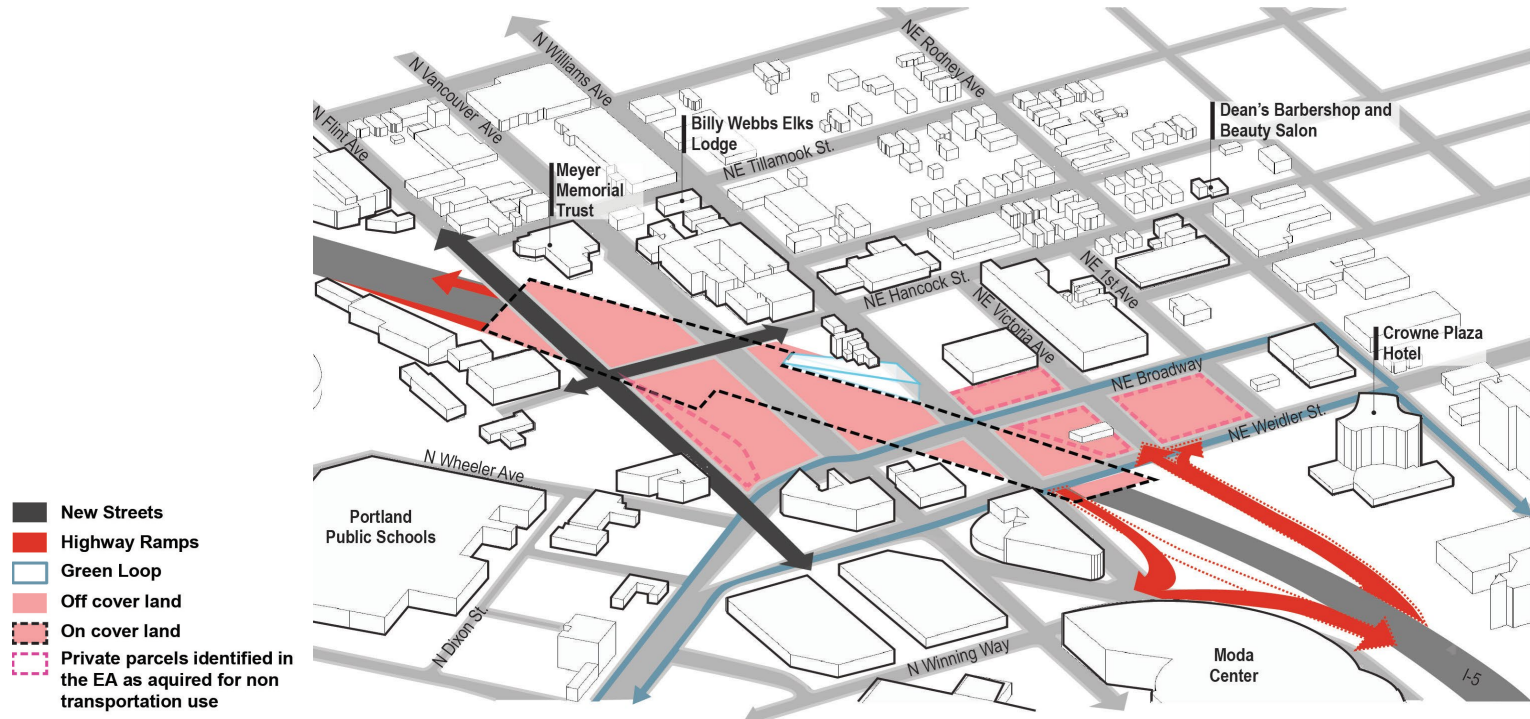


I-5 Rose Quarter Improvement Project – Independent Highway Cover Assessment

July 26, 2021

Hybrid 3



Key Elements:

Moves I-5 SB ramps | Longer cover | Restores Flint connection | Removes Clackamas Ped/Bike Bridge & reconfigures Green Loop to Broadway/Weidler

