



Saltzman Road Improvement Options (Laidlaw Road to Bayonne Lane)

CPO 7 PRESENTATION

01/11/2021

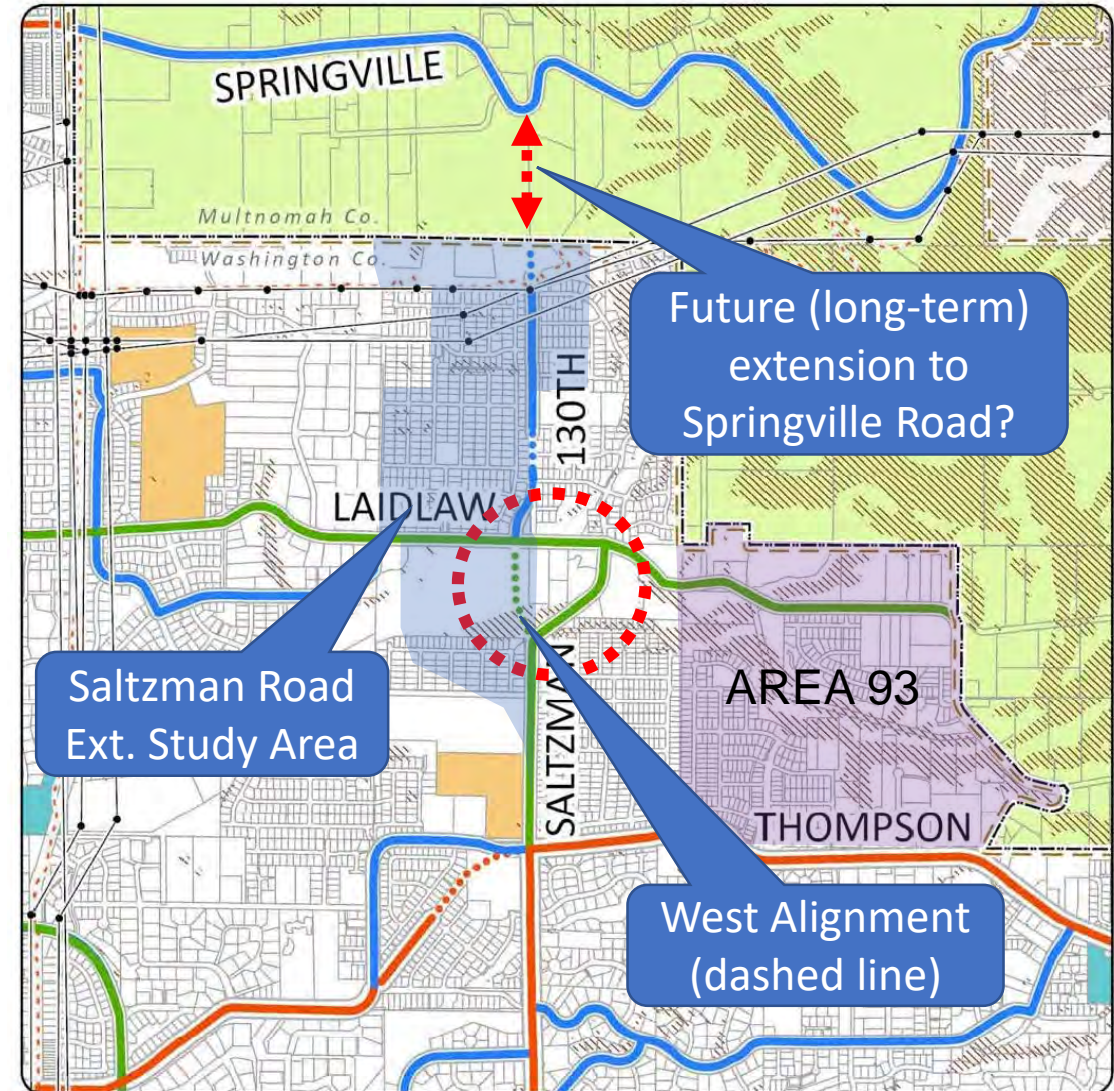
Land Use & Transportation

co.washington.or.us



Planning History

- **2004:** Saltzman Road Extension Study Area added to Transportation System Plan (TSP)
- **2014:** Area 93 (Bonny Slope West) becomes part of Washington County
- **2014:** Western alignment added to TSP
 - Anticipated realignment with 130th Avenue; potential future north/south connection between Laidlaw and Springville
- **2015:** Bonny Slope West Infrastructure Funding Plan adopted. Includes \$1.2M for interim improvements to existing Saltzman





