3. CAPITAL IMPROVEMENTS PROGRAM

Projects of the magnitude identified in the Woodland Transportation Infrastructure Strategic Plan are typically constructed using a combination of funding and financing over several years or even decades, and they often require a combination of local, state, and federal funding participation. A deliberate phasing strategy is required to focus available local funding on portions of the corridor that benefit travelers and commerce the most. The following pages identify specific projects and priorities that are recommended to be built over the next 20+ years to meet both the immediate traffic congestion and safety needs, and to achieve long-term improvement goals.

Priorities were developed based on several factors, including:

- Need for addressing existing congestion, safety, and connectivity issues.
- Public input on needs and priorities which emphasized the importance of addressing existing problems in the vicinity of the freeway interchanges, SR 503 on the east side of the city, and the lack of east/west connectivity.
- Costs of each high priority project in relation to available funding and the potential for securing additional funding through grants and other sources.
- Time required to secure funding, right-of-way acquisition, permitting and to address design or other implementation complexities.

Recommended Short-Term, Mid-Term and Long-Term priorities are presented on the following page Table 3-1. Figure 3-1 graphically presents the overall improvement program. Detailed illustrations of specific improvement recommendations are presented in Figures 3-2 through Figure 3-8b.

3.1 RECOMMENDED SHORT-TERM PRIORITIES

Table 3-1 identifies the recommended short-term improvements for the *Woodland Transportation Infrastructure Strategic Plan (TISP).* It is anticipated that the short-term improvements can be implemented over the 2008-2013 time period to address existing congestion, safety and other deficiencies within the study area. Given limited existing budgetary constraints in the City of Woodland, the improvements listed in Table 3-1 are intended to be constructed within funding secured through a focused implementation strategy as outlined in Chapter 5.

Recommended short-term improvements are illustrated in Figures 3-2, 3-4b (partial) through 3-4d, and 3-8a through 3-8b.11 and detailed in Table 3-1. They include:

- <u>Phase I – Short-Term (1 – 5 years):</u>
  - Dike Road at Schurman Way – construct a single lane roundabout to accommodate large trucks serving the Woodland industrial area and port (this project could be constructed as part of the reconstruction of Schurman Way for which the City is seeking short-term funding to replace failing roadway sections)
  - Scott Avenue Crossing – construct two lane urban road with bicycle lanes and sidewalks between Pacific and Atlantic Avenue passing under I-5 (freeway to be raised over Scott Avenue) and extending east to approximately 300 feet west of Old Pacific Highway (Segment 2).
  - Scott Avenue at Old Pacific Highway – signalize and improve intersection by realigning easterly leg (Scott Avenue) to meet Old Pacific Highway at 90-

degrees, add eastbound left turn lane, southbound right turn lane and westbound right turn lane (Segment 3).

- SR 503 interim improvement from Hillshire Drive to Gun Club Road – Widen to add continuous left turn lane with 4-foot shoulders on either side for bicycles and pedestrians (funded by WSDOT earmark).
- I-5 at Dike Road – Build single land roundabouts at both northbound and southbound ramp termini (funded by Wal-Mart mitigation).

3.2 RECOMMENDED MID-TERM PRIORITIES

Table 3-1 identifies the next priority of transportation improvements in the Woodland. TISP. Ideally, these improvements would be implemented over the 2014-2018 timeframe. The recommended improvements are illustrated in Figures 3-4a through 3-4b (partial), 3-5, 3-6, and 3-7a through 3-7c. They include:

- Phase II – Mid-Term (5 – 10 years)
  - Scott Avenue Crossing – Build two lane urban road with overcrossing of BNSF mainline tracks (Segment 1). This project could also be expanded to include Segments 2 and 3 if these projects were not implemented during the short-term,
  - N Pekin Road – Build two lane urban road extension under Scott Avenue to connect with Port Way. Project reconnects N Pekn Road with major street system which would be severed by railroad overcrossing structure.
  - SR-503 full improvement from Hillshire Drive to Evergreen Lane to include one travel lane in each direction with a continuous left turn lane, bicycle lanes and sidewalks and drainage improvements.
  - SR-503 at Goerig Street and Scott Avenue – build intersection improvements including signalization (at Scott) and turn lane channelization.

3.3 RECOMMENDED LONG-TERM PRIORITIES

The recommended long-term transportation improvements for the Woodland TISP are illustrated in Figure 3-3 and detailed in Table 3-1. Recommended for implementation after 2018, these improvements include:

- Phase III - Long Term (10 – 20 years)
  - I-5/SR-503 Interchange and vicinity – Build interchange area improvements including added turn lanes at SR 503 intersections with I-5, relocation of CC Street connection to A Street, and added eastbound through lane from Atlantic to past A Street

3.4 OTHER IMPROVEMENTS

The 2005 Woodland Transportation Plan includes many improvements for local streets to enhance connectivity, improve safety and address the congestion-related impacts associated with community growth. Two projects identified in the Transportation Plan were further evaluated in the context of the major system improvements discussed above and outlined in Table 3-1. These projects should also be incorporated into the implementation strategy of the Woodland TISP starting with preliminary concept layout and cost estimation to reflect the improvement needs described below:

Table 3-1. Woodland Transportation Infrastructure Strategic Plan, Improvement Recommendations

