

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

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**Project Name:** US 26: Connection to Springwater Industrial Area  
US 26: Springwater At-Grade Intersection

**Key Number:** 13763 and 15773

**Project Location:** Approximately at M.P 16.14 on Mt. Hood Highway #26 (US 26)

**Total Estimated Project Cost:** \$ 4,000,000 \*

\*Carry over project from 08/11 STIP

**Project Description:**

Develop Project Refinement Plan (K13763) and construct at-grade intersection with “Collector A,” a future street identified in the Master Plan for the Springwater industrial area, as well as in the Gresham TSP (K15773).

**Project Eligibility**

*Consistency with existing plans:* Project is identified in Gresham TSP. Project was the first of two phases of Project #2051 in the 2020 RTP. Project # 10864 is a \$29.5 M placeholder project in the constrained 2035 RTP for a full interchange to serve Springwater. The Phase 1 at-grade intersection was included in the 2035 RTP as a committed project.

*Consistency with OHP Policy 1G, Action 1G.1:* This project defers the need for a full interchange, and thus meets Policy 1G. Project was identified as the recommended alternative in a TGM-funded study to identify connections from US 26 to the planned Springwater industrial area. The study was done in conjunction with Gresham’s master planning process for the industrial area. It looked at a wide range of options to provide connections to US 26 consistent with ODOT design, spacing and operational standards, and in consideration of cost, environmental constraints, and the desire to phase highway improvements in step with the development of the industrial area. While the recommended full-build-out alternative includes an interchange to the south and replacement of the at-grade intersection with an overpass, traffic modeling showed the at-grade intersection to be a lower-cost improvement sufficient for early phases of Springwater development. It is not known how quickly Springwater will develop, so it cannot be determined when an interchange would be needed.

**Project Prioritization**

*Project readiness and milestones completed:* The project was identified through a TGM funded study that considered planning-level constraints; known environmental constraints were avoided. The Springwater US 26 Concept Design and Access Plan in turn was conducted in close coordination with Gresham's Springwater Concept Plan. 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 phase 1 intersection qualifies as a Categorical Exclusion. Environmental work for the full interchange (EA, IAMP) is funded in the '06-'09 STIP.

*Support of OHP policies:*

Policy 1A -- Highway Classification: The project connects with a Statewide Highway and its conceptual design provides a connection to planned industrial development adjacent to US 26 consistent with ODOT access spacing, traffic operation, mobility and roadway design standards. Upon opening of the at-grade intersection, the nearest existing intersections with US 26 north and south would be closed. This segment of US 26 is an expressway, where OHP policy calls for elimination of at-grade intersections over time. The full interchange will eliminate at-grade intersections in the Springwater industrial area in the future.

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 Gresham will be prepared prior to construction of an interchange, and may be required to construct the at-grade intersection. The project serves a high priority 2040 land use type, i.e. the Springwater Industrial Area, with a potential for 15-18,000 jobs.

Policy 1F – Mobility Standards: Based on planned land uses in Springwater and the broader region, the conceptual design of the project in all its phases would maintain ODOT mobility standards.

Policy 2A – Partnership: The City of Gresham supports the project. It has not been determined whether other jurisdictions will contribute financially.

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

Policy 3A – Access Management/Spacing Standards: Upon completion and prior to opening, existing intersections to the north (Hillyard Road) and south (267<sup>th</sup> Avenue) would be closed to maintain spacing standards for expressways.

Policy 3C – Interchange Access Management Areas: An IAMP will be prepared prior to construction of the Phase 2 interchange, and may be required as a condition of construction for the Phase 1 at-grade intersection.

*Support of freight mobility:* The project provides access for freight and other traffic from US 26 to a planned industrial area. US 26 is a state freight system route, and is also part of the regional freight system (a main roadway route). The project is a medium OFAC priority. It provides limited opportunity to support multimodal freight movement. Congestion in the vicinity is currently low.

*Leverage of other funds and benefits:* The project leverages a project in the '06-'09 STIP to develop an EA or EIS and IAMP for the Springwater Interchange. The project serves an Industrial area with a potential for 15-18,000 jobs that was specifically added to the Metro UGB to meet the region's industrial lands needs.

*Based on completed ROD or FONSI:* the at grade intersection project qualifies as a Categorical Exclusion.

**Conditions of Approval:**

Before ODOT authorizes any expenditure for PE for this new intersection project, the City of Gresham must demonstrate that it has a financing source in place sufficient to fully build the city street that connects to the intersection (aka “Collector A” in the Springwater Master Plan) at least to the point where it connects to the nearest proposed side street (collector or arterial) as shown in the Springwater Master Plan. The city also must demonstrate that the financing source can be used to complete construction of its connecting street within one year of completion of the new US 26 intersection. In addition, City must demonstrate its ability to obtain all necessary environmental permits for construction of local infrastructure consistent with the above timeline.