Planning History

- **2016:** “Letter of intent” allocating \$6.5M for Saltzman between Laidlaw and Bayonne
 - *“...the County intends to consider approximately \$6.5 million [\$1.2M from Bonny Slope West SDC + \$5.3M from MSTIP] to improve Saltzman Road, from Laidlaw Road to approximately Bayonne Lane. ...The County will consider alternative alignments if they are feasible under financial constraints.”*
- **2016:** MSTIP 3e adopted; includes \$5.3M for Saltzman improvements
- **2020:** Alternative analysis conducted; Project Advisory Committee formed and makes recommendation



Project Overview

Saltzman Road: Laidlaw Road to Bayonne Lane:

- Narrow vehicle lanes; no bicycle and pedestrian facilities
- MSTIP 3e description (\$5.3M allocation): *Full improvement of existing alignment, including wider travel lanes, bike lanes and sidewalks; OR partial funding for improvement on "western alignment."* Total project estimate [to improve existing alignment] is \$6.5 million. The remaining \$1.2 million is proposed from the Bonny Slope West funding plan.
- Improvement options to be evaluated





Project Advisory Committee

The Saltzman Road Project Advisory Committee (PAC) was created to help decision-makers understand the community's preference for one of the two proposed alignment alternatives

Members represented a variety of viewpoints and organizations

PAC Member	Representing
Suresh Bala	Bauer Highlands HOA
Bruce Barbarasch	THPRD
Mary Manseau	CPO 7
Virginia Bruce	CPO 1

PAC Member	Representing
Asif Rahman	Bethany Neighborhood Coalition/Homeowner
Trace Richards	TVF&R
Christopher Temple-Morris	Findley Elementary School
Mariana Valenzuela	Centro Cultural



