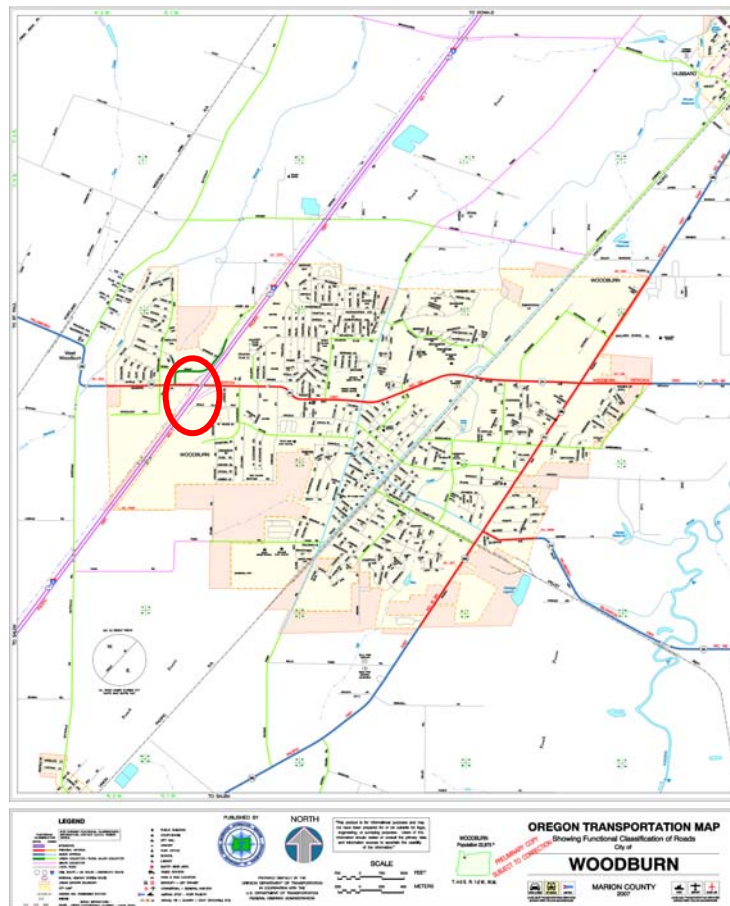


Project Information Paper: I-5 @ OR 214 Interchange (Woodburn) December, 2011

Project Location:

The project (Project) is located on Interstate 5 and the interchange with Oregon 214 in the city of Woodburn, Marion County, Oregon. The Project limits are between mile post 271.60 (south), mile post 272.03 (north) on I-5 and mile post 36.52 Oregon 219 (Woodland Ave., west) and mile post 37.48 on Oregon 214 (Broughton Way, east). The Woodburn/Interstate 5 (I-5) interchange (Interchange) serves as an access point via Oregon 219 (west of I-5) to St. Paul and Newberg and via Oregon 214 (east of I-5) to Silverton, Mt. Angel and Molalla. The Interchange location is indicated by the red oval in the map below.



Project Purpose and Need:

The purpose of the Woodburn Interchange Project is to improve the traffic flow and safety conditions of the existing Woodburn/I-5 interchange and portions of OR219 (Hillsboro-Silverton Hwy.) and OR214 (Newberg Hwy.) – see plan below.

The existing interchange is a “Standard Diamond” design that does not meet current design and operational standards. The interchange was last updated in 1975, when it was much less heavily used and the surrounding Woodburn area was much less developed and populated. Today, the combination of the outdated interchange with increased traffic demand causes traffic to move at slower speeds with high levels of congestion through the interchange and along Oregon 214 and 219. In the future, projected growth in the area will make this congestion worse.

Environmental Approval:

The following steps in the National Environmental Policy Act (NEPA) have been completed:

- Environmental Assessment (EA) – published July 2005
- Public Hearing on the Project recommended alternative and EA – July 21, 2005
- Interchange Area Management Plan (IAMP) – June 2006
- Revised Environmental Assessment (Revised EA) – published November 2006
- Finding of No Significant Impact (FONSI) – Dec. 8, 2006. The FONSI completed the general federal environmental review process; specific environmental permits will be obtained during project design.

Many alternative interchange designs were considered in the EA. Also considered were improvements at other locations, such as Crosby Road. These alternative locations were eliminated from detailed consideration because they were either too close to the existing interchange, and/or required extensive upgrades to the local street system.

The EA analysis confirmed that replacing the existing diamond interchange with a partial cloverleaf interchange (see plan on next page) would improve safety and provide operational performance that meets Oregon Highway Plan (OHP) and Highway Design Manual (HDM) standards through 2035 and accommodates the 2005 Woodburn Comprehensive Plan growth assumptions.

