

**Region 1  
2010-2013 Construction STIP  
Modernization Project Criteria Summary Report**

**Contact Person:** Robyn Bassett

**Phone Number:** (503) 731-8469

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

**Key Number:** 12834

**Project Location:** MP 60.94 – 61.20

**Total Estimated Project Cost:** \$ 5, 912,000

**Project Background and Description:**

The Oregon Bridge Delivery Partners (OBDP) is rehabilitating the Clatskanie River Bridge as part of the OTIA III Bridge Repair and Replacement Projects. The OTIA III bridge project was only to repair the bridge in-kind. This combined STIP project will repair the bridge, widen US30 to add a left turn lane at Van Street, and complete a preservation project on US 30 through downtown Clatskanie. The alignment and design will incorporate the potential for future widening of the Clatskanie River Bridge and Swedetown Bridge.

**Project Eligibility**

***Consistency with existing plans:*** The 1997 Clatskanie TSP listed a need for a future traffic signal at US30 and Van Street. Installation of the signal was not warranted. ODOT and the City agreed to do a Refinement Plan to determine improvements to US-30 and Van Street to increase safety of the traveling public and to further economic development in the community and county. The issues to be addressed were:

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 refinement plan process included public meetings to obtain public input and to disseminate information, and resulted in a report with recommendations for an amendment to the city's TSP. 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 1F** – Mobility Standards: Based on planned land uses, the design of the project would maintain ODOT mobility standards.

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

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

**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 and from Port Westward via US30 to the Portland/Seattle markets. Reconstruction of this intersection to allow a left turn lane will facilitate the movement of freight and will alleviate traffic congestion for all users of the highway including trucks using the recently designated Truck Route to Port Westward. Columbia County and the Port of St. Helens are activity seeking to develop Port Westward into a major employment center for the county.

*Leverage of other funds and benefits:* Not applicable.

*Support of additional ACT criteria:* The NW ACT ranked this project as Columbia County's number one DSTIP priority for modernization, because of its economic development opportunities for the City and County.

*Based on completed ROD or FONSI:* Categorical Exclusion

**Conditions of Approval:**

None