

Fort Hill Interchange Area Management Plan and Project Access Management Plan

Prepared for
ODOT Region 2
Polk County

March 2008

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Abbreviations

AMP	Access Management Plan
AMT	Access Management Team
EA	Environmental Assessment
EFU	Exclusive Farm Use
FONSI	Finding of No Significant Impact
HDM	<i>Highway Design Manual</i>
IAMP	Interchange Area Management Plan
MP	Milepoint
mph	Miles per Hour
OAR	Oregon Administrative Rule
ODOT	Oregon Department of Transportation
OHP	Oregon Highway Plan
ORS	Oregon Revised Statutes
OTC	Oregon Transportation Commission
PDO	Project Delivery Objective
REA	Revised Environmental Assessment
SPIS	State Priority Index System
TPAU	Transportation Planning Analysis Unit
TPR	Transportation Planning Rule
TSP	Transportation System Plan
v/c	Volume-to-Capacity

Executive Summary

Oregon's 2006-2009 Statewide Transportation Improvement Program includes a project that modernizes a section of OR-18, the Salmon River Highway, between Fort Hill Road and the OR-18/OR-22 Interchange, also known as the Wallace Bridge Interchange. The project is the first of several phases of highway improvements that will modernize a nine-mile section of OR-18. All of the phases are described in the "OR-18 H.B. Van Duzer to Steel Bridge Road Refinement Plan" and the Revised Environmental Assessment completed in 2004. The solutions addressed in the refinement plan and environmental documents are intended to meet the Oregon Department of Transportation (ODOT)'s provisions for a Statewide Freight Route Expressway. Polk County adopted the refinement plan and the environmental documents as part of its Comprehensive Plan and Transportation System Plan during 2005.

This project modernizes the highway between milepoints 23.82 and 26.28 by creating two travel lanes in each direction, replacing at-grade public road intersections with an interchange, and by significantly reducing the number of private approach roads to OR-18. The location used for interchange construction is about 0.75 miles east of the highway's existing intersection with Fort Hill Road. The project extends Fort Hill Road eastward to the interchange and to Yamhill River Road. Within the project limits, wherever a reasonable alternative means of access could be constructed, property access to the highway is eliminated.

The Oregon Highway Plan (OHP) and Oregon Administrative Rule 734-051 require preparation of an Interchange Area Management Plan (IAMP) before a new highway interchange can be constructed. These requirements call for the IAMP to identify opportunities to improve operations and safety that can be undertaken as part of the construction project, and to develop policies, provisions and development standards to capture the identified opportunities. Short, medium and long-range actions are to be identified that improve operations and safety within the study area and assure safe operations over the transportation planning period of 20 years. The plan must consider existing and proposed uses of all property within the study area based upon the comprehensive plan designations and zoning, address current and future traffic volumes, road geometry, traffic control devices, and the location of existing and planned approach roads. The IAMP must include policies, provisions and standards from the local comprehensive plan and other implementing plans, ordinances and codes that will be relied upon to implement the plan. The IAMP also must be consistent with any Access Management Plan, corridor plan or other facility plan already adopted by the Oregon Transportation Commission.

The Fort Hill IAMP also includes the access management plan required for the entire highway project. The IAMP study area includes all of the spacing distances required for an interchange, and the interchange location caused the entire highway project to be included in the IAMP study area (Figure ES-1). The planning process integrated the requirements for IAMPs and AMPs and only one plan document has been prepared.

Interchange Need

The principal need for the interchange is to improve transportation safety and mobility for vehicles entering and leaving the highway at Fort Hill Road and Yamhill River Road. Traffic volumes on OR-18 are so high that motorists make unsafe turning maneuvers. Fort Hill Road provides access to a wood processing mill: as a result, log trucks, wood chip trucks and trucks loaded with final products are part of the vehicle mix. Drivers of these vehicles find it particularly difficult to enter the stream of traffic because of vehicle length and acceleration characteristics.

IAMP Development

The IAMP evaluated the existing land uses within the study area as well as possible uses that could result in Polk County's existing land use designations. Most of the study area is designated for farm and forest resource use and does not contain uses generating significant traffic volumes. Sites already developed for commercial and industrial use have zoning that allows continued commercial or industrial use. There are no large, undeveloped properties zoned for commercial or industrial use. Evaluating expected traffic volumes from the future mix of possible uses showed that constructing the interchange creates more capacity than needed for the land uses in the comprehensive plan. The IAMP includes measures to protect this interchange capacity.

Interchange capacity is protected using several mechanisms. First, adoption of the IAMP by the Oregon Transportation Commission amends the Oregon Highway Plan (OHP) mobility standard for the interchange and establishes different volume/capacity ratios as the mobility standard. The different standard assures that the interchange is able to perform better than called for by OHP Policy 1F.6 beyond the planning horizon. Second, policy language in the Polk County Comprehensive Plan reserves interchange capacity so that existing rural industrial lands can continue to be used for industrial purposes consistent with Oregon Law (ORS197.719). This law encourages retention of rural industrial employment by allowing redevelopment of rural industrial sites for industrial use. If a plan amendment is proposed for another property, a level of expected traffic from the industrial lands must be assumed during the transportation analysis.

This IAMP was prepared after Measure 37 was approved by the Oregon voters. All recorded Measure 37 claims in the study area were included in the analysis of traffic volumes from area development to determine the possible impact to the interchange. The analysis demonstrated that ODOT's approach road permit authority on the new section of Fort Hill Road would provide the best protection for the interchange. Polk County retains its permit authority for Yamhill River Road and the rest of Fort Hill Road.

The Fort Hill IAMP consists of two sections: the plan section and the appendices. The plan includes the IAMP's purpose and objectives; the provisions used to manage access at the interchange, and the process used to monitor and update the IAMP. The appendices include technical analyses, a description of public involvement efforts undertaken during IAMP development, plan implementing language incorporated into the Polk County Comprehensive Plan and other information related to plan development.

IAMP Actions

The IAMP calls for three types of actions during or after project construction: access management; traffic management, and land use management.

Access Management

Oregon Administrative Rule (OAR) 734-051 establishes the state's role in managing access to highway facilities in order to maintain functional use and safety, and to preserve public investment. Short-term actions applied during project construction include eliminating public and private approach roads, constructing shared approach roads on the newly constructed Fort Hill Road, and restricting movements to right-turns. Medium and long term actions, applicable after construction, include restrictions on new approach roads and eliminating existing approach roads when a new public road is constructed as part of a future phase of highway construction.

Traffic Management

The mobility standard created in the IAMP is implemented by amending the OHP to provide for different standards. This new mobility standard helps assure the interchange will operate efficiently beyond the 20-year planning horizon.

Land Use Management

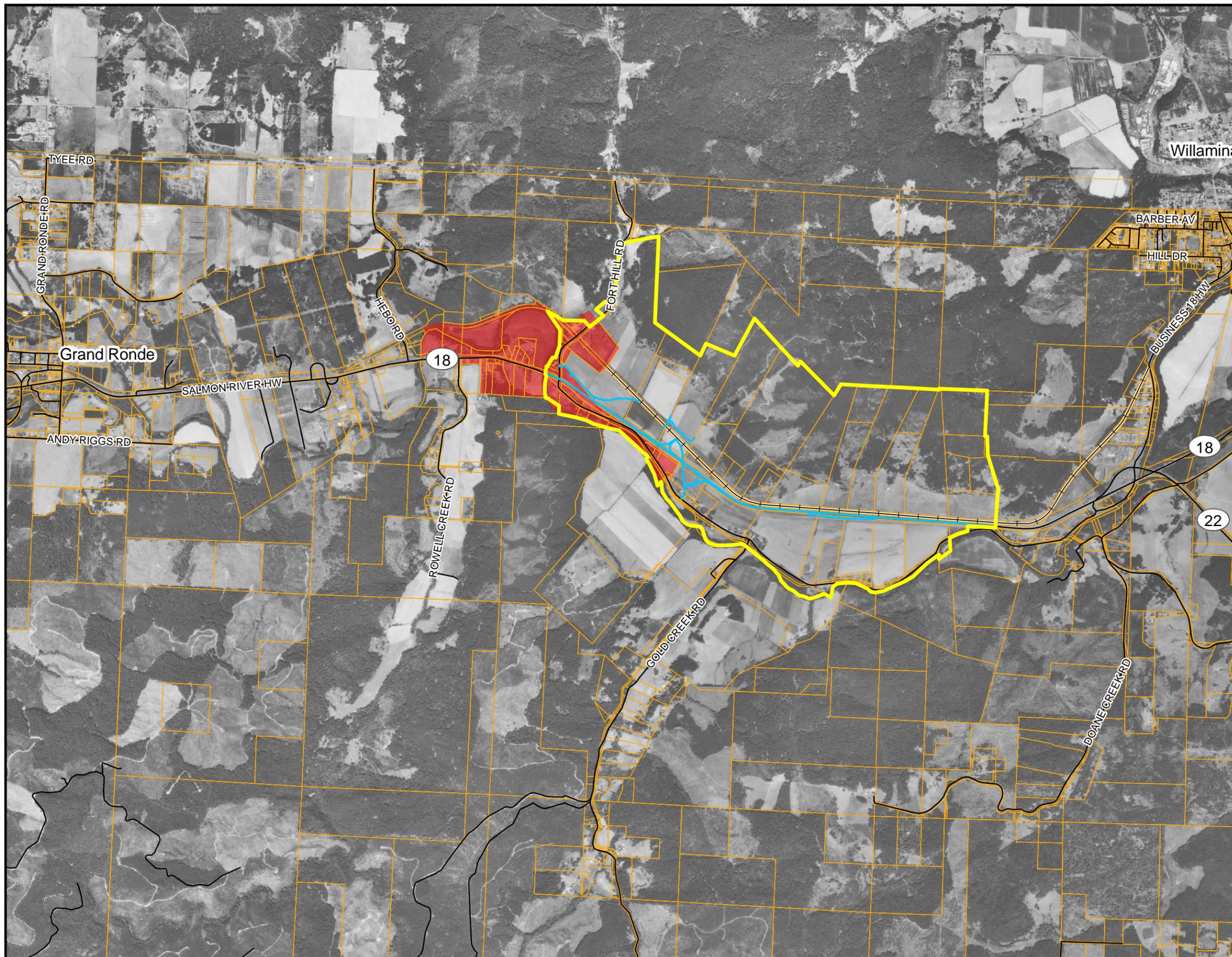
- ***Reserve Interchange Capacity for Fort Hill Lumber Mill Site.*** The Fort Hill Interchange is the best means to provide for safe vehicle movements related to the Fort Hill Lumber Mill site. If the mill ceases operations, the interchange is critical to any future re-use for industrial purposes. Special consideration to the Fort Hill Lumber Mill site is provided as part of any proposed plan amendment or zone change on other properties within the IAMP planning area to ensure that interchange capacity continues to provide for future industrial use of the property.
- ***Eliminate Direct Highway Access Where Reasonable Alternate Access is Available.*** When reasonable alternate access is provided, eliminate direct highway access. Plan implementing language from the IAMP is included in the Polk County Comprehensive Plan whenever a property with access to the highway between the Fort Hill Interchange and the Willamina/Wallace Bridge Interchange is affected by a land use action. The language establishes that when access to the interchange is constructed via a local access road, direct highway access will be eliminated.
- ***Review Transportation Impacts Associated with Comprehensive Plan Changes.*** A review of transportation impacts is required for any proposal that would change the Comprehensive Plan land use map in the IAMP study area if more trips are generated than what is allowed within the current zoning. If future developments are shown to exceed the interchange mobility standard, the developer is responsible for improvements to meet mobility standards.
- ***Monitoring and Updates.*** If future changes to the land use designations or uses allowed in the IAMP management area result in the need for additional interchange capacity, the initiating party shall propose amendments, prepare a funding plan for review, coordinate with ODOT and Polk County on proposed amendments, and submit the revised IAMP and funding plan for approval and adoption.

IAMP Adoption

The IAMP was submitted as a comprehensive plan amendment to Polk County. After conducting a public hearing, the Polk County Planning Commission recommended approval of the plan by the Board of Commissioners at its October 30, 2007, meeting. The Board of Commissioners conducted a public hearing on November 28, 2007. The Plan was adopted by Polk County at its December 5, 2007, meeting. Polk County Ordinance 07-06 adopting the Plan is included in Appendix J of the Plan.

