

Appendix A

SUPPLEMENTAL FUTURE TRAFFIC VOLUME DATA

Table A-1
 2015 P.M. Peak Hour Trip Generation
 I-5/Kuebler Boulevard Interchange Area

TAZ	Baseline Scenario			Proposed Plan Scenario			% Change
	Origins	Destinations	Total	Origins	Destinations	Total	
<i>NE Quadrant</i>							
130	8	22	30	265	382	647	2056.7%
414	32	21	53	113	50	163	207.5%
420	6	5	11	62	45	107	872.7%
421	10	8	18	134	97	231	1183.3%
Subtotal	56	56	112	574	574	1,148	925.0%
<i>SE Quadrant</i>							
131	15	5	20	158	47	205	925.0%
424	19	15	34	60	44	104	205.9%
425	14	11	25	60	43	103	312.0%
428	48	14	62	234	77	311	401.6%
429	38	11	49	119	35	154	214.3%
430	9	3	12	22	7	29	141.7%
436	2	2	4	113	34	147	3575.0%
Subtotal	145	61	206	766	287	1,053	411.2%
<i>SW Quadrant</i>							
422	31	57	88	213	173	386	338.6%
423	27	50	77	287	201	488	533.8%
427	47	30	77	30	21	51	-33.8%
Subtotal	105	137	242	530	395	925	282.2%
<i>NW Quadrant</i>							
124	15	28	43	265	251	516	1100.0%
125	45	80	125	87	189	276	120.8%
412	8	14	22	82	115	197	795.5%
Subtotal	68	122	190	434	555	989	420.5%
Total	374	376	750	2,304	1,811	4,115	448.7%

Table A-2
 2006 P.M. Peak Hour Trip Generation
 I-5/Kuebler Boulevard Interchange Area

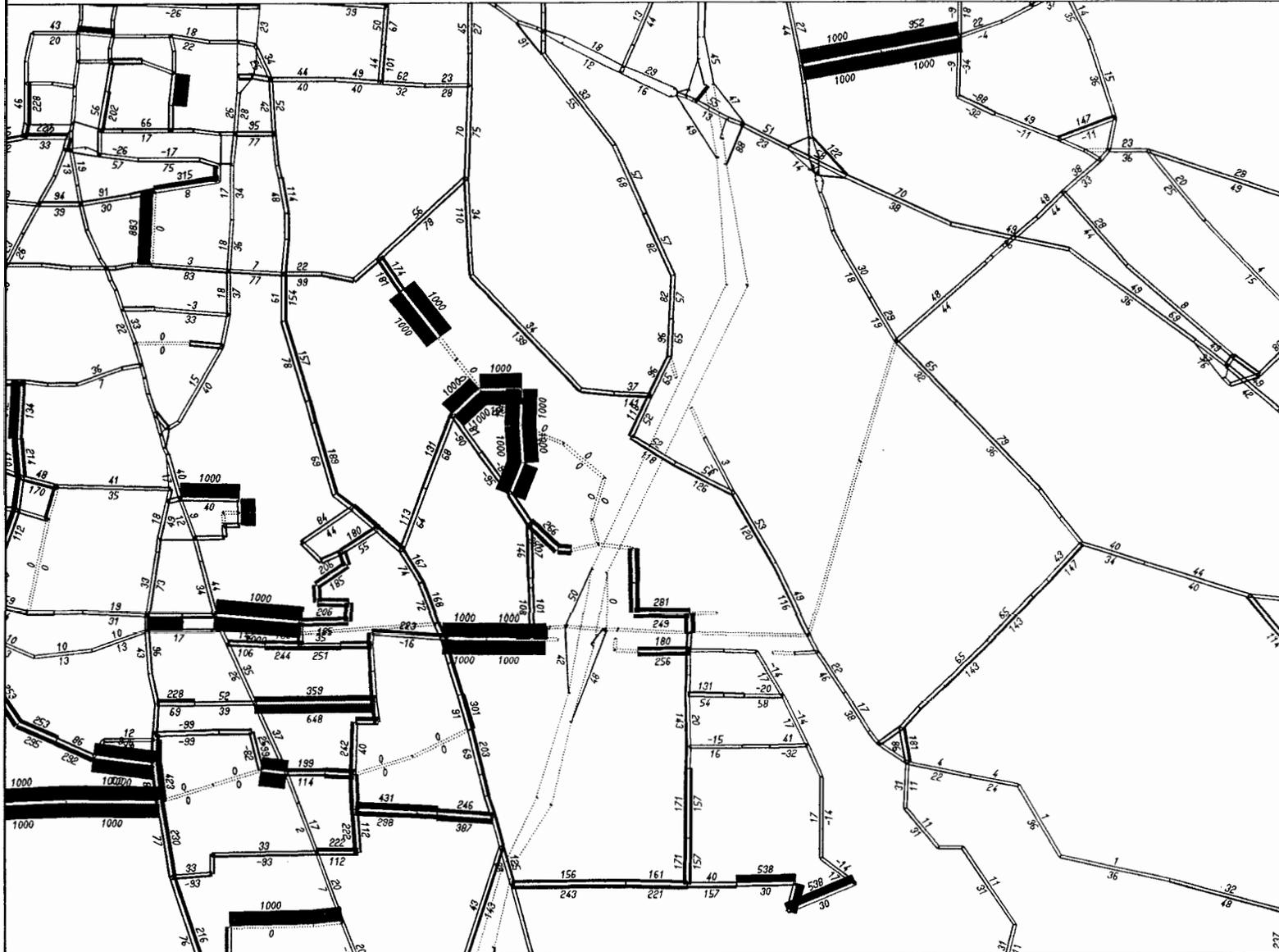
TAZ	2006 Proposed Plan Scenario			2015 Proposed Plan Scenario			% Change
	Origins	Destinations	Total	Origins	Destinations	Total	
<i>NE Quadrant</i>							
130	0	0	0	265	382	647	--
414	29	16	45	113	50	163	262.2%
420	16	12	28	62	45	107	282.1%
421	34	26	60	134	97	231	285.0%
Subtotal	79	54	133	574	574	1,148	763.2%
<i>SE Quadrant</i>							
131	78	23	101	158	47	205	103.0%
424	30	24	54	60	44	104	92.6%
425	30	24	54	60	43	103	90.7%
428	111	33	144	234	77	311	116.0%
429	59	17	76	119	35	154	102.6%
430	11	3	14	22	7	29	107.1%
436	56	17	73	113	34	147	101.4%
Subtotal	375	141	516	766	287	1,053	104.1%
<i>SW Quadrant</i>							
422	50	40	90	213	173	386	328.9%
423	70	49	119	287	201	488	310.1%
427	8	5	13	30	21	51	292.3%
Subtotal	128	94	222	530	395	925	316.7%
<i>NW Quadrant</i>							
124	99	85	184	265	251	516	180.4%
125	21	46	67	87	189	276	311.9%
412	51	49	100	82	115	197	97.0%
Subtotal	171	180	351	434	555	989	181.8%
Total	753	469	1,222	2,304	1,811	4,115	236.7%

