Woodland

Transportation Infrastructure Strategic Plan

Jurisdictional Briefing

July 1, 2008

Agenda

- Introduction of Team
- Study Purpose
- Steps in the Process
- Improvement Options Considered
- Recommendations
- Next Steps
- Tonight's Public Open House

Introductions

- Jerry Sorrell – COG Project Manager
- Rosemary Siipola – COG Staff
- Anne Sylvester – Consultant Project Manager

Project Team

- Technical Team
  - City and Port of Woodland
  - Cowlitz County
  - Washington State Department of Transportation
  - Cowlitz-Wahkiakum Council of Governments
- Citizens Advisory Committee
  - Bill Behrens – Chamber of Commerce
  - Jim Donald – Diking District
  - Darlene Johnson – Woodland Truck Line
  - Dennis Johnson – East side Resident
  - Sharon Knight – Chamber of Commerce
  - Joel Lengyel – Chamber of Commerce
  - Bill Raybell – PDM Steel
  - Larry Schlect – Schlecht Construction

Study Purpose

- Growth is coming – Need a plan with priorities to get funding
- Challenge is to retain the small town feel of Woodland while addressing problems of growth
- Purpose of this study is to prioritize major improvements and identify funding sources for transportation projects to be built in next 20-30 years.

Steps in the Process

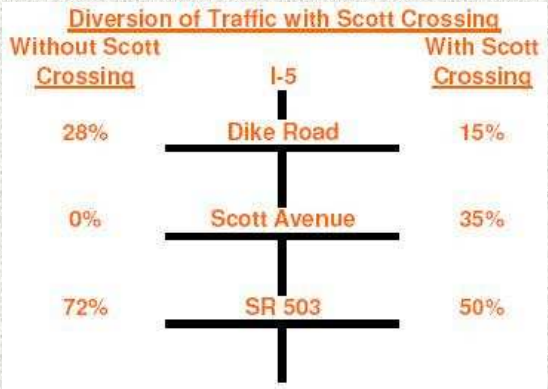
- Identify Problems / Define Vision
- Determine Future Needs
- Analyze Options
- **Identify Projects**
- Develop Funding Strategy
- Adopt Plan (September 2008)
- Begin to Assemble Funding
- Interchange & environmental approval process
- Design, Permit and Build Projects

Project Overview

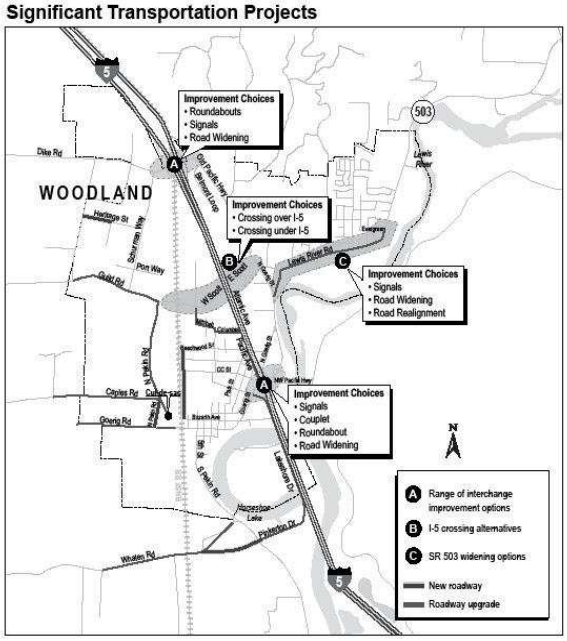
- Rapid community growth will cause major congestion by 2025
  - SR 503 at I-5 – volumes up by 72% in PM peak hour
  - Dike Road at I-5 – volumes up by 183% in PM peak
- Major improvements to I-5 interchanges have been evaluated and recommendations developed.
- Widening of SR 503 is also recommended to add left turn lanes and improve existing accident problem.

Project Overview Cont.

- A potential new I-5 and railroad grade-separated crossing on Scott Avenue has been recommended. This has major benefits for both Dike Road and SR 503.