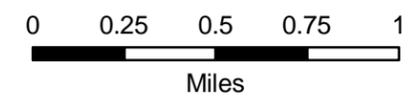
The IAMP was reviewed by the Oregon Transportation Commission at its December 12, 2007, meeting. After conducting a public hearing, the Commission adopted the Plan and amended the Oregon Highway Plan. The Commission's minutes are included in Appendix J of the Plan.

Figure ES-1
Interchange
Management Area
Fort Hill IAMP
 Polk County, Oregon



Legend

-  Proposed Roadway Alignment
-  Highways and Roads
-  Railroad
-  Interchange Management Area
-  Property Lines
-  Fort Hill Unincorporated Rural Community



SECTION I:

Interchange Area Management Plan

Introduction

The Fort Hill Interchange Area Management Plan (IAMP) has been prepared for a new highway interchange on OR-18/OR-22 (Salmon River Highway), approximately 1½ miles east of the Spirit Mountain Casino in Polk County, Oregon. The interchange will replace an existing at-grade intersection of the highway with Fort Hill Road (to the north) and Yamhill River Road (to the south). The proposed interchange will be about ¾ mile east of the existing intersection. Figure 1 illustrates the project area.

Background

IAMP Purpose and Intent

Oregon Administrative Rule (OAR) 734-051-0155(6) requires that an IAMP be prepared for any new or significantly reconstructed interchange. The purpose of an IAMP is to ensure safe and efficient operations between connecting roadways, to protect the function of the interchange, and to minimize the need for future major interchange improvements. The IAMP must be completed before the start of construction of the interchange, and must be developed in accordance with the Oregon Highway Plan (OHP) Policy 3C (Interchange Access Management Areas). The purpose of an IAMP is also to protect the function of the interchange over time and, consequently, the state's investment in the facility. Because new interchanges are very costly, state and local governments and citizens have an interest in ensuring that they function as intended and for as long a period as possible, while still supporting planned land use.

An IAMP is required for the proposed interchange at OR-18/OR-22 and Fort Hill Road because it is a proposed new interchange in the state highway system. An environmental assessment (EA) and revised environmental assessment (REA) were developed for the larger corridor between the H.B. Van Duzer Forest Corridor to Steel Bridge Road in 2001 and 2004 respectively. A FONSI was provided by the Federal Highway Administration on July 8, 2004. In addition, a corridor refinement plan was completed for the H.B. Van Duzer Forest Corridor to Steel Bridge Road of OR 18 and 22 in May 2004. Improvements between Fort Hill Road and Wallace Bridge were recommended in each of these documents as the first phase of a seven-phase implementation plan between the H.B. Van Duzer Forest Corridor and Steel Bridge Road. Though the EA described an at-grade intersection at OR-18/OR-22 and Fort Hill Road, both the corridor refinement plan and the REA included an interchange in this vicinity. The corridor refinement plan, EA, and revised EA have been adopted as part of the Polk County Transportation System Plan (TSP) and Comprehensive Plan.

Problem Statement

The problems to be addressed by the new Fort Hill Road Interchange are documented in the EA and form the first part of the problem statement for the IAMP. According to the 2002 EA, the section of OR-18/OR-22 between Grand Ronde Road and the Wallace Bridge interchange was operating at or near capacity in 1998; and the section of the highway

between Fort Hill Road and the Wallace Bridge intersection was operating at or near capacity in the eastbound direction. The left-turn movement from Fort Hill Road to OR-18/OR-22 had a volume-to-capacity (v/c) ratio of 1.45 in 1998.¹

The relevant v/c standard for OR-18/OR-22 within the study area is 0.70². At the Fort Hill intersection, the v/c standard for traffic along OR-18/OR-22 is 0.70 and along Fort Hill Road is 0.80. If no improvements are made to the highway, the segment is expected to fail by 2008 in both the eastbound and westbound direction west of Fort Hill road, and in the eastbound direction east of Fort Hill Road. At the Fort Hill intersection, mobility is expected to deteriorate by 2008 under the no build option, with a v/c of 4.5 for the northbound left movement and 1.24 for the southbound left movement.

OR-18/OR-22 is classified as an expressway. Minimum spacing standards for public and private approaches onto rural expressways is every 5,280 feet. Currently, there are more than two dozen approaches onto OR-18/OR-22 within the project area (a length of approximately 2½ miles).

The existing at-grade intersection of Fort Hill Road and OR-18/OR-22 has a historically high crash rate. In the past, this intersection has been listed as part of the State Priority Index System (SPIS), a list of the most hazardous locations in the state. In addition, there have also been a large number of “near misses” at this intersection reported on an anecdotal basis. A grade-separated interchange at the intersection of Fort Hill Road and OR-18/OR-22 greatly improves mobility and reduces conflicts for the left-turn movement at the connection of Fort Hill Road and the Salmon River Highway.

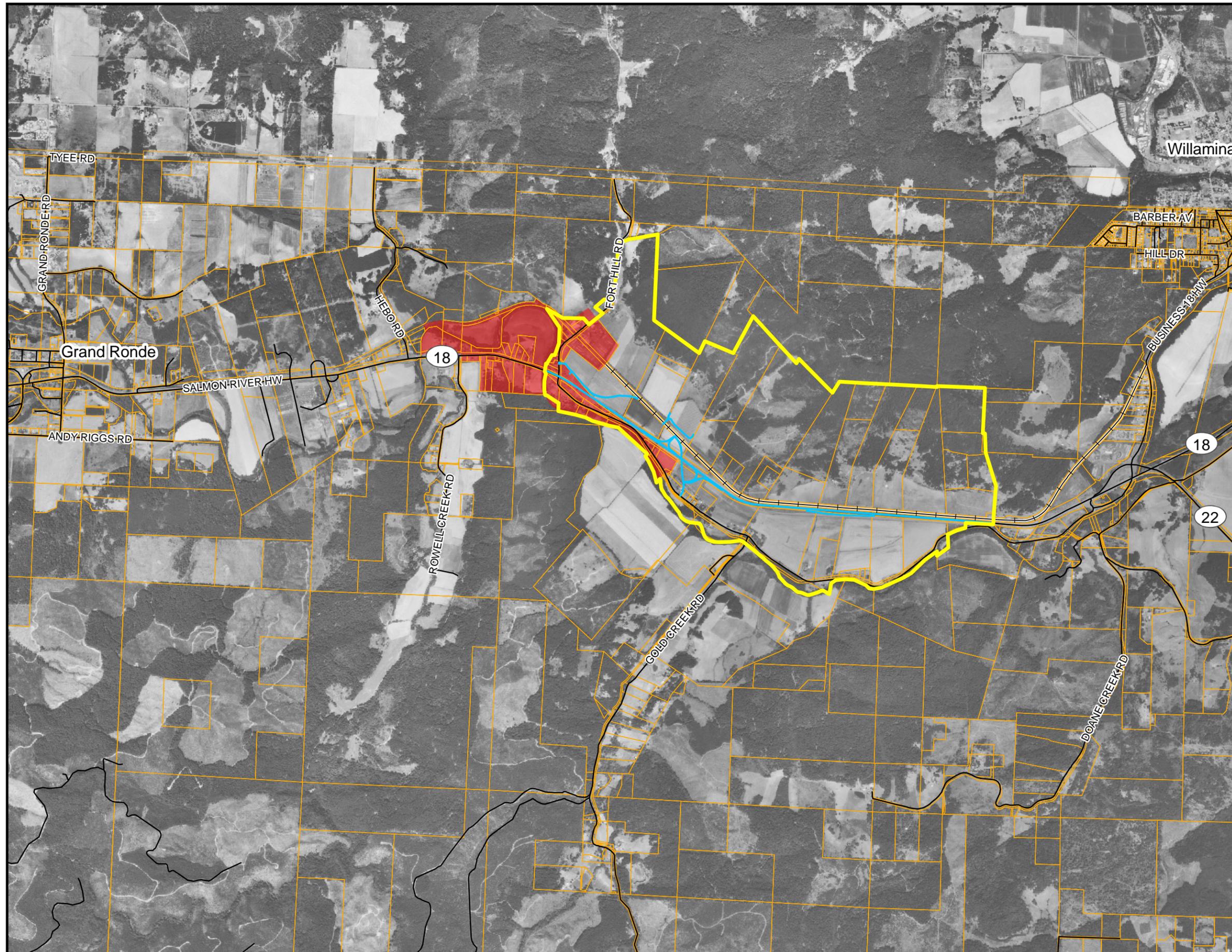
Given that an interchange is going to be constructed to address the problems described above, this IAMP will address how to integrate the new interchange and related improvements into the study area such that:

- Property access is maintained and local land use and economic development plans are supported,
- The operational life of the interchange is maximized, and
- Local and state highway transportation needs are addressed.

¹ All volume-to-capacity information is provided for the project design hour, which is the 30th highest hour of recorded traffic volumes in the given year. The 30th highest hour is often used for analyses because it represents typical peak traffic volumes, discounting one-time, abnormal traffic conditions.

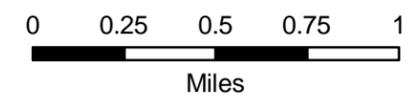
² The 0.70 v/c standard was taken from the Oregon Highway Design Manual.

Figure 1
Interchange Management Area
Fort Hill IAMP
 Polk County, Oregon



Legend

-  Proposed Roadway Alignment
-  Highways and Roads
-  Railroad
-  Interchange Management Area
-  Property Lines
-  Fort Hill Unincorporated Rural Community



Interchange Function

Generally, an interchange is defined as the junction of two or more roads at different elevations through a system of connections that separate the roads to permit movements to occur without crossing the streams of traffic. The functions of the interchange are established by the functions of the connecting roads. The Fort Hill Interchange is a component of OR-18, a Statewide Expressway Highway. As a component, the interchange's primary function is to provide for inter-urban and inter-regional mobility between places that are not served by Interstate Highways. The interchange provides for this primary function by minimizing the conflicts between through traffic on the highway and the movement of vehicles entering, exiting, or crossing the highway. The interchange's secondary function is to allow for the safe movement of goods and people between the two roadways in a manner that does not conflict with the primary purpose. Provided that the primary and secondary functions are not adversely affected, the interchange also serves the function to provide for safe travel between the land uses south of the Salmon River Highway and those lying north of the highway without having to use the highway.

The Oregon Highway Plan (OHP) classifies the Salmon River Highway (OR-18/OR-22) as a statewide highway. According to the OHP, the primary function of a statewide highway is to "provide inter-urban and inter-regional mobility and provide connections to larger urban areas, ports, and major recreation areas that are not directly served by interstate highways. A secondary function is to provide connections for intra-urban and intra-regional trips" (OHP, p. 40).

The OHP also has designated the segment of OR-18 within the IAMP area as an expressway. Expressways are defined by the OHP as "complete routes or segments of highways...that provide for safe and efficient high speed and high-volume traffic movements" (OHP, p. 42). Expressways characteristically:

- Discourage private access
- Provide strict control over public road connections
- Discourage traffic signals
- Encouraging nontraversable medians
- Prohibit parking

Fort Hill Road and Yamhill River Road are owned and maintained by Polk County. The Polk County Transportation System Plan (TSP) classifies Fort Hill Road as a major collector. According to the Polk County TSP, the function of collector streets is to provide a connection for local traffic to reach the arterial or highway system. Yamhill River Road is included in a special subset of the Rural Local Road system known as a Resource Road. A Resource Road's function is to provide access to agricultural and timber roadways, facilitate the movement of goods and services, and to provide a connection between resource areas and the principal and minor arterials. As a Rural Local Road, its purpose is to provide for property access and to provide service to travel over relatively short distances as compared to collectors or other highway systems.

Much of the area surrounding the Fort Hill interchange is rural. Highway approaches are mostly private driveways or at-grade intersections. The Wallace Bridge interchange to the east, a rural non-freeway interchange, is the exception. The primary land uses and zoning in

the vicinity of the proposed interchange are exclusive farm use (EFU), farm/forest, and forest, with some commercial, residential, and industrial use in the vicinity of Fort Hill Road and Yamhill River Road.

The Polk County Comprehensive Plan shows that similar future uses are projected for this area, with the majority of the area designated for farm forest or agricultural use, and with commercial, industrial, and residential uses in the vicinity of the existing Fort Hill Road and Yamhill River Road. Refer to Appendix A for a more detailed description of these land uses.