Project Name	Location/Limits	Description	Cost Estimate (2008 $)	Project Interdependence	Primary Benefits
SHORT-TERM (0 TO 5 YEARS)					
I-5 at Dike Road	At I-5 northbound and southbound amp intersections	• Construct single lane roundabouts at ramp termini	Wal-Mart mitigation	None	• Addresses future intersection failure • Provides access to growth westside businesses including industrial property, Port access, and major commercial center of the community • Safety enhancement, particularly for proposed school
Dike Road at Schurman Way	At intersection	• Construct single lane roundabout at Schurman (Option 3B)	$2,400,000	Must work in coordination with I-5 ramp roundabouts. Dependent on development and/or improvement of Schurman Way by City	• Addresses future intersection failure • Provides access to growth westside businesses including industrial property, Port access, and major commercial center of the community
Scott Avenue Crossing - Segment 2	I-5 Undercrossing	• Construct undercrossing of I-5 (raise I-5 profile) with one through lane in each direction sidewalks and bicycle lanes, signalize and provide turn lane channelization for interchange ramp termini on Scott, (Option 4D)	$29,700,000	Independent project	• Congestion relief at I-5 interchanges • Provides access to growth westside businesses including industrial property, Port access, and major commercial center of the community • Major street connectivity • Emergency response times
Scott Avenue Crossing - Segment 3	Scott Ave / Old Pacific Hwy Intersection	• Signalize intersection, realign east leg to meet Old Pacific Hwy at 90-degrees, add eastbound left turn lane, and southbound and westbound right turn lanes	$1,700,000	Independent project	• Addresses future intersection failure, and sub-standard design
SR 503	Hillshire Drive to Gun Club Road	• Interim improvement - two-way left turn lane (Hillshire to Gun Club) with 4-foot shoulder (compatible with longer-term improvement)	$800,000 (WSDOT ear-mark available)	Independent project	• Addresses most critical portion of existing High Accident Corridor condition • Provides improved bicycle and pedestrian circulation
		Total Short-Term Cost Estimate	**$34,600,000**		
MID-TERM (5 TO 10 YEARS)					
Scott Avenue Crossing - Segment 1	RR Overcrossing	• Construct two lane overcrossing of railroad with sidewalks and bicycle lanes, and at-grade intersection with Down River Drive (Option 4D)	$16,400,000	This improvement must also include the extension of N Pekin Road to connect with Port Way as described below	• Congestion relief at I-5 interchanges • Provides access to westside businesses including industrial property, Port access, and major commercial center of the community • Major street connectivity s • Safety of high speed, mainline rail crossing • Emergency response times

Table 3-1. Woodland Transportation Infrastructure Strategic Plan, Improvement Recommendations Cont.

Project Name	Location/Limits	Description	Cost Estimate (2008 $)	Project Interdependence	Primary Benefits
MID-TERM (5 TO 10 YEARS) Continued					
Scott Avenue - Complete Project (if earlier phases are not completed in short-term)	Schurman to Old Pacific Highway	• Construct overcrossing of railroad and undercrossing of I-5 (raise I-5 profile), signalize ramp termini on Scott, at-grade intersection with Down River (Option 4D)	*$47,000,000*	This improvement must also include the extension of N Pekin Road to connect with Port Way	• Congestion relief at I-5 interchanges • Provides access to growth westside businesses including industrial property, Port access, and major commercial center of the community • Major street connectivity s • Safety of high speed, mainline rail crossing • Emergency response times
Scott Avenue at Pekin Road	Relocation of existing connection	• Grade-separate Scott Avenue and N Pekin, connect N Pekin to Schurman via Port Way (Option 1)	$7,000,000	Required as part of railroad overcrossing project	• Replaces connectivity between Pekin Road and Scott Avenue that would be lost when railroad overcrossing structure is built • Provides major northbound/south backbone transportation network for Westside of city
SR-503	Hillshire Drive to Evergreen Lane	• Widen to 3-lane cross-section, install bicycle and pedestrian facilities	$6,000,000	Independent project	• Addresses existing High Accident Corridor • Improves traffic operations at intersections • Provides improved bicycle and pedestrian circulation • Addresses stormwater treatment • Can enhance street appearance
SR 503	At Goerig and Scott	• Signalize Scott, smooth curve and add left turn channelization on SR 503, restrict NB left movement at Goerig (Option 3B)	$4,000,000	Independent project., but should occur as part of SR 503 full widening project	• Improves traffic operations at future failing intersections
		Total Mid-Term Cost Estimate	**$33,400,000**		
LONG-TERM (10 TO 20 YEARS)					
I-5 at SR 503	Buckeye/Goerig to SR 503/A Street	• Add turn lanes at SR 503 intersections with I-5, relocate CC Street connection to A Street, and add eastbound through lane from Atlantic to past A Street (Option 6)	$8,000,000	Dependent on Scott Avenue crossing being in place to divert significant traffic volumes away from this interchange area. Follow Scott Crossing	• Addresses future interchange area failure including expected periodic traffic queuing onto I-5 northbound mainline • Enhances safety • Provides improved pedestrian and bicycle connectivity
		Total Long Term Cost Estimate	**$8,000,000**		

- Old Pacific Highway at Green Mountain Road: add southbound left turn lane and signalize intersection.
- Davidson Avenue at 5th Street: restrict on-street parking to add westbound left turn lane and signalize intersection.

