

**Region 1
2008-2011 Construction STIP
Modernization Project Criteria Summary Report**

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Project Name: US30: (Lower) Columbia River Hwy @ Van Street

Key Number: 12834

Project Location: MP 60.94 – 61.22

Total Estimated Project Cost: \$ 8,040,460
(40% modernization = \$ 4,200,000
60% preservation = \$ 3,840,460)

Project Description: The August 1997 TSP listed a need for a future traffic signal at US30 and Van Street. The installation of the signal was not warranted. ODOT and the City agreed to a Refinement Plan to determine that improvements to US-30 and Van Street to be included in the Transportation System Plan (TSP) for the purpose of increasing safety of the traveling public and to further economic development to the community and county. In August 2005, ODOT and City finalized the Clatskanie Transportation Plan. The study included public meetings to obtain public input and to disseminate study findings, and prepare a report with recommendations for an amendment to the city's TSP. These issues are:

1. Review the addition of a center left turn lane on US-30 at Van Street and impacts at the Clatskanie River Bridge and the Swedetown Bridge.
2. Review and recommend improvements to access management within the City.
3. Review and recommend solutions to the lack of continuity and connectivity of pedestrian facilities along US-30

The Oregon Bridge Development Partners (OBDP) is rebuilding the Clatskanie River Bridge, as part of the OTIA III Bridge Repair and Replacement Project. Region 1 is committing an additional \$1.7 million to widen the bridge and widen US30 to provide a continuous center lane from the bridge to Van Street. The OTIA III project was only to repair the bridge in-kind. The proposed STIP project would widen the bridge to accommodate the new center turn lane.

Project Eligibility

Consistency with existing plans: In 2005 the Clatskanie Transportation Refinement Plan was completed and recommended a continuous two-way left turn lane at Van Street for access to the Port Westward development. Resolution no. 2005-15 approved and incorporated the Refinement Plan recommendations into the City of Clatskanie TSP.

Consistency with OHP Policy 1G, Action 1G.1: Project was identified as the recommended alternative to signal identified in the TSP to provide access from US30 to Van Street. Access management would assist in control the capacity of US30.

Project Prioritization

Project readiness and milestones completed: The project was identified through a study that considered planning-level constraints; known environmental constraints were avoided. The study and the local adoption process included numerous opportunities for input from citizen and agency stakeholders, and the recommended alternative was widely supported.

Support of OHP policies:

Policy 1A -- Highway Classification: US30 is a statewide and NHS highway.

Policy 1B – Land Use: The project is within the City of Clatskanie. It is not within an area designated as special land use per the OHP.

Policy 1C – Freight: Please see Freight Prioritization Criteria below.

Policy 1D – Scenic Byways: Not applicable

Policy 1F – Mobility Standards: Based on planned land uses, the design of the project would maintain ODOT mobility standards.

Policy 1G – Major Improvements: Please see “Consistency with OHP Policy 1G” in eligibility criteria above.

Policy 2A – Partnership: The City of Clatskanie, Columbia County and the Port of St. Helens support the project. The local jurisdictions provided staff support during the planning processes leading up to the recommended design.

Policy 2B – Off-System Improvements: The Port of St Helens and Columbia County are making significant improvements to Van Street and the Road system to Port Westward to support the development of industrial uses.

Policy 2C – Interjurisdictional Transfer: Not applicable.

Policy 2D – Public Involvement: The Refinement Study that lead up to recommendations went through numerous public processes.

Policy 2E – ITS: Not applicable.

Policy 2F – Traffic Safety: This project would significant increase the safety at the US30/Van Street intersection by adding a left turn lane. As Port Westward increases with activity the turning movement at the intersection will increase.

Policy 3A – Access Management/Spacing Standards: The Refinement Plan recommends reducing the number of accesses along US30 and developed an access plan with the community support. A final access management plan will be completed as part of the project.

Policy 3B – Medians: To be determine as part of the final access management plan.

Policy 3C – Interchange Access Management Areas: Not applicable.

Policy 4A – Efficiency of Freight Movement: Reconstruction of this intersection will facilitate the movement of freight. The widening of US30 to allow a left turn lane will alleviate traffic congestion for all users of the highway including trucks using the recently designated Truck Route to Port Westward. Port Westward is a port facility under development the county and Port of St. Helens is activity seeking to development it into a major employment center for the county.

Policy 4B – Alternative Passenger Modes: The reconstructed intersection and US30 will include facilities for pedestrians and bicyclists.

Policy 4C – HOV Facilities: Not applicable.

Policy 4D – TDM: Not applicable.

Policy 4E – Park and Ride Facilities: Not applicable.

Policy 5A – Environmental Resources: The Clatskanie Transportation Refinement Plan identified planning-level environmental constraints.

Support of freight mobility: The project provides access for freight and other traffic to Port Westward from US30 and to the Portland/Seattle markets.

Leverage of other funds and benefits: Not applicable.

Support of additional ACT criteria: The NW ACT did not consider this original signal project as a modernization project. At the March 2 meeting Columbia County requested that this project become the ACT – Region 1 number one priority for modernization, because of its economic development opportunities for the City and County.

Based on completed ROD or FONSI: Categorical Exclusion