The interchange will improve connections between the regional highway and the local street network serving the Fort Hill rural community. The interchange will be used to support the development that is authorized in the Polk County Comprehensive Plan rather than as the basis to encourage rezoning of property for uses that generate greater volumes of traffic than planned by the IAMP and the land use designations in Polk County's 2007 Comprehensive Plan. The IAMP provides land use and transportation management policies that ensure that future demand on the interchange will be consistent with planned land uses and will not outpace the improvements that have been designed.

IAMP Goals and Objectives

The Fort Hill IAMP addresses several general goals related to interchange area management. A matrix illustrating how the IAMP decisions address these goals is included at the end of the IAMP section of this document.

- Protect the function and operation of the Fort Hill Road Interchange and OR-18/OR-22
- Protect the function and operation of the local street network within the IAMP area
- Provide safe and efficient operations between the connecting roadways and the local street network
- Provide for an adequate system of local roads and streets that support access and circulation within the interchange area while minimizing local traffic through the interchange and on the interchange cross road (Fort Hill Road)
- Ensure that changes to the planned land use system are consistent with protecting the long-term function of the interchange and the local street system

The Fort Hill IAMP also addresses the following goals and objectives originally identified in the H.B. Van Duzer Forest Corridor to Steel Bridge Road Corridor Refinement Plan (Refinement Plan). These goals and objectives are specific to the proposed interchange at OR-18/OR-22 and Fort Hill Road, and describe the desired outcomes of this project. The goals are intended to balance state and local environmental and transportation values.

- Safety and Mobility:
 - Provide a facility that would safely accommodate travel demands 20 years into the future
 - Ensure that the interchange can safely meet Highway Design Manual mobility standards through the planning horizon

- Ensure that the proposed Fort Hill interchange meets the requirements of ODOT’s access management administrative rule (OAR 731-051)
- Access and Traffic Flow:
 - Provide safe and convenient access to interchange area businesses
 - Reduce congestion and improve traffic flow in the interchange area
 - Provide median treatment that would accommodate emergency vehicles
- Social/Economics:
 - Minimize displacements to existing residences and businesses
 - Minimize adverse impacts on existing residences and businesses
 - Minimize land conversion from private ownership to public transportation use
- Land Use:
 - Support the development of the land use plan adopted in the Polk County Comprehensive Plan
 - Establish that ODOT and Polk County will work together to monitor and administer development within the interchange area

Management Area

Figure 1 illustrates the Interchange Management Area. The management area delineates the section of OR-18/OR-22 over which access and management decisions apply. It includes those properties that generate the greatest impact on operations at the interchange.

The management area is defined by tax lot parcel boundaries extending from the South Yamhill River on the west and south to the Wallace Bridge Interchange on the east. The northern boundary of the study area includes at least one, and up to four, parcels north of the highway.

Figure 1 also illustrates the boundary of the Fort Hill Rural Unincorporated Community. The boundaries of these two features overlap; however they are not identical. The Fort Hill Rural Unincorporated Community extends west of the South Yamhill River to Hebo Road (Valley Junction area). The traffic analysis of the interchange focused on future buildout of the Fort Hill Rural Unincorporated Community, because development of land outside of this area is constrained by farm and forest land use designations. The management area does not extend west of the South Yamhill River because that area is part of a future phase of the H.B. Van Duzer to Wallace Bridge Corridor Plan.

IAMP Decisions

This section presents access, land use, and transportation management decisions for maximizing the operational life of the proposed OR-18/OR-22 Fort Hill Road interchange while supporting local land use. It describes the transportation improvements for the interchange and the associated highway segment, identifies access management and policy actions, and reviews the process for state and local authorities to adopt the Fort Hill IAMP. The decisions presented in this section will serve as the basis for an agreement between ODOT and Polk County on the direction and principles that will guide the process for gaining approval of the IAMP.

This section provides language for Polk County to use in the amendment of the County's TSP. Polk County will adopt the IAMP prior to adoption of the IAMP by the Oregon Transportation Commission (OTC).

The Fort Hill IAMP includes these components:

- Physical improvements to the interchange area and the Fort Hill to Wallace Bridge Project segment,
- Access management plan, and
- Interchange area management policies.

Each of these elements and an outline of implementation steps is described below. The IAMP actions apply to the study area described previously and shown in Figure 1. Project stakeholders and other members of the public have provided input on each of the project elements through a public open house, and small group meetings with property and business owners. A full description of public involvement activities is included as Appendix E.

Physical Improvements

The physical improvements that comprise the Fort Hill Road to Wallace Bridge Project include two elements: improvements along the OR-18/OR-22 corridor between Milepost (MP) 23.85 and MP 26.31, and a new interchange on OR-18/OR-22 with connections to Fort Hill Road and Yamhill River Road. These improvements were added to the Polk County TSP by amendment in September 2004.

The proposed physical improvements are as follows (see Figures 2 and 3):

- Add an additional eastbound travel lane to widen OR-18/OR-22 to two lanes in each direction (four lanes total), and widen shoulders to 6 feet between MP 23.85 and MP 26.31.
- Install a concrete median barrier between Fort Hill Road (MP 23.85) and the east end of the project (MP 26.31).

Figure 2
Proposed Design
Improvements—West

Fort Hill IAMP
 Polk County, Oregon

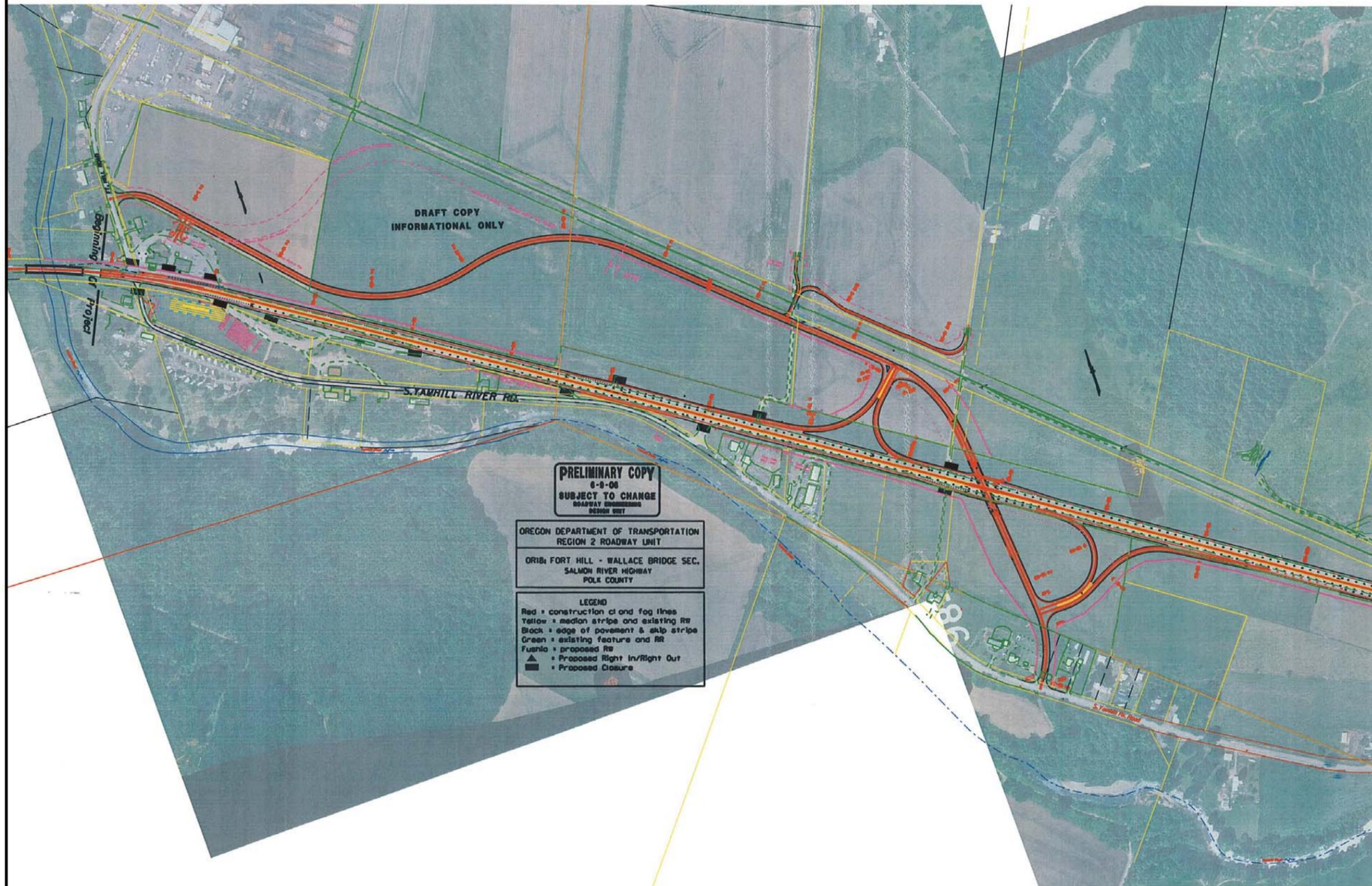


Figure 3
Proposed Design
Improvements—East

Fort Hill IAMP
Polk County, Oregon



- Construct a new interchange about ¾ mile east of Fort Hill Road to replace the existing OR-18/OR-22/Fort Hill Road/Yamhill River Road intersection. The proposed interchange has jug-handle-type loops in the northwest and southeast quadrants, with acceleration lanes to assist entering vehicles with merging onto the mainline highway.
- Construct a local access road to connect the existing Fort Hill Road to the new interchange and to Yamhill River Road. Parcels located between the local access road and OR-18/OR-22 are being purchased by ODOT and used for environmental mitigation purposes.

The Fort Hill Road project includes access control consistent with the expressway designation of this highway segment, including installation of a nontraversable raised median, driveway closure, provision of alternate access to the local roadway network, access consolidation, and access restriction (from full access to right in/right out only). Specific access management actions and strategies to protect the long-term function of the interchange area are described in the access management plan below.

Future (2027) Operational Performance

ODOT’s Transportation Planning Analysis Unit (TPAU) analyzed future (2007 and 2027) traffic conditions at the proposed Fort Hill interchange. ODOT’s *Highway Design Manual* (HDM) v/c ratios and queue length were used to evaluate the performance of the new interchange. The maximum acceptable HDM v/c ratio for OR 18, a statewide freight route, is 0.70. For Fort Hill Road and Yamhill River Road, which are both Polk County roads, the maximum acceptable v/c is 0.75.

All intersections within the interchange area meet 20-year mobility standards. The highest v/c ratios exist at the connections to OR-18/OR-22. The westbound connection v/c ratio is 0.67, indicating there is adequate capacity for the 20-year planning horizon and a slight projected excess in capacity. These v/c ratios would likely improve with the addition of acceleration lanes onto OR-18/OR-22, which were not assumed in the traffic analysis.

Table 1 below shows the v/c ratios for all the intersections.