BASE NETWORK

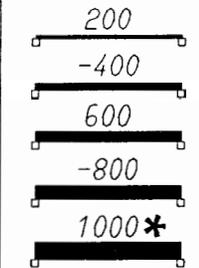
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emme/2

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 UPPER: 999998



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WINDOW:
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 SCENARIO 409: copy of sc405 for 2015 baseline sl assign (all pplan zones)
 ATTRIB. @bsexd: rel vol diff (bseline/1995-1*100)

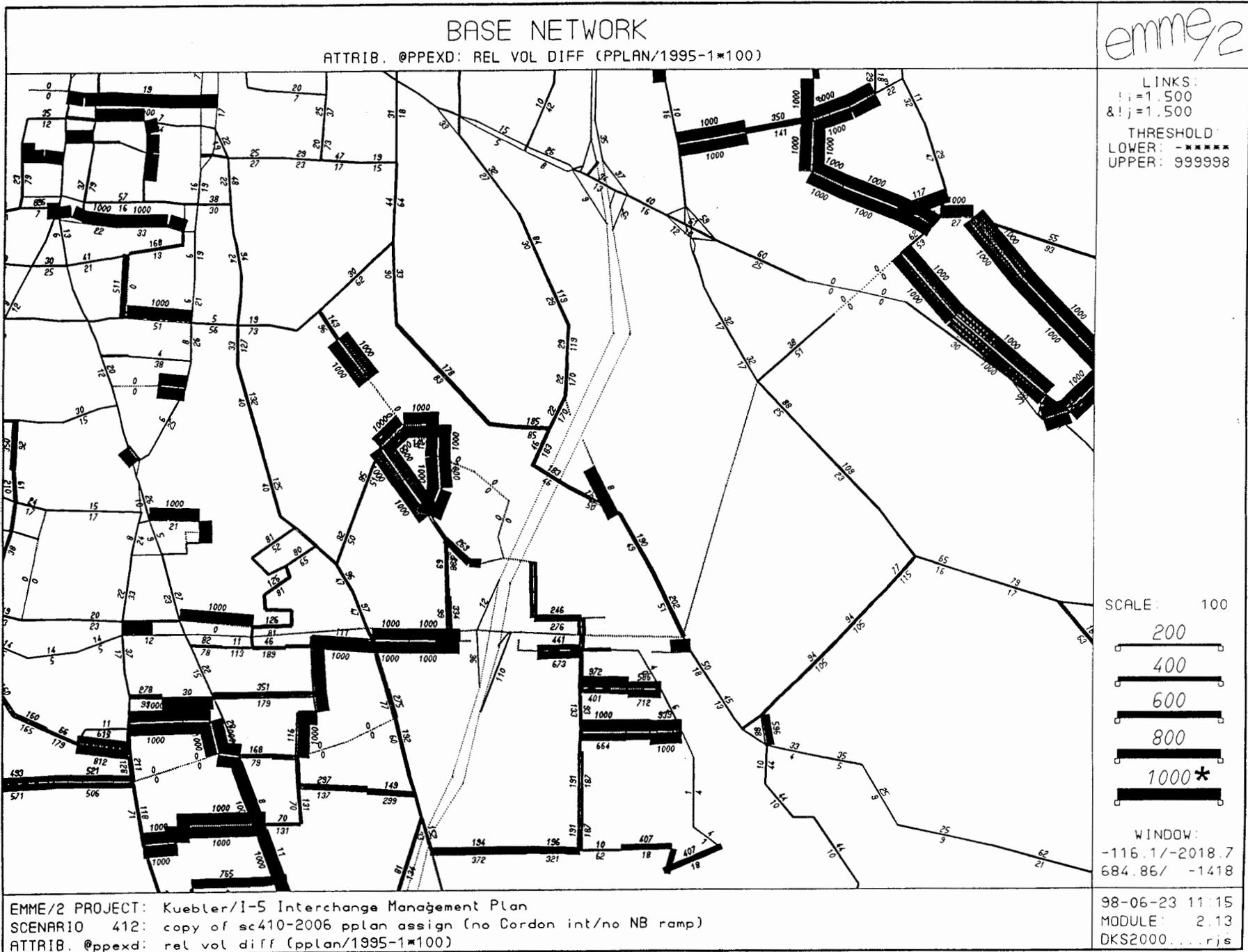
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* Values greater than 1000% shown as %1000.

Figure A-1
2015 BASELINE SCENARIO - TRAFFIC VOLUME IMPACTS
(Percentage Change) Other Study Area Roadways

Table A-3
2015 P.M. Peak Hour Volume Differences – Other Study Area Roadways
Proposed Plan Scenario vs. Baseline Scenario

