



Transportation Infrastructure Strategic Plan

**Port and County Presentation
October , 2008**



Woodland Transportation Infrastructure Strategic Plan

Agenda

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



Woodland Transportation Infrastructure Strategic Plan

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.



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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



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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)



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Key Findings

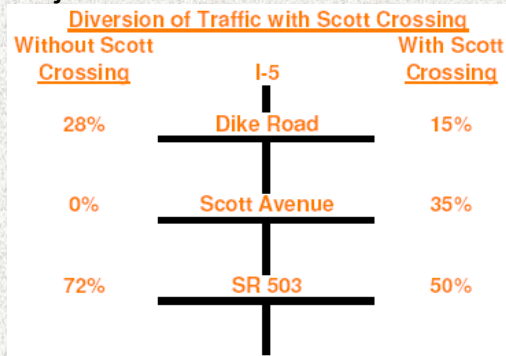
- Land use is a key issue
 - Recommendations are based on patterns and magnitude of growth consistent with the City's existing Comprehensive Plan.
 - Major land use changes will impact the recommendations and may result in further improvement needs.



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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.



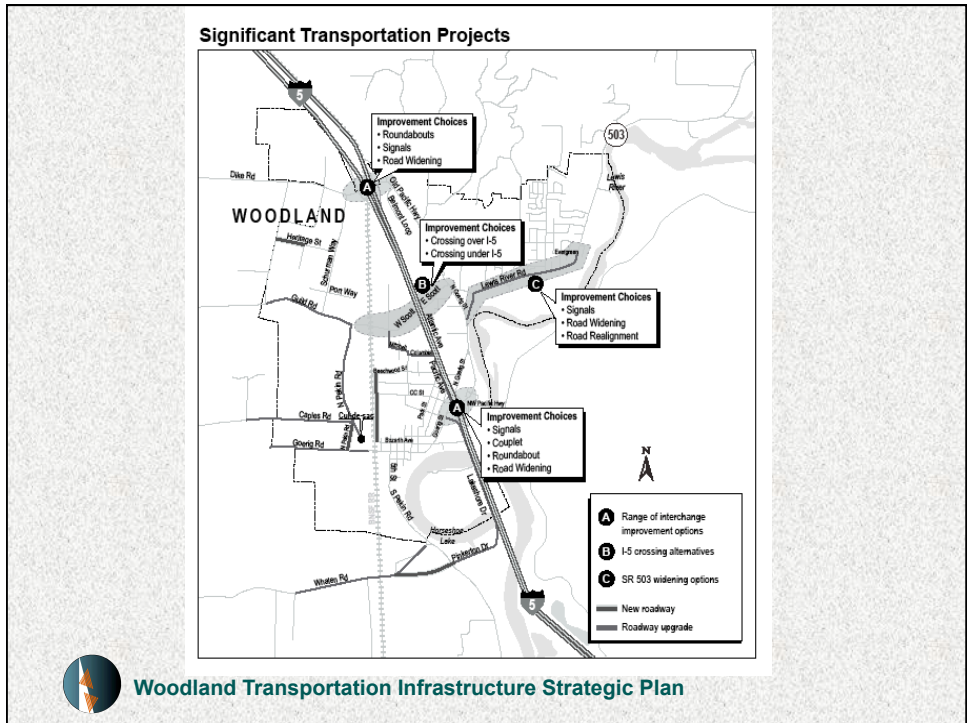
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Key Findings

- 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).



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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



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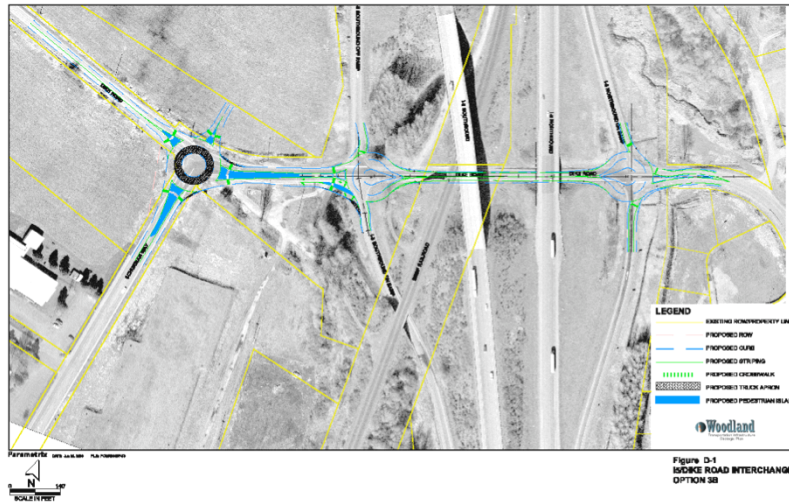
I-5 at Dike Road

- 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.



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I-5 at Dike Road



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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.



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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.



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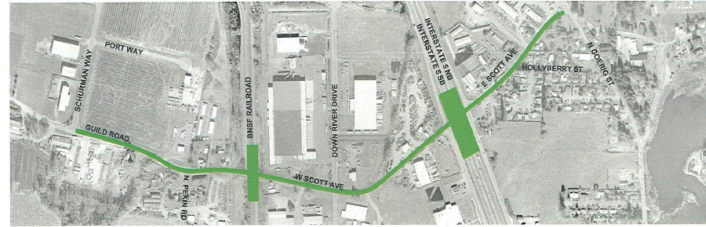
Scott Avenue Crossing

- 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

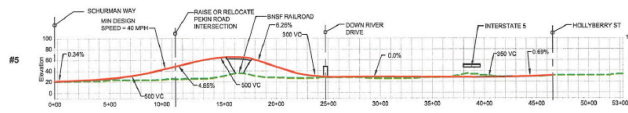


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Scott Avenue Crossing



PLAN
1"=500'



PROFILE
HORIZ: 1"=500'
VERT: 1"=100'

Crossing Option #2 - Scott Avenue



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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



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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



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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



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N Pekin/Scott Connection



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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



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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)



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10-20 Years

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



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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



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I-5 at SR 503

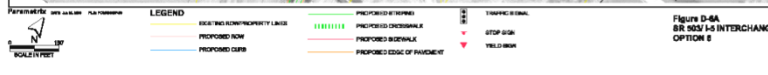
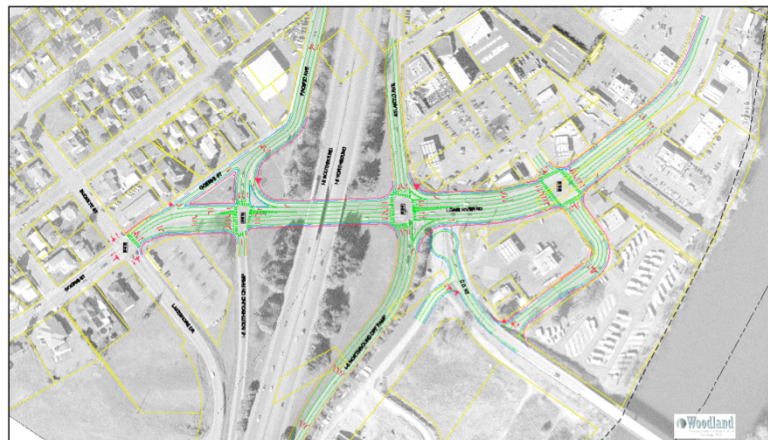


Figure D-6A
SR 503/ I-5 INTERCHANGE
OPTION 5



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CIP for 10-20 Years

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



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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



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Process to Make Improvements at the I-5 Interchanges

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



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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



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