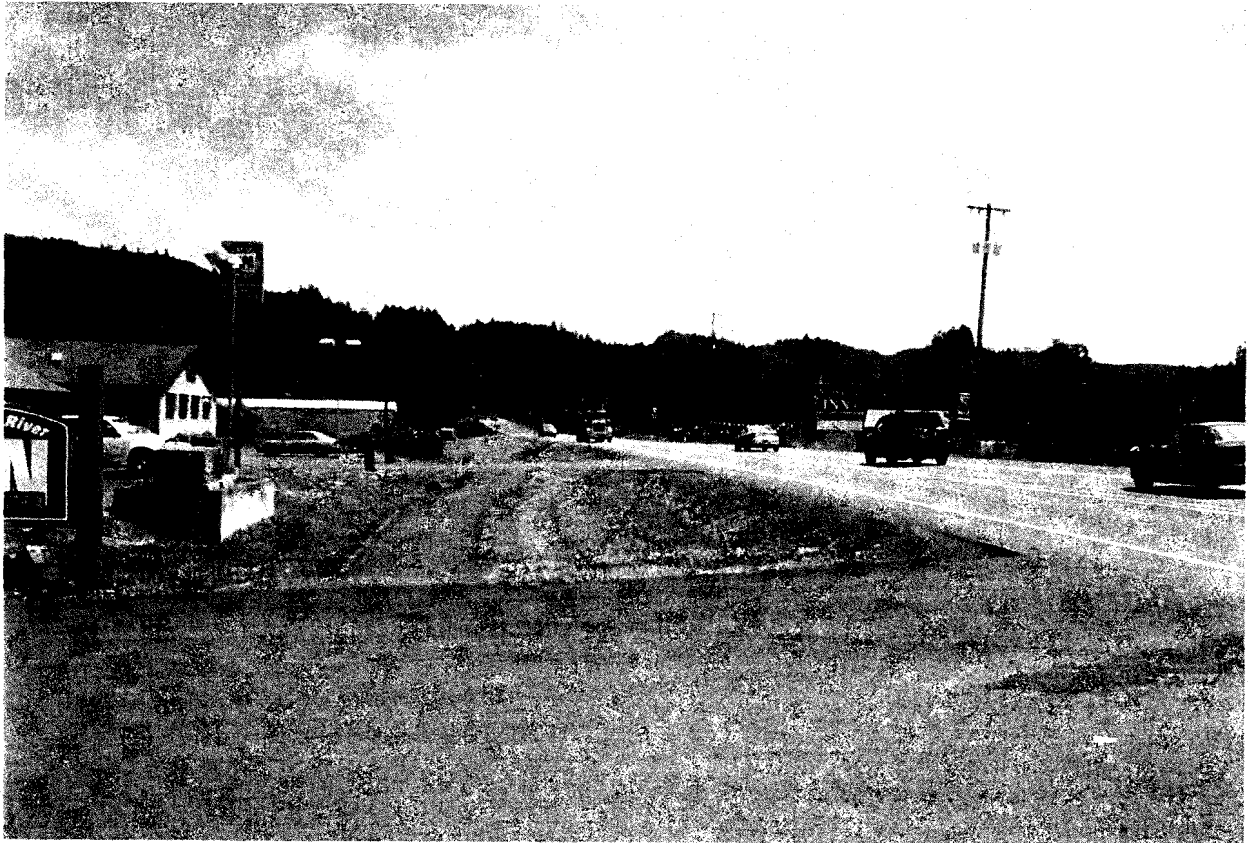


# CLATSKANIE TRANSPORTATION REFINEMENT PLAN

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FINAL

August 24, 2005



Prepared By:



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skillings@skillings.com www.skillings.com

**City of Clatskanie  
Resolution no. 2005-15**

**A RESOLUTION OF THE CITY COUNCIL APPROVING  
THE EXPANSION OF HIGHWAY 30**

**Whereas**, it is necessary for the City to periodically update its transportation plan to reflect economic and safety conditions; and

**Whereas**, the firm Skillings-Connolly, Inc. has prepared a plan for Highway 30 expansion under the direction of the Oregon Department of Transportation and has included public participation; and

**Whereas**, the Clatskanie Planning Commission reviewed the plan for Highway 30 expansion at its July 27, 2005 regular meeting and unanimously supported the Highway 30 improvements as recommended by Skillings-Connolly, Inc. and recommends that the City Council approve the same; and

**Whereas**, a continuous two-way left turn lane from Nehalem Street east to the city limits is essential for vehicle and pedestrian safety and to alleviate traffic congestion for all users of Highway 30 including trucks using the recently designated Truck Route to Port Westward which is accessed at Van Street and Highway 30; and

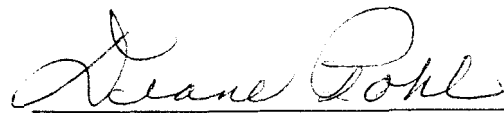
**Whereas**, the addition of a continuous two-way left turn lane on the east side of the city is vital for future economic development opportunities in the city by encouraging the development of adjacent vacant commercial lands with enhanced transportation facilities on Highway 30; and

**Whereas**, the expansion of Highway 30 will require the replacement of the Clatskanie River Bridge and Swedetown overpass, both of which contribute to traffic congestion and hazards while serving as an obstacle to local commercial investment that requires additional vehicle capacity on Highway 30.