Figure 3-1. Overview of Improvement Recommendations

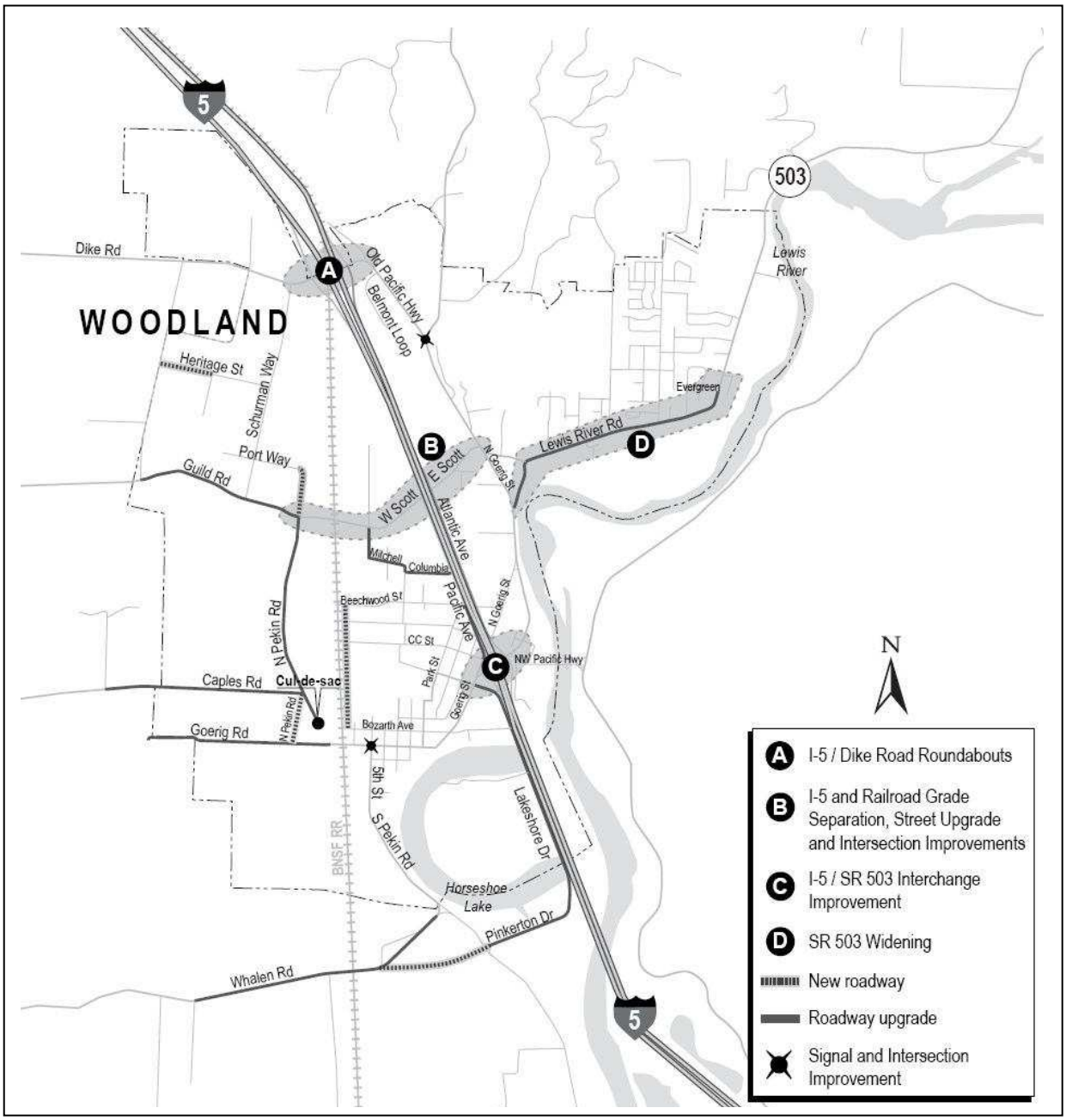
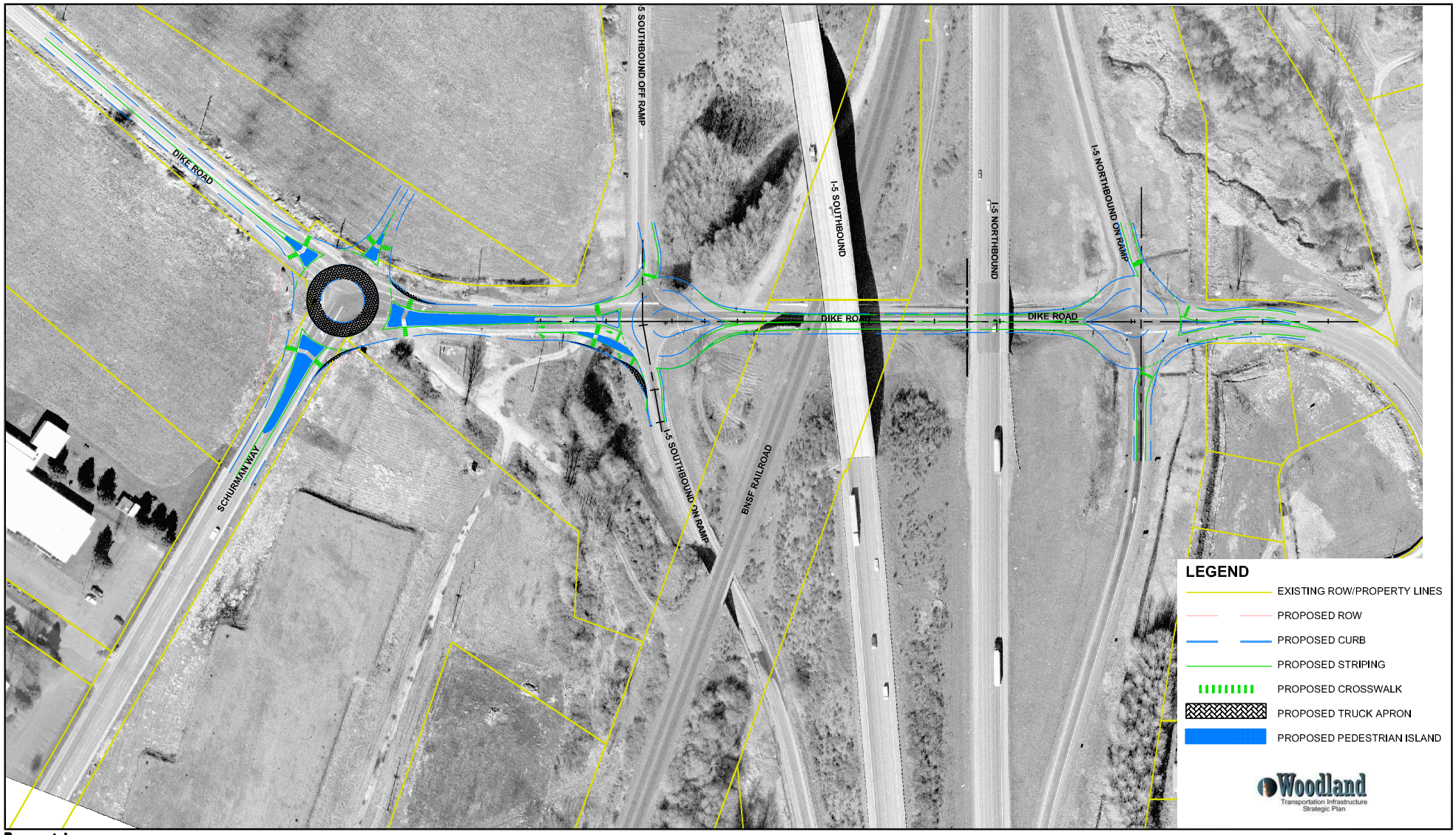


