

Appendix F

Access Management Plan Wilsonville-Hubbard Highway (Highway 51), Marion County Arndt Road Improvements (MP 0.00 - MP 2.23)

Introduction

The purpose of this plan is to establish how highway access is to be managed within the section of highway affected by this modernization project. The Oregon Transportation Commission (OTC) required access management plans for the modernization project funded through the Oregon Transportation Investment Act of 2001 (OTIA). Marion and Clackamas Counties jointly submitted a proposal to modernize Arndt Road, a county road, between Highway 51 in Marion County and Ore 99E (Pacific Highway East) in Clackamas County. The Mid-Willamette Valley Area Commission on Transportation, and the ODOT Region 2 All-Area Committee recommended the project to the OTC. The OTC selected the project, including a condition requiring the completion of an access management plan consistent with the Oregon Highway Plan. The complete condition is included in the OTC Project Identification and Summary Report (Attachment A).

The OTC Project Identification and Summary Report provides the following as the project purpose and need:

This proposal would make improvements along Arndt Road from ORE-99E in Clackamas County to and including the Wilsonville-Hubbard Highway (Highway 51) in Marion County. The entire project includes intersection improvements, bridge and roadway realignments, and added traffic controls. Beginning at ORE_99E near the Mollala River, a new signalized intersection would be constructed. From that intersection, Arndt Road would be extended westerly with two lanes under and existing concrete trestle of the UPRR mainline to the existing Arndt Road/Barlow Road intersection. The project would then continue on Arndt Road straightening the 90-degree "S" curves and improving the intersections at Knights Bridge Road and Barlow Road. The Arndt Road/Airport Road intersection will be widened and signalized. Southbound on Highway 51, dual left turn lanes will replace the single left turn lane at Arndt Road intersection. Arndt Road will be widened to include two eastbound travel lanes and a westbound right turn lane.

This project is the first phase of this series of access improvements recommended in the I-5/Canby/ORE-213 Access Improvement Study. The Project would provide the connection from I-5 to ORE-99E and allow trucks to cross the UPRR mainline safely via an undercrossing of the existing trestle.

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The section of this plan entitled "Access Management Actions" contains the implementation portion of the plan for the short-, medium-, and long-term periods.

Existing Conditions

Highway 51 intersects with I-5 just south of the Boone (Willamette River) Bridge and extends in a southerly direction 5.63 miles where it intersects with Ore 99E north of the City of Hubbard. In the study area, Highway 51 is a rural highway generally surrounded by farm and farm-related uses. Between I-5 and Arndt Road (MP 0.00 - MP 1.47), there are no public or private accesses on the east side of the highway, and two accesses (service road to the Baldock Rest Area at MP 0.72 and a gated farm access at MP 1.21) to the west side. South of Arndt Road, there are three accesses in the study area to the west side of the highway: private accesses at MP 1.66 and 1.75 and Piper Street, a residential street at MP 2.23. Piper Street is the southern limit of the study area for this plan. The only access to the east side of the highway south of Arndt Road is a gated maintenance access to the Aurora State Airport at MP 1.66 (the airport is adjacent to the highway within the study area south of Arndt Road). With the exception of the two private accesses, all accesses to Highway 51 in the plan area are separated by a minimum of 1,000 feet.

Road Conditions

Highway 51 is a two-lane road with a functional classification of Rural Minor Arterial (Oregon Functional Classification; Clackamas County classification - north of Arndt Road - is Connector; Marion County classification - south of Arndt Road - is Arterial). Highway 51 is also designated as a National Highway system (NHS) route. Between I-5 and Arndt Road, Highway 51 has a slight vertical grade and several gentle curves. South of Arndt Road, the road section is flat and tangent. The posted speed limit is 55 mph. The shoulders are a minimum of 5 feet wide through the entire study area. The Highway 51 intersection with Arndt Road is signalized and left-turn refuges are provided in both directions. Left-turn refuges are also provided for the two private accesses south of Arndt Road. Piper Street has a stop sign. All approaches in the plan area have more than adequate sight distance.

Arndt Road is classified as an Arterial by Marion County between Arndt Road and Airport Road. East of Airport Road, Clackamas County designates Arndt Road as a Major Arterial.

The project is within a Category 3 Safety Investment Program section. The area around the Arndt Road intersection (MP 1.38 - MP 1.56) is identified in the 2002 Safety Priority Index System (SPIS) as a top ten percent crash location. The

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1997-2001 ODOT Comprehensive Crash Listing includes 34 crashes in the study area, none involving fatalities. The majority of crashes involved excessive speed or turning movements.