Street	From	To	Differences in Directional Traffic Volumes (vph)		
			Proposed Plan vs. Baseline Scenario		
			Total Volume	Local Volume	Regional Volume
Commercial Street	12th Street	Wiltsey Road	-30 to +50	0 to +140	-70 to 0
Battle Creek Road	Pringle Road	Wiltsey Road	-30 to +180	+30 to +270	-80 to +20
Fairview Industrial Dr.	Madrona Avenue	Marietta Street	-10 to +150	+70 to +290	-150 to -10
Airway Drive	25th Street	Turner Road	+10 to +20	+20	-10 to +10
Turner Road	Highway 22	S/o Kuebler Boulevard	-60 to +120	+40 to +230	-110 to 0
Highway 22	25th Street	Lancaster Drive	-20 to +70	0 to +70	-60 to +70
Airport Road	State Street	Turner Road	-10 to +130	+40 to +130	-50 to +30
Hawthorne Avenue	State Street	Highway 22	-10 to +10	+10 to +20	-30 to +10
Madrona Avenue	Fairview Industrial Dr.	25th Street	+40 to +50	+120 to +220	-100 to -20
25th Street	Highway 22	Madrona Avenue	+10 to +50	+80 to +210	-90 to -20
State Street	Airport Road	Lancaster Drive	-20 to +20	0 to +50	-30 to +10
Lancaster Dr.	State Street	Kuebler Boulevard	-30 to +50	+50 to +110	-110 to 0
Aumsville Highway	S/o Kuebler Boulevard		0 to +60	0	0 to +60
Reed Lane	Fairview Industrial Dr.	Battle Creek Road	-10 to -50	+20 to +50	-70 to -20
Strong Road	Reed Lane	27th Avenue	+10 to +70	+10 to +40	0 to +30
27th Avenue	Fairview Industrial Dr.	Boone Road	+50 to +230	+160 to +300	-120 to 0
Marietta Street	27th Avenue	32nd Street	+130 to +190	+190 to +220	-40 to +10
32nd St./Trelstad Ave.	Marietta Street	36th Avenue	+130 to +420	+190 to +470	-40 to +10
36th Avenue	Kuebler Boulevard	Wiltsey Road	+30 to +510	+40 to +640	-60 to -10
Wiltsey Road	Battle Creek Road	36th Avenue	+40 to +70	+40 to +130	-40 to +10
Reed Lane	Boone Road	Wiltsey Road	-30 to +70	0 to +60	-60 to +50
Boone Road	27th Avenue	Reed Lane	+20 to +180	+20 to +290	-40 to +40
Barnes Road	Reed Lane	Commercial Street	-10 to +60	0 to +10	-10 to +60



* Values greater than 1000% shown as 1000%.

2006 PROPOSED PLAN SCENARIO - TRAFFIC VOLUME IMPACTS
(Percentage Change) Other Study Area Roadways

Figure A-3

Appendix B

SUPPLEMENTAL FUTURE TRAFFIC VOLUME DATA (REVISED VOLUMES)

Table B-1
2015 P.M. Peak Hour Volume Differences – Other Study Area Roadways
Proposed Plan Scenario vs. Baseline Scenario

Street	From	To	Differences in Directional Traffic Volumes (vph)	
			Proposed Plan vs. Baseline Scenario	
			Revised Volumes	Original Volumes
Commercial Street	12th Street	Wiltsey Road	-65 to +160	-30 to +50
Battle Creek Road	Pringle Road	Wiltsey Road	-30 to +160	-30 to +180
Fairview Industrial Dr.	Madrona Avenue	Marietta Street	-10 to +100	-10 to +150
Airway Drive	25th Street	Turner Road	-10 to +15	+10 to +20
Turner Road	Highway 22	S/o Kuebler Boulevard	-20 to +120	-60 to +120
Highway 22	25th Street	Lancaster Drive	-20 to +90	-20 to +70
Airport Road	State Street	Turner Road	-10 to +110	-10 to +130
Hawthorne Avenue	State Street	Highway 22	-10 to +10	-10 to +10
Madrona Avenue	Fairview Industrial Dr.	25th Street	+20 to +30	+40 to +50
25th Street	Highway 22	Madrona Avenue	-10 to +20	+10 to +50
State Street	Airport Road	Lancaster Drive	-20 to -10	-20 to +20
Lancaster Dr.	State Street	Kuebler Boulevard	-30 to +60	-30 to +50
Aumsville Highway	S/o Kuebler Boulevard		0 to +50	0 to +60
Reed Lane	Fairview Industrial Dr.	Battle Creek Road	-10 to -50	-10 to -50
Strong Road	Reed Lane	27th Avenue	0 to +70	+10 to +70
27th Avenue	Fairview Industrial Dr.	Boone Road	+10 to +310	+50 to +230
Marietta Street	27th Avenue	32nd Street	+70 to +120	+130 to +190
32nd St./Trelstad Ave.	Marietta Street	36th Avenue	+70 to +340	+130 to +420
36th Avenue	Kuebler Boulevard	Wiltsey Road	0 to +520	+30 to +510
Wiltsey Road	Battle Creek Road	36th Avenue	+20 to +30	+40 to +70
Reed Lane	Boone Road	Wiltsey Road	-30 to +40	-30 to +70
Boone Road	27th Avenue	Reed Lane	-160 to +60	+20 to +180
Barnes Road	Reed Lane	Commercial Street	-10 to +40	-10 to +60