TABLE 1
Volume-to-Capacity Ratios for Fort Hill Interchange

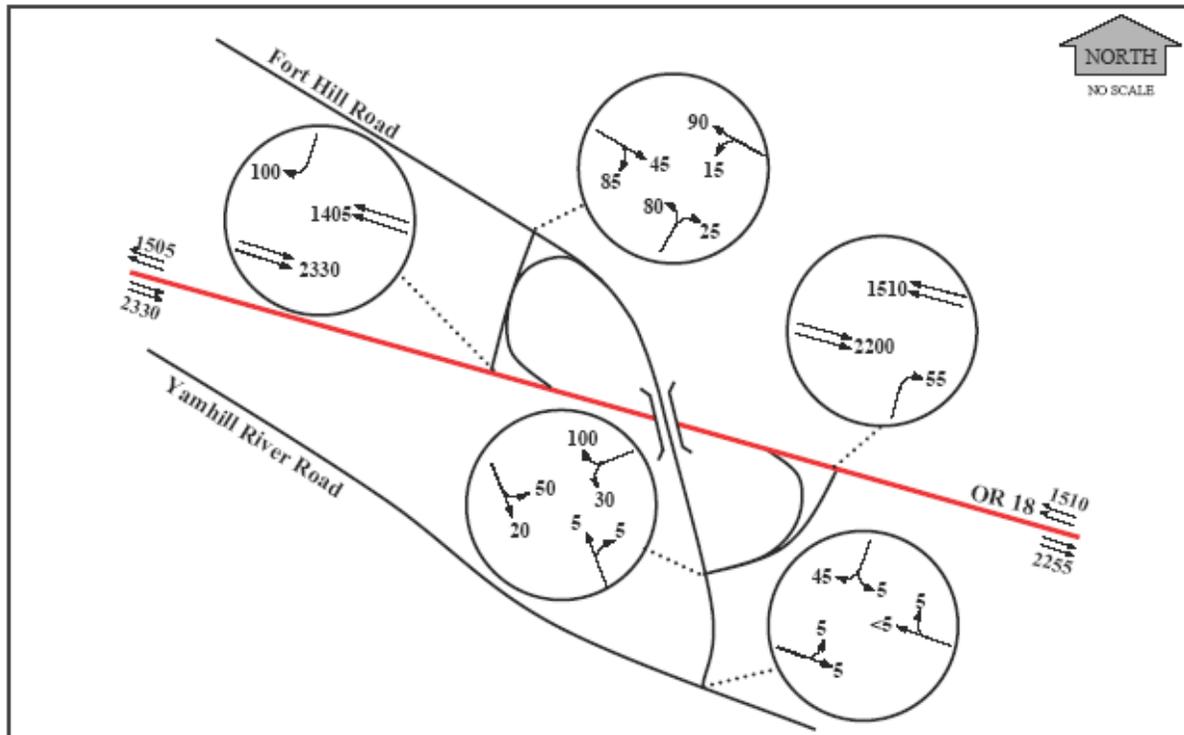
Access Location	2007	2027
OR-18/OR-22 at Eastbound Ramp	0.47	0.67
OR-18/OR-22 at Westbound Ramp	0.30	0.43
Fort Hill Road at Eastbound Ramp	0.09	0.14
Fort Hill Road at Westbound Ramp	0.09	0.14
Yamhill River Road at Fort Hill	0.04	0.05

Table 1 above illustrates that all segments of the interchange operate at an acceptable level, below a v/c of 0.70 for the Year 2027. The eastbound ramp onto OR-18/OR-22 is the only leg that comes close to the mobility threshold, reaching a v/c of 0.67. This is still within the

ODOT mobility standard. The other legs, including the westbound ramp and the connections with Fort Hill Road and Yamhill River road, operate at a level well within standard.

Future traffic volumes are illustrated in Figure 4 below. Assuming a per lane capacity of 1,800 vehicles an hour, the segment of OR-18/OR-22 in the vicinity of the Fort Hill interchange also operates at an acceptable level.

FIGURE 4
Future (2027) Traffic Volumes in Vicinity of Fort Hill Interchange



Queuing³ was also analyzed. The queuing throughout the interchange area is minimal, with none of the queues exceeding 100 feet. A 100-foot queue occurs at the northbound right turn movement onto eastbound OR-18/OR-22 connection in 2027.

Based on the above results, the Fort Hill Interchange operates at an acceptable level in both 2007 and 2027.

Land Use Assumptions

The analysis above assumes that the study area will be developed in a manner consistent with the Polk County Comprehensive Plan. The plan, described in Appendix A, restricts development in areas designated as resource lands, including agriculture, forest, and farm/forest. Resource lands comprise much of the study area. However, several parcels in the immediate vicinity of Fort Hill Road are zoned for commercial, industrial, or residential development. TPAU made the following assumptions when forecasting future traffic growth in this area:

³ Queuing is a measure of vehicle delay that indicates the length or distance of vehicles waiting to make a given movement.

- The Fort Hill Lumber Mill site would be in operation as a wood processing site or similar industrial use.
- The Fort Hill Restaurant/lounge site would continue to be used for commercial purposes.
- The gas station site would continue to be used for commercial/service purposes.

The analysis assumed full build out of the Fort Hill rural community in accordance with Polk County development standards and consistent with current comprehensive plan designations. The rural community boundary overlaps to some extent with the IAMP management area, as shown in Figure 1.

Because the area is largely built out and, given the restrictions described above, the potential for additional development is severely restricted. There are two exceptions, which are described below. The first exception is a 5.7-acre parcel south of OR-18/OR-22 where the ODOT weigh station is located. This parcel is owned by ODOT, and has a comprehensive plan designation of NPC-C. ODOT assumed, for future traffic analysis, that this parcel would be redeveloped as “high use commercial.” Additionally, TPAU added the development of 15 single-family residential units to the 2027 no build and build traffic analysis. This was done to reflect a potential rezoning from a constrained parcel zoned for residential use west of the South Yamhill River (north of OR-18/OR-22), to another parcel east of the river with a resource designation (see discussion in Appendix B).

Access Management Plan

This section describes the access control measures developed by ODOT and Polk County for approaches onto the state highway and local roadways in the project area. The access management plan (AMP) comprises short-term, medium-term, and long-term actions to guide and control access for the entire Fort Hill Road to Wallace Bridge Project, including the new interchange. The AMP is intended to improve safety and mobility in the study area. The access management actions will be adopted by reference into the County’s TSP. Adoption of these actions is necessary wherever ODOT does not have jurisdiction over the roadway rights-of-way.

Evaluation Process

An access management team (AMT) was formed for the project in fall 2005 in compliance with Access Management Project Delivery Objective (PDO) 3. PDO-3 requires that AMTs be formed for interchange and expressway projects to ensure consistency with access spacing provisions outlined in the OHP and OAR 734-051 (Division 51). The AMT was formed as a subset of the PMT, and included representation from several divisions within ODOT, including planning, roadway design, traffic, right-of-way, and district permitting. Polk County was also represented on the AMT as the local agency for the study area and the jurisdictional agency for the Fort Hill interchange’s crossroad.

The AMT and the PMT met a total of seven times to evaluate access and other IAMP-related decisions. The groups met on the following dates:

- Meeting # 1 (AMT): September 29, 2005
- Meeting # 2 (AMT): December 14, 2005

- Meeting # 3 (PMT): February 10, 2006
- Meeting # 4 (PMT): April 13, 1006
- Meeting # 5 (AMT): April 27, 2006
- Meeting # 6 (PMT): June 28, 2006
- Meeting # 7 (PMT): October 12, 2006

The AMT was tasked with developing access decisions for the project area that were consistent with the access spacing standards detailed in the OHP and Division 51 (described in the next section).

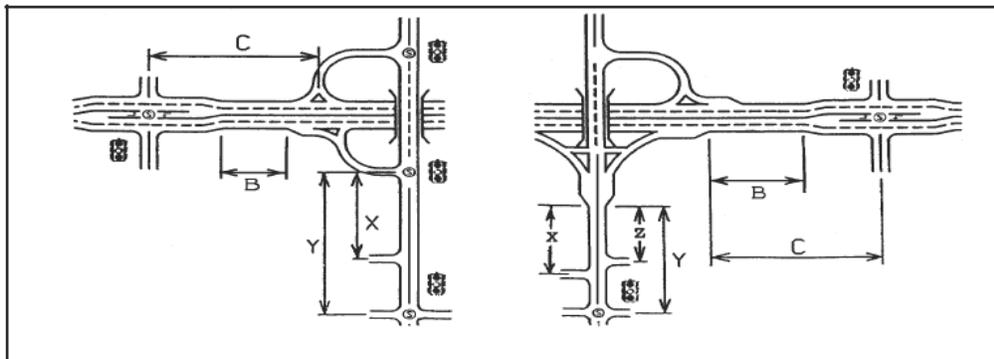
The access decisions developed by the AMT were designed to be consistent with the above spacing standards. Furthermore, because the project area is located along an expressway, the AMT looked for opportunities to discourage private accesses onto the highway (as per OHP Policy 1A). When developing access decisions, the following factors were also considered by the AMT:

- Maximize safety
- Minimize congestion
- Meet access spacing guidelines where feasible
- Support continuation of existing economic enterprises

The access decisions developed by the sub-group are described in the next section.

Access spacing on the project roadways was designed to achieve conformance with ODOT standards. The OAR 734-051 of ODOT’s Access Spacing Guidelines contains the Oregon highway system spacing standards for interchange areas. The applicable spacing standards for the segment of OR-18/OR-22 – a rural expressway and interchange with a two-lane crossroad – are illustrated in Figure 5 and listed in Table 2 below.

FIGURE 5
Minimum Spacing Standards Applicable to Non-Freeway Interchanges with Two-Lane Crossroads



*From the Oregon Administrative Rule 734-051-0125 (Figure 3).

TABLE 2
Minimum Spacing Standards Applicable to Rural Non-Freeway Interchanges with Two-Lane Crossroads*

Code from Figure 5	Description	Spacing Standard
B	Distance between the start and end of tapers	1 mile
C	Distance between the nearest at-grade and ramp terminal intersections or the end/start of the taper section	2 miles
X	Distance to the first approach on the right (right in/right out only)	1,320 feet
Y	Distance to first major intersection	1,320 feet
Z	Distance between the last right in/right out approach road and the start of the taper for the on-ramp.	1,320 feet

*From the Oregon Administrative Rule 734-051-0125 (Table 7).

Table 2 above outlines the applicable spacing standards for the new Fort Hill interchange. OAR 734-051-0115 also provides that the closest access spacing along a rural expressway is one approach every mile.

Access management decisions are organized by location within the study area, and further delineated by short-, medium-, and long-term actions. Table 5 (located at the end of text, before Appendix A) provides a detailed inventory of highway approaches and access decisions. These access decisions are illustrated in Figures 2 and 3.

General Project Access Management

The following short-term actions are applied throughout the IAMP management area as part of project construction.

1. Approach roads and access reservations to OR-18/OR-22 are provided only to properties that do not have reasonable alternate access. Highway approach roads to properties with reasonable access to another public road are eliminated.
2. Create shared approaches on the newly constructed Fort Hill Road where more than one property is served.
3. Highway approach roads are restricted to right in/ right out movements where a median barrier is constructed.
4. Reasonable alternate access to area properties is provided by constructing the new OR-18/OR-22 interchange and by constructing a realigned Fort Hill Road through the interchange to Yamhill River Road.
5. The highway project provides reasonable access to all properties along the newly constructed section of Fort Hill Road by constructing approach roads and providing access reservations to the properties along the road.

West of the interchange, all private and public approach roads to the highway and all highway approach road reservations will be eliminated as part of the construction project. East of the interchange, five approach roads will be restricted to right-in/ right-out. One,

located at the east end of the project, will retain full movements. Highway access and access reservations to eight properties east of the proposed interchange are eliminated. Along Yamhill River Road, one driveway will be closed in order to provide a safe intersection with the extension of Fort Hill Road.

Medium- and Long-Term Action

The following general action applies over the medium- to long-term:

- No new access reservations are to be granted to OR-18/OR-22. No new highway approach roads to OR-18/OR-22 are to be permitted.

Additional location-specific short-term and medium- and long-term actions are described in the section below.

Location-Specific Access Management

ODOT will have authority over the OR-18/OR-22 highway, the interchange approaches, and the section of Fort Hill Road constructed as part of this project. Polk County will continue to have authority over Yamhill River Road and the section of Fort Hill Road that existed before interchange construction. Approach-specific actions are described in more detail in the sections that follow.

North of OR-18/OR-22, West of Fort Hill Interchange

Seven approaches exist in this quadrant of the study area, including the Fort Hill Road intersection; two business approaches (to the restaurant, lounge, and gas station at Fort Hill Road), one field access, and three residential approaches.

Short-Term Actions

1. Close the current at-grade intersection with Fort Hill Road. Provide highway access from Fort Hill Road via the new frontage road and the interchange.
2. Eliminate private approach roads to the highway and all highway access reservations west of the interchange. Provide alternate access to properties that had highway access before the construction project via the new frontage road. Access reservations to the new frontage road that are provided to these properties are limited to "the production and transportation of agricultural products and for related residential purposes only," except where the property is not currently in such use. Use of approach roads to these other properties will not be specifically limited.

Medium-/Long-Term Action

1. No new access reservations are to be granted to OR-18/OR-22. No new highway approach roads to OR-18/OR-22 are to be permitted.
2. Approach roads and access reservations to the new Fort Hill Road shall not be authorized in the road section between Yamhill River Road and the approach road approximately 570 feet west of the interchange. No other approach road is to be authorized within 1,320 feet of the interchange ramps.