ODOTs 2001 Traffic Volume Tables state that the average daily traffic on Highway 51 immediately south of Arndt Road (MP 1.48) was 9,300 vehicles. The same ODOT publication identified daily vehicular counts of approximately 17,900 vehicles on Hwy 51 just south of I-5, which would also indicate an average daily traffic of about 17,900 vehicles on Hwy 51 north of Arndt Road. The 1998 Marion County Transportation System Plan (TSP) estimated that Arndt Road carried 8,140 vehicles between Highway 51 and Airport Road in 1995. Assuming a 2% annual traffic growth rate, Arndt Road was carrying approximately 9,200 vehicles daily in 2001. The TSP indicated that the Highway 51/Arndt Road intersection was operating at level of service (LOS) 'C' in 1995, and is projected to operate at LOS 'F' (maximum volume/capacity ratio of 1.00) in 2015. The TSP identified improvements at this intersection as a 0-5 year priority to resolve congestion and safety problems. The TSP identified that the intersection of Arndt Road and Airport Road was operating at LOS 'D' in 1995, and is also projected to operate at LOS 'F' in 2015. The TSP identifies this improvement as a 5-10 year priority to resolve congestion issues.

1999 Oregon Highway Plan (OHP)

Public approach road spacing standards are based on the highway classification and posted speed. Highway 51 is a Regional Highway. The management objective described in OHP Policy 1A (OHP pp. 41) is to provide safe and efficient, high speed, continuous flow operation in rural areas. A secondary function is to serve land uses in the vicinity.

There is one posted speed through the study area - 55 mph. The approach road spacing standard for a Regional Highway in a rural area is 990 feet. The only approaches in the project area that do not meet this standard are the private accesses south of Arndt Road at MP 1.66 and MP 1.75 (about 475 feet apart). The most recently approved approach road (@ MP 1.75 in 1999) was approved with the recognition that it did not meet OHP spacing standards. The property was landlocked, however, as it did not have frontage on any other road. The access was placed, pursuant to an approved approach road permit, in a manner that would allow it to function in proximity to the other approach road (@ MP 1.66). The land uses adjacent to the highway in the study area are described in TABLE 1.

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TABLE 1
Land Use - Highway 51 - Arndt Road Project

Tax Lot	Land Use	Zoning
Clackamas County Assessor's Map 3 1W 26		
West side of highway		
TL 3002	Golf course	EFU
East side of highway		
TL 3000	Golf course	EFU
Clackamas County Assessor's Map 3 1W 35		
West side of highway		
TL 101, 201	Golf course	EFU
TL 580, 601, 602, 1860, 1870, 1890, 2200	Vacant/farm	EFU
East side of highway		
TL 100, 200, 300, 301, 302, 400, 403	Golf course	EFU
TL 1900, 2001, 2100,2101, 2102	Farm/nursery	EFU
Marion County Assessor's Map 4 1W 02A		
West side of highway		
TL 900	Business	IR
TL 1100, 1200, 1300	Hay/grain business	EFU
TL 1400	Equine medical facility	EFU
TL 1500	Farm/vacant	EFU
East side of highway		
TL 800	Aurora State Airport	P
Marion County Assessor's Map 4 1W 02D		
West of highway		
TL 300	Farm/vacant	EFU
East of highway		
TL 200	Aurora State Airport	P
Marion County Assessor's Map 4 1W 02DC		
West side of highway		
TL 100	Single family residence	AR

Marion County Transportation System Plan

Marion County's TSP was adopted in 1998 and is currently being updated. The TSP identifies Highway 51 as an Arterial road. The plan does not establish an expectation that bicycle and pedestrian facilities will be provided on rural roads,

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but does identify Highway 51 as a road with shoulders in excess of four feet. The TSP calls for intersection and signal improvements at the intersection of Highway 51 and Arndt Road. The TSP also identifies capacity issues at the Arndt Road intersection with Airport Road and calls for traffic control changes to address these capacity issues. The current project implements these identified needs.

Clackamas County Transportation System Plan

The Transportation Element of the Clackamas County Comprehensive Plan was most recently amended in March 2002. The plan contains Policy 6.0, which states:

Coordinate with the Oregon Department of Transportation (ODOT) in implementing the Oregon Transportation Plan (OTP), Oregon Highway Plan (OHP), Statewide Transportation Improvement Program (STIP), and with other state, local, and regional jurisdictions in their roadway planning efforts.

The County has identified improvements in the Arndt Road corridor from Airport Road to Ore 99E in the 20-year Capital Needs list. This project will help to implement these provisions of the comprehensive plan.

Access Management Plan Actions

Definitions. Terms defined in Oregon Administrative Rule 734-051 shall have the same meaning when used in the following plan actions. In addition, the following terms used below shall mean:

Action, Long Term are related to the planning horizon for the Marion and Clackamas Counties comprehensive plans and TSPs. These may involve county plan policy amendments, road construction, transit solutions, or permit conditions on approach road permits.