Alignment Alternatives

Eastern Alignment (3-lanes)*

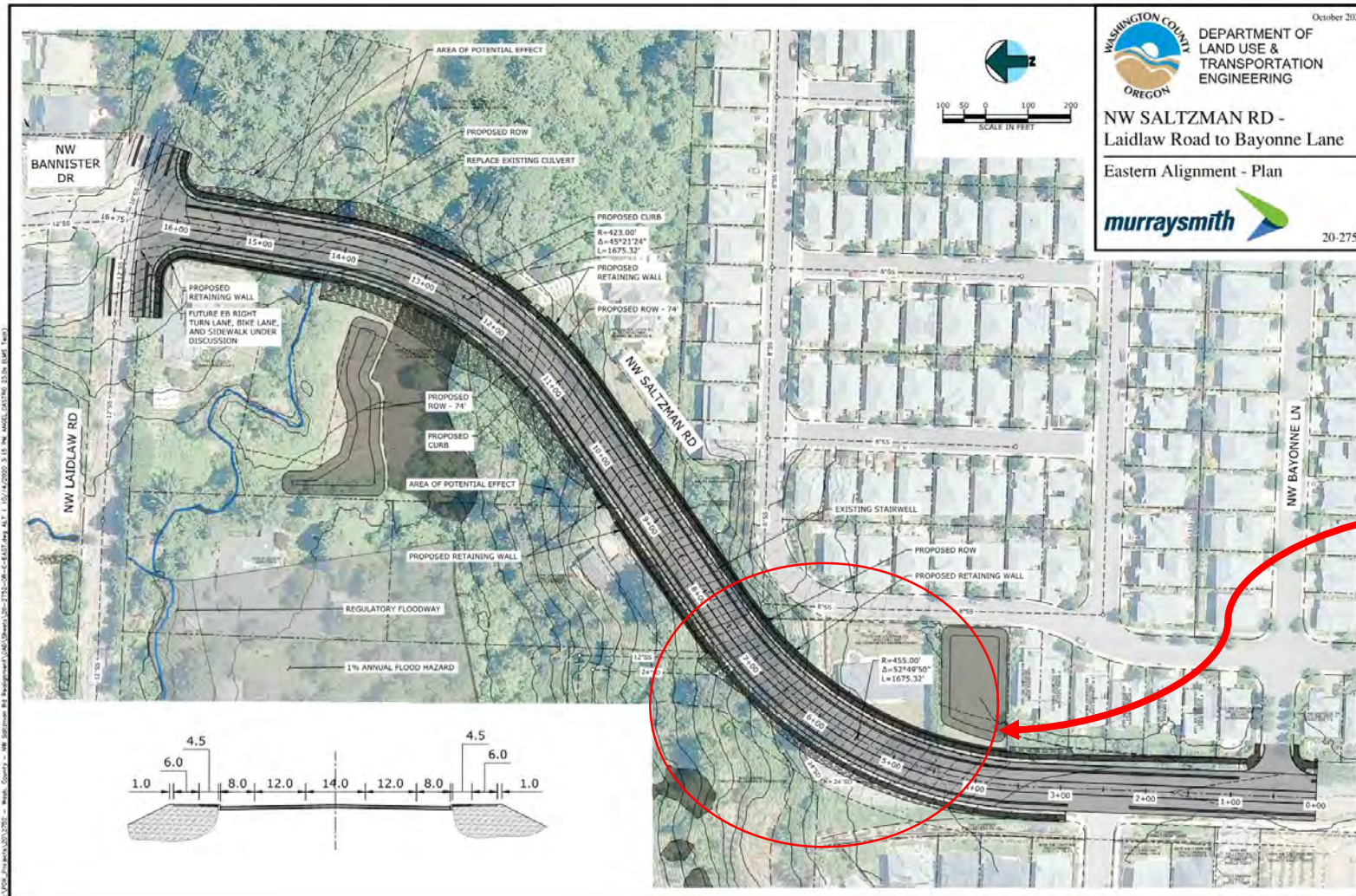
* “Lower-impact” interim option under development (2-3 lanes, curb-tight sidewalks; tighter curve at Paul property.

Western Alignment (2-3 lanes)





