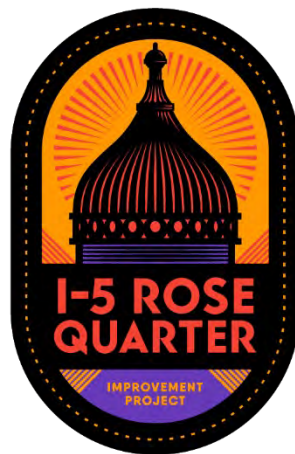


# TRANSPORTATION ACCESS TECHNICAL MEMORANDUM

Oregon Department of Transportation  
October 28, 2022



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# 1. REVISED BUILD ALTERNATIVE ACCESS IMPACTS

This Transportation Access Tech Memo identifies changes in Short-Term and Long-Term impacts due to the Revised Build Alternative compared to the Build Alternative. Under the Revised Build Alternative, the project proposes roadway, bicycle, pedestrian improvements within the Project Area of Potential Impact (API). As described in the Traffic Analysis Supplemental Technical Report, local street segments within the API have not changed. Figure 1 shows the previous and current project area. Changes in the API include:

- Section A added to the API to include additional overhead utility relocations.
- Section B added to the API to include a parking lot to be used for contractor staging during construction.
- Sections C and D are added to expand sections on I-5 southbound mainline for bridge rail retrofit, restriping, and installation of new guide signs on northbound mainline for fiber optic conduit.
- Section E has been removed. Work in this area was associated with the Clackamas Crossing, which is not part of the Revised Build Alternative.

These new sections of work would not have any additional impacts to access to properties.

Figure 1 Previous and Current Project Area.



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## 1.1. SHORT-TERM CONSTRUCTION IMPACTS

Construction of the Revised Build Alternative would have short-term impacts to highway traffic, local street motor vehicle traffic, bicyclists, pedestrians, transit, and business and event access, similar to those described in the 2019 Transportation Access Technical Report. The Revised Build Alternative would have an overall construction and transportation disruption occurring in phases for up to 4–8 years, which is greater than the previous assumption of up to 4 years and would include the closure of N Williams Avenue. N Williams Avenue between N Wheeler Avenue and NE Weidler Street would be closed for the majority of the highway cover construction. The complete closure of N Williams Avenue during construction of the highway cover and the relocation the southbound exit ramp on N Williams Avenue under the Revised Build Alternative would have a greater impact on transit, bicyclists, pedestrians, and vehicles traveling on this section of N Williams Avenue as compared to the Build Alternative.

A detailed transportation management plan would be prepared prior to construction that would describe the construction sequence, strategies for maintaining through-travel and local access for all modes of transportation, and local access to business and private approaches, including those along N Williams Avenue.

## 1.2. LONG-TERM AND OPERATIONAL DIRECT IMPACTS

Implementation of the Revised Build Alternative would result in similar potential impacts to access locations in the Project Area as those included in the 2019 Transportation Access Technical Report:

- The 2019 Transportation Access Technical Report identified 18 driveways that may be closed or modified (5 modified and 13 closed) under the Build Alternative. Under the Revised Build Alternative, the same potential closures or modifications are anticipated with no additional driveways identified as impacted by the project. In most instances, driveway modifications would likely not require relocating driveways. Where closures would occur, additional access to the property is available.
- Compared to the Build Alternative, which indicated nine modified intersections, there are five additional intersections that would be modified under the Revised Build Alternative and three intersections that would no longer be impacted by the project (Figure 2). This leaves a total of 11 intersections that would be modified to maintain or restore their functionality for all roadway users:
  - NE Weidler Street/NE Victoria Avenue
  - N/NE Weidler Street/N Williams Avenue
  - N Weidler Street/N Vancouver Avenue