Figure 3-2. I-5/Dike Road Interchange, Recommended Improvement



Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-73

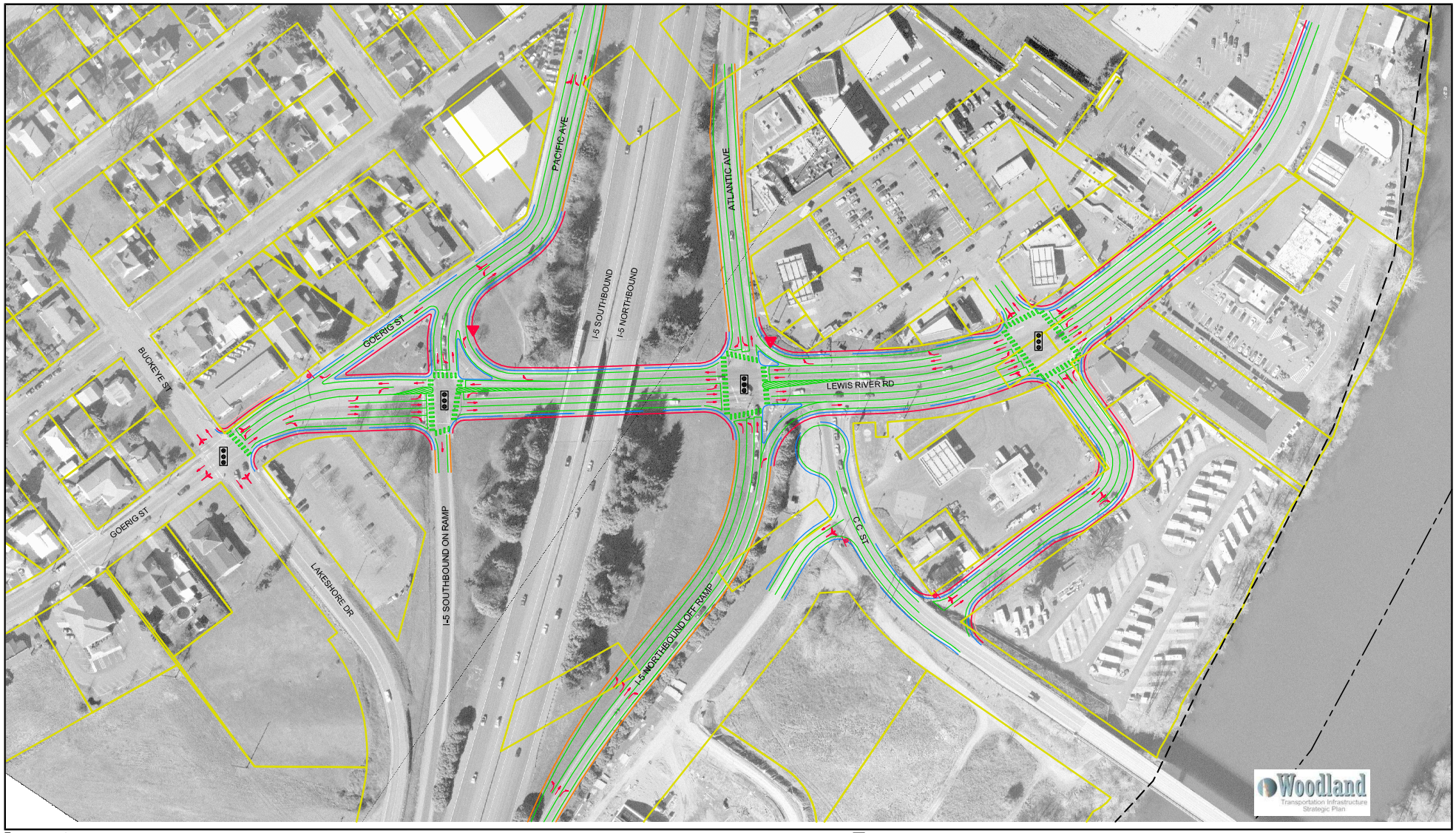
N

0 140'

SCALE IN FEET

Figure 3-2
I5/DIKE ROAD INTERCHANGE
RECOMMENDED IMPROVEMENT

Figure 3-3. I-5/SR 503 Interchange, Recommended Improvement



Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-63

N

0 150'

