

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

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Project Name: I-84: EXIT 64 – East Hood River Interchange Reconstruction

Key Number: 13956 (2006-2009 STIP: I-84 @ HWY 35 Interchange improvements)
15191, 14030 (2008-2011 STIP and 2006-2009 I-84 Bridge Bundle)

Project Location: MP 64.44 – 64.45, I-84

Total Estimated Project Cost: \$9,766,000

Approved Funding: '06-'09 STIP at \$2.25 million
OTIA III funds at \$5.977 million

Proposed Funding: '08-'11 STIP at \$1.539 million

Project Description: This project is a combination of three smaller projects. The '06 –'09 STIP allocated \$2.25 million to reconfigure the interchange ramps and widen the connection road through the interchange from 2 to five lanes, providing for left-turn refuge; and providing for a sidewalk on the east side (with room for a future sidewalk on the west side) and bike lanes. The Oregon Bridge Development Partners (OBDP) is rebuilding the overpass (#07398), lengthening the bridge carrying I-84 through the interchange as part of the OTIA III Bridge Repair and Replacement Project. The OBDP is providing \$5.977 million. Region 1 is committing an additional \$1.539 million to make the project complete. The OTIA III project was only to repair the overpass in-kind, not lengthen it to accommodate the new interchange design.

Project Eligibility

Consistency with existing plans: Refinement Study concluded in June 2005, with a recommended alternative. Need for the Refinement Study was identified in City of Hood River TSP. Need for the Study was also identified in the Hood River-Mt Hood OR 35 Corridor Study and in the SR 35 Columbia River Crossing Draft EIS. The 2006-2009 STIP allocated \$2.25 million dollars for construction. This funding is to be combined with OTIA III Bridge Repair and Replacement funding and \$1,539,000 in the 2008-2011 STIP for construction. Bid let date is targeted for November 2007.

Consistency with OHP Policy 1G, Action 1G.1: Project was identified as the recommended alternative in an ODOT-funded study to identify a fix to the interchange. The study was a

follow-up to TSP and Corridor Planning in the Hood River vicinity. It looked at a wide range of options to provide an improved connection between I-84 and OR 35, consistent, considering the circumstances, with ODOT design, spacing and operational standards, and in consideration of cost, environmental constraints and the desire to improve safety and operations in the interchange area. The Refinement Study also identified a new local connection north of the Interstate. The Port of Hood River is moving this process forward. This local connection would connect the east and west sides of the Hood River eliminating the use of the Interstate as a local route between central Hood River and the Hood River-White Salmon Bridge area.

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. The Project is eligible for a Categorical Exclusion.

Support of OHP policies:

Policy 1A -- Highway Classification: The project connects an Interstate Highway with a Statewide Highway and serves as an interstate connection between the states of Oregon and Washington. The reconfigured interchange moves in the direction of ODOT's access spacing, traffic operation, mobility and roadway design standards.

Policy 1B – Land Use: The project is within the City of Hood River. It is not within an area designated as special land use per the OHP. An IAMP with the City of Hood River will be prepared prior to construction of the interchange.

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

Policy 1D – Scenic Byways: Exit 64 connects the Interstate system with the Historic Columbia River Highway and OR 35, which was recently designated as part of the Mt. Hood Scenic Byway. The Historic Columbia River Highway also has the “All American Road” designation.

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 Hood River, Hood River County and the Port of Hood River 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 Hood River is working in conjunction with the City of Hood River to create a local connection that will span the Hood River north of the Interstate. This connection would reduce the use of the Interstate as a local route.

Policy 2C – Interjurisdictional Transfer: There is a possibility that the City of Hood River, or the Port of Hood River might take possession of the section of a connecting road from Marina Way to the Hood River-White Salmon Bridge.

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

Policy 2E – ITS: Not applicable.

Policy 2F – Traffic Safety: The project is being proposed in response to an existing safety problem. Currently, during high volume events on the Hood River Waterfront, traffic can back-up through the interchange, blocking the ramps in both directions. This leads to exiting traffic on the Interstate to stop in the through lanes. This is especially apparent in the eastbound off-ramp. Future traffic projections show LOS F on all legs of the interchange except for westbound on and at Marina Way. This project will return LOS to D, with volume to capacity maintained at .65.

Policy 2G – Rail and Highway Compatibility: The BNSF mainline run directly south of the interchange, however this project has no impact on the rail line.

Policy 3A – Access Management/Spacing Standards: Upon completion and prior to opening, access control lines would be put into place. There is currently one intersection (Marina Way) in the vicinity that does not meet ODOT Access Management/Spacing Standards. Because this intersection is the only access to the east Port of Hood River properties and a well developed commercial center, it is doubtful that the possibility exists to close it.

Policy 3B – Medians: Not applicable.

Policy 3C – Interchange Access Management Areas: An IAMP will be prepared prior to construction of the interchange.

Policy 4A – Efficiency of Freight Movement: Reconstruction of this interchange will facilitate the movement of freight. Aligning the eastbound ramps will reduce confusion. Widening the lower roadway will increase capacity and separate left-turning vehicles from through vehicles.

Policy 4B – Alternative Passenger Modes: The reconstructed interchange 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 project was identified with consideration of planning-level environmental constraints. The project qualifies as a Categorical Exclusion.

Support of freight mobility: The project provides access for freight and other traffic from OR 35 and I-84 to the local network and the interchange provides access between the States of Oregon and Washington. I-84 and OR 35 are both designated freight system routes.

Leverage of other funds and benefits: It has not been determined whether other jurisdictions will contribute financially.

Support of additional ACT criteria: Not applicable.

Conditions of Approval: