



I-5 South Connection Project

Joint Clark County Council and City of Ridgefield Council Meeting

November 29, 2023

A person in a dark suit with a striped cuff is holding a silver pen over a desk. The desk has several documents with charts and sticky notes. A laptop is visible in the background. A large blue diagonal overlay covers the right side of the image, containing the text 'Project Background & Issues' in white serif font.

Project Background & Issues

PROJECT TIMELINE

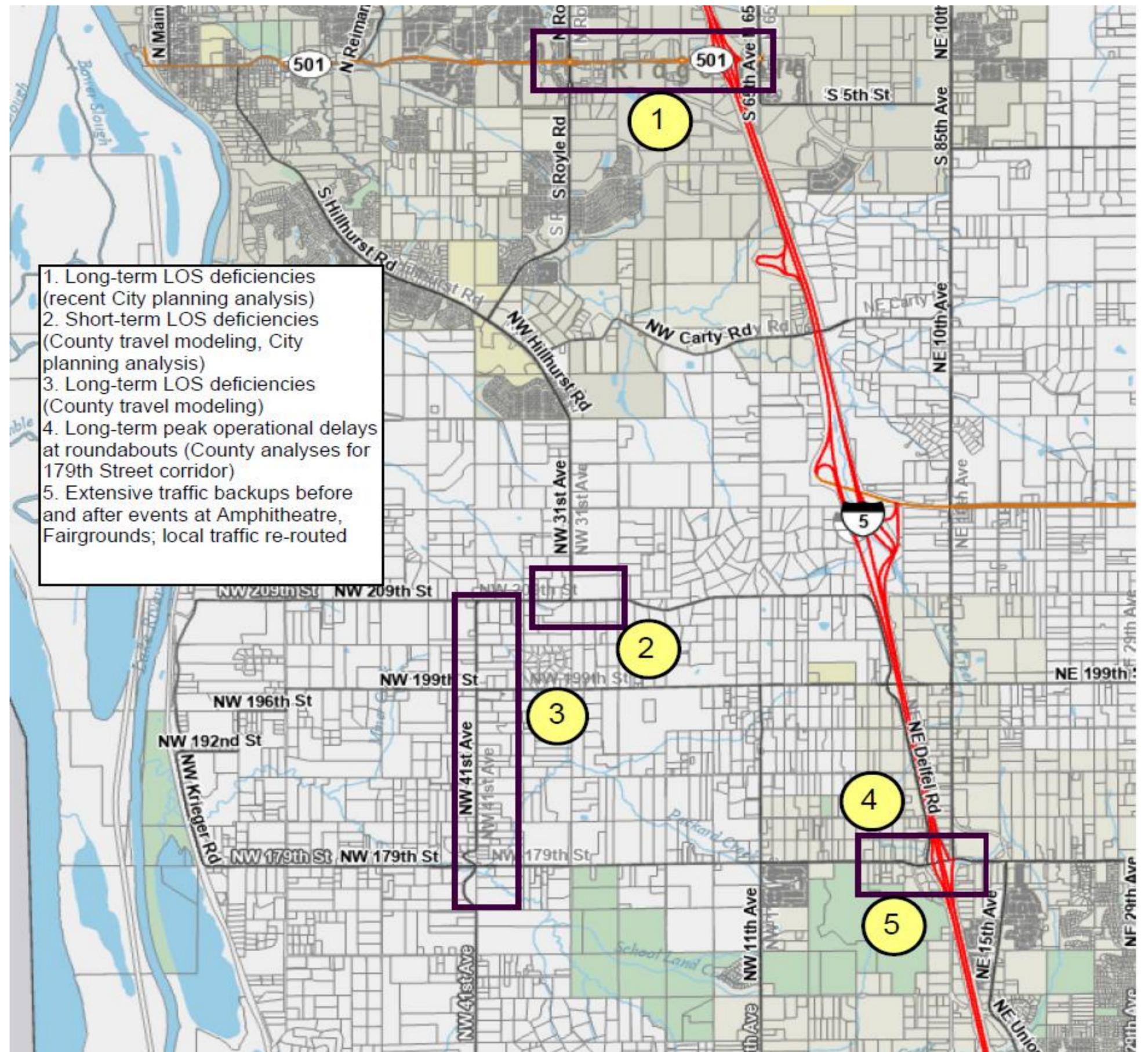


- Added to County's Arterial Atlas 2007
- Added to City's Transportation Capital Facilities Plan (2008)
- WSDOT Planning grant received 2019
- Planning study conducted 2019-2021
- Other planning studies for 179th Street corridor, Ridgefield Transportation Plan showed multiple level-of-service deficiencies in study area
- Community engagement included stakeholder interviews, survey, virtual open house, Ridgefield Roundtable
- County Council Board Time (2020)
- Ridgefield City Council review early 2021
- Petition for "purple" alternative received July 2023
- City request to legislature for environmental and design phase
 - \$5 million request 2023 session, not funded
 - Funding request to legislature, 2024 session
- City and County both updating Comprehensive Plans including Transportation elements
- City Transportation Capital Facilities Plan update planned for first half 2024.

Information Sources for This Presentation

- I-5 South Connection Project Corridor Planning Study (PBS)
- 179th Street Corridor and Interchange long-term operational and simulation modeling (DKS, Kittelson, David Evans, Otak for County, WSDOT)
- Future Travel Demand Modeling (County, RTC)
- Traffic Impact Analyses and Forecasting for City's 2025-2045 Transportation Capital Facilities Plan Update (various sources)

STUDY AREA TRAFFIC ISSUES



Purpose and Need

Purpose

The I-5 South Connection project will improve regional mobility and accommodate existing and planned population and employment growth in the project area.