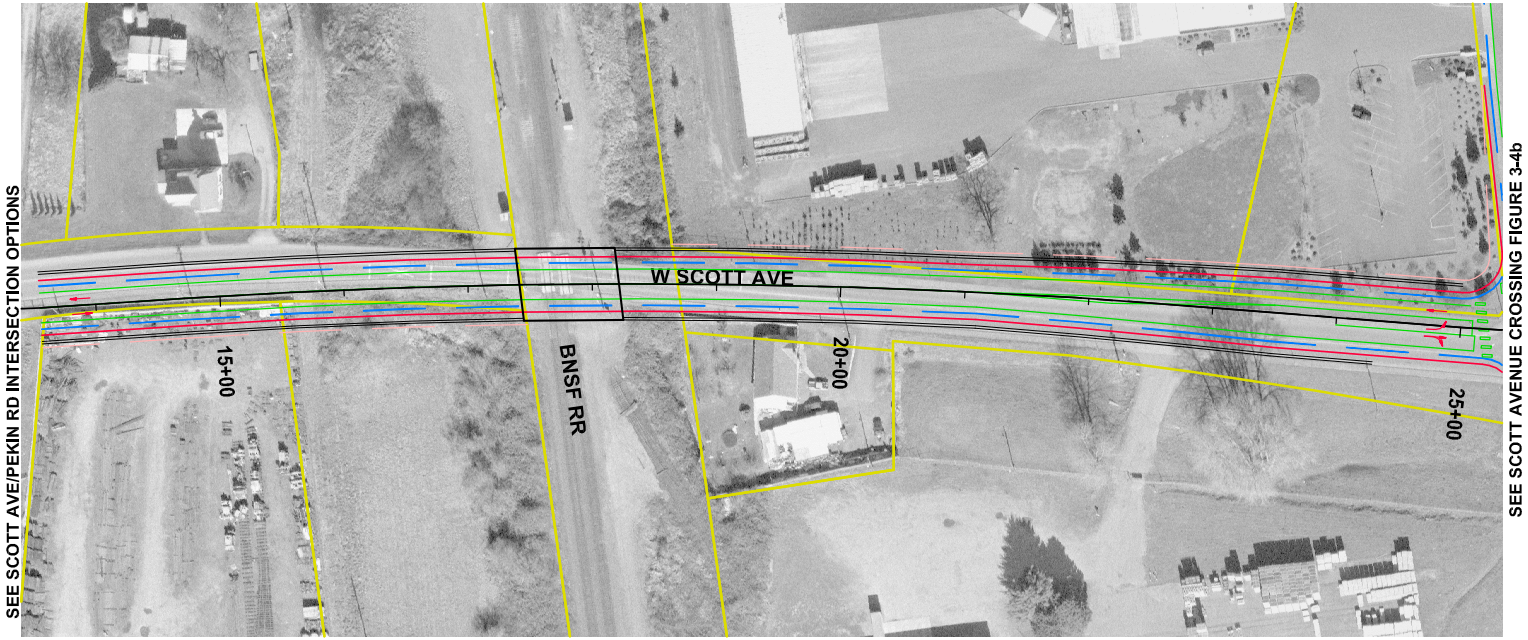
SCALE IN FEET

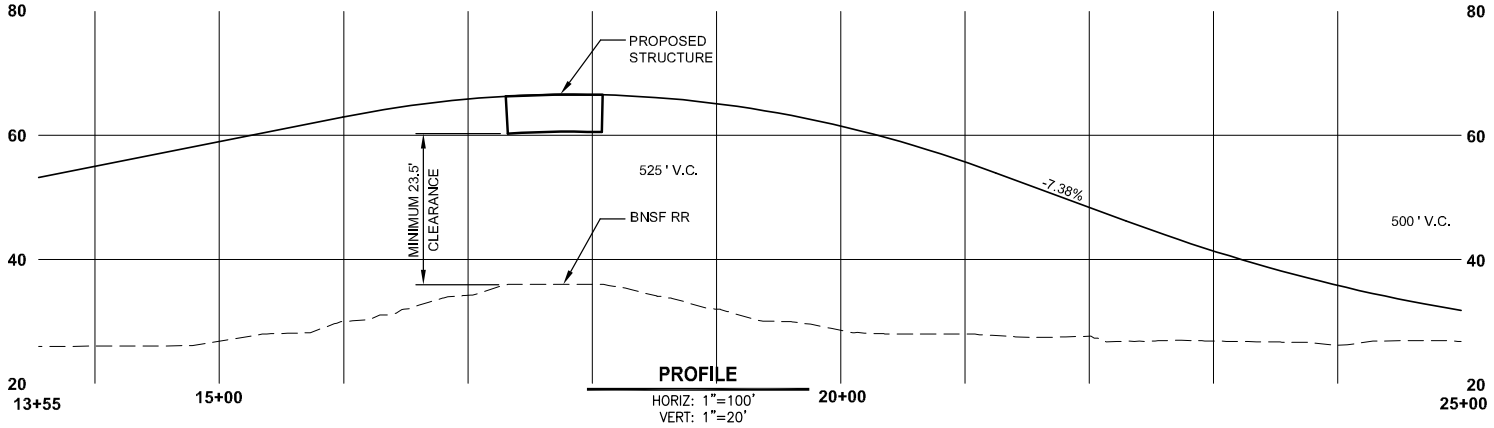
LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED CROSSWALK
- PROPOSED SIDEWALK
- PROPOSED EDGE OF PAVEMENT
- TRAFFIC SIGNAL
- STOP SIGN
- YIELD SIGN

Figure 3-3
SR 503/ I-5 INTERCHANGE
RECOMMENDED IMPROVEMENT

Figure 3-4a. Scott Avenue Crossing, Recommended Improvement





LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED CROSSWALK
- PROPOSED BRIDGE STRUCTURE
- PROPOSED WALL

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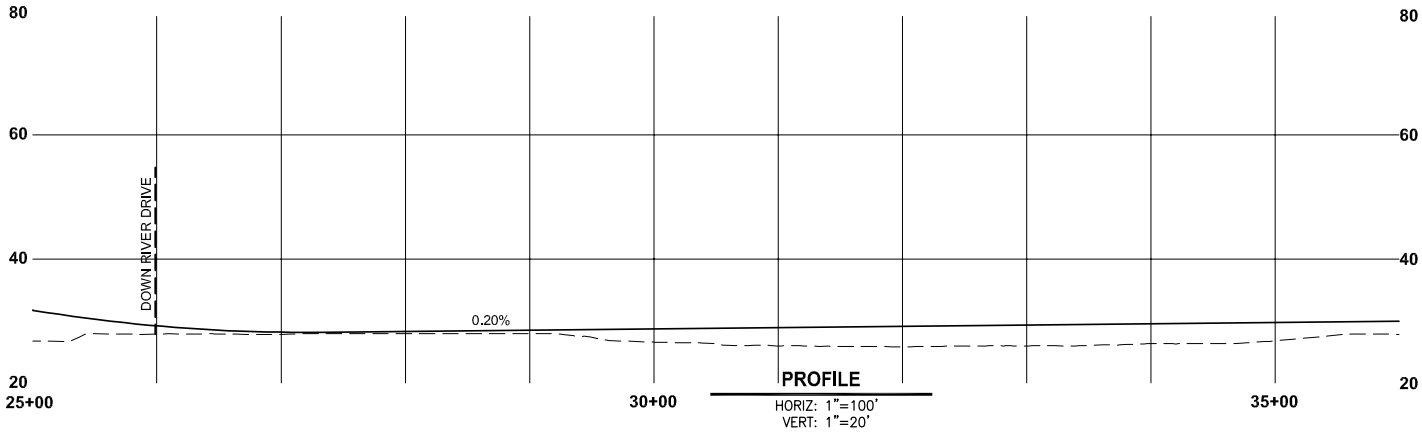
N

