



SCOPED PROJECT COSTS

Preliminary Engineering	\$ 712,223
Environmental	\$ 110,000
Right-of-Way	\$ -
Construction Engineering	\$ 370,497
Construction	\$ 3,771,537
Contingency	\$ 956,615
TOTAL COST	\$ 5,940,871
REQUESTED FUNDS	\$ 5,330,744
MATCH %	10.27%

PROJECT DESCRIPTION:

Design and construct modifications to the southbound (SB) ramp configuration of OR-217 between the Allen Boulevard and Denney Road interchange and widen to create a separated frontage road

PURPOSE/NEED:

Due in part to poor interchange spacing and high travel demand, OR-217 experiences an average of 200 accidents per year, which is the equivalent of one crash every weekday. The proposed project will remove the dangerous weaving section on southbound OR-217 between the Allen Boulevard and Denney Road interchanges by replacing the southbound on-ramp from Allen Boulevard and the southbound off-ramp to Denney Road with a single-lane collector-distributor road connecting the Allen Boulevard and Denney Road southbound ramp terminals.

BENEFITS:

- Provides significant mobility and safety improvements on OR-217 at a much lower cost than main line or typical major interchange improvements
- Reduces congestion and delay for all southbound travelers of OR-217 from Walker Road to Denney Road
- Improves the regional economy by facilitating the movement of goods and services on a major freight route
- Improves safety on a hazardous cargo route
- Improves air quality by reducing idling time as greenhouse gas emissions

ASSUMPTIONS:

- Create barrier separated SB frontage road between Allen Boulevard and Denney Road
- Water quality treatment/detention
- Widen SB ramp area at Allen Boulevard
- Cantilever sign bridge at the SB exit ramp to Allen Boulevard can be "re-used"
- Widen structure for left turn lane at SB Allen Boulevard ramp terminal
- Modify existing signal at Allen Boulevard
- No impacts to existing railroad
- No modifications to Denney Road structure
- No right-of-way acquisitions, utility relocations, or major environmental impacts
- No adverse impact on bicycle and pedestrian use within the project area
- Requires environmental review/mitigation
- Design exceptions for shoulders and alignment geometry
- All cost over-runs are the responsibility of the applicant

RISKS:

- Work in floodplain requires a No Net Rise Certification or floodplain mitigation
- Impacts to natural resource buffer areas will require a Service Provider Letter and mitigation in the form of restoration, weed removal, and plantings may be required
- May be difficult to locate water quality facilities given constraints caused by wetlands, the 100-yr floodplain, and the high groundwater table