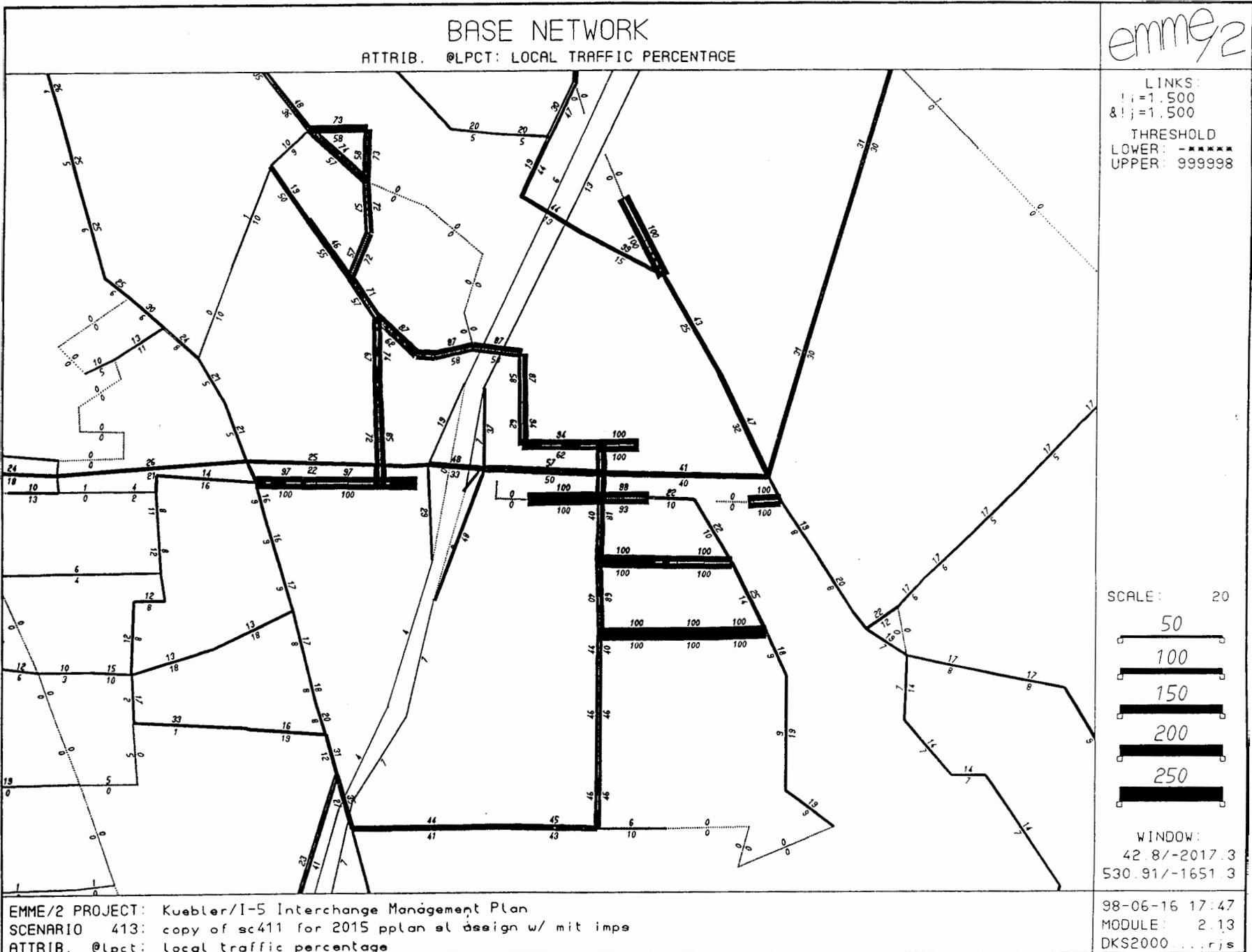


Figure B-1
2015 PROPOSED PLAN SCENARIO
Local Traffic Percentages (Revised Volumes)

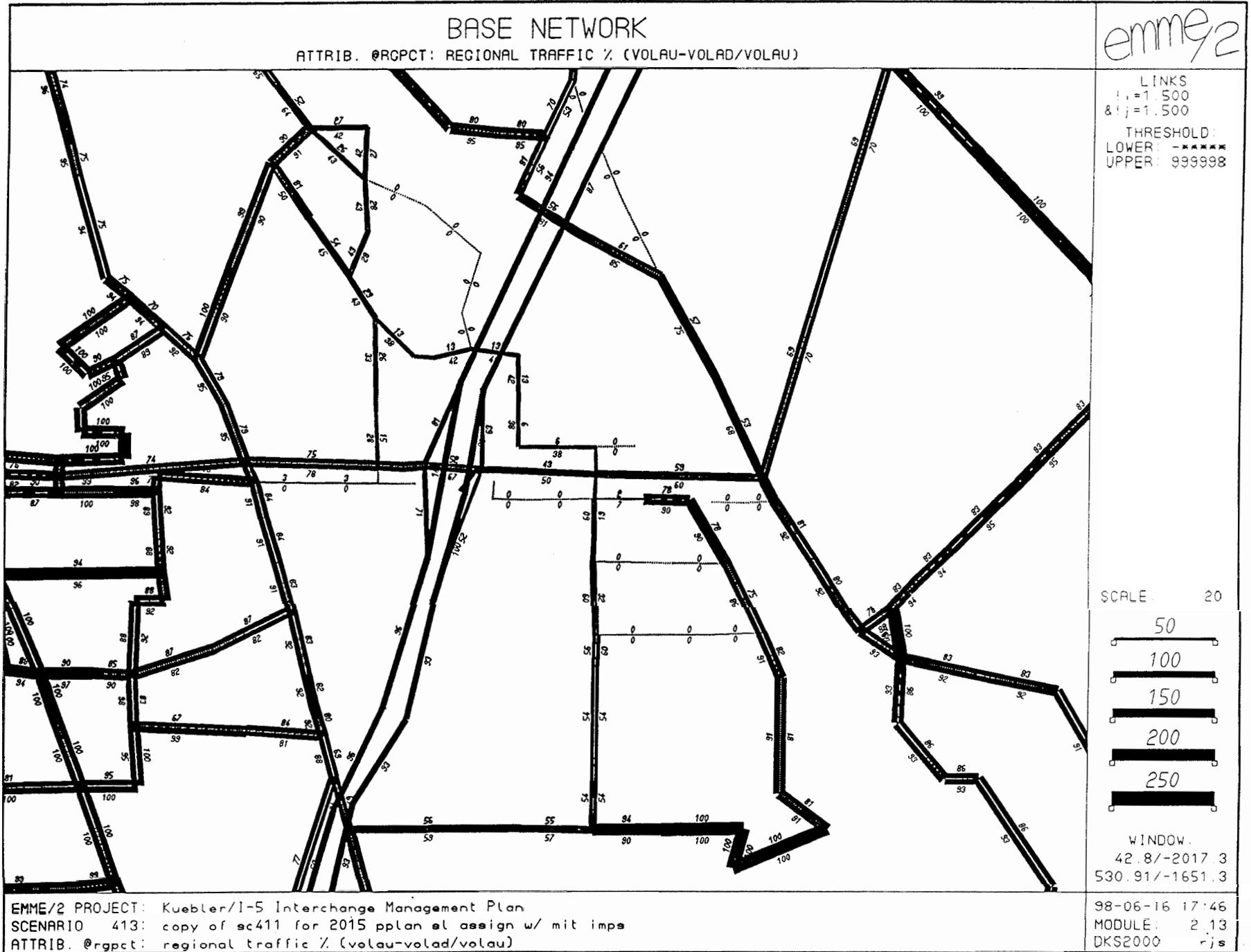


Figure B-2
2015 PROPOSED PLAN SCENARIO
Regional Traffic Percentages (Revised Volumes)