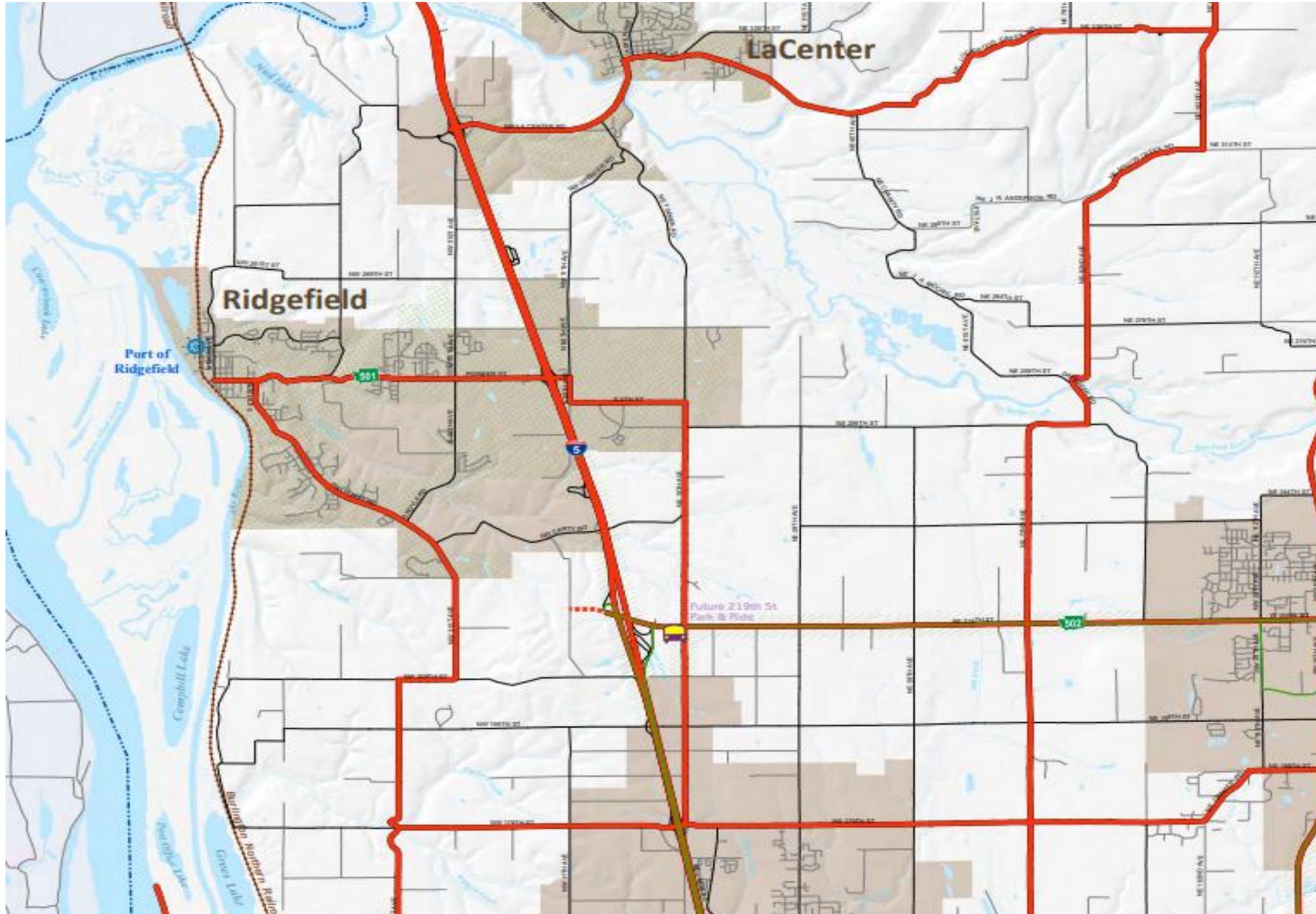
Need

- *Even with improvements, in the future:*
 - *179th Street corridor and interchange will experience operational and queuing issues*
 - *Pioneer Street/ SR 501 corridor will experience congestion at I-5 interchange*
- *Amphitheater and Fairgrounds event traffic and local traffic use the same interchange (179th Street)*
- *Level of Service deficiencies will appear in short term along NW 209th Street and NW 31st Avenue*
- *There is currently no I-5 access to/from land uses west of I-5 between 179th Street and Pioneer Street/ SR 501*
- *There is no east-west corridor connecting Battle Ground/ SR 502 corridor to west County and south Ridgefield*