Action, Medium Term are those taken between completion of the OTIA-funded project and the planning horizon identified in the Marion and Clackamas Counties comprehensive plans and TSPs. These actions may involve, for example, plan policy amendments, road construction, transit solutions, or permit conditions on approach road permits.

Action, Short Term are those taken before or during construction of the OTIA-funded project.

Approach Road means a public or private connection to Highway 51 providing vehicular access to and/or from the highway and an adjoining property.

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Approach Road, Private is an approach road to Highway 51 serving one or more properties.

Approach Road, Public is an approach road to Highway 51 serving multiple properties owned and operated by a public entity and providing connectivity to the local road system.

Attached Maps are the final project construction maps and the right-of-way maps used to construct the project. These maps are a part of this Access Management Plan.

Access Management Direction

Construct this OTIA-funded project while retaining and improving the operations of the Highway 51/Arndt Road intersection and Highway 51 within the study area.

Short-term Actions

None proposed.

Medium-term Actions

1. If redevelopment of the parcels containing the hay/grain facility (Assessor's Map 4 1W 02A - Tax Lots 1100, 1200, 1300) and the equine medical facility (Assessor's Map 4 1W 02A - Tax Lot 1400) occur, work to consolidate property access to meet approach road spacing standards (990 feet) specified in the OHP and OAR 734-051.

Long-term Actions

None proposed.

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Attachment A

Arndt Road Project Identification and Summary Report

Project Name: Arndt Road Improvements, Marion and Clackamas County Partnership [Wilsonville-Hubbard Highway (Hwy 51) to ORE 99E] (key #12916, 13033)

Conditions of Approval:

1. ODOT shall develop separate access management plans for the sections of highway affected by the project consistent with the Oregon Highway Plan. Clackamas County shall adopt the access management plan for ORE-99E and Marion County shall adopt the access management plan for the Wilsonville-Hubbard Highway (Highway 51) as parts of a legally binding, enforceable intergovernmental agreements between the respective county and ODOT. The intergovernmental agreement shall include the following elements:
 - If the agreement is to be terminated that Marion County, or Clackamas County provides notice to ODOT in advance of a public hearing on the matter and that the public hearing be held prior to the expiration of their respective agreement with ODOT.
 - Changes or termination of the agreement in advance of expiration shall require formal affirmative action by the Oregon Transportation Commission and Marion County, or Clackamas County, for their respective agreement.
 - The agreement with Clackamas County can expire if Clackamas County includes the Access Management plan in its Transportation System Plan.
 - The agreement with Marion County can expire if Marion County includes the Access Management plan in its Transportation System Plan.
 - The access management plan will apply appropriate access spacing standards as found in the 1999 Oregon Highway Plan or in the local Transportation System Plan (whichever is more restrictive).
2. Final land use goal exceptions and approvals for this project shall have been issued before August 2004, or the project will not be eligible for OTIA II funding.

Project Name: ORE 99E, N. Lake Creek Drive to Tangent Drive (Tangent) (key #13095)

Conditions of Approval:

ODOT shall develop an access management plan for the project consistent with the Oregon Highway Plan. The City of Tangent shall adopt the access management plan as part of a legally binding, enforceable intergovernmental agreement between the City of Tangent and ODOT. The intergovernmental agreement shall include the following elements:

- If the agreement is to be terminated that the City of Tangent provides notice to ODOT in advance of a public hearing on the matter and that the public hearing be held prior to the expiration of the agreement.
- Changes or termination of the agreement in advance of expiration shall require formal affirmative action by the Oregon Transportation Commission and the City of Tangent.
- The agreement can expire if the City of Tangent includes the Access Management plan in its Transportation System Plan.
- The access management plan will apply appropriate access spacing standards as found in the 1999 Oregon Highway Plan or in the local Transportation System Plan (whichever is more restrictive).

Project Name: US 101 at NE 52nd Street (Newport) (key #12918)

Conditions of Approval:

ODOT shall develop an access management plan for the project consistent with the Oregon Highway Plan. The City of Newport shall adopt the access management plan as part of a legally binding, enforceable intergovernmental agreement between the City of Newport and ODOT. The intergovernmental agreement shall include the following elements:

- If the agreement is to be terminated that the City of Newport provides notice to ODOT in advance of a public hearing on the matter and that the public hearing be held prior to the expiration of the agreement.
- Changes or termination of the agreement in advance of expiration shall require formal affirmative action by the Oregon Transportation Commission and the City of Newport.
- The agreement can expire if the City of Newport includes the Access Management plan in its Transportation System Plan.
- The access management plan will apply appropriate access spacing standards as found in the 1999