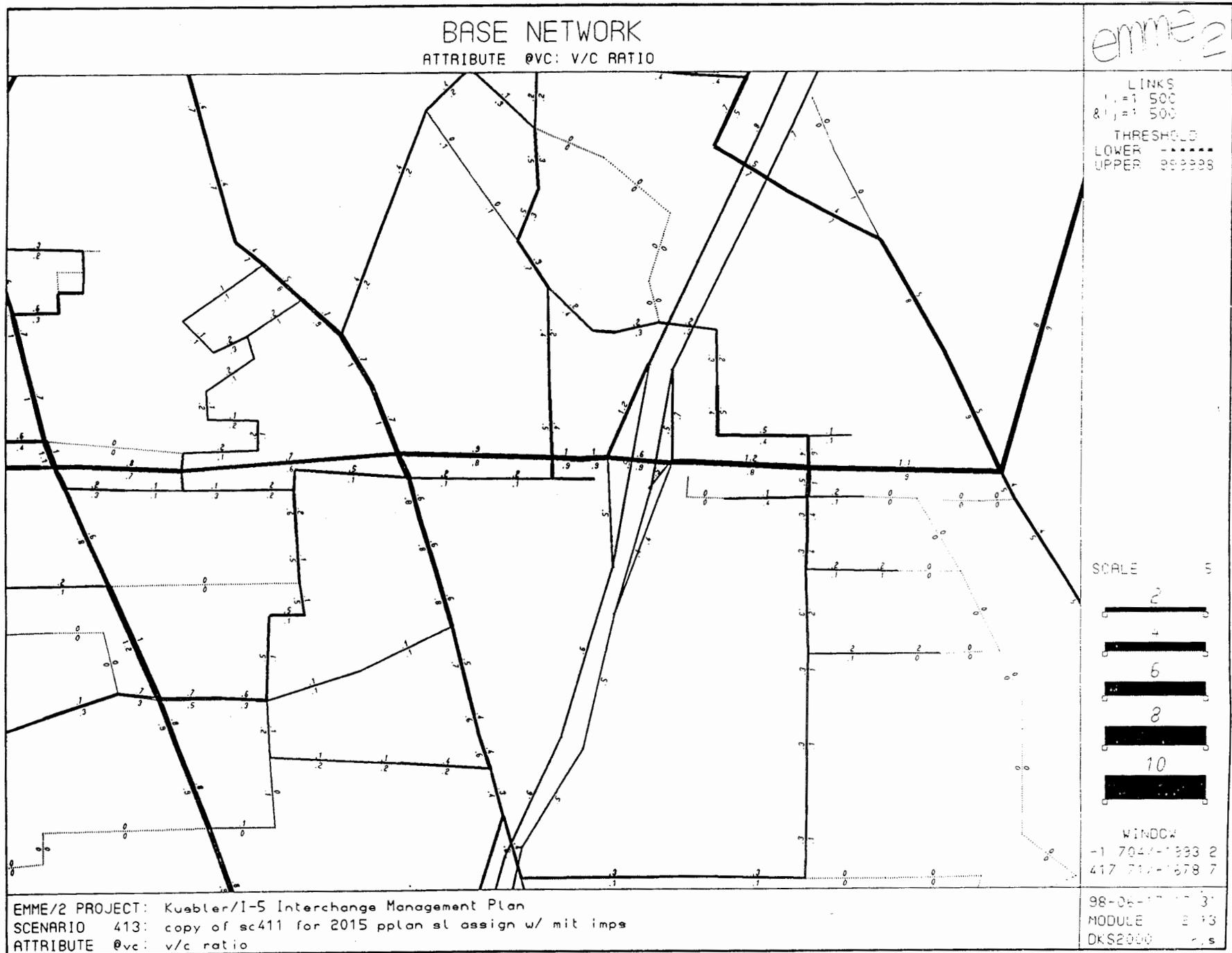


Figure B-3
2015 MODELED V/C RATIOS (Revised Volumes)
Proposed Plan Scenario

ATTACHMENT A

Kuebler Boulevard Interchange Area Management Plan

Prepared for
Oregon Department of Transportation

January 2009

Prepared by
CH2MHILL

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Executive Summary

The Kuebler Boulevard Interchange Area Management Plan (IAMP) has been prepared for the proposed interchange modification on Interstate 5 (I-5) (Pacific Highway) at Kuebler Boulevard (milepost 251.53), approximately 2.3 miles south of the I-5/Oregon 22 (OR 22) (North Santiam Highway) interchange in the City of Salem and unincorporated Marion County, Oregon. The IAMP was prepared in collaboration with the Oregon Department of Transportation (ODOT), the Oregon Department of Land Conservation and Development (DLCD), the City of Salem, Marion County, and the Mid-Willamette Valley Council of Governments (MWVCOG).

Currently, some limited modifications and improvements are planned for the Kuebler Boulevard interchange. Oregon's 2008-2011 Statewide Transportation Improvement Program includes a project, "I-5 @ Kuebler Boulevard Interchange Improvements." That project will modernize the Kuebler Boulevard interchange between mileposts 251.46 and 252.06 to improve mobility and facilitate development for the proposed Mill Creek Corporate Center, which is northeast of the Kuebler Boulevard interchange. To improve operations to acceptable Oregon Highway Plan (OHP) mobility standards, additional modifications will be necessary over the next 20 years. While not yet planned or scheduled, these modifications are identified in the IAMP.

Oregon Administrative Rule (OAR) 734-051-0155(6) requires that an IAMP be prepared for any new or significantly reconstructed interchange. The purposes of an IAMP are to:

- Ensure safe and efficient operations between connecting roadways to protect the function of the interchange and to minimize the need for future major interchange improvements
- Protect the function of the interchange over time and, consequently, the state's investment in the facility

This IAMP documents the process and decisions that were made to create a long-range (20-plus-year) strategy to protect the function and operations of the Kuebler Boulevard interchange.