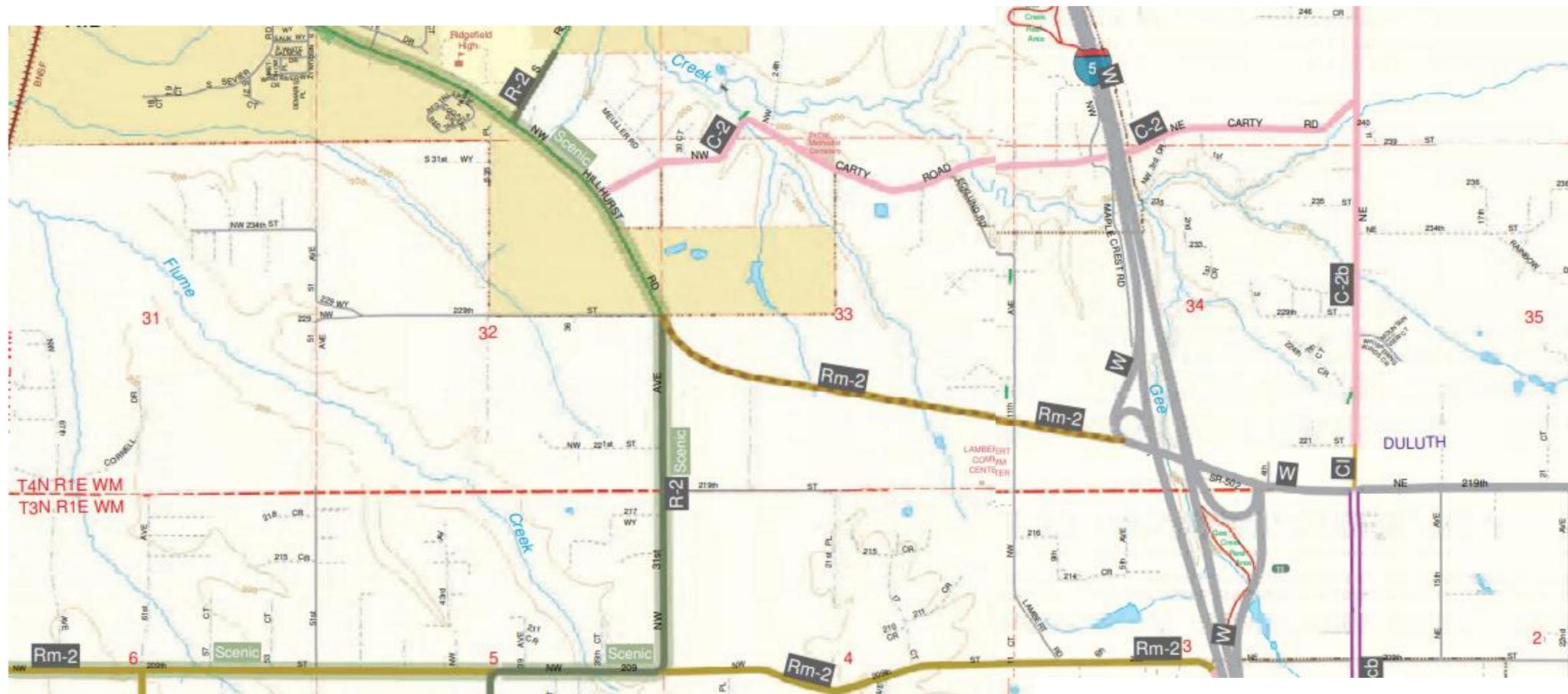


A woman with dark hair in a bun, wearing a blue denim shirt, is seen from the back and side, looking at a laptop. The laptop screen shows a video conference with four participants. The background is a solid blue color, and the right side of the image is overlaid with a semi-transparent orange shape.

