



Woodburn Interchange
A Jobs and Transportation Act Project

The facts behind the Woodburn Interchange Project

The Woodburn Interchange and Transit Facility Project is almost complete, one year ahead of schedule. It culminates a process that began in 1999 with an interchange refinement plan, followed by an environmental assessment in 2005, many public meetings, extensive right of way acquisition and then two years of construction starting in July 2013.

The intermodal project does more than just rebuild the interchange itself. It provides a series of transportation improvements/upgrades that will benefit the Woodburn community and region for many years to come.

The project significantly improves the traffic flow and reduces congestion, makes the interchange area safer for users, meets the growing multi modal needs of the community and supports the economic development opportunities for Woodburn and the surrounding area.

Despite a complex construction zone, ODOT and its contractor, K & E Excavating of Salem, were able to deliver on their commitment to keep all lanes open during peak travel periods while also completing construction a year ahead of schedule.

A key to the success of this project was K & E and ODOT's inspection staff on this complex and high profile project. The Salem company devised a plan that dramatically changed the project staging and schedule, which allowed the project to be completed sooner and in a more straight forward fashion. While this plan created significant traffic and operational challenges, ODOT and K & E were able to make it work. In addition, the company understood the importance of working closely with the City and it was a solid partner throughout construction.

Project Improvements Include:

- Two new loop ramps and four rebuilt on and off ramps that are up to current standards;
- A new, wider bridge over I-5 with more lanes, and safer and better places for pedestrians and bicyclists to travel;
- Only right turn movements to get on I-5;
- Added lanes on OR 214 and 219 including new 6 foot sidewalks, landscaped buffer, bike lanes, raised median islands with new traffic signals at Woodland, Evergreen and Oregon Way.;
- A new Transit/Park and Ride Facility with electric vehicle charging stations that help meet the community's growing transit and modal needs;
- Evergreen Road extension to connect to Country Club Court that provides greater local connectivity;
- Noise walls that are more aesthetically pleasing and buffer residential areas north and south of the interchange area; and
- Aesthetic enhancements to the interchange and associated elements that create a special "gateway" feel and extends a welcome to visitors.

The project has significant multi modal potential. The new transit/park and ride facility is operated by the City which is scheduling intercity and regional transit services. Safe and accessible pedestrian and bicycle facilities are also key multi modal additions to the project.

Thanks to the City of Woodburn

This project could not have been successful without the help, support and collaboration of the City of Woodburn. Not only did the city contribute \$8 million to the project, it led the “gateway” design enhancement process, provided utility relocation, tree removal services and overall support for the project.

A key component of the project was the partnership and cooperation of the City, business community and local neighborhoods. This was accomplished through:

- An overall public communication strategy and effort by ODOT, its public involvement contractor and the City, to help communicate key messages and information to the public and respond to concerns, thereby minimizing the negative impacts of construction;
- Multiple meetings with neighbors, businesses and community groups to discuss the project, its impacts and how to determine ways to best minimize inconvenience and gain greater acceptance to different elements of the project; and
- Efforts to always be available to discuss any aspect of the project and to respond to all questions as quickly as possible. This resulted in more positive comments and fewer complaints.

Positive economic impacts

The project created and preserved approximately 370 family wage jobs in the Woodburn area, and creates over 550 jobs in Oregon during and shortly following construction. The project provides significant potential for economic development by providing reliable accessibility that will attract new businesses and expand existing ones.

Many area businesses benefited economically from the project. Salem’s K & E was the prime contractor, as well as over 25 local companies that were subcontractors on the project. Other beneficiaries were suppliers and local businesses who benefited from having an average of 30 to 50 workers on the project daily throughout construction.

Most of the \$70 million for the project came from the Oregon Legislature’s Jobs and Transportation Act passed in 2009. Other funds came from the City of Woodburn, State Transportation Improvement Program (STIP) and federal earmarks.