DATE **10/5/2020**

I-5 / SR 503 INTERCHANGE IMPROVEMENTS

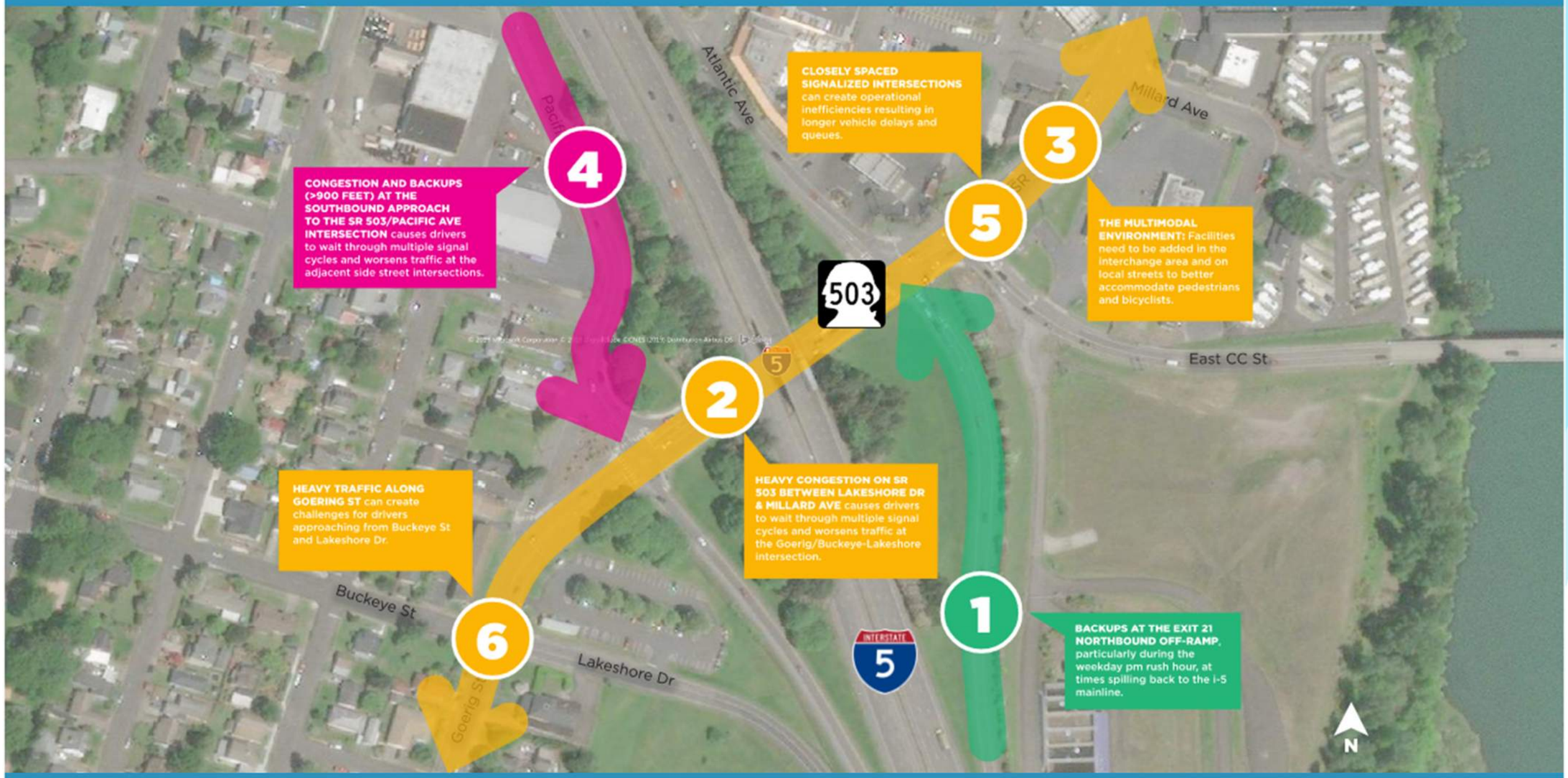
CITY OF WOODLAND

KITTELSON & ASSOCIATES

Agenda

- Project Recap + Latest Updates
- Summary Evaluation of Concepts
  - Improved Traffic Signals
  - Roundabouts
- Key Item for Discussion
  - ***WSDOT and CWCOG support for project***
  - ***City Council recommendation and/or approval of concept(s)***
- Next Steps
  - RFQ design (Phase 2)

Key Project Issues



City of Woodland Washington Lewis River Valley

WSDOT

Cowlitz-Wahkiakum Council of Governments

KITTELSON & ASSOCIATES

PBS

1 Alliance

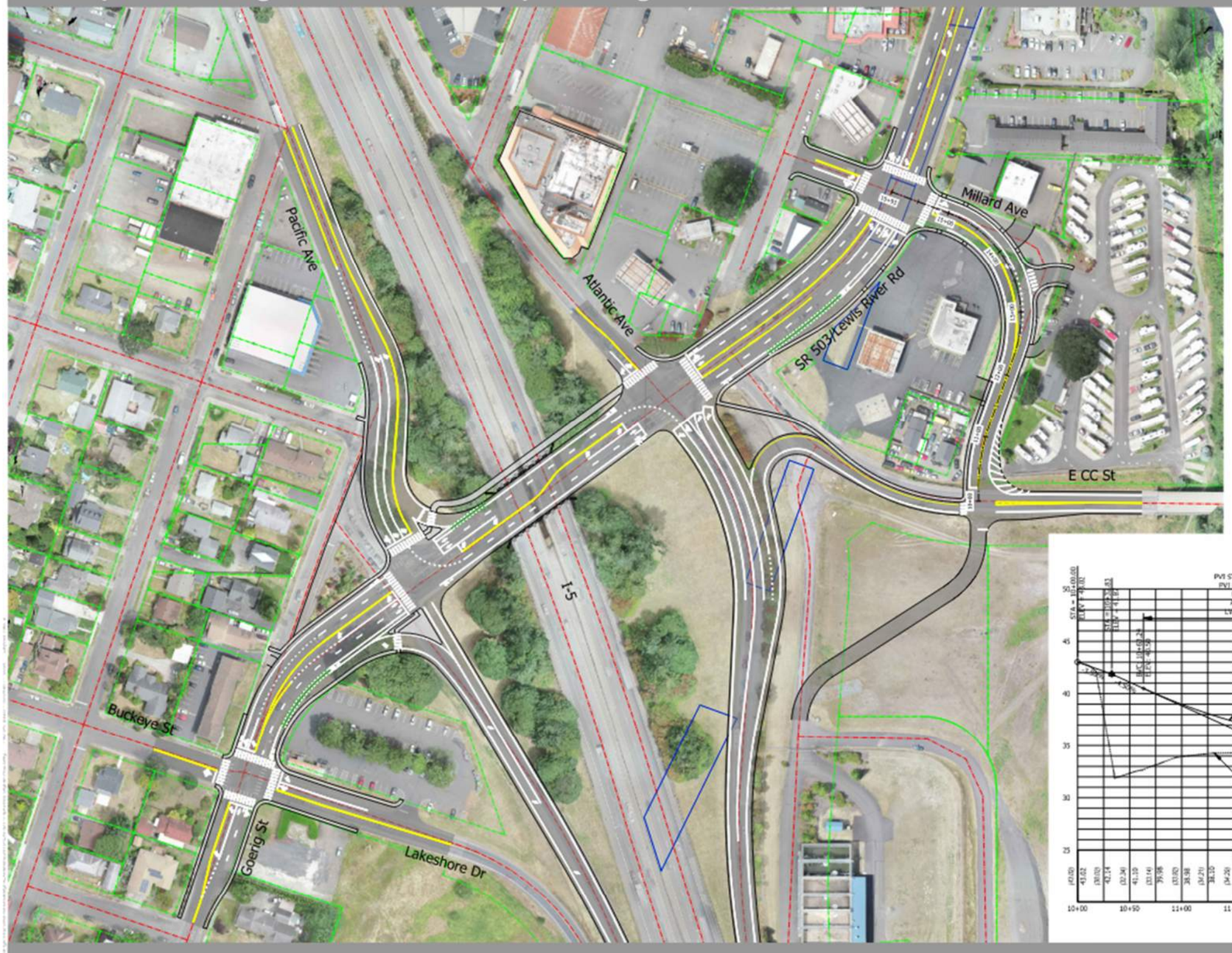
EXIT 21 INTERCHANGE IMPROVEMENTS
WOODLAND, WA