Current Transportation Plans

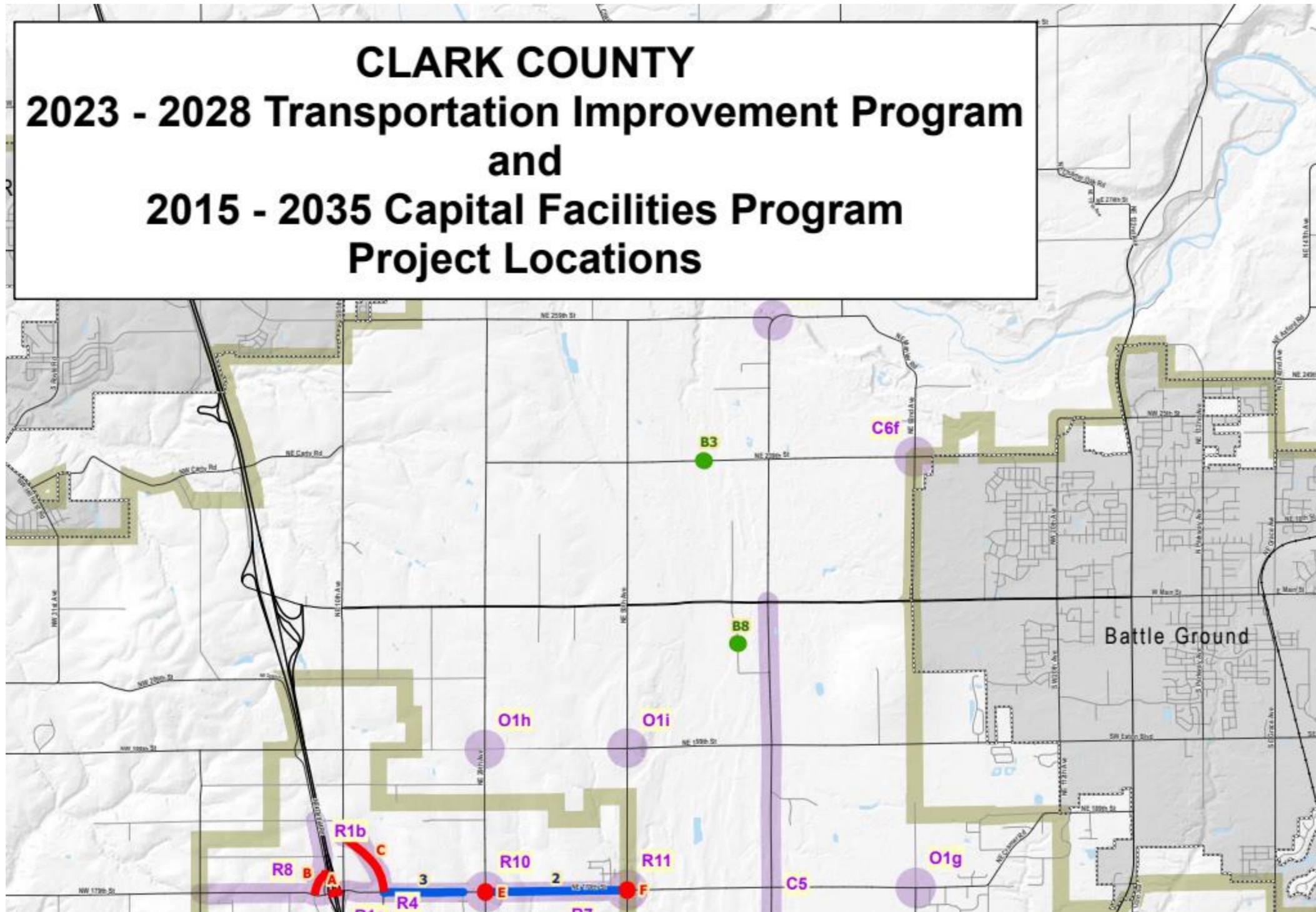


CURRENT REGIONAL TRANSPORTATION PLAN (RTC)



2016 ARTERIAL ATLAS

CLARK COUNTY 2023 - 2028 Transportation Improvement Program and 2015 - 2035 Capital Facilities Program Project Locations