Interchange Function

An interchange function differs from its operations. Interchange operations refers to how an interchange will work relative to adopted or agreed to mobility or performance standards. An interchange's function refers to the role that the interchange serves in the broader state and local transportation system and the role that it is expected to play in the future.

The Kuebler Boulevard interchange serves the following functions:

- ***Access for commercial and industrial land uses.*** As the undeveloped commercial- and industrial-zoned land in the area develops, the Kuebler Boulevard interchange will increasingly function as an integral economic development asset.
- ***Access for South Salem residential land uses.*** South Salem residents west of I-5 use the interchange for access to and from I-5, and to access the Salem-Keizer urban area.
- ***Access to resource extraction sites.*** The interchange is the main access point for truck traffic to and from I-5 for several resource-extraction operations east of I-5.
- ***Local traffic and I-5 alternative route.*** Kuebler Boulevard is the primary east-west route in south Salem. East of I-5, Kuebler Boulevard curves to the north and becomes Cordon Road north of the Lancaster Drive/Aumsville Highway intersection. The Kuebler Boulevard and Cordon Road corridor serves as an alternative route to I-5 during periods of congestion on or temporary closures of I-5.

Interchange Modification Need

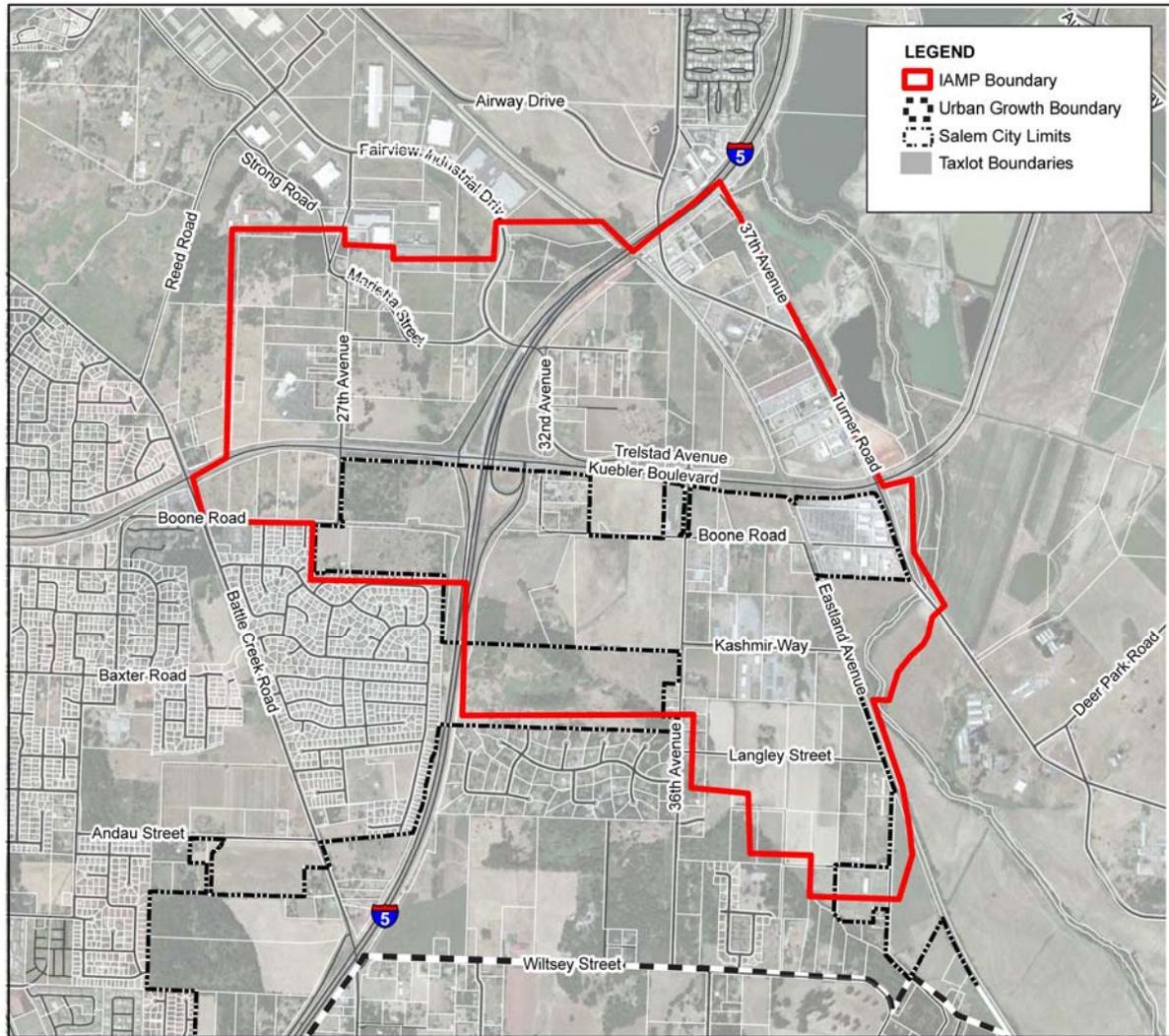
Three main issues generate the need for Kuebler Boulevard interchange modifications:

- ***Mill Creek Corporate Center project.*** This is a “shovel-ready” site in southeast Salem for job creation and economic stimulus that fronts Kuebler Boulevard northeast of the Kuebler Boulevard interchange. Appropriate comprehensive plan and zoning designations have been approved on the property, and the City of Salem and the Oregon Department of Administrative Services are actively pursuing future developers.
- ***Existing and future traffic demand.*** The interchange is the most convenient access to I-5 for northbound traffic originating from, and southbound I-5 traffic destined for, the residential land uses west of I-5 and south of OR 22. The interchange also is the southern access to I-5 of an eastern loop around Salem that is formed by Kuebler Boulevard south of OR 22 and Cordon Road, Hazel Green Road, and Chemawa Road north of OR 22.
- ***Substandard interchange design.*** The northbound on-ramp acceleration length and merge distances are substandard, meaning that the existing design does not meet ODOT Highway Design Manual (HDM) standards.