Significant Transportation Projects



Objectives of Interchange Options

- Address existing and future congestion problems on local streets at interchanges
- Address potential for traffic back-ups onto I-5
- Address flooding in Dike Road vicinity
- Minimize land use impacts, right-of-way needs, while improving connectivity, safety and clarity
- Be cost-effective

Criteria Used to Evaluate Options

- Congestion improvement
- Bicycle & Pedestrian needs
- Possible environmental issues
- Making connections
- Land acquisition needs
- Safety
- Cost influences
- All considered equally

I-5 at Dike Road

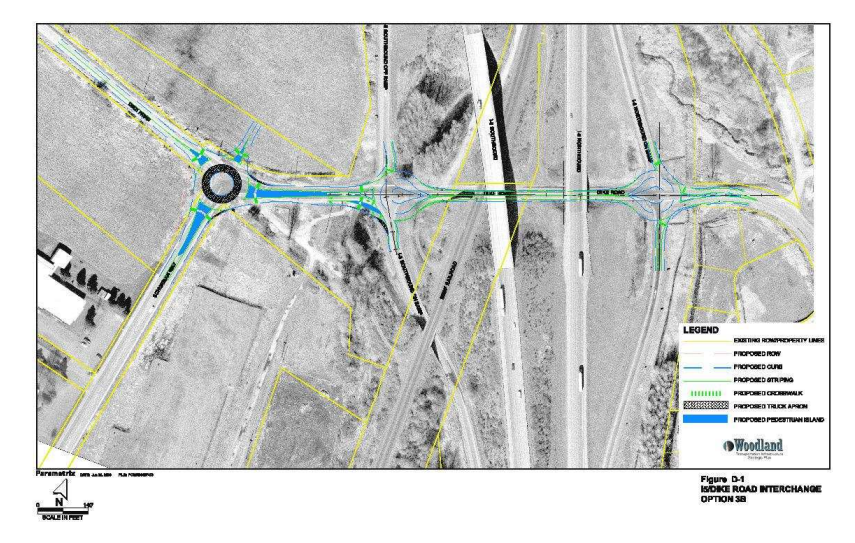
What Options did we consider?

- Three options were considered to improve the interchange of I-5 and Dike Road
  - Roundabouts – Add roundabouts at three intersections
  - Signals – Add signals at three intersections
  - Roadway widening – Widen roadway under I-5 to better accommodate the growth of traffic

What Option is recommended?

- Keep the two interchange roundabouts that Wal-Mart is required to build
- Add a 3rd roundabout at Schurman Way as the area develops

I-5 at Dike Road



I-5 at Dike Road

Benefits of Recommendation

- Accommodates all expected traffic growth over next 20 years without requiring a major roadway widening or freeway/railroad reconstruction – low cost option
- Minimal right-of-way need and property access changes
- Measurable increase in safety compared to signals
- Designed to accommodate long-wheel based trucks

Impacts of Recommendation

- Potential for minor impact to wetland
- Right-of-way acquisition around Shurman intersection

Cost (in addition to Wal-Mart improvement)

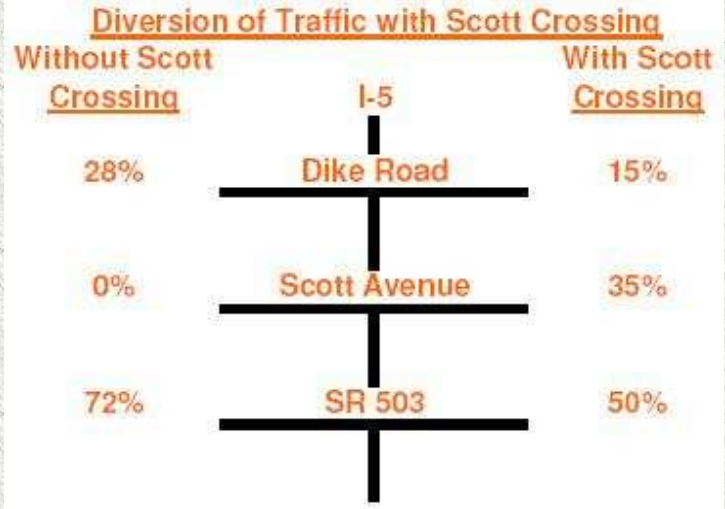
- $2.4 million

I-5 at SR 503

What Options did we consider?