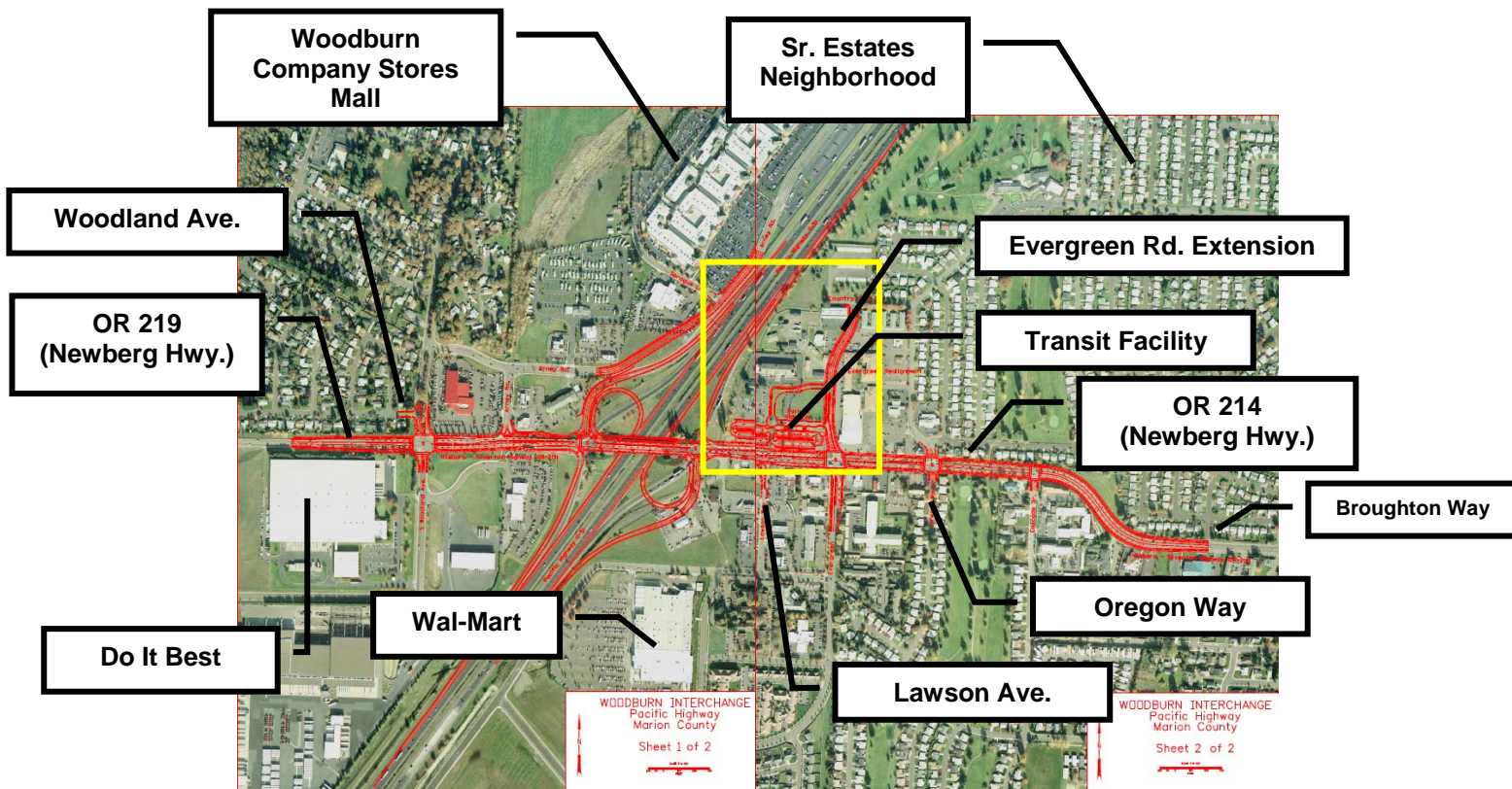
The Interchange Recommended Alternative approved in the Revised EA is a hybrid of the “widen north” and “widen equal” alternatives (referring to widening OR 219 / 214. The Recommended Alternative used the following principles to establish the alignment of Oregon 214 east of the Interchange:

- Public support for widening north of the existing Oregon 214 centerline west of Evergreen Road
- Shift the alignment towards an equal widening on both sides of the existing centerline, as is practical and feasible, between Evergreen Road and Cascade Drive.
- Between Evergreen Road and Cascade Drive, particular attention should be given to minimizing impacts, as is practical and feasible, to the property currently occupied by Kentucky Fried Chicken and to the Senior Estates properties adjacent to Oregon 214.
- East of Cascade Drive, particular attention should be given to providing as much space as is practical and feasible between the medical offices at the southeast corner of Oregon 214 and Cascade Drive and the back of the sidewalk running along the south side of Oregon 214.