North of OR-18/OR-22, East of Fort Hill Interchange

Seven approaches exist in the northeast quadrant of the study area, each providing field access or residential access to individual parcels north of the highway.

Short-Term Actions

1. This phase of the highway project does not construct a public road to provide reasonable alternate access to properties north of the highway and east of the new interchange. Highway access is retained for these properties. Where the median is constructed, these approaches are restricted to right-turn movements. A spacing deviation is required.

Medium-/Long-Term Actions

1. Extend a public road eastward from the Fort Hill Interchange as part of a future phase of highway improvements identified in the "H.B. Van Duzer to Steel Bridge Road Corridor Plan" and Revised Environmental Assessment. This access road will provide reasonable alternate access to private property. Highway approach roads and highway access reservations to properties served by this road are to be eliminated when this road is constructed.
2. The Corridor Refinement Plan and the Polk County TSP call for relocation of Fort Hill Road east of the Fort Hill Lumber Mill site in order to eliminate mill site/public road conflicts. This road is not constructed as part of the highway construction project. A public approach road to the frontage road, located near Engineer's Station "FH 12," may be authorized to relocate Fort Hill Road east of the mill site.

South of OR-18/OR-22, West of Fort Hill Interchange

Nine approaches exist in the southwest quadrant of the study area including the Yamhill River Road intersection, the ODOT weigh station (two approaches), two business approaches, two secondary approaches connecting with Yamhill River Road, and two approaches providing field access.

Short-Term Actions

1. Close all existing connections to OR-18/OR-22 from Yamhill River Road as part of the construction project. Yamhill River Road is connected to OR-18/OR-22 by the interchange.
2. Eliminate all private approach roads and all highway access reservations to OR-18/OR-22 west of the interchange. Provide alternate access via Yamhill River Road and the new interchange.
3. Relocate the ODOT weigh station east of the new interchange as part of the construction project. Eliminate highway access to the existing site.

Medium-/Long-Term Actions

1. Do not authorize any highway approach road permits or access reservations to OR-18/OR-22
2. The former ODOT weigh station located west of the interchange is likely to be used for highway right-of-way in a later phase of construction. Access to the site is to occur from Yamhill River Road if the site is sold as surplus property.

South of OR-18/OR-22, East of Fort Hill Interchange

There are six farm approaches located in the southeast quadrant of the study area.

Short-Term Action

1. Eliminate highway approach roads and access reservations for all properties within the project limits. Reasonable alternate access exists via Yamhill River Road.

Medium-/Long-Term Action

1. Do not authorize any highway approach road permits or access reservations to OR-18/OR-22

Local Roadway Network (Fort Hill Road, Yamhill River Road)

Short-Term Actions

1. Close one driveway to Tax Lot 900 on Yamhill River Road. The parcel has two driveways, one of which falls within the intersection of the new interchange and Yamhill River Road. The property retains access to Yamhill River Road via the alternate driveway, approximately 700 feet from the interchange ramp.
2. Retain the other approaches along Yamhill River Road within 1,320 feet of the eastbound interchange ramp. These accesses provide the only reasonable connection to the roadway network for these parcels.
3. Create one shared private approach road and access reservation to the new frontage road (new Fort Hill Road) on the north side of the highway approximately 570 feet from the westbound interchange ramp. This road provides access to two properties that have no other access via an existing private railroad crossing. This action requires a deviation from ODOT access spacing requirements.

Medium-/Long-Term Action

1. Retain private approach roads to Yamhill River Road within 1,320 feet of the interchange ramp for the existing use of property. Any proposed change in use that impacts traffic on these roads by more than 250 average daily trips or 25 peak hour trips that would be authorized by a land use decision may impact the operation of the interchange ramps. The Oregon Highway Plan and Oregon Administrative Rule 734-051 require that spacing conditions between private approach roads and interchange ramps must meet or move toward the ODOT spacing standards when a change of use occurs. Polk County will call for relocation, consolidation or closure of existing private approach roads as part of any future land use decision that authorizes a change of use in one of these private property approach roads.

Deviations Required

The following access spacing deviations are needed for the project:

1. The required spacing between the nearest at-grade intersection and the start point of the ramp taper section is 2 miles. This spacing standard is not met between the interchange ramp and the nearest right in/right out private approach on the north side of the highway to the east of the interchange. This distance is approximately 2,100 feet. ODOT would need to acquire this parcel if the deviation is not granted because the property has no other access.

2. The spacing standard between the interchange ramps and the nearest approach road with full allowable movements on the crossroad is 1,320 feet. However, the actual distance on the crossroad between the interchange ramp and the first driveway on Yamhill River Road east of the interchange ramp is approximately 510 feet. ODOT would need to acquire this parcel if the deviation is not granted because the property has no other access.
3. The spacing standard between the interchange ramps and the nearest approach road with full allowable movements on the crossroad is 1,320 feet. However, the actual distance on the crossroad between the interchange ramp and the first driveway on Yamhill River Road west of the interchange ramp is approximately 650 feet. ODOT would need to acquire this parcel if the deviation is not granted because the property has no other access.
4. The spacing standard between the interchange ramps and the nearest approach road with full allowable movements on the crossroad is 1,320 feet. One approach road is proposed within the 1,320-foot standard. Approximately 570 feet separate this approach road from the interchange ramps. This approach road leads to an existing private railroad crossing. The deviation is necessary to maximize area south of the railroad for environmental mitigation and to use the existing rail crossing. Relocating the crossing would increase environmental impacts and would require approval of a new private railroad crossing. The approach road permit and the access reservation for this road will be limited to the "production and transport of agricultural products and for residential purposes only." The properties served by this approach road have no other access. ODOT would need to acquire very large parcels in resource use if the deviation is not granted.
5. The spacing standard between the interchange ramps and the nearest approach road with full allowable movements on the crossroad is 1,320 feet. The distance between the northern interchange ramp and the Yamhill River Road is approximately 365 feet. This deviation is necessary to provide access to the highway for all properties located along Yamhill River Road that have no reasonable alternate access to the highway. Without the deviation, all properties would not be able to access the new Fort Hill Interchange.
6. The spacing standard between rural interchanges along statewide highways is 3 miles. The distance between the Fort Hill Interchange taper to the existing Wallace Bridge taper is approximately 9,820 feet. A deviation would be required to construct the Fort Hill interchange in its proposed location. Such a deviation would be necessary for an interchange at any location in the study area.
7. The spacing standard between driveways is 1,320 feet. North of OR-18/OR 22 and east of the Fort Hill interchange, existing highway access to properties is retained until public access road is extended to this location in the future. Removing or relocating these accesses to comply with spacing standard as part of current project would require construction of portions of future public road extension and additional right-of-way acquisition and would still result in private access. Restriction to right-turns at the existing private approach roads was determined to be sufficient until the public access road is extended.

Other Access Alternatives Considered but Dismissed

During the design process, consideration was given to providing alternative access to various property owners within the study area.

Consideration was given to providing access at the Fort Hill Restaurant, lounge and gas station at the existing Fort Hill Road intersection. Replacing the existing Fort Hill Road intersection with an interchange and relocating the existing highway access to the intersection has been part of the recommended project design since the public hearing for the environmental assessment (November 2002). However, on behalf of the businesses in the vicinity of Fort Hill Road, Polk County forwarded a request to retain some highway access at the existing intersection. The businesses have expressed concerns about continued economic viability at the current location with the closure of the direct business access from the highway.

ODOT analyzed the consequences of retaining access at Fort Hill Road and raised these safety concerns:

- Approach roads create conflict points and increase the chance for rear-end crashes in both directions, even when limited to right-in, right-out.
- The approach road would result in two merge movements within 1,000 feet of the location, making the driving task more complex.
- Nearby merge movements coupled with reduced posted speeds create artificial speed differentials that increase the chance of all types of crashes. An approach road creates speed differentials and – when added to the merging movements – result in multiple speed differentials.
- Access to OR-18/OR-22 and the county road would create cut-through possibility of vehicle use, allowing motorists to avoid using the interchange.
- The distance between the pump island and the highway's westbound travel lane is inadequate. Barrier curb or guard rail would be needed, making access to the outside of the pump island unlikely and vehicle movements between the existing Fort Hill Road and the gas station more difficult.

The AMT also considered a request to retain limited access from the existing at-grade Yamhill River Road intersection. However, this would result in the project *adding*, not *replacing* an intersection with an interchange. Retaining access to Yamhill River Road would require an exception to the Transportation Planning Rule (TPR)⁴ and an exception to a statewide planning goal.

Based on the concerns above, the AMT recommended disallowing the request to retain some access to the existing Fort Hill and Yamhill River Roads. Access to the businesses would be provided via the interchange and the new frontage road and between the interchange and Yamhill River Road.

⁴ Oregon Administrative Rule 660-012-0065

Interchange Area Management Policies

This purpose of the policies in this section is to improve operations and safety and preserve capacity for the IAMP area in order to protect the major investment in the Fort Hill interchange. The strategy balances the traffic generated by future development in the interchange area with the function and capacity of the new interchange.

This section provides specific policy language for incorporation into the Polk County TSP. This language addresses potential land use changes that could have a negative impact on transportation operations at the new interchange. Once adopted, these policies establish a process by which ODOT and Polk County would coordinate planning efforts in the event of land use designation (comprehensive plan designations) changes.

Traffic

Background

ODOT has designed the Fort Hill Interchange to accommodate the community's plans for growth over the 20-year planning horizon, consistent with the Fort Hill Unincorporated Rural Community Plan and the Polk County Comprehensive Plan. ODOT's traffic analysis assumes continued increases in non-local traffic on the highway, consistent with historic growth rates. The future traffic analysis shows that more than adequate capacity will be available at the Fort Hill Interchange in the future (2027) forecast year. Alternate Mobility Standards are used to help ensure that this "reserve" capacity is available to support the next increment of community growth beyond the 20-year planning horizon, as explained below.

The OHP directs that interchanges last a minimum of 20 years. ODOT designs interchanges to operate for 50 years or longer. Current funding needs in the state far outweigh available funds. As a result, if unplanned development were to occur and use all available capacity at the interchange *within* the 20-year planning horizon, this could mean that the interchange would operate at or above standards for some time, until such a time when additional funds were available to make improvements.

The adoption of alternate mobility standards at the Fort Hill Interchange is a method to ensure the interchange will operate efficiently beyond the 20-year planning horizon. These standards help to ensure that the reserve capacity available at the interchange is not consumed prematurely. Alternate mobility standards are a practical method for managing the use of reserve capacity in a manner that does not require constant monitoring of planned development by Polk County and ODOT. Alternate mobility standards are supported by the OTC as a management tool at new or improved interchanges.

The future (2027) traffic operational analysis assumed that each parcel within the Fort Hill Rural Community Area was developed in a manner consistent with the Polk County Comprehensive Plan. The traffic analysis represents a conservative set of development assumptions (that is, assumes more development than is likely to actually occur) with respect to implementation of the local comprehensive plan over the 20-year planning horizon.

The HDM mobility standard is 0.70 for the Fort Hill interchange. The traffic projections indicate that the interchange eastbound on-ramp will operate close to the 0.70 standard in

the future year 2027. The other ramps, however, are projected to operate at far better than the OHP standard. Table 3 below shows the expected operation of the interchange ramps, the current v/c standard, and the alternate mobility standard. The alternate mobility standards have been developed in a conservative manner to address possible unexpected growth that may occur in the area.

TABLE 3
Alternate Mobility Standards for Fort Hill Interchange

Access Location	V/C Standard ¹	2027 Forecasted V/C	Alternate Mobility Standard
OR-18/OR-22 at Eastbound Ramp	0.70	0.67	0.70
OR-18/OR-22 at Westbound Ramp	0.70	0.43	0.50
Fort Hill Road at Eastbound Ramp	0.75	0.14	0.35
Fort Hill Road at Westbound Ramp	0.75	0.14	0.35

¹ The applicable v/c standard is the Oregon Highway Design Manual Standard.

This IAMP amends the OHP to specify that the mobility performance standard for the Fort Hill Interchange is a v/c ratio of 0.70 for the eastbound highway ramp, 0.50 for the westbound highway ramp, and 0.35 for the ramp terminal intersections with the local road network. Under the future (2027) build scenario, the interchange would meet these alternate mobility standards. These alternate mobility standards would allow the intersection to operate in an acceptable manner and provide safe and efficient mobility for freight and other vehicular traffic.