IAMP Development

The Kuebler Boulevard IAMP Project Management Team (PMT) evaluated the existing land uses within a defined IAMP management area (Figure ES-1), as well as possible uses that could develop based on existing land use designations. Evaluation of expected traffic volumes from the future mix of possible uses showed that traffic operations exceed mobility standards adopted in the OHP. The IAMP recommends physical improvements to the interchange and intersections in its vicinity to improve operations to acceptable mobility standards. The IAMP also establishes a number of implementation measures that are designed to monitor land use and traffic growth in the area and to provide for future improvement of the interchange as the need occurs.

FIGURE ES-1
IAMP Management Area



The Kuebler Boulevard IAMP consists of two parts – the plan (Part I) and the appendices (Part II). The plan includes the IAMP’s purpose and objectives, the provisions used to manage traffic capacity at the interchange, and the process used to monitor and update the IAMP. The appendices include an existing conditions inventory and data analysis; information about the plan and policy review; a future conditions analysis; an alternatives development analysis; and a description of public involvement efforts undertaken during IAMP development.

IAMP Actions

The IAMP calls for three types of actions during or after project construction – access management, physical improvements, and land use and traffic management.

Access Management

- OAR 734-051 establishes the state’s role in managing access to highway facilities in order to maintain functional use and safety, and to preserve public investment.
- ODOT owns access rights on Kuebler Boulevard within the IAMP management area (to 27th Avenue west of the interchange and 36th Avenue east of the interchange). Both intersections currently meet adopted ODOT access spacing standards and ODOT will not allow any access within this area. Because no access points exist between these intersections, no additional access management actions are needed for the IAMP.
- Realigning the southbound I-5 off-ramp will decrease the distance between the off-ramp and 27th Avenue to less than the 1,320-foot standard in the OHP. Therefore, an access deviation from ODOT will be required if and when this change is implemented.

Physical Improvements

The IAMP also includes physical improvement recommendations. Table ES-1 summarizes these physical improvements. Figure C-4 in Appendix C illustrates the study intersection lane configurations with these physical improvements.

TABLE ES-1
Physical Improvements

Intersection	Physical Improvement(s)	Responsibility
Kuebler Boulevard/ Battle Creek Road	<ul style="list-style-type: none"> • Install a second southbound through lane. • Install a second northbound through lane. 	City of Salem
Kuebler Boulevard/ 27th Avenue	<ul style="list-style-type: none"> • Install a traffic signal. • Install a second southbound left-turn lane. 	City of Salem
Kuebler Boulevard/ I-5 Southbound Ramps	<ul style="list-style-type: none"> • Install a westbound-to-southbound loop ramp in the northwest quadrant of the interchange. Stripe the northern westbound lane as a through-right-turn option. Relocate the intersection to the west to provide space for the loop ramp. In addition, possibly modify the span length of the existing Kuebler Boulevard Bridge over I-5. • Remove the westbound left-turn lane. 	ODOT
Kuebler Boulevard/ 36th Avenue	<ul style="list-style-type: none"> • Install an eastbound right-turn lane. • Install a westbound right-turn lane. • Install a southbound right-turn lane. 	City of Salem
Kuebler Boulevard/ Turner Road	<ul style="list-style-type: none"> • Install an eastbound right-turn lane. • Install a westbound right-turn lane. • Install a northbound right-turn lane. • Install a southbound right-turn lane. 	City of Salem

Figure ES-2 illustrates physical improvements at the Kuebler Boulevard interchange.

FIGURE ES-2
Preferred Alternative – Kuebler Boulevard Interchange



Implementing these improvements would enhance traffic operations at the Kuebler Boulevard interchange. Interchange improvements include the following:

- A new northbound I-5 on-ramp from westbound Kuebler Boulevard (programmed for construction in summer 2009)
- A new southbound I-5 loop on-ramp from westbound Kuebler Boulevard
- Realignment of the I-5 southbound on-ramp from eastbound Kuebler Boulevard
- Realignment of the I-5 southbound off-ramp

In addition to the physical improvements summarized in Table ES-1, the following physical improvements (or modifications to the physical improvements listed in Table ES-1) would be needed to perform within the applicable mobility standards for the design year of 2030.

- Kuebler Boulevard:
 - Widen Kuebler Boulevard to two lanes eastbound and westbound east of the I-5 northbound ramps
 - Restripe the existing bridge over I-5 to accommodate a third eastbound lane that would terminate at the free-flow right-turn movement for the eastbound-to-northbound ramp.
- Kuebler Boulevard/Battle Creek Road:
 - Convert the eastbound through/right-turn lane to a through-only lane
 - Install an eastbound right-turn lane
 - Convert the westbound through/right-turn lane to a through-only lane

- Install a westbound right-turn lane
- Convert the southbound through/right-turn lane to a through-only lane
- Install a southbound right-turn lane
- Kuebler Boulevard/27th Avenue:
 - Install a second westbound left-turn lane
- Kuebler Boulevard/I-5 Southbound Ramps:
 - Install a third eastbound through-lane
 - Convert the southbound right-turn lane to a shared through/left-turn lane
 - Convert the southbound through/left-turn lane to a left-turn-only lane
 - Install a free southbound right-turn lane
- Kuebler Boulevard/I-5 Northbound Ramps:
 - Stripe the third eastbound lane as a right-turn lane to the northbound I-5 loop ramp
- Kuebler Boulevard/36th Avenue:
 - Install a second eastbound through lane
 - Install a second westbound through lane
- Kuebler Boulevard/Turner Road:
 - Install a second eastbound through lane
 - Install a second westbound through lane
 - Install a second eastbound left-turn lane
 - Convert the northbound right-turn lane to a shared through/right-turn lane and add a second northbound receiving lane
 - Install a second northbound left-turn lane

Land Use and Traffic Management

- The land around the Kuebler Boulevard interchange is designated for residential and industrial uses. ODOT acknowledges this and understands that build-out of the existing *Salem Area Comprehensive Plan* (amended in 2005) will cause the OHP mobility policy standards to be exceeded at the ramp terminals if no additional improvements are made beyond those currently programmed in the Statewide Transportation Improvement Program (STIP).
- The IAMP establishes an interchange management area within which ODOT will monitor proposed land use changes.
- ODOT will ensure that proposed land use changes in the management area comply with OAR 660-012-0060 (Transportation Planning Rule [TPR]). ODOT will require that the land use changes mitigate to the OHP mobility policy standard at the ramp terminals for the planning horizon (where the mobility standard has not been exceeded) or for the day of opening (when mobility standards are exceeded).
- ODOT will establish a biennial ramp operations monitoring program with the intent of initiating discussions about possible improvement and management approaches when a volume-to-capacity ratio (V/C) ratio of 0.95 is reached, if this threshold is

reached before the City of Salem and the Salem-Keizer Area Transportation Study (SKATS) can identify funding for the interchange improvements identified in the IAMP.

