

Region 2
2010-2013 Development STIP
Modernization Project Criteria Summary Report

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Project Name: I-5 at OR-214 Interchange (Woodburn) Development

Key Number: 12518

Project Location: Interstate 5 Interchange with OR-214 (Hillsboro-Silverton Highway) in the City of Woodburn (OR 214 MP 36.40-37.50; I-5 MP 271.53-272.87)

Total Estimated Project Cost for the Identified Milestone: \$9,649,000

Project Description: I-5/Woodburn Interchange and the adjacent OR-214 are significantly deficient and require modernization. The ramp terminals and signalized intersections on both sides of the interchange are operating over, or are approaching, unacceptable levels. The elements of the proposed project include furthering right of way acquisition. The Environmental Assessment (EA) for the project has been completed and the Finding of No Significant Impact (FONSI) was approved in summer 2006.

Project Eligibility

Supports Development STIP definition: This is a Development Section, Statewide Transportation Improvement Program (D-STIP) project. The milestone to be completed with this project is right of way acquisition.

Addresses unmet need identified in an existing plan, or mode and function of a need, or is a statewide significant or federal discretionary project: The City of Woodburn has incorporated the project into their Transportation System Plan (TSP) and comprehensive plan. Improvements to the interchange have been identified as a need in the City's TSP since its original adoption in 1998. The EA, along with the city approvals, establishes the need, mode, function, and location for the project.

Project Prioritization

D-STIP suitability, milestones already completed, identified funding for development or construction: It is estimated that the total cost for right of way acquisition will be in excess of \$20 million. This project proposes additional funding for right of way acquisition, which is an approved D-STIP milestone.

The EA has been completed and the Finding of No Significant Impact (FONSI) was issued by the Federal Highway Administration in summer 2006. All necessary land use

actions have been taken by the City of Woodburn to incorporate the project into its comprehensive plan and TSP.

Support of OHP policies: This project will augment funding that is already in place to initiate right of way acquisition. Funding is available to complete environmental and design activities. I-5 is a designated freight route and the project will improve freight mobility in the interchange area, consistent with OHP Policies 1C and 4A. The need for major improvement of this interchange has been documented in an Interchange Area Management Plan (IAMP). The proposed project is the appropriate level of improvement, consistent with OHP Policy 1G. Oregon Department of Transportation (ODOT) will design and construct the facility consistent with the IAMP and access management standards specified in OHP Policy 3C.

Leverage of other funds or benefits: Over \$7.6 million has already been committed in the 2008-2011 STIP for this project. The City of Woodburn has money available in its Transportation Systems Development Charge (TSDC) to assist in the construction of local street improvements. The City has expended \$2,500,000 of its own funds for advance protective purchase of a property that will be needed for the interchange improvement project that was being considered for development. Further, the City committed \$8 million in future funds from its TSDC and other sources to assist in advancing the project.

This project, along with funds ODOT and the City have programmed, could be used as leverage to obtain a federal earmark or other discretionary funds. Given the magnitude of this project (total cost to complete the project is estimated to be \$66 million); full funding may only be available through an earmark(s) recommended by the Oregon Transportation Commission (OTC).

Support of ACT additional criteria: In addition to the prioritization factors adopted by the OTC, the MWACT adopted two additional factors: 1) Congestion; and 2) Transportation Safety.

The interchange operates well in excess of standards in the 1999 OHP Mobility Policy. Implementation of the interchange improvements will result in volume/capacity ratios that meet the Mobility Policy standards. Further, a top 10% crash site as identified in the Safety Priority Index System (SPIS) is located immediately east of the northbound off-ramp.