Alternate mobility standards for the Fort Hill Interchange support the development that is included in current plans and allow Polk County and ODOT to preserve capacity at the interchange for the next increment of community growth that is anticipated to occur beyond the 20-year planning horizon. It is a tool not only to maximize the operational life of the interchange and to protect the public investment in it, but also to maintain a safe facility, as unmitigated congestion results in not just delays but also safety hazards to users.

Policy

- **Apply Alternate Mobility Standard.** Adoption of alternate mobility standards at the Fort Hill Interchange helps ensure the interchange will operate efficiently beyond the 20-year planning horizon. These standards reserve capacity available at the interchange for the increment of community growth anticipated to occur beyond the 20-year planning horizon. An OHP amendment specifies the following mobility standards for the interchange, stated as a v/c ratio: 0.70 for the eastbound highway ramp; 0.50 for the westbound highway ramp, and 0.35 for the ramp terminal intersection with Fort Hill Road.

Land Use

Policies

- It is the County’s policy to encourage retention of rural industrial employment in unincorporated communities by providing for re-development of sites such as the Fort

Hill Lumber Mill site should they cease to be used for wood processing.⁵ Oregon Law (ORS 197.719) addresses redevelopment of abandoned or diminished mill sites for industrial use. The Fort Hill Road Interchange is critical to any future re-use of the Fort Hill Lumber Mill site for industrial purposes. The County is committed to preserving capacity at the Fort Hill Road Interchange for the movement of industrial goods and workers to and from the mill site. Any land use application to change the Comprehensive Plan land use map or the zoning map, or to change the allowable uses in the IAMP study area that would generate more vehicle trips than allowed within the current zoning and assumed in the IAMP, must include an analysis of transportation impacts as required by OAR-660-012-0060. Special consideration to the Fort Hill Lumber Mill site will be provided as part of any such analysis as described below to ensure that interchange capacity continues to exist to allow for future industrial use of the property:

- If the lumber mill is in operation at the time when the Comprehensive Plan amendment proposal is made, the traffic produced by the site must be considered in the traffic impact analysis.
 - If the lumber mill site is not in operation, the traffic impact analysis must reserve 210 trips for the p.m. peak hour for future industrial use at the 23.8-acre site.⁶
 - If use of the mill site is proposed for non-industrial purposes, the design hour vehicle trips expected for the use will be used in any TIA that evaluates the affect of the development on interchange operations.
- Consistent with the Unincorporated Communities Plan element in the Polk County Comprehensive Plan, the County supports development in Fort Hill that retains its predominantly residential character, while enhancing the commercial and industrial opportunities in the community and in accordance with the existing land use designations. It is the County’s policy to preserve capacity at the Fort Hill Interchange for the future development of Fort Hill, as currently planned for in the Comprehensive Plan land use map and zoning map. Any proposal to change the Comprehensive Plan land use map or the zoning map, or to change the allowable uses in the IAMP study area that would create additional trips from what is allowed within the current zoning and assumed in the IAMP, must include a review of transportation impacts consistent with OAR 660-012-0060. This review must ensure that sufficient capacity would be reserved for development consistent with the planned land uses in the unincorporated rural community. Any proposal to change the Comprehensive Plan land use must include a finding that the change will not exceed the applicable mobility standards at the interchange. If future developments are shown to exceed mobility standards at the interchange, the change either shall not be allowed or the developer shall be held

⁵ There is currently no adopted policy language in the Polk County Comprehensive Plan that specifically addresses re-development of this mill site. This proposed language should be reviewed by the County to ensure that it is consistent with the intent of the County regarding industrial re-development in the vicinity of the proposed interchange. There is adopted policy allowing rural industrial use inside unincorporated communities (Economic Development Policy 4.3), but the proposed policy is more active (“encourage”), rather than passive (“allow”). If this suggested policy language is adopted, economic development policies should be updated to be consistent with the proposed language suggested in this section.

⁶ As per *Trip Generation, 7th Edition*, Institute of Transportation Engineers, Land Use Code 130 (Industrial Park). The directional distribution for this use during the p.m. peak hour is 21% entering, 79% exiting. All trips were assumed to use the Fort Hill interchange. This calculation assumes 8.84 trips per acre in the PM peak hour and that the entire 23.8 acres is developable.

responsible for required improvements to bring the interchange operation in line with mobility standards.

- The County supports land uses in the vicinity of the Fort Hill interchange consistent with the land use assumptions in the IAMP, and consistent with the stated function of the interchange as described in the IAMP. Consistent with this policy, the County supports continued resource uses of land in the Fort Hill interchange study area in accordance with the agricultural, farm/forest, and forest comprehensive plan designations that currently exist in most of this area. A proposal to change the land use designations of resource land would require an exception to the Statewide Land Use Planning Goals 3 (Agricultural Lands) and Goal 4 (Forest Lands).
- ODOT and Polk County support land uses in the vicinity of the Fort Hill interchange consistent with the Polk County Comprehensive Plan and with the stated function of the interchange as described in the IAMP. Approach permits and reservations for approaches for resource and residential parcels permitted by ODOT will contain wording that “access is limited to the production and transportation of agricultural products and for residential purposes only.” Polk County has created a Fort Hill Interchange Management Area Overlay Zone to provide additional protections for the interchange.
- It is the policy of Polk County to improve highway operations and safety by supporting construction of public roads that provide reasonable alternate access. When reasonable alternate access is provided, Polk County supports eliminating direct highway access. Whenever a property with an approach road to OR-18 that is within the Fort Hill Interchange Management Area Overlay Zone is affected by a land use action, the Polk County decision to authorize the land use action will include the following statement: “Construction of a public road eastward from the Fort Hill Interchange will provide reasonable alternate access to the land use authorized by this decision. Direct highway access will be eliminated when this road is constructed.” This policy applies to property between the Fort Hill Interchange and the Willamina/Wallace Bridge Interchange that has an approach road to OR-18.
- The Fort Hill Interchange highway project provides improvements needed to accommodate land uses authorized in the 2007 Polk County Comprehensive Plan designations while operating OR-18/OR-22 consistent with applicable highway mobility standards. Proposed changes to the current plan designations within the section of highway evaluated by the “H.B. Van Duzer to Steel Bridge Road Refinement Plan” must evaluate the impacts to mobility at the Fort Hill Interchange.
- The County will provide notice to ODOT for any land use actions proposed within the IAMP management area.
- If future changes to the land use designations or uses allowed in the IAMP management area initiated by any party (including Polk County, property owner, or private developer) would cause the adopted interchange mobility standards to be exceeded at the end of the planning period, the initiating party shall propose amendments to the IAMP and shall prepare a funding plan for ODOT and Polk County review. The funding plan shall address the provision of any required improvements to the Fort Hill Interchange. Proposed IAMP amendments shall be coordinated with ODOT and Polk

County staff and the revised IAMP and funding plan shall be submitted to Polk County and the Oregon Transportation Commission for approval and adoption.

- ODOT will monitor and comment on any future actions that would amend the Fort Hill Rural Unincorporated Community boundary if that boundary change is within the IAMP management area.

Adoption and Implementation

ODOT and Polk County have jointly prepared the IAMP. Separate adoption processes and implementing actions exist for each agency. This section summarizes the implementation roles and responsibilities for the respective jurisdictions.

ODOT/State of Oregon Implementing Actions

Project Construction and Access Management

- Construct IAMP-identified transportation system improvements.
- Eliminate access from private properties except where provided by the construction project.
- Consolidate, restrict, or close accesses as identified in AMP portion of the IAMP.
- Where property zoned for resource or residential use is provided an approach road permit or an access reservation by ODOT, the permit or access reservation will contain wording that “access is limited to the production and transportation of agricultural products and for residential purposes only.”
- To new approach permits and reservations for resource and residential parcels permitted by ODOT, include wording that “access is limited to the production and transportation of agricultural products and for residential purposes only.”
- Provide the following statement with each authorized land use action between the Willamina/Wallace Bridge Interchange and the Fort Hill Interchange: “Construction of a public road eastward from the Fort Hill Interchange will provide reasonable alternate access to the land use authorized by this decision. Direct highway access will be eliminated when this road is constructed.”

Policy Actions

- Adopt the IAMP.
- Amend the OHP to provide an Alternate Mobility Standard for the new Fort Hill interchange as specified in the IAMP.

Agency Coordination

- Coordinate with Polk County to require that any proposed changes to the current plan designations within the section of highway evaluated by the “H.B. Van Duzer to Steel Bridge Road Refinement Plan” include evaluation of the impacts to mobility at the Fort Hill Interchange.

- Coordinate with Polk County through the plan amendment and development review process to retain needed capacity through the planning horizon. Review possible allowed uses and supporting existing resource designations, and monitor and comment on any future actions that would amend the boundary of the Fort Hill Rural Community if that boundary change is within the IAMP management area.
- Participate in and comment on local land development actions that have the potential to affect the function of the interchange through the plan amendment and development review process, with the intent of keeping existing land use protections in place.
- Coordinate with Polk County to review proposals to change the land use designations or uses allowed in the IAMP management area initiated by any party (including Polk County, property owner, or private developer) that would cause the adopted interchange mobility standards to be exceeded at the end of the planning period, including review and OTC approval of proposed funding plan to address any such changes.
- Monitor and comment on any future actions that would amend the Fort Hill rural unincorporated community boundary in the vicinity of the Fort Hill Road Interchange.
- If future circumstances in the IAMP management area result in the need for changes to the IAMP, Polk County and ODOT shall jointly prepare amendments to the IAMP management actions and a funding plan to implement those actions.

Polk County Implementing Actions

Access Management

- In conjunction with ODOT construction of the IAMP-identified transportation system improvements, eliminate access from private properties except where provided by the construction project.
- Consolidate, restrict, or close accesses as identified in AMP portion of the IAMP.
- Where property zoned for resource or residential use is provided an approach road permit or an access reservation by Polk County, the permit or access reservation will contain wording that “access is limited to the production and transportation of agricultural products and for residential purposes only.”
- Provide the following statement with each authorized land use action affecting a property with an approach road to OR-18 that is within the Fort Hill Interchange Management Area Overlay Zone: “Construction of a public road eastward from the Fort Hill Interchange will provide reasonable alternate access to the land use authorized by this decision. Direct highway access will be eliminated when this road is constructed.”

Policy Actions

- As detailed in Appendix H of the IAMP, adopt policies intended to:
 - Promote redevelopment of sites such as the Fort Hill Lumber Mill site in a manner consistent with the trip generation assumptions in the IAMP.

- Support development in Fort Hill that retains its predominantly residential character, while enhancing the commercial and industrial opportunities in the community and in accordance with the existing land use designations.
- Preserve capacity at the Fort Hill Interchange for the future development of Fort Hill, as currently planned for in the Comprehensive Plan land use map.
- Support ODOT/OTC adoption of the IAMP.
- Support ODOT/OTC amendment of the OHP to adopt Alternate Mobility Standards for the new Fort Hill interchange.
- Support land uses in the vicinity of the Fort Hill interchange consistent with the land use assumptions in the IAMP, and consistent with the stated function of the interchange as described in the IAMP.
- Support continued resource uses of land in the Fort Hill interchange study area in accordance with the agricultural, farm/forest, and forest comprehensive plan designations that currently exist in most of this area.
- Require that any proposed changes to the current plan designations within the section of highway evaluated by the “H.B. Van Duzer to Steel Bridge Road Refinement Plan” must include evaluation of the impacts to mobility at the Fort Hill Interchange.
- Require that any party initiating changes to the land use designations or uses allowed in the IAMP management area identify needed amendments to the IAMP, including a funding plan.
- Implement the policy actions above by adopting the ordinance language changes detailed in Appendix H.

Agency Coordination

- Coordinate with ODOT to evaluate land use actions that could affect the function of the Fort Hill Road Interchange, consistent with OAR 660-012-0060.
- Coordinate with ODOT prior to amending the Polk County Comprehensive Plan, TSP, land development ordinances, rural community boundary, or prior to proposing transportation improvements that could affect the function of interchange. Ensure that any such amendments are consistent with the function of the interchange as defined in the IAMP.
- Provide notice to ODOT for any land use actions proposed within the IAMP management area.
- If future circumstances in the IAMP management area result in the need for changes to the IAMP, Polk County and ODOT shall jointly prepare amendments to the IAMP management actions and an accompanying funding plan to implement those actions.