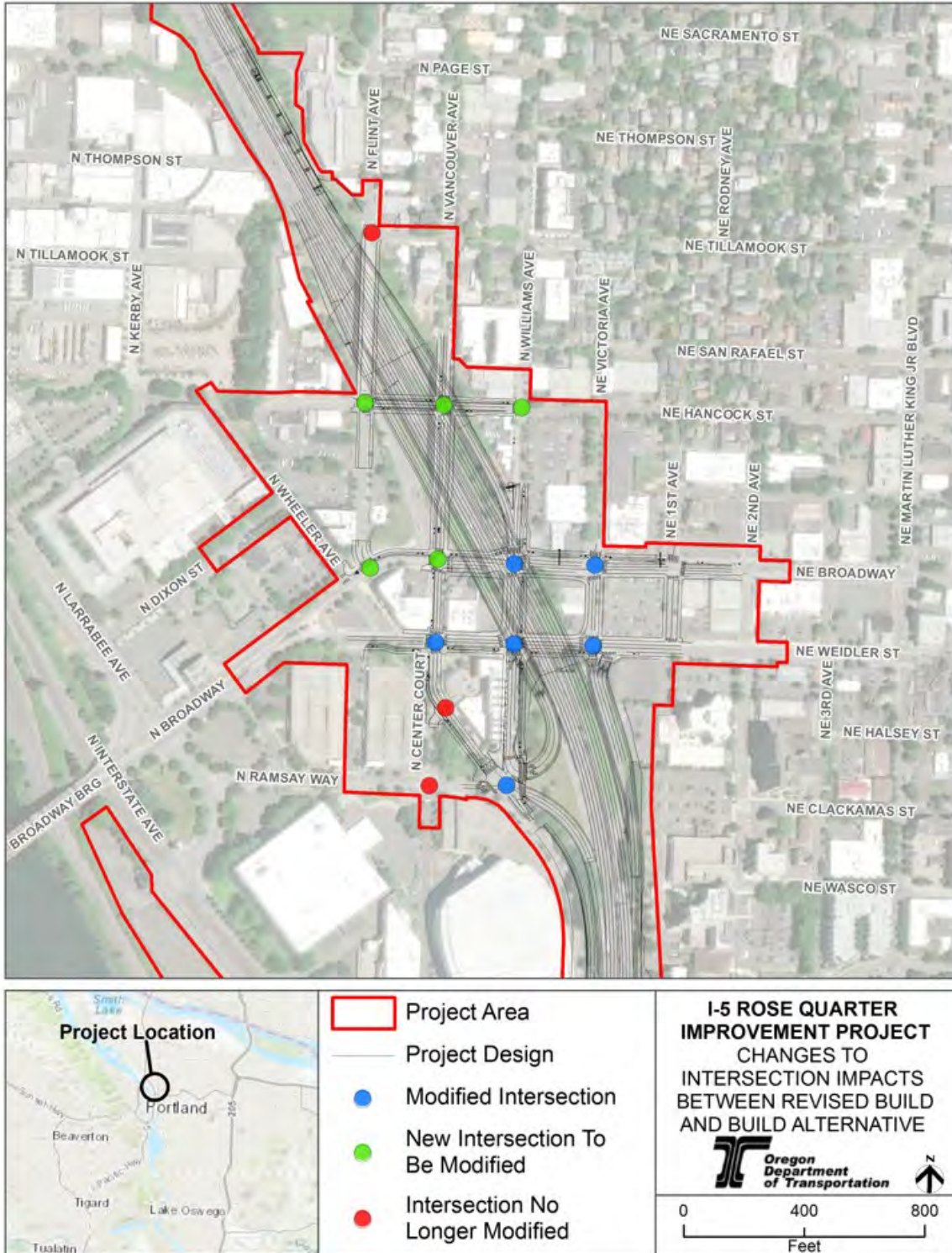
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- N/NE Broadway/N Williams Avenue
  - NE Broadway/NE Victoria Avenue
  - N Broadway/N Vancouver Avenue—additional intersection to be modified in the Revised Build Alternative
  - N Broadway/N Flint Avenue—additional intersection to be modified in the Revised Build Alternative
  - N Vancouver Avenue/NE Hancock Street—additional intersection to be modified in the Revised Build Alternative
  - N Flint Avenue/N Hancock Street—additional intersection to be modified in the Revised Build Alternative
  - N Williams Avenue/NE Hancock Street—additional intersection to be modified in the Revised Build Alternative
  - N Ramsay Way/NE Wheeler Avenue/N Williams Avenue (formerly NE Wheeler)

The following three intersections would not be impacted under the Revised Build Alternative:

- N Ramsay Way/N Center Court
- N Flint Avenue/N Tillamook Street
- N Wheeler Avenue/N Center Court Street.



Figure 2 Changes to Intersection Impacts



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## 2. PREPARERS

NAME	DISCIPLINE	EDUCATION	YEARS OF EXPERIENCE
<b>Marcela Rodriguez</b>	Transportation	<ul style="list-style-type: none"><li>• Bachelor of Science, Civil Engineering</li><li>• Master of Science, Civil Engineering</li></ul>	18