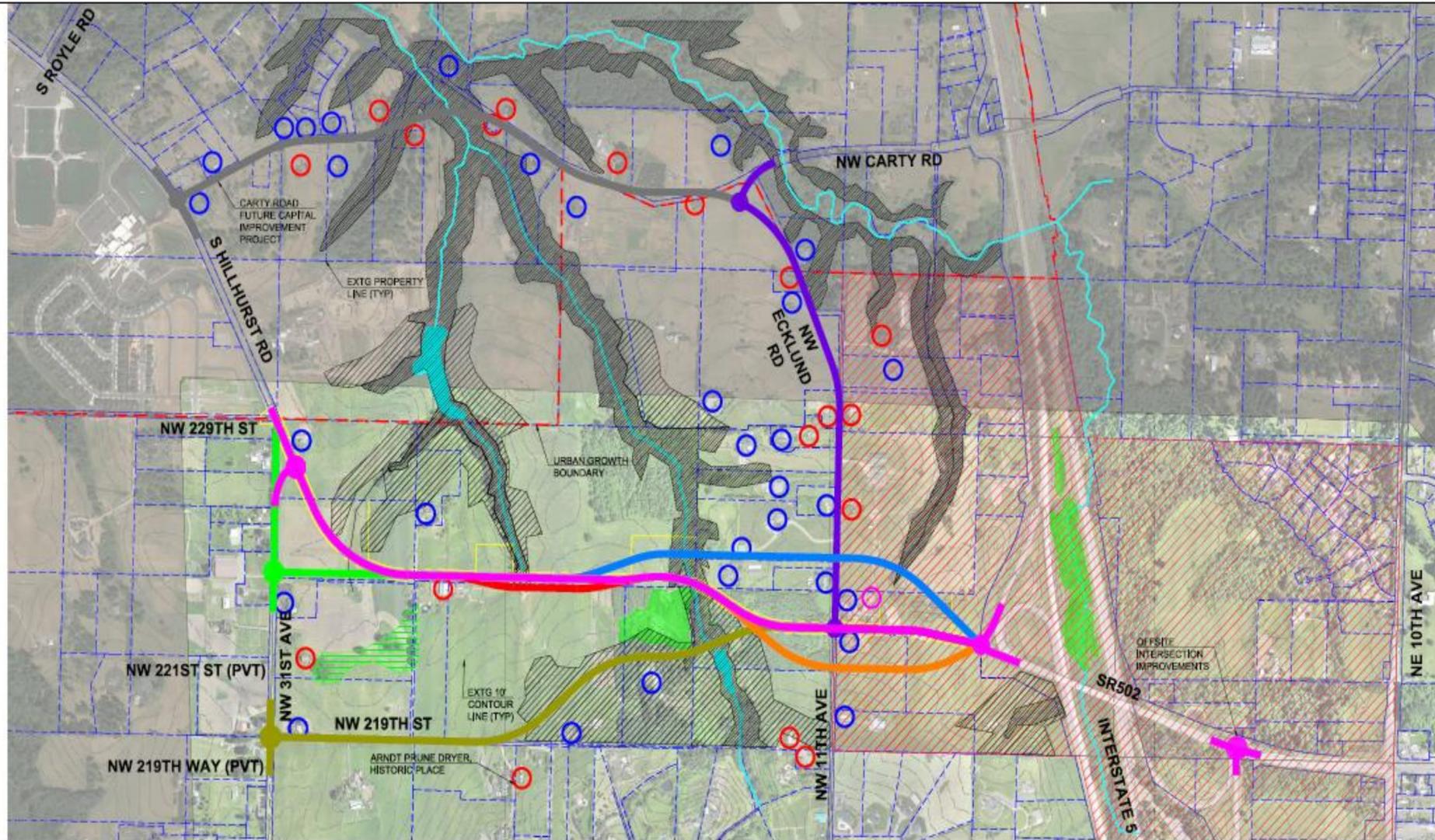


COUNTY'S
TRANSPORTATION
CAPITAL FACILITIES
PLAN



Alternative Analysis

MAP OF ALL ALTERNATIVES STUDIED



LEGEND

OAK WOODLAND	URBAN RESERVE ZONE	PINK ALTERNATIVE
WETLANDS	URBAN GROWTH BOUNDARY	BLUE ALTERNATIVE
FISH BEARING STREAMS	HISTORIC PERIOD RESOURCE	ORANGE ALTERNATIVE
WATER BODY	WASHINGTON HISTORIC BARN	YELLOW ALTERNATIVE
SLOPES 10%-20%	NON-HISTORIC STRUCTURE	GREEN ALTERNATIVE
SLOPES 20%+	CARTY ROAD FUTURE CAPITAL IMPROVEMENT PROJECT	RED ALTERNATIVE
		PURPLE ALTERNATIVE



I-5 SOUTH CONNECTION ALTERNATIVES



ANALYSIS OF I-5 SOUTH CONNECTION PRELIMINARY ROUTE CONCEPTS

Connection	Summary	Cost Estimate
Pink	Is the shortest and most direct route; avoids steep land and does not cross additional ravines; has minimal impact to two private and one historic property.	\$50–\$55 million
Blue	Follows the Pink Connection but is longer. Has minimal impact to historic property; impacts one nonresidential structure; avoids the two residential properties mentioned in the Pink Connection; requires an additional steep ravine to be crossed for construction.	\$52–\$57 million
Orange	Follows the Pink Connection but diverges to the south to have no impact on the two residential properties mentioned in Pink Connection description; results in a longer route; has minimal impact to historic properties; avoids steep land and does not cross additional ravines.	\$55–\$60 million