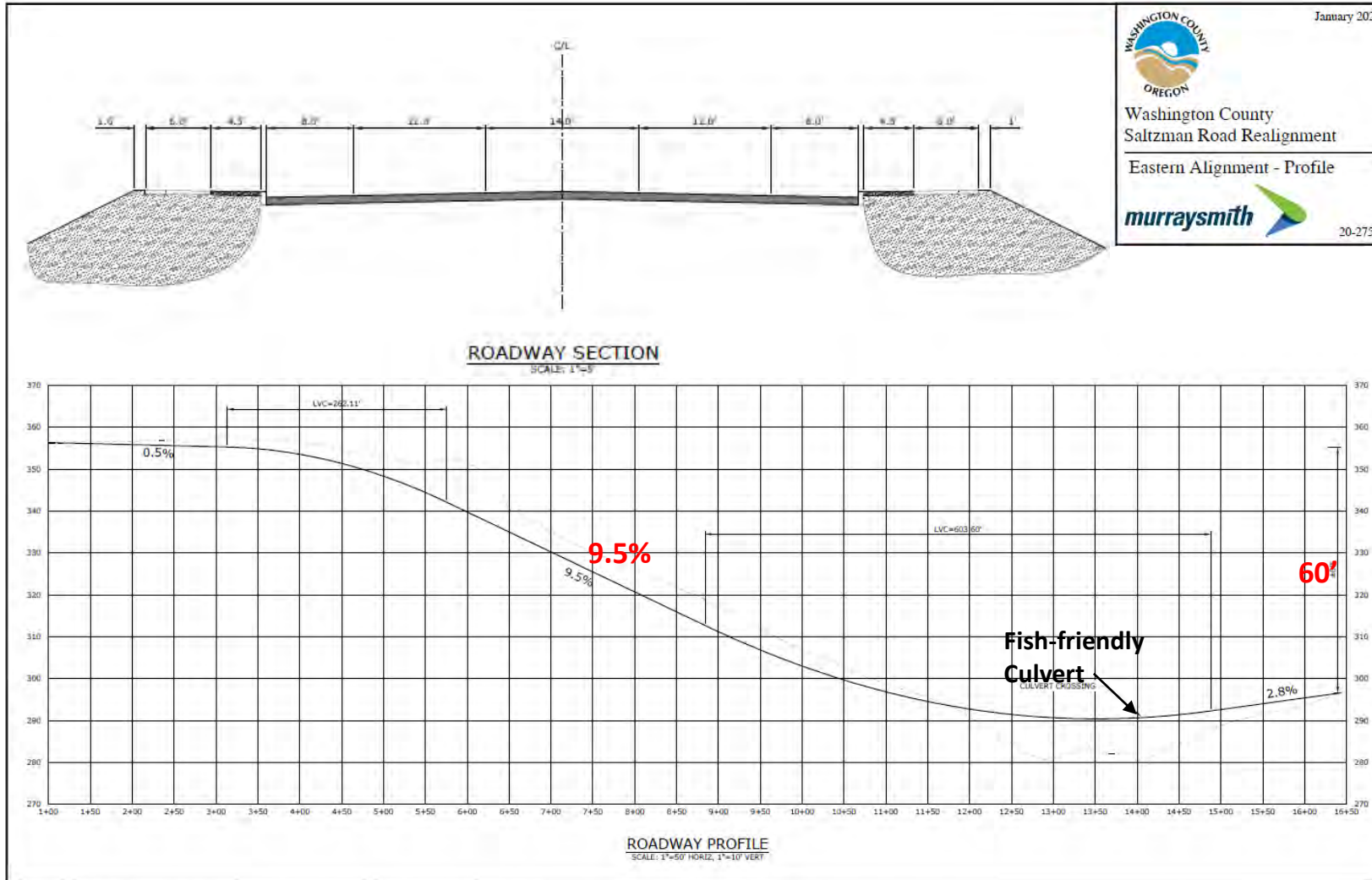
Eastern Alignment Plan (3 lanes)



Developing “lower-impact” interim option (2-3 lanes, curb-tight sidewalks; tighter curve at Paul property).