Project Description:

The principle features of the Project are:

- Reconstruct the interchange to a partial cloverleaf with loop ramps;
- Add a travel lane to OR 214 in each direction plus dedicated turning lanes at many intersections.
- Widen the existing overcrossing structure (bridge) to the north;
- Raise the profile of the bridge approaches in order to improve sight lines;
- Widen Oregon 214 and 219 equally or northerly of the existing centerline, depending on the segment. The limits of widening of OR 214 are Woodland Ave. to the east.
- Provide new 6-foot sidewalks with an additional 6-foot-wide landscaped buffer between the sidewalk and the curb on OR 219/214 and local streets improved by the project, consistent with existing City of Woodburn plans.
- Provide one (1) bicycle lane in each direction along Oregon 214 and 219.
- Add a raised median to control turning movements and access control on OR 214 from Woodland Avenue to Oregon Way, with traffic signals and full turning movements at Woodland Ave. Evergreen Rd. and Oregon Way, per the Interchange Area Management Plan adopted by ODOT and the City in 2006.
- Construct a Transit and Park and Ride Facility in the northeast quadrant of the Interchange as a means of supporting the use of alternative modes to the automobile. Extend Evergreen Rd. north from the intersection with OR 214 to Country Club Court to facilitate use of the local street network and relieve traffic on OR214. Also, build a Transit Facility/Park & Ride lot in the location indicated below. The Transit Facility is described below in more detail.



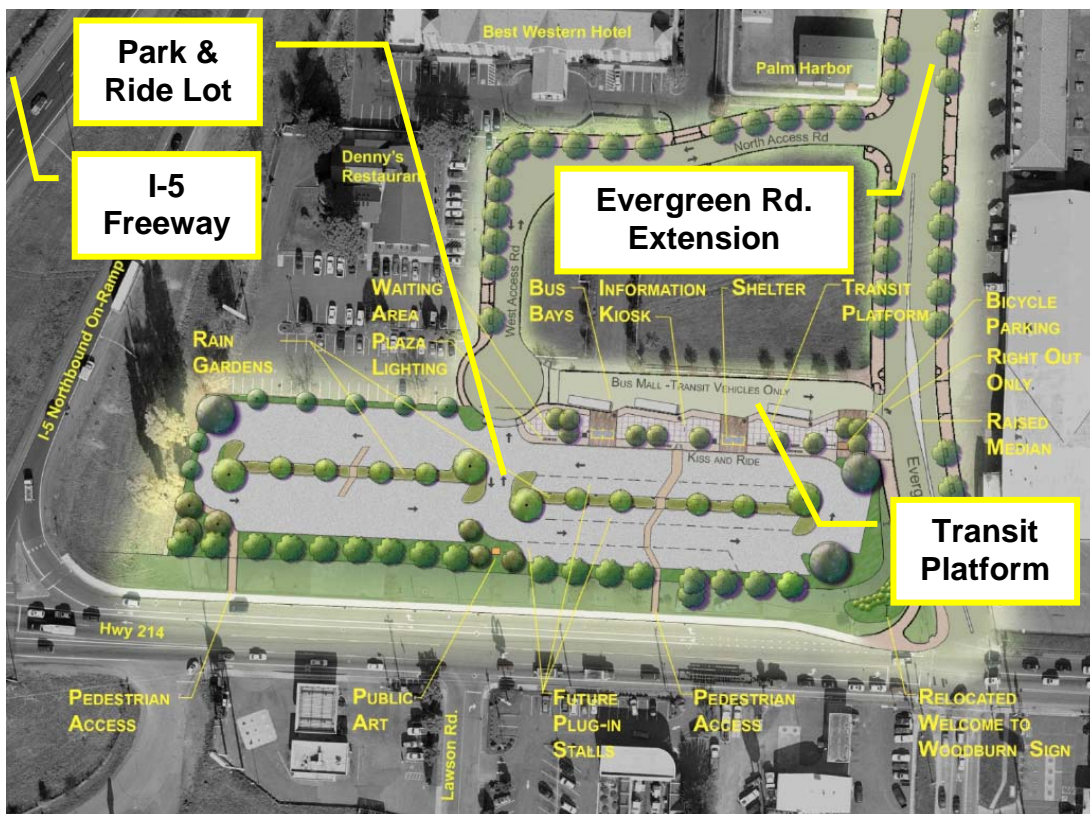
Project Plan

(The red lines on the plan above illustrate the project described above.)