Yellow	Including improvements to NW 31st Avenue north to Hillhurst Road, this option is the longest and least direct route. Uses a portion of the existing roadway on NW 219th Street but is a more winding path to I-5; has minimal impact to private and historic properties; has greater environmental impacts because it crosses a fish-bearing stream immediately below an earthen dam and water body.	\$57–\$62 million
Green	Creates an offset intersection along NW 31st Avenue; is longer than most other options, otherwise follows Pink Connection.	\$50–\$55 million
Red	Almost exactly matches the Pink Connection but is offset to the south for about 1,500 feet to avoid filling the headwater of a second unnamed tributary of Gee Creek; has greater impact on an historic home and historic property (the neighboring farm indicated by the red circle on Figure 7); is the second shortest and most direct route; avoids steep land and does not cross additional ravines; has the least environmental impact.	\$55–\$60 million
Purple	Creates an indirect route to I-5 using the existing NW Eklund Road and NW 11th Avenue roadways to connect to NW Carty Road, which will be improved in the future in a separate City project. To meet rural arterial standards, multiple curves would be redesigned and the intersections at NW Eklund Road and NW Carty Road would be improved. Private property would need to be acquired on either side of the roadway.	\$90–\$100 million total (\$40–\$45 is for Purple concept alignment. An additional \$50–\$55 million for the NW Carty Road project, which is a planned/unfunded City project currently included on the Capital Facilities Plan.)

