreen Road – including engineering, right of way acquisition, utility relocation and construction – is approximately \$90 million, inflated to 2013 values. However, construction cost cannot be accurately estimated until the project plans are developed to a sufficient level to calculate quantities of specific materials and hours of labor based on specific methods of construction. This level of information will be available in the third quarter of 2011.

### **Project Funding:**

The state legislature has provided \$43 Million in funding for the project through the Jobs and Transportation Act (JTA). This funding is sufficient to complete engineering and right of way acquisition but is insufficient to construct the project. With the funding currently available, ODOT is working to complete project design as quickly as possible.

The project team has now determined that, if funding for both the Interchange and Transit Facility is available at the time the plans are ready for construction, the two projects will be built under one construction contract. However, if by that time the Interchange construction is not fully funded, the Transit Facility and Evergreen Road will be constructed as a separate project from the Interchange – that is, the Transit Facility and Evergreen Road will be built ahead of the Interchange.

### **Public Involvement:**

Public outreach and a public hearing on the interchange design alternatives considered were conducted during the NEPA environmental process described above.

During 2010, the project team conducted two rounds of individual meetings with all businesses directly affected by the project. Meetings with residential property owners directly affected by the project are scheduled for the fourth quarter of 2010.

Since project engineering will be based on the concept previously approved in the EA, public comment during this phase of project development will only be solicited on two elements:

- The Traffic Control Plan (TCP). This plan will describe how traffic will be routed and lane closures needed to accommodate construction.
- Aesthetic Issues. This work is mandated by a specific goal of the EA and will focus on developing specific design elements to upgrade the gateway appearance of the Interchange above the level normally provided by ODOT.

### **Traffic Control Plan (TCP)**

No city arterial or local street is anticipated to be completely closed during construction and continuous access to all businesses and residences will be maintained. However, this project cannot possibly be built without temporary disruptions of the normal flow of traffic. This means that there will be periodic single lane traffic on OR 219/214 and on many city streets. The objective of the TCP is to stage the construction with the minimum possible disruption to traffic and business. The ODOT team will meet individually with affected businesses to review the draft TCP, discuss their issues and attempt to resolve them. Following these meetings, the draft TCP will be presented for comment at a public meeting. ODOT will process comments received at the public meeting, following up with specific parties as necessary to work out details, and modify the draft TCP accordingly. This process will be repeated as necessary until the Project Development Team believes it has minimized traffic and business disruption as much as possible.

### **Aesthetic Issues**

The EA (Environmental Assessment, July 2005, p. 1-6) contains the Aesthetics goal of the project, which is to: “Create a gateway entrance to Woodburn, (i.e. consider a variety of treatments such as underground utilities, landscaping, pavement widths.” This means that though the City is expected to contribute a portion of the extra cost of such treatments, they are not an “extra” in the sense that they will be included in the project cost estimate as required features. Also, in the Visual Resources Section (p. 6-4) of the EA, one of the Mitigation Design Considerations states that ODOT will “Design gateway intersections at I-5 as community enhancement areas with features appropriate to community urban design goals.” T The project Implements this statement in the following manner:

The City Council has appointed a panel of citizens to define important aesthetic themes and issues and how to address them with specific design elements. The panel will recommend design upgrades above what ODOT normally designs for similar projects. Examples of such upgrades are decorative patterning of concrete surfaces, landscaping, and ornamental lighting fixtures and bridge railings. Meetings of the citizens' panel will be open to the public.

Design element proposals recommended by the panel will need to be approved by ODOT and the City Council.

Following City Council approval, the City and ODOT will negotiate how to pay for the approved upgrades. The negotiated level of funding will be documented in a Cooperative Improvement Agreement to be approved by the City and ODOT.

**Preliminary Schedule of Key Project Milestones:**

- Start of Project Design: October 2009
- Design Acceptance Package (design "footprint" of the project): Third quarter of - 2011
- Construction Bidding: 2013 (*Assuming full construction funding is in hand*)
- Construction: Approximately 2 – 2 ½ years over at least two construction seasons beginning in 2013.

**Future updates** to this paper and reports of the public involvement activities will be posted at:

[http://www.oregon.gov/ODOT/HWY/REGION2/Woodburn\\_Interchange.shtml](http://www.oregon.gov/ODOT/HWY/REGION2/Woodburn_Interchange.shtml)

For more information on this project please contact:

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