

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

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Project Name: Troutdale Marine Drive Extension

Key Number: 15185

Project Location: M.P 16.90 on Columbia River Highway #2 (Interstate 84)

Total Estimated Project Cost: PE \$ 1,706,720 plus environmental \$ 272,950. Total project cost including PE, ROW, and construction are estimated at \$ 18,394,653. Only PE is proposed to be funded this STIP cycle. \$500,000 of ODOT modernization funds will supplement a federal earmark of \$ 892,000. A portion of the earmark will be used to add a right turn lane from the frontage road to 257th, which will also improve operations in this vicinity.

Project Description: To build an extension of Marine Drive which will serve as a “backage road” connecting the EB off-ramp terminus (at the frontage road intersection) with the intersection of Graham Road/257th Way.

Project Eligibility

Consistency with existing plans: Project is identified in Troutdale TSP. Project is not in current constrained (and air quality conforming) RTP, but will be included among projects to be added in the next RTP update, which is targeted for adoption in December 2007. Meanwhile, only the PE phase, which does not need to be in the constrained and conformed RTP, is proposed to be included in the '08-'11 STIP.

Consistency with OHP Policy 1G, Action 1G.1: This project is a low cost improvement which will significantly defer the need for a full interchange improvement, and thus complies with Policy 1G. Project was identified as the recommended alternative in a study to address congestion at the Troutdale interchange. The study looked at a wide range of options to alleviate failing v/c in the EB direction. The evaluation criteria included construction cost and compatibility with long-range improvements (to avoid a “throw-away” project that eventually would need to be removed to accommodate an expanded interchange). The Marine Drive extension was the least expensive alternative able to accommodate the critical EB to SB movement at the interchange over the 20-year planning horizon.

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. No environmental work has been completed. It is not known whether the project would be subject to NEPA requirements, but if so, a protracted NEPA process is not anticipated.

Support of OHP policies:

Policy 1A -- Highway Classification: The project connects with an interchange that is part of an Interstate Highway, and contributes to the improved function of the interchange.

Policy 1B – Land Use: The project is within the Portland Metro UGB. It is not within an area designated as special land use per the OHP. An IAMP with the City of Troutdale will be prepared prior to construction. The project serves multiple high priority Metro 2040 land uses, i.e. Troutdale Town Center and 700 acres of Industrial areas, including the former Reynolds Aluminium site.

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

Policy 1D – Scenic Byways: Not applicable.

Policy 1F – Mobility Standards: The project is in response to failing v/c conditions at the interchange, both on and off peak hours. Operational models have shown it can meet adopted performance standards over the 20-year planning horizon.

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

Policy 2A – Partnership: Stakeholder jurisdictions including the City of Troutdale and the Port of Portland support the project. It has not been determined whether other jurisdictions will contribute financially.

Policy 2B – Off-System Improvements: The project improves the function of an interstate interchange, but would not likely be considered part of the interstate system. It has not been determined whether or not the resulting facility would be under ODOT jurisdiction.

Policy 2C – Interjurisdictional Transfer: Not applicable.

Policy 2E – ITS: Not applicable.

Policy 2F – Traffic Safety: The project is not being proposed in response to an existing safety problem.

Policy 2G – Rail and Highway Compatibility: The project is near the UPRR line, but does not include at-grade crossings, nor does it add traffic volume to existing at-grade crossings.

Policy 3A – Access Management/Spacing Standards: The project connects between two existing signals, but does not add signals. Except for limited access to properties to the west of the project area, the backage road would be one-way without any access to adjacent properties.

Policy 3B – Medians: Not applicable for the one-way portion of the project. It has not been determined whether the short two-way segment would require medians.

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

Policy 4F – Freight Movement: Please see “Projects that Support Freight Mobility” below.

Policy 4B – Alternative Passenger Modes: Not applicable.

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. If NEPA applies, project is not anticipated to encounter difficult environmental issues. Project will require air quality conformity testing to be included in the constrained RTP during the RTP update.

Support of freight mobility: The project improves the function of an interchange on Interstate 84, a state freight system route. I-84 is also part of the regional freight system (a main roadway route). In addition, the interchange serves two major truck stops. This project is a # 1 OFAC priority.

Leverage of other funds and benefits: This project will leverage a \$ 1m federal earmark.

Based on completed ROD or FONSI: this is for PE only. The project is expected to qualify for a Categorical Exclusion.