SUBJECTIVE ALTERNATIVE ANALYSIS SCORING MATRIX

PINK BLUE ORANGE YELLOW GREEN RED PURPLE

			Alt. A	Alt. B	Alt. C	Alt. D	Alt. E	Alt. F	Alt. G
SCORING CRITERIA & DEVELOPED SCORES	Base Needs	Address Circulation Needs	3	2	2	1	1	3	2
	Contextual Need	Environmental Impacts	2	1	3	1	2	3	1
		Historical Impacts	3	3	3	3	3	1	1
		Right-of-Way Impacts	3	1	2	3	3	1	1
	Other Category	Topographical Constraints	3	2	3	1	1	3	2
		Cost	3	3	2	1	1	2	1
	Totals		17	12	14	10	10	13	8
Estimated Cost (\$ Millions)			\$50-55	\$52-57	\$55-60	\$57-62	\$50-55	\$55-60	\$90-100*

Scoring Method	
3	Good
2	Fair
1	Poor

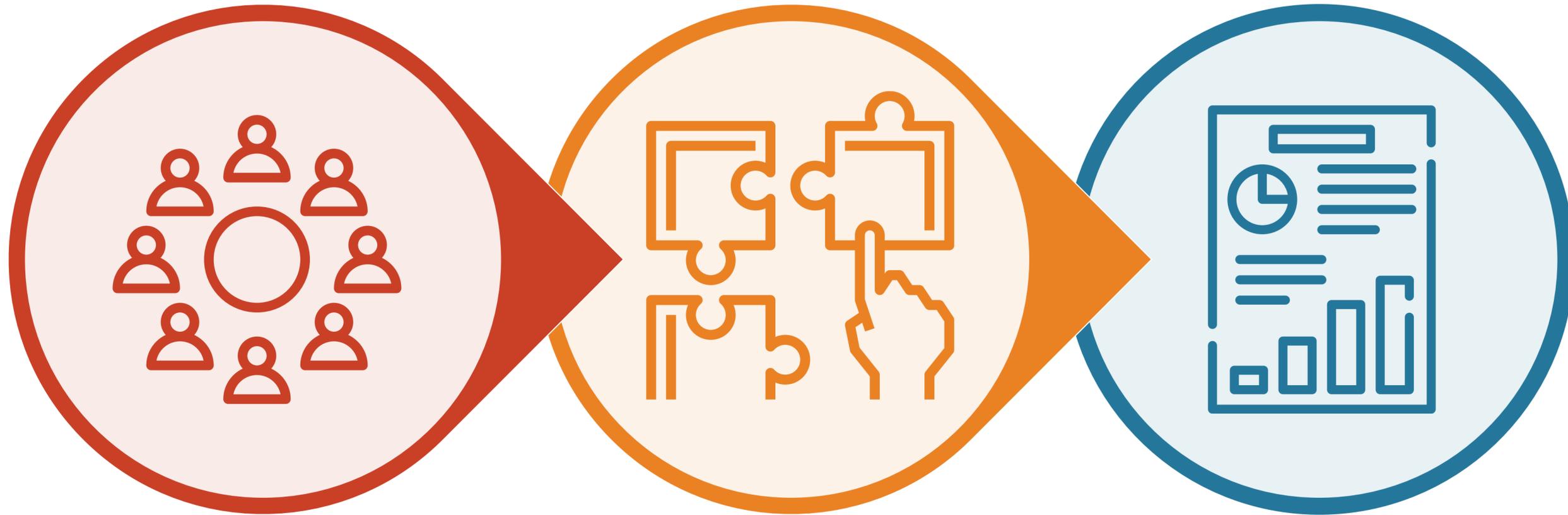
* \$40-45M South Connection, \$50-55M Carty Road portion





Next Steps

WHAT COMES NEXT



County/ City
Council Direction

Coordination
with Clark County on
Transportation System
Planning/ Comp Plan

Request for design
phase funding to
legislature



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Legislative Request

\$5 million for design phase includes:

- *Completion of alternatives analysis*
- *Preliminary design of top alternatives for further assessment*
- *Environmental analysis (includes SEPA, possibly NEPA)*
- *Interchange Modification Request at I-5/SR 502 interchange (WSDOT, FHWA)*
- *Advanced and Final Design*
- *Permitting and Right-of-Way plans*
- *Acquisitions and Construction future requests*

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Next Steps

- *Adding project to County Transportation System/Capital Facilities Plan as part of update process*
- *Coordination with City on 2025-2045 Transportation Capital Facilities Plan update in 2024*

Thank you.

Questions?