IAMP Adoption

The IAMP was submitted as a comprehensive plan amendment to Polk County. After conducting a public hearing, the Polk County Planning Commission recommended approval of the plan by the Board of Commissioners at its October 30, 2007, meeting. The Board of Commissioners conducted a public hearing on November 28, 2007. The Plan was adopted by Polk County at its December 5, 2007, meeting. Polk County Ordinance 07-06 adopting the Plan is included in Appendix J of the Plan.

The IAMP was reviewed by the Oregon Transportation Commission at its December 12, 2007, meeting. After conducting a public hearing, the Commission adopted the Plan and amended the Oregon Highway Plan. The Commission’s minutes are included in Appendix J of the Plan.

Consistency with Goals and Objectives

Table 4 below illustrates how the physical improvements, combined with the access management plan and interchange area management policies, address the IAMP goals and objectives described at the beginning of the IAMP.

TABLE 4
How IAMP Goals and Objectives are Addressed by Plan

Goals and Objectives	How Addressed by Plan
Protect the function and operation of the Fort Hill Road Interchange and OR-18/OR-22	Interchange and highway are projected to operate within acceptable mobility levels (highway mobility standard of 0.70 v/c)
Protect the function and operation of the local street network within the IAMP area	Fort Hill Road and Yamhill River Road are projected to operate within acceptable mobility levels (local roadway mobility standard of 0.75 v/c)
Provide safe and efficient operations between the connecting roadways and the local street network	Construction of Fort Hill interchange and associated closure of existing highway approaches, including at grade intersections of OR-18/OR-22 with Fort Hill Road and Yamhill River Road, will provide safe and efficient operations for vehicles traveling in and through this area.
Provide for an adequate system of local roads and streets in order to provide for access and circulation within the interchange area and minimize local traffic through the interchange and on the interchange cross road (new Fort Hill Road)	Construction of the new grade-separated crossing of the highway and the associated new frontage road north of highway (new Fort Hill Road) will provide an adequate system of local roads and streets. The improvements will provide a similar degree of circulation as currently exists, but with much improved safety and operations for both local and highway traffic. Yamhill River Road on the south and the new Fort Hill Road on the north serve as frontage roads to access local destinations. However, due to the small size of the Fort Hill community, the extent of the local road system is minimal. As a result, local traffic will continue to use the interchange and cross road for some local trips.
Ensure that changes to the planned land use system are consistent with protecting the long-term function of the interchange and the local street system.	Development in much of the study area is restricted by the resource designations in the Polk County Comprehensive Plan. To ensure that any changes in the planned land use system are consistent with the long-

TABLE 4
How IAMP Goals and Objectives are Addressed by Plan

Goals and Objectives	How Addressed by Plan
<p>Safety and Mobility</p> <ul style="list-style-type: none"> • Provide a facility that will safely accommodate travel demands 20 years into the future. • Ensure that the interchange can safely meet Highway Design Manual mobility standards through the planning horizon. • Ensure that the proposed Fort Hill interchange meets the requirements of ODOT’s access management administrative rule (OAR 731-051). 	<p>term function of interchange and local street system, the IAMP proposes that any proposed change in these designations require an update of the IAMP.</p> <p>Interchange and highway operate within acceptable mobility levels (highway mobility standard of 0.70 v/c) for the 20-year planning horizon.</p> <p>Construction of the interchange and related access management changes will greatly improve access management in the interchange area. Although these changes bring the project area closer to meeting access spacing standards, six spacing deviations will be required:</p> <ul style="list-style-type: none"> • For the north side of the highway between the interchange ramp and the nearest right in/right out driveway • Between the interchange ramps and the nearest approach with full access to the north, and • The same type of access to the south along Yamhill River Road (three deviations). • For the spacing between the Fort Hill interchange and the Wallace Bridge interchange.
<p>Access and Traffic Flow</p> <ul style="list-style-type: none"> • Provide safe and convenient access to interchange area businesses. • Reduce congestion and improve traffic flow in the interchange area. • Provide median treatment that would accommodate emergency vehicles. 	<p>Safe access to the businesses along the highway will be provided via the interchange and the local roadway network (Yamhill River Road and existing/new Fort Hill Road). Adequate signage will be an important element to alert drivers of the upcoming interchange and opportunities to exit to access the businesses.</p> <p>The traffic analysis shows a substantial improvement in traffic flow in the vicinity of the interchange.</p> <p>The median on the highway will restrict direct access to properties from the highway in most cases. Emergency vehicles will access properties in the area using the new interchange and Fort Hill Road and/or Yamhill River Road. The improved safety and operations of the new interchange are expected to improve emergency vehicle access in the study area as a whole.</p>
<p>Social/Economics</p> <ul style="list-style-type: none"> • Minimize displacements to existing residences and businesses. • Minimize adverse impacts on existing residences and businesses. • Minimize land conversion from private ownership to public transportation use. 	<p>The location and design of the interchange was shaped in large part by the desire to minimize impacts on existing residences and businesses. Construction of the interchange will not displace any residences or businesses. Short-term access closures are limited to locations where alternate access is available via the local roadway network. Short-term access restrictions are limited to right in/right out movements, where users access the eastbound direction by using the interchange.</p> <p>Land conversion from private ownership to public transportation use is limited to what is necessary for the</p>

TABLE 4
How IAMP Goals and Objectives are Addressed by Plan

Goals and Objectives	How Addressed by Plan
	interchange, frontage road, and relocated weigh station, and associated areas for wetland mitigation. The land where the ODOT weigh station is located today may be sold or leased for redevelopment opportunities.
<p>Land Use</p> <ul style="list-style-type: none"> • Support the development of the land use plan adopted in the Polk County Comprehensive Plan. • Establish that ODOT and Polk County will work together to monitor and administer development within the interchange area. 	<p>The Polk County Comprehensive Plan includes the Fort Hill project as part of its transportation element (TSP). ODOT will initiate a conditional use permit process in Fall 2006 for resource land conversion to transportation use. The IAMP land use controls assume development consistent with existing comprehensive plan designations, and condition other development with an update to the IAMP.</p> <p>Actions are listed in the following section for both Polk County and ODOT to adopt and implement the IAMP.</p>

Monitoring and Updates

This section discusses the need to update the IAMP, and those changes that may trigger an update over time. There are, in fact, two such instances:

- Future changes to the land use designations or uses allowed in the IAMP management area could be initiated by any party, such as Polk County, or a property owner. If the proposed change would result in the need for additional capacity at the interchange, the initiating party shall propose amendments to the IAMP and shall prepare a funding plan for ODOT and Polk County review. Proposed IAMP amendments shall be coordinated with ODOT and Polk County staff and the revised IAMP and funding plan shall be submitted to Polk County and the Oregon Transportation Commission for approval and adoption.
- ODOT will monitor and comment on any future amendments to the Fort Hill Rural Unincorporated Community boundary if that amendment could result in levels of travel that would exceed the adopted alternate mobility standards.

TABLE 5. PROJECT ACCESS LIST

Project Name: OR18: Ft. Hill Rd. - Wallace Br.
 Highway: Salmon River (#39)
 City or County: Polk
 Mile point limits: 23.80 - 26.35
 Prepared by: Jamie Hollenbeak

Key ID No: 14291
 Expenditure Account: C0271410
 Project Leader or CPM: Kelly Amador
 Permitting District: 3

Created 9/29/2005
 Revised 11/23/2005
 12/16/05
 03/20/06
 05/02/06
 06/01/06
 07/31/06
 09/05/06
 09/18/06
 12/07/06
 01/09/07
 02/12/07
 07/03/07
 10/11/07

Last Revised by
 Jamie Hollenbeak
 Jamie Hollenbeak
 Jamie Hollenbeak
 Jamie Hollenbeak
 Jamie Hollenbeak
 Roxanne Hanneman
 Jamie Hollenbeak
 Jamie Hollenbeak

Posted speed: Eastbound - 45 mph at MP 23.80 to MP 24.08, then 55 mph to the end of project.

Highway Classification: Rural Principal Arterial

Right-of-way Roll map number: 6B-19-6 & 7B-34-18

Spacing standard per OAR 734-051-0115 to 0125: 5280' at 45 mph and 55 mph.

Project Engineering Station & Mile Point	Loc. N/S EW	RW File # (old file#)	Map & Tax Lot	Property Owner	Property Owner Mailing Address	Property Owner Situs Address	Property Use	Access Control Y/N	Reservation of Access Y/N	Reservation Width	Property Use Restrictions	Permit Y/N	Permit Number	Existing Approach Width (m/ft)	Permit Engineering Station & Mile Point	Permit Type	CHAMPS Entry No.	Action	Additional Comments	
(North or South) Side of Highway																				
41+10	M.P. 23.85	N	(12670)	1600	Polk County	Aaron Geister, Polk County Public Works Director 820 SW Ash St. Dallas, OR 97338	County Road - Fort Hill Road	Y	Y	Width of County Road		N		30 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road.	
41+30	M.P. 23.85	S	(12670)	2600	Polk County	Aaron Geister, Polk County Public Works Director 820 SW Ash St. Dallas, OR 97338	County Road - South Yamhill Road	Y	Y	Width of County Road		N		20 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.	
43+05	M.P. 23.89	N	7245-002 (12671)	6-7-9C, TL 1400	Truax Harris Energy LLC	25115 SW Parkway Wilsonville, OR 97070	25695 Salmon River Hwy, Willamina, OR 97396	Commercial - Restaurant	Y	Y	50'	Access Control with reservations	Y	16182	50 ft	43+03	23.89	AR2	Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road.
45+00	M.P. 23.93	N	7245-002 (12671)	6-7-9C, TL 1400	Truax Harris Energy LLC	25115 SW Parkway Wilsonville, OR 97070	25695 Salmon River Hwy, Willamina, OR 97396	Commercial - Restaurant	Y	Y	40'	Access Control with reservations	Y	16182	70 ft		23.94	AR2	Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road.
45+65	M.P. 23.94	S	7245-002 (28859)	6-7-9C, TL 2700	Truax Harris Energy LLC	25115 SW Parkway Wilsonville, OR 97070	No site address	Truck Repair Business	Y	N			N		20'			Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.	
48+00	M.P. 23.98	S			ODOT		Commercial - Scale Site	Y	N		Access Completely restricted from Sta. 46+00 to 57+85 on south side	N		200 ft				Close. No letter needed as this is ODOT property.	Reconstruct new scale site at Sta. 130+00	
50+90	M.P. 24.04	S		6-7-9C, TL 3100	The Eldon Garris Trust	11675 Baker Creek Rd SW McMinnville, OR 97128	25591 Yamhill River Rd. Willamina, OR 97396	Truck Repair Business	Y	N			N		35'			Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.	
57+00	M.P. 24.15	S			ODOT		Commercial - Scale Site	Y	N		Access Completely restricted from Sta. 46+00 to 57+85 on south side	N		200 ft				Close. No letter needed as this is ODOT property.	Reconstruct new scale site at Sta. 130+00	
62+75	M.P. 24.26	S			Polk County	Aaron Geister, Polk County Public Works Director 820 SW Ash St. Dallas, OR 97338	S. Yamhill Rd connection to Highway	Y	N			N		50 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.	
65+25	M.P. 24.31	N	7245-008	6-7-9, Tax Lot 3001	Wes & Evelyn Shenk	9075 Ft. Hill Rd. Willamina OR 97396	Field Access	Y	N			N		14 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road.	
70+00	M.P. 24.40	S			Polk County	Aaron Geister, Polk County Public Works Director 820 SW Ash St. Dallas, OR 97338	S. Yamhill Rd connection to Highway	Y	N			N		36 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.	