- Several options were considered to improve interchange of I-5 at SR 503:
  - Multi-lane roundabouts – access restricted at Buckeye/Goerig
  - Major street widening – Buckeye to A Street
  - One-way couplet – Buckeye to A Street
  - Improvement coupled with Scott Crossing
    - Added turn lanes at intersections with I-5, relocation of CC Street connection to A Street, and an added eastbound thru lane from Atlantic to past A Street

Synergy Among I-5 Crossings



I-5 at SR 503

What Option is recommended?

- Improvement coupled with Scott Crossing

Benefits of Recommendation

- Provides acceptable traffic operations and improved pedestrian connections
- Significantly less cost and disruption than other options
- Better integration with small town character

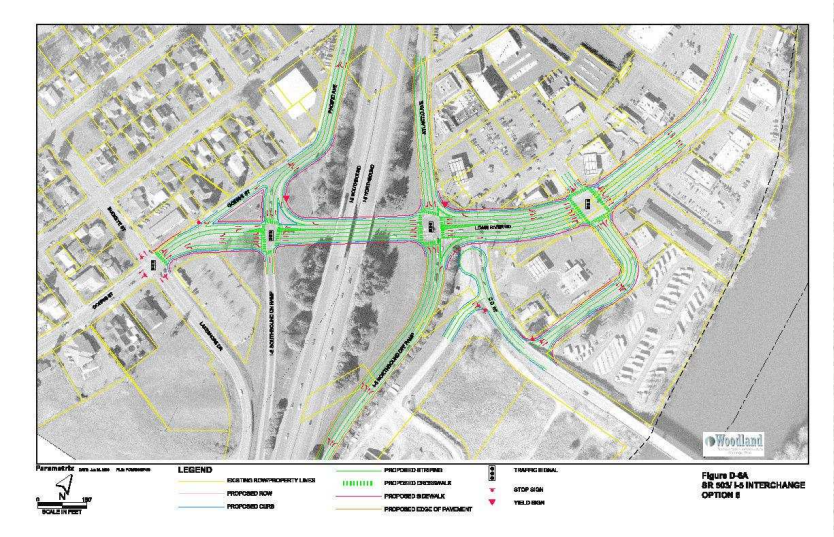
Impacts of Recommendation

- Needs right-of-way acquisition, particularly between Atlantic and A Street
- Identified hazardous material sites must be addressed

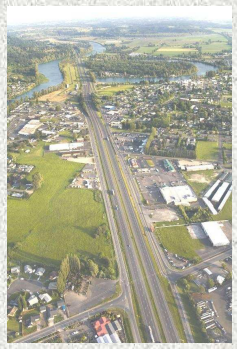
Cost

- $8 million

I-5 at SR 503



Scott Avenue Crossing



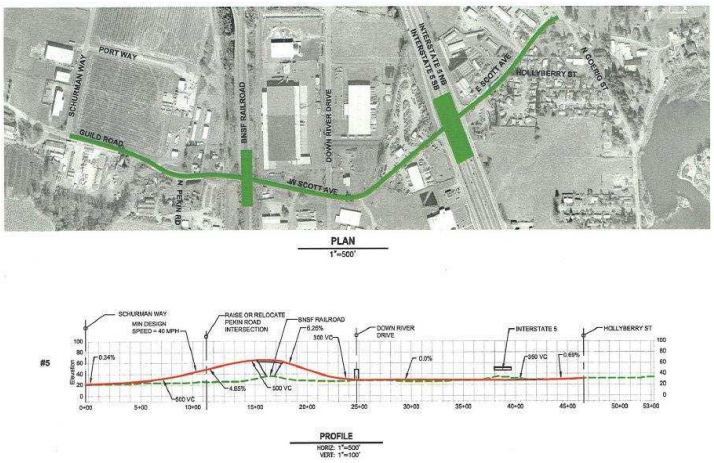
What Options did we consider?