Land / Acreage	Total Developable Land: 6.35 ac - 7.97 ac On-cover: 4.11 ac Off-cover: 2.24 ac - 3.47 ac				
Delay & Timeline	Late 2023 construction start for Early Work Packages Keeps existing ODOT CM/GC contract with Hamilton Sundt A Joint Venture, in Association with Raimore Construction 10-12 months for re-design and additional environmental review and technical analysis, concurrent with design progression <i>(Requires active partner collaboration and agreement on accelerated reviews)</i> 6 added months of construction for SB ramp relocation and wider cover				
Cost	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;">Highway Cover Area Cost</td> <td style="width: 50%;">Total Project Cost</td> </tr> <tr> <td>\$1.10 B - \$1.16 B</td> <td>\$1.18 B - \$1.25 B</td> </tr> </table> <p><i>Hybrid 3 costs have been updated to reflect narrowing of the I-5 inside shoulders in the Project area, assumed to be narrowed from 12 feet to 4 feet. Costs also reflect reconciled cost range for Hybrid 3 by ICA and Project Team.</i></p>	Highway Cover Area Cost	Total Project Cost	\$1.10 B - \$1.16 B	\$1.18 B - \$1.25 B
Highway Cover Area Cost	Total Project Cost				
\$1.10 B - \$1.16 B	\$1.18 B - \$1.25 B				
Safety (Traffic / Walkability)	<p>With further intersection design refinement and signal timing modifications, likely to meet safety needs on I-5 and multimodal local street system and improve current conditions.</p> <ul style="list-style-type: none"> • Streets around new development opportunities are more pedestrian and business-friendly, with more street frontage with ground-floor active use. • SB off ramp has potential to backup onto I-5 mainline, absent modifications to intersection design and signal timing at adjacent intersections. • SB off ramp presents challenging turning radii, especially for freight. • North of Broadway has less congestion. • Vehicle traffic concentrated / higher congestion on Broadway / Weidler. • Bike and pedestrian movement on Broadway no longer cross a ramp terminal. • SB bikes and peds have direct route along Vancouver and Flint with less complicated intersections and lower volume streets. • Flint connection provides key part of neighborhood framework. • No sidewalks on the east side of Wheeler and Williams south of Winning Way. • Longer signal cycles add delays to pedestrian movement SB ramp intersection. • NB On-Ramp does not allow a sidewalk on west side of Williams, north of Broadway. 				
Future Design and Analysis Needs	<p>Relocated SB off ramp introduces a challenging configuration and will require signal cycle and intersection design modifications around the ramp terminal for a safe, operating off ramp.</p> <p>Requires further study and agreement on the following to ensure Hybrid 3 improves I-5 and multimodal local street safety:</p> <ul style="list-style-type: none"> • Reconsideration of intersection and roadway design at SB ramp terminal intersection, including reassessing role of Wheeler Ave and Winning Way. Partners need to assess reassigning traffic in this area to include WB movement on Winning Way and NB movement on Wheeler to allow clearing of southbound off ramp during peak periods. • Consider SB off ramp vehicle movements: <ul style="list-style-type: none"> ○ To NB Williams – precludes planned transit/bike/ped only segment on Williams between Wheeler and Weidler ○ To NB Wheeler – requires new 2-way Wheeler/Vancouver between Broadway and Winning ○ To WB Winning – requires new 2-way Winning west of Wheeler • Consider shifting I-5 centerline to east (accommodated by narrowing the inside I-5 shoulders from 12 feet to 4 feet) to provide more space for SB off ramp geometry and improve turning radius for truck movements. • Evaluate Vancouver / Broadway intersection design and signal cycle progression <ul style="list-style-type: none"> ○ Consider single left turn lane from Vancouver to Broadway ○ Consider permissive left turn in lieu of separate pedestrian crossing phase ○ Consider closing western crosswalk (not a preferred solution) • Moda Center coordination and refinement to event traffic control plan and pedestrian circulation study • Evaluate freight priority and consider necessary turning radii for safe large truck movement at SB off ramp • Evaluate bicycle circulation and facility needs 				