0 100'
SCALE IN FEET

Figure 3-4a
SCOTT AVENUE CROSSING
RECOMMENDED IMPROVEMENT
Sta 13+55 - Sta 25+00

Figure 3-4b. Scott Avenue Crossing, Recommended Improvement



LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED CROSSWALK
- PROPOSED BRIDGE STRUCTURE
- PROPOSED WALL

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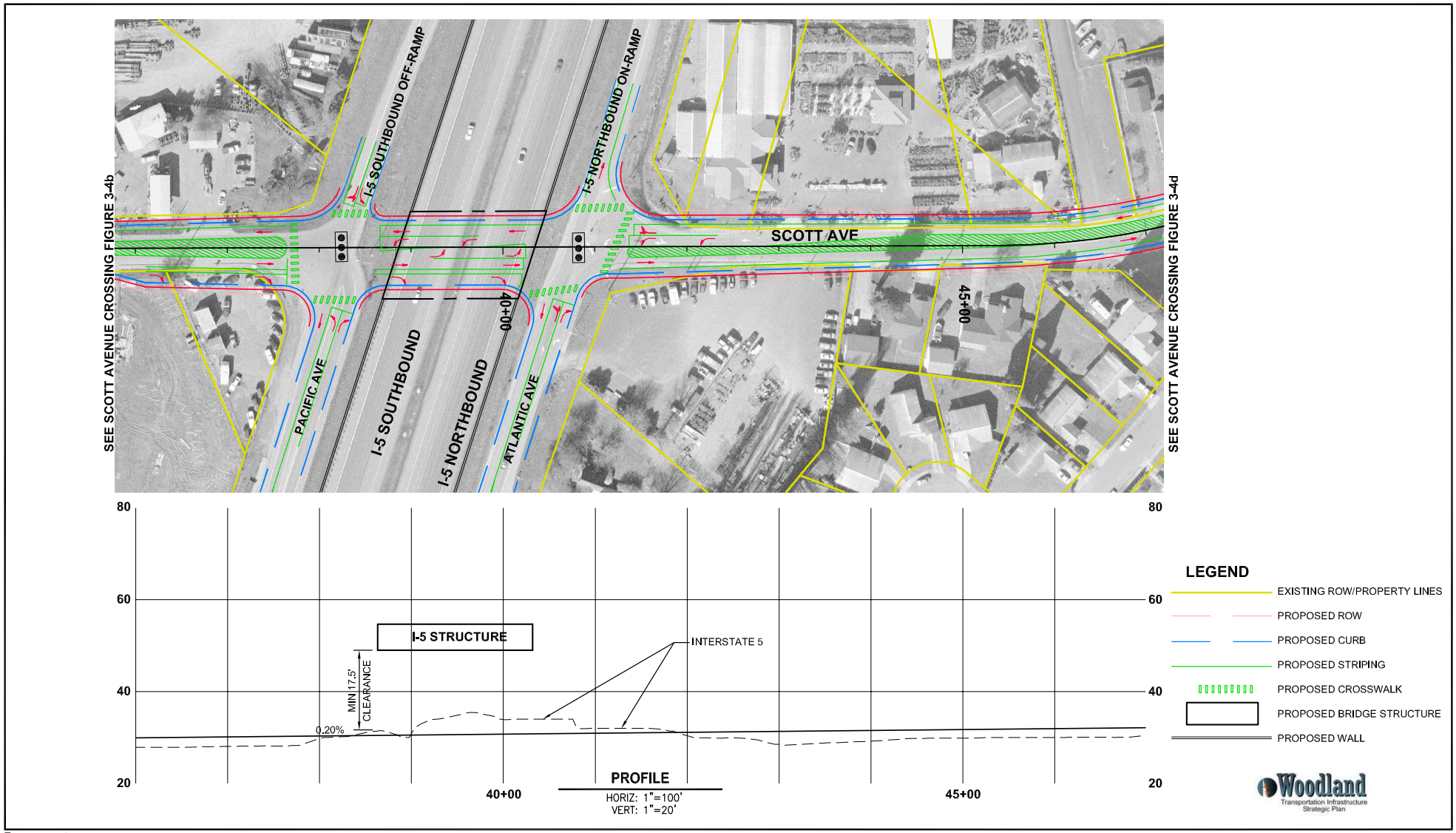
N

0 100'
SCALE IN FEET

Figure 3-4b
SCOTT AVENUE CROSSING
RECOMMENDED IMPROVEMENT
Sta 25+00 - Sta 36+00

Figure 3-4c. Scott Avenue Crossing, Recommended Improvement



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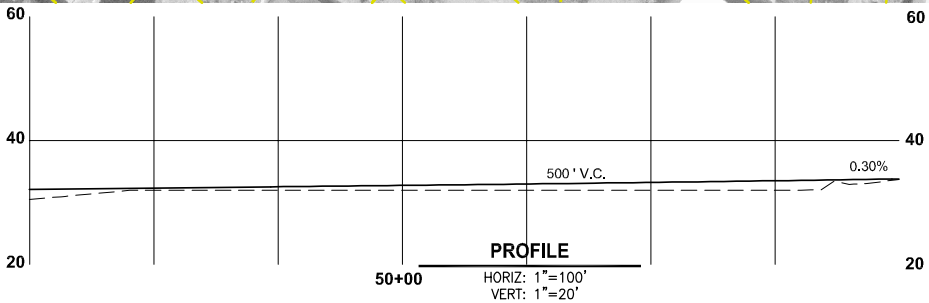
0 100'
SCALE IN FEET