- Two options were considered for a crossing at Scott Avenue:
  - A crossing going under I-5 but over the railroad
  - A crossing going over I-5 and over the railroad

What Option is recommended?

- A crossing going under I-5 but over the railroad (Schurman Way to the Old Pacific Highway)
  - Raise I-5 and build Scott Avenue undercrossing with signalized intersections at the existing ramps to/from I-5 on the north
  - Improve existing two lane road and build an overcrossing for the BNSF railroad

Scott Avenue Crossing



Crossing Option #2 - Scott Avenue

Scott Avenue Crossing

Benefits of Recommendation

- Adds badly needed east/west connectivity
- Significant diversion of peak hour traffic from interchanges
- No natural resource impacts are anticipated

Impacts of Recommendation

- Some right-of-way needed along Scott Avenue
- Potential for access impacts to 3 parcels (other option impacted 9 parcels)
- Improvements will be needed to connect N. Pekin Road

Cost

- $47 million

N Pekin/Scott Connection

What Options did we Consider?

If the Scott Avenue crossing occurs, then a reconnection to N Pekin Road will be necessary. Two options were considered:

- Option 1 – Under Scott Avenue to connect with Port Way
- Realignment westward to connect directly with Scott Avenue

What Option is Recommended?

- Build an undercrossing of a raised portion of Scott Avenue west of the railroad and extend N Pekin Road north to connect to Port Way
- Refine layout in local westwide circulation plan that should be conducted to support the major improvement recommendations of this study

N Pekin/Scott Connection

Woodland Transportation Infrastructure Strategic Plan

N Pekin/Scott Connection

Benefits of Recommendation

- Improves north/south connectivity while maintaining connection to Scott Avenue
- No natural resource impacts are anticipated (the other option could affect identified wetlands and disrupt farm land)

Impacts of Recommendation

- Right-of-way impacts along Scott and to 7 parcels for the Port Way extension. 1 parcel may lose access
- Identified hazardous materials sites may need to be addressed

Cost

- $7 million

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SR 503 east of Goerig

What Options did we consider and recommend?

- Widen SR 503 (Goerig to Evergreen) to add two-way left turn lane, bikes lanes, and sidewalks

Benefits of Recommendation

- Enhances safety for traffic along SR 503 east of Goerig Street (High Accident Corridor today)
- Improves traffic operations at all intersections

Impacts of Recommendation

- May require wetland buffering, further study of potential hazardous material site, and floodplain permitting
- Right-of-way acquisition needed along entire corridor to provide width to DOT standards

Cost

- $6 million

SR 503 east of Goerig

SR 503 Key Intersections

What Options did we consider?

- Two options under consideration to improve intersections of Goerig and Scott on SR 503
  - Option 1 – Add signals and left turn lanes at both intersections
  - Option 3B – Add signals at both intersections, left turn lane at Scott, and restrict left turns at Goerig

What Option is recommended?

- Option 3B

Benefits of Recommendation

- Both intersections would operate with minimal delay
- Enhanced safety with the addition of left turn lanes on SR 503

SR 503 Key Intersections

Impacts of Recommendation

- May require wetland buffering, further study of potential hazardous material sites, and floodplain permitting
- Right-of-way acquisition needed along entire corridor to provide width to DOT standards

Cost

- $4 million

SR 503 Interim Improvement

What Options did we consider and recommend?

- City has funding from WSDOT to construct a first stage or interim improvement before funding is available for the full improvement
- Recommend adding two-way left turn lane (Hillshire to Gun Club) with 4-foot shoulder

Benefits of Recommendation

- Provides safety enhancement by including left turn lanes through improvement area (High Accident Corridor)
- No right-of-way acquisition necessary as all improvements are within DOT property
- Low cost that could be completed with existing resources
- Compatible with future, longer-term improvements

SR 503 Interim Improvement

Impacts of Recommendation

- Bicyclists and pedestrians accommodated with only a 4-foot roadway shoulder
- Provides no curbs, gutters, sidewalks or drainage enhancements