Transit Facility and Park & Ride Project:

The Project includes an extension of Evergreen Road and a Transit Facility. As shown in the plan below, the Transit Facility will have a transit platform and park and ride lot with approximately 150 spaces. Underground conduit will be provided to support up to 50 electric vehicle charging stations that will be installed in the future by the City of Woodburn, as funding is available.

Also, as stated above, that Project will extend Evergreen Road north of OR214 to connect to Country Club Court. In addition to providing greater local connectivity during and after construction of the Interchange Project, this local street is expected to stimulate private commercial development on adjacent properties. Project and consultant staff are working with these property owners on a vision for development along that street that is supportive of a pedestrian-friendly environment.



Cost of Project:

The preliminary estimate of total cost of the Interchange, Transit Facility and Evergreen Road – including engineering, right of way acquisition, utility relocation and construction – is approximately \$70 million.. However, this figure is preliminary pending further review because construction cost cannot be accurately estimated until the project plans are developed to a sufficient level to calculate quantities of specific materials and hours of labor based on specific methods of construction. This level of information will be available in the first quarter of 2012.

Project Funding:

The state legislature has provided \$43 Million in funding for the project through the Jobs and Transportation Act (JTA). This funding is sufficient to complete engineering and right of way acquisition but is insufficient construct the project. With the funding

currently available, ODOT is working to complete project design as quickly as possible. In February 2012, the state legislature is expected to consider completing funding of high priority projects, such as this Project. A public announcement about Project costs and funding will be made at that time.

Public Involvement:

As stated above, public outreach and a public hearing on the interchange design alternatives considered were conducted during the NEPA environmental process.

In 2010, the project team conducted two rounds of individual meetings with all businesses directly affected by the project.

Since project engineering will be based on the concept previously approved in the EA and the locally adopted Interchange Area Management Plan (IAMP) and Transportation System Plan (TSP), public comment during this phase of project development will focus on two elements:

- The Traffic Control Plan (TCP). This plan will describe how traffic will be routed and lane closures needed to accommodate construction.
- Aesthetic Gateway Issues. This work is mandated by a specific goal of the EA and will develop specific “gateway” design elements to upgrade the appearance of the Interchange above the level normally provided by ODOT.

The work on these two elements is described below:

Traffic Control Plan (TCP)

No city arterial or local street is anticipated to be completely closed during construction and continuous access to all businesses and residences will be maintained. However, this project cannot be built without temporary disruptions of the normal flow of traffic. This means that there will be periodic single lane traffic on OR 219/214 and on many city streets. The objective of the TCP is to stage the construction with the minimum possible disruption to traffic and business. The ODOT team will meet individually with affected businesses to review the draft TCP in 2012, to discuss their issues and attempt to resolve them. This process will be repeated as necessary until the Project Team believes it has minimized traffic and business disruption as much as possible.

Aesthetic Issues

The EA (Environmental Assessment, July 2005, p. 1-6) contains the Aesthetics goal of the project, which is to: “Create a gateway entrance to Woodburn, (i.e. consider a variety of treatments such as underground utilities, landscaping, pavement widths.” This means that though the City is expected to contribute a portion of the extra cost of such treatments, they are not an “extra” in the sense that they will be included in the project cost estimate as required features. Also, in the Visual Resources Section (p. 6-4) of the EA, one of the Mitigation Design Considerations states that ODOT will “Design gateway intersections at I-5 as community enhancement areas with features appropriate to community urban design goals.” The Project is implementing this statement in the following manner:

The Project Team is currently meeting with members of an Aesthetic Advisory Panel (Panel) appointed by the Woodburn City Council to prepare a recommended list of gateway design elements. The Panel’s recommendations will be previewed at a public open house to be announced.

Design element proposals recommended by the panel will need to be approved by ODOT and the City Council. Accordingly, after the open house, the Panel's recommendations will be considered at a public meeting of the City Council.

Following City Council approval, the City and ODOT will negotiate with the City how to pay for the approved upgrades. The negotiated level of funding will be documented in a Cooperative Improvement Agreement to be approved by the City and ODOT.

Preliminary Schedule of Key Project Milestones:

- Start of Project Design: October 2009
- Design Acceptance Package (design "footprint" of the project): Late 2011 / early 2012.
- Construction Bidding: 2013 (*Assuming full construction funding is in hand*)
- Construction: Approximately 2 – 2 ½ years over at least two construction seasons beginning in 2013 and extending through 2015.

Future updates to this paper and reports of the public involvement activities will be posted at:

http://www.oregon.gov/ODOT/HWY/REGION2/Woodburn_Interchange.shtml

For more information on this project please contact:

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