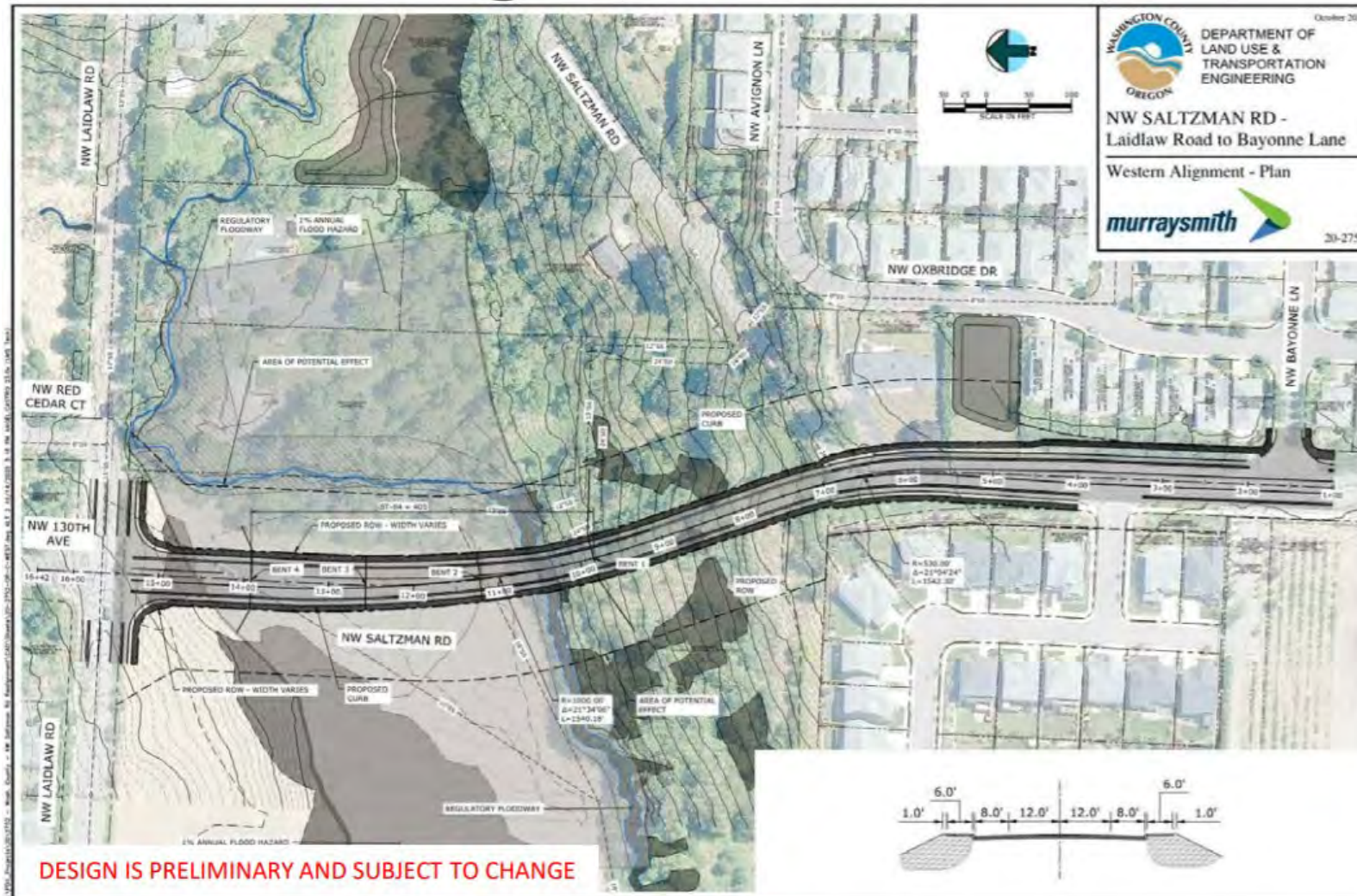


Eastern Alignment Profile



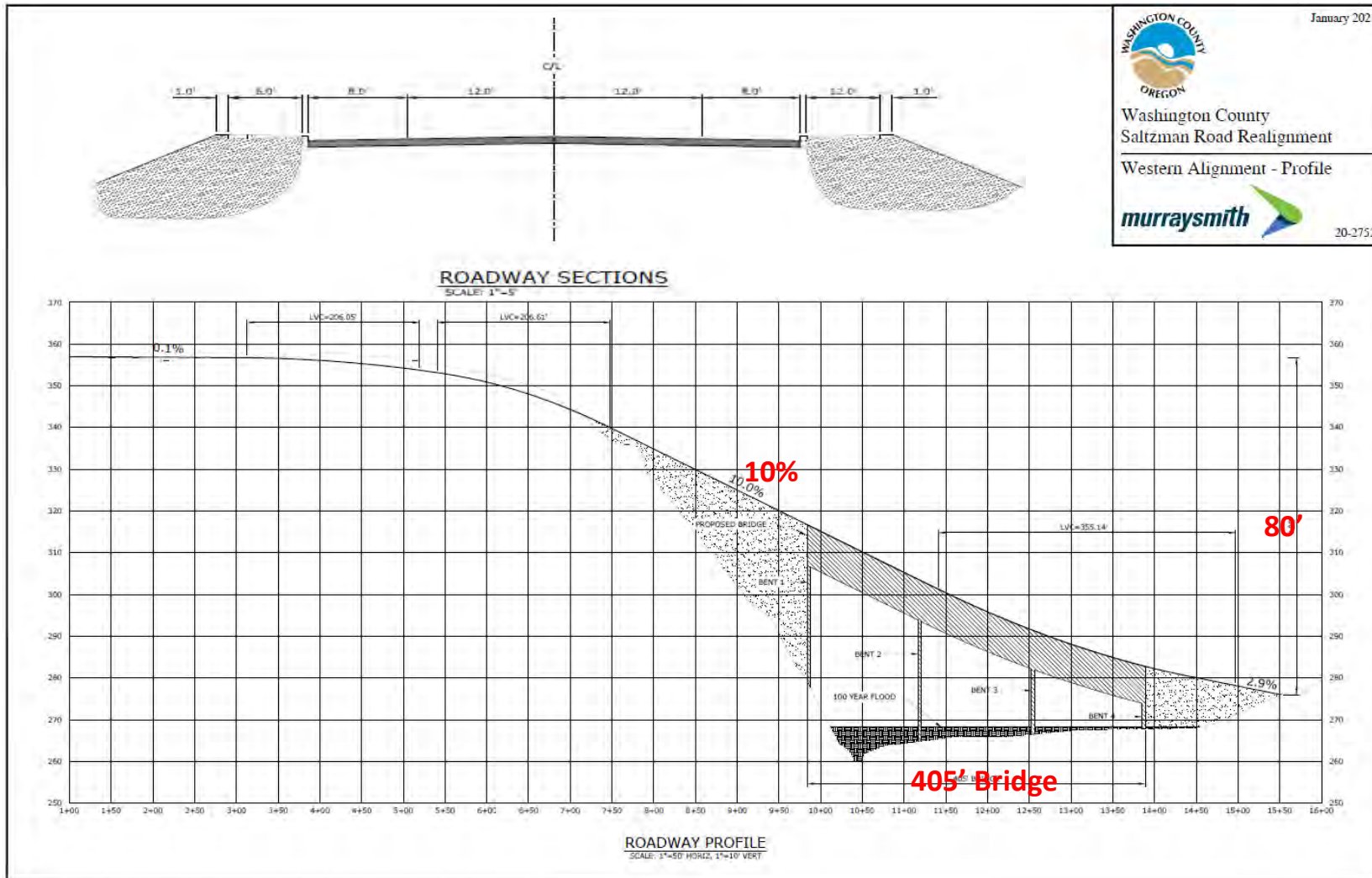


Western Alignment Plan (2-3 lanes)





Western Alignment Profile





Western Alignment Viewing East (new info)





Western Alignment Viewing South (new info)





Western Alignment Viewing North (new info)





PAC Comparison Criteria

Comparison Criteria ¹	Eastern Alignment	Western Alignment	Reason for Higher Impact Potential
Environmental Permitting	**	****	Demonstrate to Department of State Lands and US Army Corps the Western Alignment is the least environmentally damaging alternative. CWS would require the alternative demonstrate it is the least impactful to Sensitive Areas and Vegetated Corridors
Stormwater Management	****	****	-
Structures (bridge/culvert)	**	****	Western Alignment bridge construction (\$5.775M est.) is more significant than Eastern Alignment culvert installation (\$1.517M est.)
Traffic	*	***	Additional improvements may be necessary for neighborhood connectivity at 130 th /Laidlaw, if project allows travel through 130 th
Utilities	**	****	Utilities within private easements may be impacted by construction and may have reimbursable relocations at the cost of the Project
Right-of-Way	***	****	The Western Alignment will have larger ROW needs due to new alignment
Trees	***	**	Eastern Alignment requires larger clearing trees (this may be reduced with “skinny” option); THPRD planned wetland restoration on property needed by the Western bridge
Traffic Control	****	**	Eastern alignment requires road closure and detour route during construction
Safety	*	*	-
Estimated Total Project Cost	\$10.6 m	\$19.1 m	Includes 40% construction contingency and 15% administration contingency (both alignments). Eastern Alignment cost may change with “skinny” option