Cost

- $800,000

Final Product of this Study

- A strategic plan that identifies recommended concepts for improvement
- This plan will identify:
  - What's to be done
  - When it should be done
  - Who will do it
  - Potential funding sources

Process to Make Improvements at the I-5 Interchanges

- Once adopted into a local plan, WSDOT will take leadership role in cooperation with City, County, Port, CWCOG and others
- Environmental review and federal concurrence
- Design and Funding
- Construction

Next Steps in the Study

- Endorse recommendations and identify priorities
- Develop funding and implementation strategy in July 2008
- City Council work session in August 2008 prior to adoption
- Adoption of plan slated for September 2008

Tonight's Public Meeting

- Open House to present recommendations
- Get feedback on issues or concerns
- Get input on priorities
- Comment form available
- Kids table and refreshments

Woodland

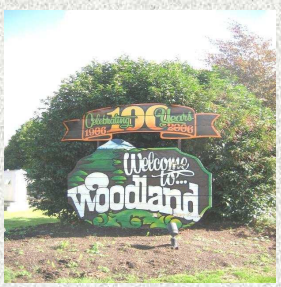
Transportation Infrastructure Strategic Plan

City Council Work Session

October 6, 2008

Agenda

- Brief overview of study history and objectives
- Key Findings
- Recommendations and implementation strategy
- Next Steps



Study Purpose

- Growth is coming – Need a plan with priorities to get funding
- Challenge is to retain the small town feel of Woodland while addressing problems of growth
- Purpose of this study is to prioritize major I-5 and SR 503 improvements and identify funding sources for projects to be built in next 20-30 years.

Steps in the Process

- Identify Problems / Define Vision
- Determine Future Needs
- Analyze Options
- Identify Projects
- Develop Funding Strategy
- Adopt Plan (October 2008)
- Begin to Assemble Funding
- Interchange & environmental approval process
- Design, Permit and Build Projects

Overview

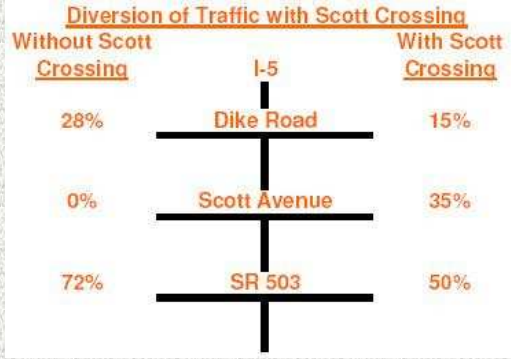
- When we last held a briefing and public open house in July we discussed:
  - Problems to be solved
  - Wide range of options considered
  - Preliminary recommendations
- Since July we have refined recommendations and developed a funding and implementation strategy (e.g., what do we build when, how do we pay for it)

Key Findings

- Land use is a key issue
  - Recommendations are based on patterns and magnitude of growth consistent with the City's existing Comprehensive Plan.
  - Major land use changes will impact the recommendations and may result in further improvement needs.

Key Findings

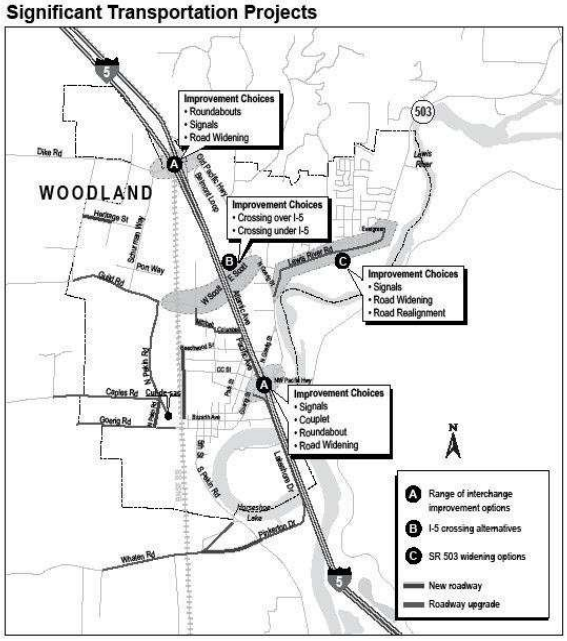
- Recommendations complement each other.
- A potential new I-5 and railroad grade-separated crossing on Scott Avenue has been recommended. This has major benefits for both Dike Road and SR 503.