Project Recap + Latest Updates

- Project Understanding & Baseline Assessment
  - Data Collection
  - Existing Conditions
  - Future No Build
- Concept Development & Evaluation
  - Improved Traffic Signals
  - Roundabouts
- Stakeholder Engagement & Public Involvement
  - Stakeholder meetings (5)
  - TAC meetings (3)
  - Small public engagement meetings
  - Woodland Planning Commission
  - Woodland City Council
  - Trucking Industry
  - Public Open House
- Draft traffic documentation

Improved Signal Alt 2 Concept Design

Preliminary Design Subject to Change
Date: 2/4/2020



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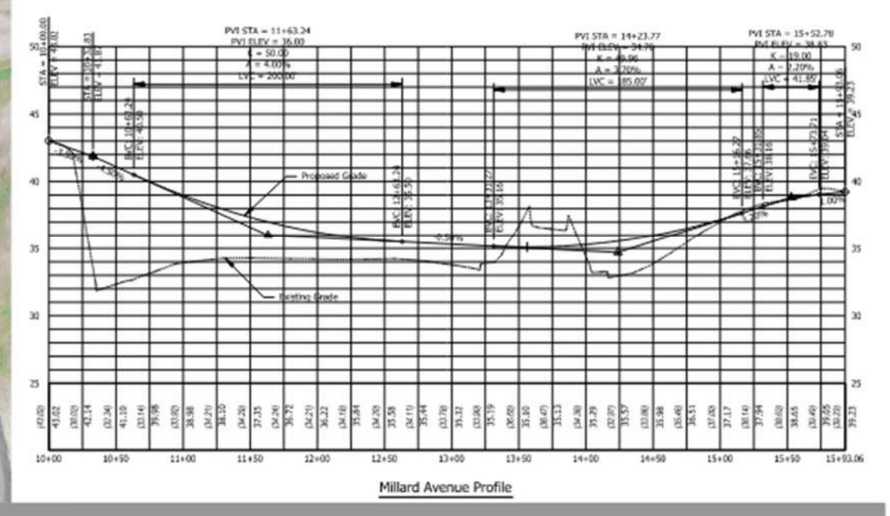


Millard Avenue Profile

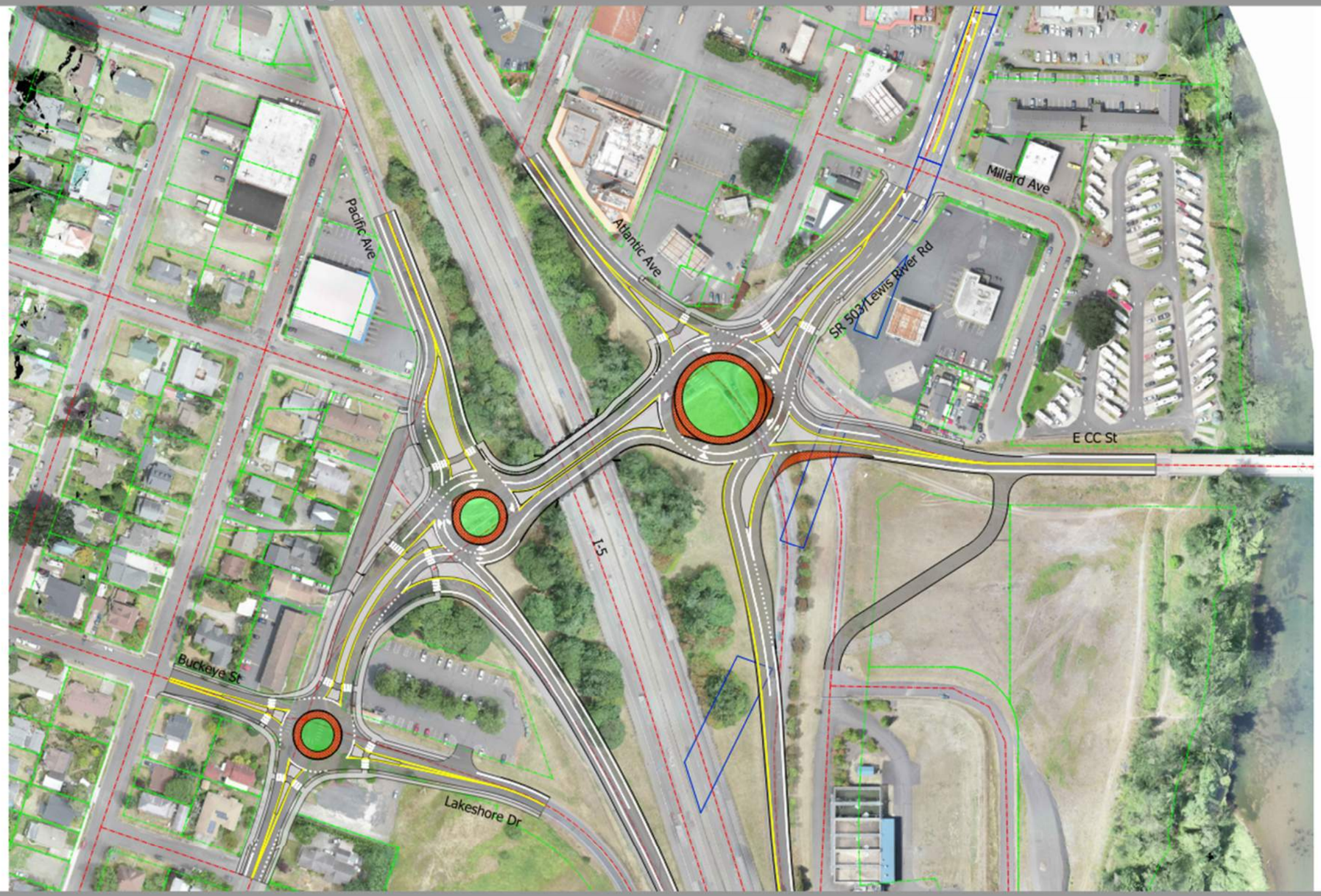
KITTELSON & ASSOCIATES
PHONE: (503) 228-5230 CONTACT: Anthony Yi, PE, Caleb Cox

I-5 at SR 503 Interchange Improvements

Woodland, WA

Roundabouts Concept Design

Preliminary Design Subject to Change
Date: 2/4/2020



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I-5 at SR 503 Interchange Improvements

Woodland, WA

Evaluation Criteria

I-5 / SR 503 (Exit 21) Interchange Improvements		
Evaluation Criteria	**Improved Signals**	**Roundabouts**
Traffic Operations		
Bike / Pedestrian Connectivity		
Safety		
System-Wide Circulation		
Right-of-Way Feasibility		
Estimated Cost		
Community Support		
Local Trucking Industry Support		
Construction Phasing / Schedule		
Good / Significant Improvement / Strong Support		
Above Average / Improvement / Support		
Poor / No Improvement / No Support		
* dependent on available funding		

Traffic Operations

I-5 / SR 503 (Exit 21) Interchange Improvements

Evaluation Criteria	Improved Signals	Roundabouts
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- Both concepts improve traffic operations, particularly for the Exit 21 Northbound Off-Ramp.
- Trade-offs with both concepts.
  - Queuing
  - Vehicle delays

Bike/Pedestrian Connectivity

I-5 / SR 503 (Exit 21) Interchange Improvements

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- Both concepts improve connectivity for cyclists and pedestrian.
- Safer and more effective east-west connectivity.
- Multi-use path along the north side of SR 503.

Safety

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- Roundabouts are widely known as a safer intersection control to signalized intersections due to slower vehicle speeds.
- Creates a slower speed environment and eliminates possibility of dangerous head-on crashes.

System-Wide Circulation

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- Both concepts largely maintain existing traffic patterns.
- Addition of right turn by-pass lane from I-5 off ramp to E CC St

Right-of-Way Feasibility

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- Both concepts require additional right-of-way.
- Improved signals concept impacts multiple properties for the Millard Avenue connection.

Estimated Cost

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- Both concepts are estimated around $13M to $15M.
- Construction phasing and available funding are key topics.

Community Support

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- Community support for the overall improvement project.
- Support for one concept versus the other has been largely split.
- Public open house survey results did not indicate a strong preference towards one or the other.

Local Trucking Industry Support

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- Both concepts can accommodate truck movements.
- Most local trucking companies did not have serious concerns with either concepts.
- Two companies that regularly transport large loads voiced strong opposition to the roundabouts.

Construction Phasing/Schedule

I-5 / SR 503 (Exit 21) Interchange Improvements		
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- Improved Signals – ability to construct in phases
- Roundabouts – likely need to construct all roundabouts at the same time
- Available funding is a key driver towards the schedule

Questions?