

COST ESTIMATE

Current preliminary level cost estimates for the construction of Scott Avenue Reconnection Project are between \$60 to \$80 million dollars.

FUNDING

This first phase to identify a preferred design alternative and complete permitting will cost about \$2,000,000 in Federal funding which was allocated by the state in 2012.

It is expected that additional project phases (e.g. ROW, design and construction) will be funded by a combination of federal, state, and local sources.

PROJECT PARTNERS

The City of Woodland is leading the project in cooperation with the following agencies:

- *Federal Highway Administration*
- *Washington State Department of Transportation*
- *Port of Woodland*
- *Cowlitz County*
- *Cowlitz-Wahkiakum Council of Governments*

MORE INFORMATION

Please visit the project's website www.scottreconnect.com for more information. Please use the below contact information for questions and comments.

Bart Stepp, Woodland Public Works Director
360-225-7999 | steppb@ci.woodland.wa.us



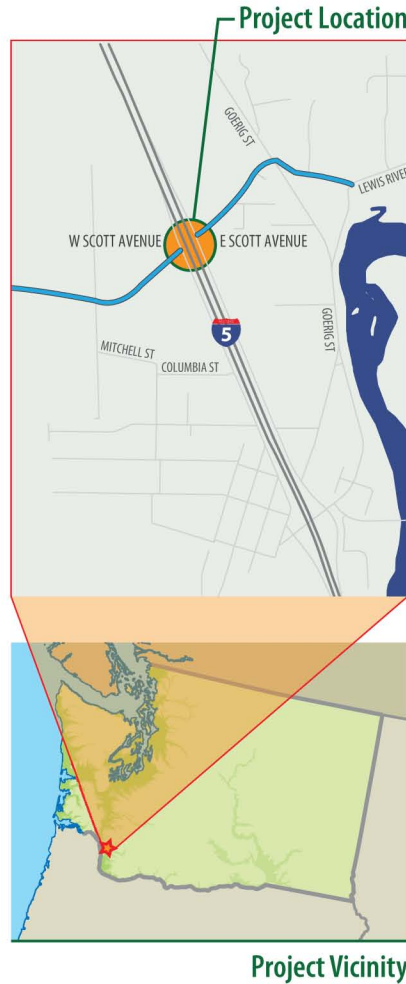
www.ScottReconnect.com



PROJECT DESCRIPTION

The City of Woodland, Washington in Cowlitz County is proposing to reconnect Scott Avenue across Interstate 5 (I-5). Prior to the construction of I-5, traffic moved unimpeded from east to west across the city. After the interstate bisected Woodland, those traveling from one side of the city to the other were forced to use one of the two interchanges, either State Route (SR) 503/Lewis River Road (Interchange 21) or Dike Access Road (Interchange 22).

Following a rigorous alternatives development and evaluation phase that considered 21 designs, in 2014 the City of Woodland's Council selected the I-5 undercrossing alternative as the preferred alternative. This configuration would accomplish the reconnection by raising I-5 to reconnect East and West Scott Avenues at grade. Preliminary engineering and traffic modeling studies have shown that construction of this project will provide substantial improvements to mobility within the City as well as offer congestion relief for Interchange 21. Additionally, this option fully supports the City's 2008 Transportation Infrastructure Strategic Plan; which recommended reconnecting East Scott Avenue and West Scott Avenue to improve connectivity and traffic operations.



PROJECT MISSION STATEMENT

To identify a preferred third east/west connection within the vicinity of Scott Avenue that will improve access to I-5, businesses, residential areas and industrial properties in Woodland while improving reliability, safety and reducing congestion for public and emergency vehicle access at the I-5/SR 503 interchange.



TIMELINE

	2013	2014	2015
Key Goals Assessment	July 2013		
Alternatives Development		May 2014	
Environmental Documentation			Aug 2015
Interchange Justification Report			Oct 2015
Preliminary Engineering			Aug 2015
Final Design / Construction Start			TBD

WSDOT stopped \$2 Million grant funding approved by legislature in April of 2015.

ENVIRONMENTAL DOCUMENTATION

The City is currently completing the environmental review and documentation for the project through the preparation of a combined National Environmental Policy Act (NEPA)/Documented Categorical Exclusion (DCE) and a State Environmental Policy Act (SEPA) Mitigated Determination of Non-Significance (MDNS) with an assumed year of opening of 2020 and a design year of 2040.

Draft studies including noise, air quality, wetlands & critical areas, environmental justice, hazardous materials and transportation, indicate the project impacts are minimal and can all be properly mitigated as part of the project.

The City is also completing an Interchange Justification Report (IJR) for the project which will be submitted to WSDOT for approval.

The supporting NEPA documentation will be used to meet requirements of the SEPA. Completion and approval of NEPA, SEPA, and IJR is anticipated in the fall of 2015.