Key Findings

- Important to view each project in terms of the whole.
- When complete they will work cooperatively to meet major citywide travel needs (e.g., I-5 access and SR 503).

Significant Transportation Projects



Improvement Strategy

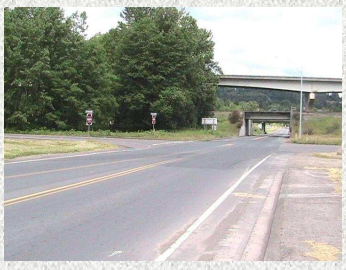
- Projects intended to take advantage of existing funding opportunities and to work together to improve transportation system
- Strategy identified specific actions to be taken:
  - In the next 5 years
  - 5-10 years
  - 10-20 years

In the Next 5 Years

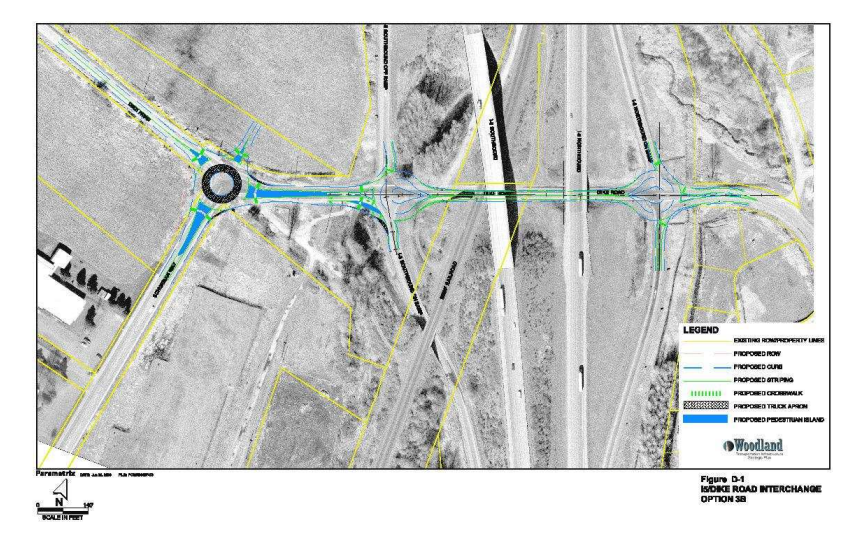
- Funding is available to build:
  - I-5/Dike Road interchange improvements
    - to address anticipated safety and congestion problems associated with pending commercial and likely future industrial/Port development
  - SR 503, Hillshire to Gun Club interim improvement
    - to address existing safety problems and lack of bicycle/pedestrian facilities
- Seek funding to design and initiate construction for Scott Avenue Crossing improvement

I-5 at Dike Road

- Wal-Mart improvements to I-5 ramp intersections (large roundabouts) will meet anticipated traffic demand through 2025.
- Signalized options would require full reconstruction of at least the northbound freeway and the railroad bridge at a cost of $35 – 40 million.
- Recommendations also include 3rd roundabout at Schurman Way to be built as the area develops.



I-5 at Dike Road

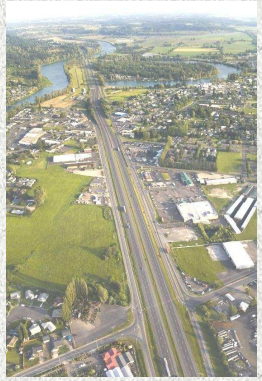


SR 503 Interim Improvement

- Existing high accident problem along SR 503, poor sight distance at several curves, limited facilities for walking and bicycling.
- Improvement would add two-way center turn lane from approx. Hillshire to Gun Club with 4-foot shoulders.
- Interim step to building full improvement from Goerig to Evergreen that would include center turn lane, curbs/gutters, bike lanes, sidewalks, and landscaping.