Project Engineering Station & Mile Point		Loc. N/S/E/W	R/W File # (old file#)	Map & Tax Lot	Property Owner	Property Owner Mailing Address	Property Owner Situs Address	Property Use	Access Control Y/N	Reservation of Access Y/N	Reservation Width	Property Use Restrictions	Permit Y/N	Permit Number	Existing Approach Width (m/ft)	Permit Engineering Station & Mile Point	Permit Type	CHAMPS Entry No.	Action	Additional Comments
72+50	M.P. 24.45	N	7245-008 (26204)	6-7-9, Tax Lot 3001	Wes & Evelyn Shenk	9075 Fl Hill Rd. Willamina OR 97396	No site address	Residential	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		12 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road. This will be a shared access with the property at Sta. 82+03.
72+50	M.P. 24.45	S	7245-009 (26204)	6-7-16A, Tax Lot 400	Victorino Navida	PO Box 1994 Kallua, HI 96734	25285 Salmon River Hwy, Willamina	Field Access	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		12 ft				The reservation needs to be extinguished as there will be no access to the highway.	This access does not physically exist. The residence accesses off S. Yamhill Rd.
82+03	M.P. 24.63	N	7245-010 (26205)	6-7-9, TL 103	Ray & Carmen Wagler	25345 Salmon River Hwy. Willamina, OR 97396	25345 Salmon River Hwy. Willamina, OR 97396	Residential	Y	Y	20'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		10 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road. This will be a shared access with the property at Sta. 72+50. A frontage road will be constructed from access to property.
82+03	M.P. 24.63	N	7245-013 (26205)	6-7-15, TL 500	RLC, Inc.	965 NW 11th St. McMinnville, OR 97128	25325 Salmon River Hwy. Willamina, OR 97396	Residential	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		10 ft				Close. This is a shared approach with Wagler. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and Ft. Hill Road. This will be a shared access with the property at Sta. 72+50. A frontage road will be constructed from access to property.
82+15	M.P. 24.63	S	7245-013 (26205)	6-7-15, TL 500	RLC, Inc.	965 NW 11th St. McMinnville, OR 97128	25325 Salmon River Hwy. Willamina, OR 97396	Field Access	Y	Y	25'	Reservation is for use as a farm crossing only as long as held by single ownership.	N		9 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
98+83	M.P. 24.97	N		6-7-15, TL 404 & 401	Kathryn Lundeen (404) & Russell Skyberg (401)			Field Access	Y	Y	25'	Reservation is for use as a farm crossing only as long as held by single ownership.	N		14 ft				Close. The farm crossing reservation is extinguished as both sides of the highway are no longer under single ownership.	
108+43	M.P. 25.13	S	7245-016 (26207)	6-7-15, Tax Lot 401	Russell Skyberg	PO Box 688 Willamina, OR 97396	24845 Yamhill River Rd	Field Access	Y	Y	14'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		14 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
108+65	M.P. 25.13	N	(26207)	6-7-15-405, 404, 403, 402, 400	RLC, Bishop, Lundeen, Smith			Residential	Y	Y, Reservation is at Sta. 108+43	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		14 ft				Retain Access. Access will be Right-in/Right-out only. Access is shared with TL 1300.	
108+65	M.P. 25.13	N	7245-017 (26207)	6-7-15, Tax Lot 1300	Lois Stefaneck	290 Middle St. Rangely, CO 81648	24655 Salmon River Hwy	Field Access	Y	Y, Reservation is at Sta. 108+80	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		25 ft				Retain Access. Access will be Right-in/Right-out only. Access is shared with TL 402.	
108+80	M.P. 25.13	S	7245-017 (26207)	6-7-15, Tax Lot 1300	Lois Stefaneck	290 Middle St. Rangely, CO 81648	24655 Salmon River Hwy	Field Access	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		25 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
132+30	M.P. 25.58	N	(26209)	(6-7-15) 203	(Peter & Joyce Cotting)		(24215 Salmon River Hwy)	Residential	Y	Y	25'		N		10 ft				Retain Access. Access will be Right-in/Right-out only.	
132+30	M.P. 25.58	S	7245-018 (26209)	6-7-15, Tax Lots 202	Martin & Myra Herigstad	24395 Yamhill River Rd Willamina, OR 97396	24395 Yamhill River Rd Willamina, OR 97396	Field Access	Y	Y	25'	Reservation is for use as a farm crossing only as long as held by single ownership.	N		25 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
133+50	M.P. 25.61	N	(7245-019) 26210	6-7-15-100	Virgel & Amy Tharp		23845 Yamhill River Rd	Residential	Y	Y	25'		N		10 ft				Retain Access. Access will be Right-in/Right-out only.	
133+50	M.P. 25.61	S	7245-019 (26210)	6-7-15-100	Virgel & Amy Tharp	465 24th St. Springfield, OR 97477	No site address	Field Access	Y	Y	25'	Reservation is for use as a farm crossing only as long as held by single ownership.	N		8 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.

Project Engineering Station & Mile Point		Loc. N/S/E/W	R/W File # (old file#)	Map & Tax Lot	Property Owner	Property Owner Mailing Address	Property Owner Situs Address	Property Use	Access Control Y/N	Reservation of Access Y/N	Reservation Width	Property Use Restrictions	Permit Y/N	Permit Number	Existing Approach Width (m/ft)	Permit Engineering Station & Mile Point	Permit Type	CHAMPS Entry No.	Action	Additional Comments
142+30	M.P. 25.77	N	(26211)	Map 6-7-14 Tax Lot 800	John B & Donna J Osterlund		23955 Salmon River Hwy. Willamina, OR	Residential	Y	Y	25'		N		11 ft				Retain Access. Access will be Right-in/Right-out only.	
142+30	M.P. 25.77	S	7245-014 (26211)	6-7-14, Tax Lot 900	Virgel & Amy Tharp	465 24th St. Springfield, OR 97477	No site address	Field Access	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		25 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
160+24	M.P. 26.11	N	7245-017 (26212)	6-7-14, Tax Lot 700	Lois Stefaneck	290 Middle St. Rangely, CO 81648	No site address	Residential	Y	Y	25'		N		11 ft				Retain Access. Access will be Right-in/Right-out only.	
160+24	M.P. 26.11	S	7245-017 (26212)	6-7-14, Tax Lot 700	Lois Stefaneck	290 Middle St. Rangely, CO 81648	No site address	Field Access	Y	Y	25'	Reservation is for prod & transp of agricult prod & for residential purposes only.	N		11 ft				Close. Issued Closure Letter	Alternate access will exist from the newly constructed interchange and S. Yamhill Road.
165+75	M.P. 26.22	N		6-7-14, Tax Lot 502	Jeffery & Thuynga Barr Paul	PO Box 18713 Salem, OR 97305	23383 Salmon River Hwy. Willamina, OR 97396	Field Access	Y	N		Access completely restricted from Sta. 160+60 - 169+00 on North Side of highway.	N		18 ft				Close. No ROW file needed as access is completely restricted to highway. Issued Closure Letter	Alternate access exists from approach at Sta. 173+75 (MP 26.35) north
Accesses on Ft. Hill Road																				
5+10		S		6-7-9C, TL 1400	Tnuax Harris Energy LLC	25115 SW Parkway Wilsonville, OR 97070	25695 Salmon River Hwy, Willamina, OR 97396	Commercial - Restaurant							30'				Construct new access. Issue Permit	Accesses to highway are being closed and this will be their new access.
5+10		N		6-7-9, Tax Lot 300	SHENK WESLEY E, RVC LVG TR ET AL	9030 Ft. Hill Rd. Willamina OR 97396		Agricultural							None				Construct new access. Issue Permit	New Ft. Hill Road is splitting property and property will be landlocked unless access is constructed.
28+20		S		6-7-9, TL 3001	ODOT			Wetlands							16'				Construct new access. ODOT Property. No permit required.	Access will be a gravel access for ODOT maintenance personnel to maintain the wetlands site.
36+71		N		6-7-9, Tax Lot 3001	Wes & Evelyn Shenk	9075 Ft. Hill Rd. Willamina OR 97396		Agricultural	Access Control is to be established with the project	A reservation is to be granted with the project at Station 36+71 on north side of Ft. Hill Road			Issue Permit		20'				Construct new access that will serve Tax Lots 6-7-9-3001, 6-7-9-103, & 6-7-15-500. Issue Permit.	Access is physically located on TL 6-7-9-3001 (Shenk's) but via easement, TL 6-7-9-103 (Wagler) and TL 6-7-15-500 (RLC, Inc) will share this access.
36+71		N		6-7-9, TL 103	Ray & Carmen Wagler	25345 Salmon River Hwy. Willamina, OR 97396	25345 Salmon River Hwy. Willamina, OR 97396	Residential	Access Control is to be established with the project	A reservation is to be granted with the project at Station 36+71 on north side of Ft. Hill Road			Issue Permit		20'				Construct new access that will serve Tax Lots 6-7-9-3001, 6-7-9-103, & 6-7-15-500. Issue Permit.	Access is physically located on TL 6-7-9-3001 (Shenk's) but via easement, TL 6-7-9-103 (Wagler) and TL 6-7-15-500 (RLC, Inc) will share this access.
36+71		N		6-7-15, TL 500	RLC, Inc.	965 NW 11th St. McMinnville, OR 97128	25325 Salmon River Hwy. Willamina, OR 97396	Residential	Access Control is to be established with the project	A reservation is to be granted with the project at Station 36+71 on north side of Ft. Hill Road			Issue Permit		20'				Construct new access that will serve Tax Lots 6-7-9-3001, 6-7-9-103, & 6-7-15-500. Issue Permit.	Access is physically located on TL 6-7-9-3001 (Shenk's) but via easement, TL 6-7-9-103 (Wagler) and TL 6-7-15-500 (RLC, Inc) will share this access.
Accesses on S Yamhill River Road under Polk County Jurisdiction																				
24845 Yamhill River Rd			7245-016	Map 6-7-15 Tax Lot 401	Russell Skyberg Etal, Fmly Tr		PO Box 688 Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
24975 Yamhill River Rd			7245-013	Map 6-7-15 Tax Lot 600	RLC, inc. (Lowell Buswell & Carole Logue)		24975 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
24990 Yamhill River Rd				Map 6-7-15 Tax Lot 800	Lawrence R & Shirley Osredkar		PO Box 115 Amity, OR 97101		N											Polk County has jurisdiction of S. Yamhill River Rd.
24900 Yamhill River Rd				Map 6-7-15 Tax Lot 600	Jerry & Terry High		24900 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
				Map 6-7-16 Tax Lot 900	Shenk's Dairy		9075 Fort Hill Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.

Project Engineering Station & Mile Point	Loc. N/S EW	RW File # (old file#)	Map & Tax Lot	Property Owner	Property Owner Mailing Address	Property Owner Situs Address	Property Use	Access Control Y/N	Reservation of Access Y/N	Reservation Width	Property Use Restrictions	Permit Y/N	Permit Number	Existing Approach Width (m/ft)	Permit Engineering Station & Mile Point	Permit Type	CHAMPS Entry No.	Action	Additional Comments	
			7245-012	Map 6-7-16A Tax Lot 600	Garth Tallman		25205 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
			7245-012	Map 6-7-16A Tax Lot 700	Garth Tallman		PO Box 2851 Orangevale, CA 95662		N											Polk County has jurisdiction of S. Yamhill River Rd.
25185 Yamhill River Rd				Map 6-7-16A Tax Lot 800	Dallas & Fay L Ash		25185 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
25205 Yamhill River Rd				Map 6-7-16A Tax Lot 801	Myron Labonte & Tina Vogel		25205 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
25095 Yamhill River Rd		Southwest Access	7245-014	Map 6-7-16A Tax Lot 900	Robins-Sass Pamela & Sass P E		25105 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
25095 Yamhill River Rd		Southeast Access	7245-014	Map 6-7-16A Tax Lot 900	Robins-Sass Pamela & Sass P E		25105 Yamhill River Rd Willamina, OR 97396		N											Close. Access is within alignment of Ft. Hill Road/S. Yamhill Road intersection. Polk County Issued Closure Letter
25065 Yamhill River Rd			7245-015	Map 6-7-16A Tax Lot 1000	Alvin Whittlinger		25065 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.
25025 Yamhill River Rd				Map 6-7-16A Tax Lot 1100	Mark & Barbara Steere		PO Box 115 Willamina, OR 97101		N											Polk County has jurisdiction of S. Yamhill River Rd.
25005 Yamhill River Rd				Map 6-7-16A Tax Lot 1200	Verna Moehlmann & Sheree Sevilla		25005 Yamhill River Rd Willamina, OR 97396		N											Polk County has jurisdiction of S. Yamhill River Rd.

Legend

- Accesses to be closed.
- Right-of-way taking
- Potential remedy
- Need more information or further study.