Figure 3-4c
SCOTT AVENUE CROSSING
RECOMMENDED IMPROVEMENT
Sta 36+00 - Sta 47+00

Figure 3-4d. Scott Avenue Crossing, Recommended Improvement



LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED CROSSWALK
- PROPOSED EDGE OF PAVEMENT
- SIGNAL

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N

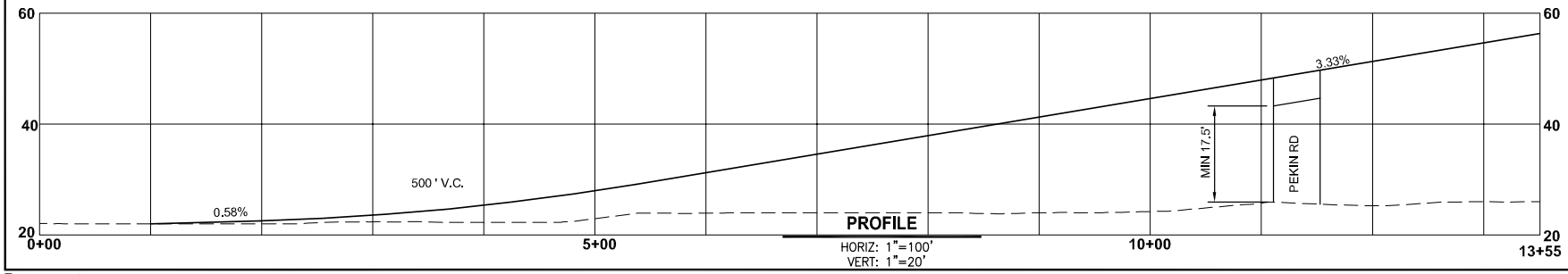
0 100'

SCALE IN FEET

Figure 3-4d
SCOTT AVENUE CROSSING
RECOMMENDED IMPROVEMENT
Sta 47+00 - Sta 53+87

Figure 3-5. Scott Avenue/N. Pekin Road Intersection, Recommended Improvement

SEE SCOTT AVENUE CROSSING FIGUREA 3-4a



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N

0 200'

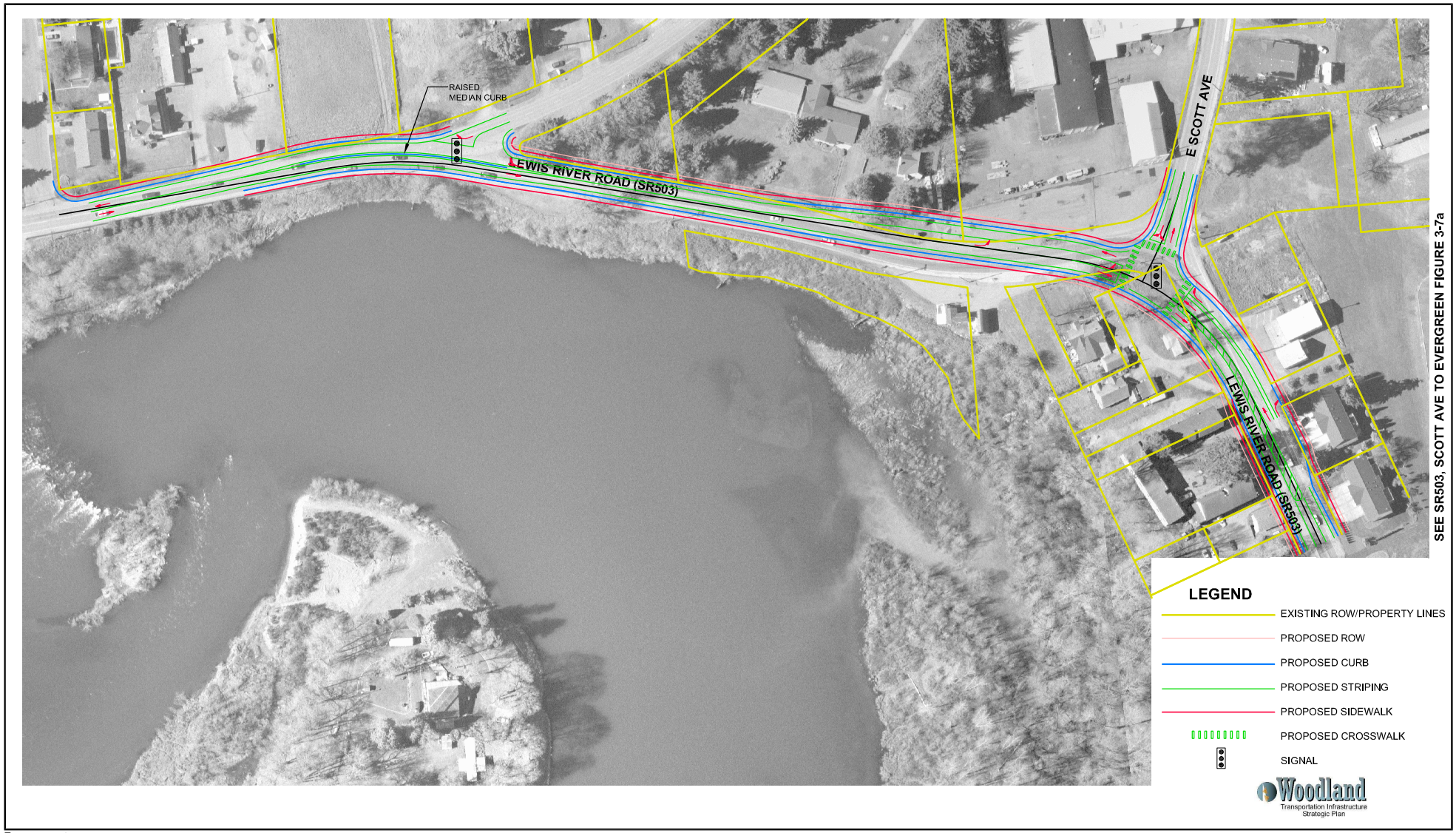
SCALE IN FEET

LEGEND

- EXISTING ROW / PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED EDGE OF PAVEMENT
- PROPOSED BRIDGE STRUCTURE
- PROPOSED WALL