Scott Avenue Crossing

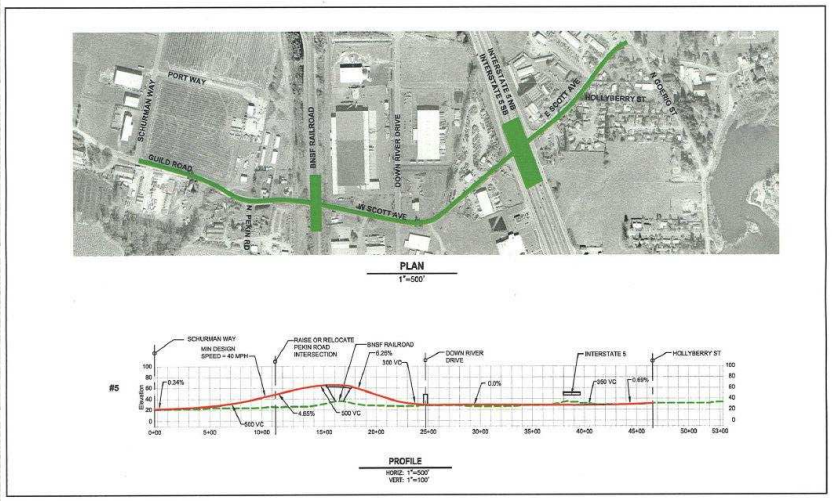
- Scott Avenue crossing will:
  - Be very effective in diverting traffic from existing Dike Road and SR 503 interchanges and reducing the magnitude of improvements needed at these locations.
  - Open up westside industrial and Port property and provide access to several landlocked parcels.



Scott Avenue Crossing

- Recommendation includes a crossing going under I-5 but over the railroad (Schurman Way to the Old Pacific Highway)
  - Raise I-5 and build Scott Avenue undercrossing with signalized intersections at the existing ramps to/from I-5 on the north
  - Improve existing two lane road and build an overcrossing for the BNSF railroad
- Initial improvements should focus on the grade-separation with I-5

Scott Avenue Crossing



Crossing Option #2 - Scott Avenue

CIP for First 5 Years

- I-5/Dike Road roundabouts
  - Cost to be borne by Wal-Mart, timing is uncertain but anticipated to be soon.
- Dike Road/Schurman Roundabout
  - Cost estimated at $2.5 million to accommodate 138-foot wheel base truck, less for normal design vehicles (typical semi-truck)
  - Funding could be private and timing could be dependent on development activity along Schurman Way.
- SR 503 Interim widening (Hillshire to Gun Club)
  - Funding from current WSDOT earmark to City
  - Cost estimated at approximately $1,000,000.
- Scott Avenue crossing
  - At a minimum address connection across I-5 at an estimated cost of $33.1 million

5-10 Years

- Seek funding to design and build:
  - Scott Avenue overcrossing of railroad with modification of Pekin Road connection
  - Signalization/improvements to Scott/Old Pacific intersection
  - SR 503 (Goerig to Evergreen), complete full improvement with:
    - Two-way left turn lane, curbs, gutters, sidewalks and bike lanes
    - Intersection improvements at Scott and Goerig

N Pekin/Scott Connection

- With railroad overcrossing N. Pekin Road will no longer connect directly with Scott Avenue
- Recommended improvement would extend N Pekin Road under Scott Avenue to connect with Port Way

N Pekin/Scott Connection

Woodland Transportation Infrastructure Strategic Plan

SR 503 east of Goerig

- Widen SR 503 (Goerig to Evergreen) to add two-way left turn lane, bikes lanes, and sidewalks
  - Enhances safety for traffic along SR 503 east of Goerig Street (High Accident Corridor)
  - Improves traffic operations at all intersections
  - Recommend adding signals at both intersections, left turn lane at Scott, and restrict left turns at Goerig