¹ = Low impact potential = *, High impact potential = ****

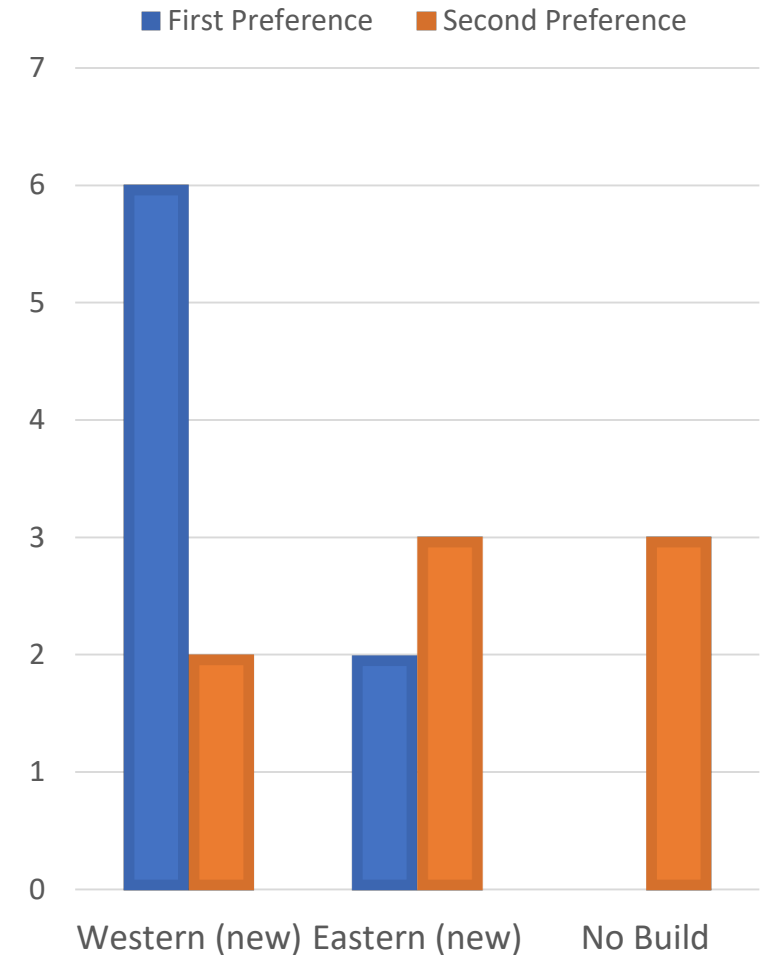


PAC Recommendation

PAC recommends the Western Alignment (6 out of 8)

PAC Member	Representing	Alignment Preference 1 st /2 nd
Suresh Bala	Bauer Highlands HOA	Western / Eastern
Bruce Barbarasch	THPRD	Eastern / Western
Mary Manseau	CPO 7	Western / No Build
Virginia Bruce	CPO 1	Western / Eastern
Asif Rahman	Bethany Neighborhood Coalition/Homeowner	Western / No Build
Trace Richards	TVF&R	Western / Eastern
Christopher Temple-Morris	Findley Elementary School	Eastern / Western
Mariana Valenzuela	Centro Cultural	Western / No Build

Note: Plan to share some new information with PAC at an upcoming meeting (e.g., renderings of Western Alignment, skinny Eastern Alignment)





Additional Information

Saltzman Road PAC: www.co.washington.or.us/Saltzman

- PAC meeting agendas and summaries
- PAC member alignment alternatives evaluation forms
- Alignment alternatives cost estimates
- Alignment alternatives evaluation memo



Tentative Next Steps

- Potential additional PAC meeting: Q1 2021 (tentative)
- Board of Commissioners briefing: 4/6/21 (tentative)
- *Engineering Design: 4/2021 - 4/2023**
- *Environmental Studies and Permitting: 4/2021 - 12/2022**
- *Right-of-Way Acquisition: 9/2022 – 5/2023**
- *Construction: 7/2023 – 12/2024**

* Dependent on Board approval of funding for a preferred improvement option.



Questions?

Thank you!

Stephen Roberts

stephen_roberts@co.washington.or.us