Figure 3-5
SCOTT AVENUE/N. PEKIN ROAD INTERSECTION
RECOMMENDED IMPROVEMENT
Sta 0+00 - Sta 13+55

Figure 3-6. SR 503, Recommended Improvements at Goerig and Scott



Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-55

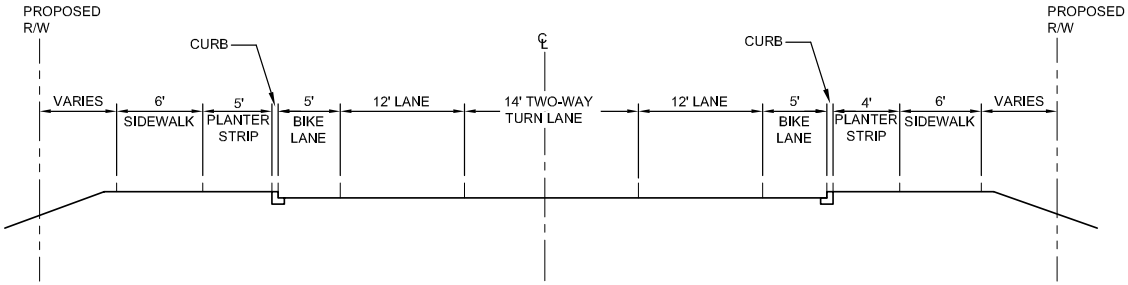
N

0 120'

SCALE IN FEET

Figure 3-6
SR503 RECOMMENDED IMPROVEMENTS AT GOERIG AND SCOTT AVENUE

Figure 3-7a. SR 503, Scott to Evergreen Recommended Improvement



SECTION A-A

LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED CURB
- PROPOSED STRIPING
- PROPOSED SIDEWALK

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Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-45

N

0 100'
SCALE IN FEET

Figure 3-7a
SR 503, SCOTT AVENUE TO EVERGREEN
RECOMMENDED IMPROVEMENT

Figure 3-7b. SR 503, Scott to Evergreen Recommended Improvement

Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-46

N

0 100'

SCALE IN FEET

Figure 3-7b
SR 503, SCOTT AVENUE TO EVERGREEN
RECOMMENDED IMPROVEMENT

Figure 3-7c. SF 503, Scott to Evergreen Recommended Improvement

Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-47

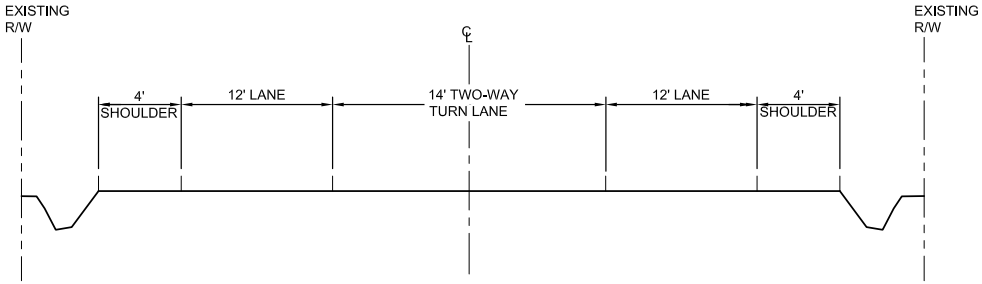
N

0 100'

SCALE IN FEET

Figure 3-7c
SR 503, SCOTT AVENUE TO EVERGREEN
RECOMMENDED IMPROVEMENT

Figure 3-8a. SR 503, Interim Improvement



SECTION B-B

LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED EDGE OF PAVMENT
- PROPOSED STRIPING

Woodland
Transportation Infrastructure Strategic Plan

Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-65

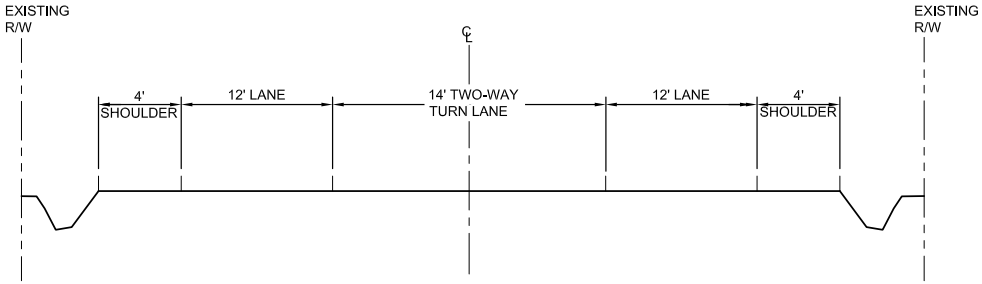
N

0 100'
SCALE IN FEET

Figure 3-8a
SR 503, INTERIM IMPROVEMENT

Figure 3-8b. SR 503, Interim Improvement

SEE SR503, INTERIM IMPROVEMENT FIGURE 3-8a



SECTION B-B

LEGEND

- EXISTING ROW/PROPERTY LINES
- PROPOSED ROW
- PROPOSED EDGE OF PAVEMENT
- PROPOSED STRIPING

Woodland Transportation Infrastructure Strategic Plan

Parametrix DATE: Aug 06, 2008 FILE: PO2398006F-66

N

0 100'

SCALE IN FEET

Figure 3-8b
SR 503, INTERIM IMPROVEMENT