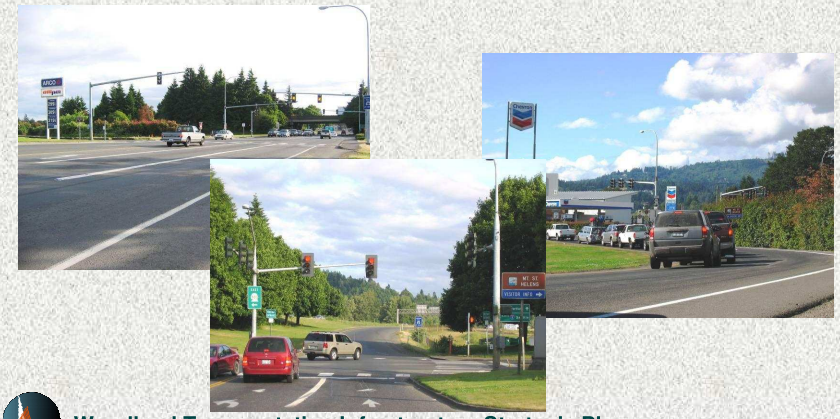
Woodland Transportation Infrastructure Strategic Plan

CIP for 5-10 Years

- Scott Avenue overcrossing of railroad with modification of N Pekin Road connection
  - Cost estimated at $18.5 million for railroad bridge
  - Cost estimated at $8.6 million for Pekin connection
- Improvement to Scott at Old Pacific Hwy
  - Cost estimated at $2.0 million
- SR 503 (Goerig to Evergreen), complete full improvement
  - Cost estimated at $4.2 million (signal at Goerig may not be needed in planning horizon)

10-20 Years

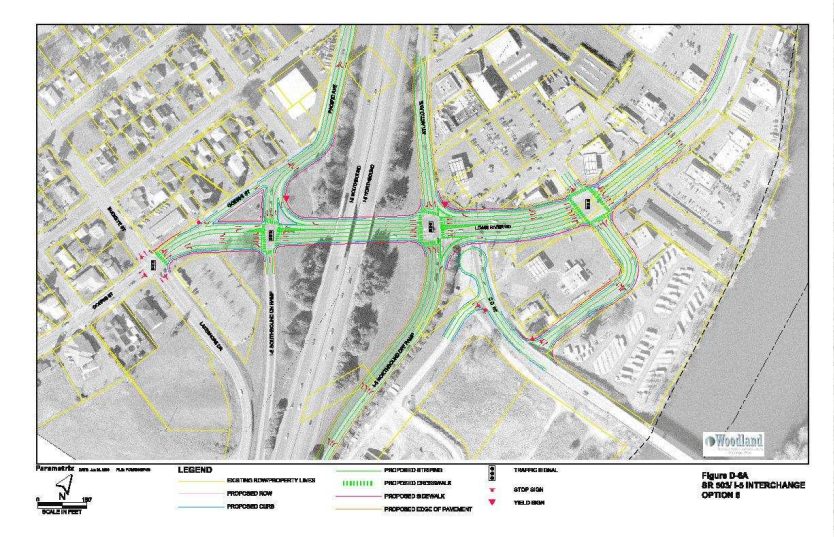
- Seek funding to design and build:
  - I-5/SR 503 interchange improvements



I-5 at SR 503

- Recommended Improvement
  - Needs to be coupled with Scott Crossing of I-5 to divert traffic
  - Adds turn lanes at intersections with I-5, relocation of CC Street connection to A Street, and an added eastbound thru lane from Atlantic to past A Street

I-5 at SR 503



CIP for 10-20 Years

- I-5/SR 503 interchange improvements
  - Cost estimated at $8.9 million

Final Product of this Study

- A strategic plan that identifies recommended concepts for improvement
- This plan will identify:
  - What's to be done
  - When it should be done
  - Who will do it
  - Potential funding sources

Process to Make Improvements at the I-5 Interchanges

- Once adopted into a local plan, WSDOT will take leadership role in cooperation with City, County, Port, CWCOG and others
- Environmental review and federal concurrence
- Design and Funding
- Construction

Next Steps in the Study

- Preparation of final project report
- City Council plan adoption
- Plan adoption by Port and County
- WSDOT concurrence on plan recommendations