Attachment B

Findings of Compliance with OAR 731-0015-0055 and 0065 I-5/Kuebler Boulevard Interchange Area Management Plan (IAMP)

ODOT's State Agency Coordination Agreement requires that the Oregon Transportation Commission (OTC) adopt findings of fact when adopting facility plans (OAR 731-015-065). Pursuant to these requirements ODOT provides the following findings to support the OTC adoption of the I-5/Kuebler Boulevard Interchange Area Management Plan as a facility plan for the I-5/Kuebler Interchange.

731-015-0065

Coordination Procedures for Adopting Final Facility Plans

(1) Except in the case of minor amendments, the Department shall involve DLCD and affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and other interested parties in the development or amendment of a facility plan. This involvement may take the form of mailings, meetings or other means that the Department determines are appropriate for the circumstances. The Department shall hold at least one public meeting on the plan prior to adoption.

FINDING: The Department has involved DLCD and the affected cities and metropolitan planning organization in development of this facility plan. An extensive public involvement program was also conducted and is documented in Appendix E of the IAMP. The public meeting requirement is met by the Commission's adoption proceedings for this IAMP.

(2) The Department shall provide a draft of the proposed facility plan to planning representatives of all affected cities, counties and metropolitan planning organization and shall request that they identify any specific plan requirements which apply, any general plan requirements which apply and whether the draft facility plan is compatible with the acknowledged comprehensive plan. If no reply is received from an affected city, county or metropolitan planning organization within 30 days of the Department's request for a compatibility determination, the Department shall deem that the draft plan is compatible with that jurisdiction's acknowledged comprehensive plan. The Department may extend the reply time if requested to do so by an affected city, county or metropolitan planning organization.

FINDING: The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from the City of Salem. This letter is found in IAMP Appendix F.

(3) If any statewide goal or comprehensive plan conflicts are identified, the Department shall meet with the local government planning representatives to discuss ways to resolve the conflicts. These may include:

(a) Changing the draft facility plan to eliminate the conflicts;

(b) Working with the local governments to amend the local comprehensive plans to eliminate the conflicts; or

(c) Identifying the conflicts in the draft facility plan and including policies that commit the Department to resolving the conflicts prior to the conclusion of the transportation planning program for the affected portions of the transportation facility.

FINDING: No statewide goal or comprehensive plan conflicts have been identified with the IAMP.

(4) The Department shall evaluate and write draft findings of compatibility with acknowledged comprehensive plans of affected cities and counties, findings of compliance with any statewide planning goals which specifically apply as determined by OAR 660-030-0065(3)(d), and findings of compliance with all provisions of other statewide planning goals that can be clearly defined if the comprehensive plan of an affected city or county contains no conditions specifically applicable or any general provisions, purposes or objectives that would be substantially affected by the facility plan.

FINDING: The Final Draft IAMP is attached for the Commission's consideration. IAMP Appendix B addresses compliance with applicable statewide planning goals and the comprehensive plan of the City of Salem.

(5) The Department shall present to the Transportation Commission the draft plan, findings of compatibility with the acknowledged comprehensive plans of the affected cities and counties and findings of compliance with applicable statewide planning goals.

FINDING: The Final Draft IAMP is attached for the Commission's consideration. IAMP Appendix B addresses compliance with applicable statewide planning goals. The Department has received letters of compatibility with the local comprehensive plan and applicable local ordinances from the City of Salem. This letter is found in IAMP Appendix F.

(6) The Transportation Commission shall adopt findings of compatibility with the acknowledged comprehensive plans of affected cities and counties and findings of compliance with applicable statewide planning goals when it adopts the final facility plan.

FINDING: The Final Draft IAMP is attached for the Commission's consideration. IAMP Appendix B addresses compliance with applicable statewide planning goals and compatibility with the local comprehensive plan of the City of Salem.

(7) The Department shall provide copies of the adopted final facility plan and findings to DLCD, to affected metropolitan planning organizations, cities, counties, state and federal agencies, special districts and to others who request to receive a copy.

FINDING: The Department will provide copies of the Adopted IAMP, including all required findings to DLCD, the Salem-Keizer Metropolitan Planning Organization, the City of Salem, and others who request a copy.



PUBLIC WORKS DEPARTMENT

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January 26, 2009

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Oregon Department of Transportation
455 Airport Road SE, Building B
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RE: Kuebler / I-5 Interchange Area Management Plan

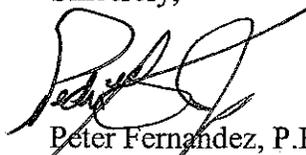
Dear Mr. Havig:

The purpose of this letter is to respond to your request that the City of Salem provide ODOT with a letter confirming that the draft Kuebler/I-5 Interchange Area Management Plan (IAMP) is consistent with the *Salem Area Comprehensive Plan* and the *Salem Transportation System Plan*.

City staff was involved in developing, and has reviewed, the proposed IAMP. This letter confirms that the comprehensive plan and implementation measures described in Section 2 of the IAMP are consistent with the City's currently adopted and acknowledged comprehensive plan and implementing regulations. The proposed IAMP is also consistent with the City's existing and proposed transportation system, as adopted in the *Salem Transportation System Plan*.

I appreciate the effort that ODOT has put forth to analyze the future performance of this interchange and to identify needed improvements. City staff will continue to coordinate with ODOT regarding signal operations at the ramp terminals and proposed plan amendments that may affect ODOT facilities to ensure consistency with the Oregon Highway Plan.

Sincerely,



Peter Fernandez, P.E.
Public Works Director



Vickie Hardin Woods
Community Development Director

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