**NOW THEREFORE**, the City of Clatskanie resolves as follows:

The "Recommendation to improve capacity and safety on Highway 30 through the City of Clatskanie," as prepared by Skillings-Connolly, Inc. on July 20, 2005 (Exhibit A) is hereby approved and incorporated into the City of Clatskanie Transportation System Plan.

Passed by the Council of the City of Clatskanie this 24<sup>th</sup> day of August 2005.



Diane Pohl, Mayor

Attest: 

Tina Hendricks, CMC  
City Recorder

ROLL CALL ON ADOPTION:		Aye	Nay	Absent
Mayor:	Diane Pohl	x		
Councilors:	Steve Constans	x		
	Kathy Engel	x		
	Larry Garlock	x		
	Gary Kuehl			x
	Ron Puzey	x		

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN

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## Introduction

The Oregon Department of Transportation (ODOT) has scheduled a preservation and enhancement project on US Highway 30 (US 30) through the City of Clatskanie in 2007. The City would like to include other improvements to US 30 that are not now included in the Transportation System Plan for the purpose of increasing safety of the traveling public and to further economic development of the area. The purpose of this study is to:

1. Review the addition of a continuous two way left turn lane (CTWLTL) on US 30 at Van Street and the impacts at the Clatskanie River Bridge.
2. Review and recommend improvements to access management within the City.
3. Review and recommend solutions to the lack of continuity and connectivity of pedestrian facilities along US 30.

The following discusses the findings and recommendations of these tasks.

## Van Street/US Highway 30 Intersection

### Existing Conditions

The existing Van Street/US 30 intersection is a T-shaped intersection with Van Street being oriented north/south on the north side of US 30 with runs east/west. Each leg of the intersection has one approach lane and one receiving lane. Van Street is stop sign controlled and there is no left turn channelization provided at the intersection. Several engineering studies have looked at improvements to this intersection.

### Previous Engineering Studies

The 1997 *Clatskanie Transportation System Plan*, prepared by Kittelson and Associates, Inc. states:

*A traffic signal will be installed at Van Street together with a pedestrian crossing and a median left-turn lane at the intersection to allow access to the commercial/industrial land in that area as well as to serve truck access, and access to anticipated residential developments north of the highway in this area. The signal and turn lane should be installed when warranted by traffic volumes. Based on current traffic growth projects, this is anticipated first decade project.*

*Installation of this signal when warranted will be acceptable to the ODOT only if implemented in conjunction with an access management plan for the section of US 30 between the Swedetown overpass and the Clatskanie River. The City will embark on a project to develop a detailed access management plan upon completion of the Transportation System Study.*

In addition to the 2007 preservation and enhancement project, the information we have received from the City of Clatskanie, the development plans for Port Westward, indicate there will be a substantial amount of traffic that will ingress/egress from/to US 30 via Van Street. The plan suggests improving Van Street with left turn channelization. The

construction plans prepared by Parametrix as part of the Port Westward Road Improvements Phase 1B show the following improvements to the Van Street intersection:

- US 30 eastbound – one left turn lane and one through lane
- US 30 westbound – one left turn lane, one through lane and one right turn lane
- Van Street – one left turn lane and one right turn lane.

A 2004 study of the US 30 corridor between Van Street and Swedetown ramps completed by CTS Engineers, entitled *Estimate of Future Traffic Volumes at the Intersection of Van Street/Hwy 30 and Signal Warrant Analysis*.

From that study it states that "... several past studies of this area have found that vehicles turning left from eastbound Hwy 30 on to Van Street are sufficiently high to meet warrants for providing a separate eastbound left turn lane." The traffic study also predicts a 2006 average daily traffic volume on US 30 of approximately 14,000 west of Van Street and 11,400 east of Van Street. The study also discusses future development of the southeast quadrant of the Van Street intersection and proposes a new south approach at the intersection opposite Van Street. Mr. Fred Rathbone proposed an RV site at this location at the June 2, 2005 open house.

### **Legislative Support**

*ConnectOregon* Legislation (Senate Bill 71) authorizes the issuance of lottery bonds for transportation projects. It establishes multimodal transportation fund to finance ODOT loans and grants to public bodies and private entities. These grants and loans may be provided only for projects that involve one or more of the following modes of transportation: air, marine, public transit and rail. This source of funding might be available for this project because of the improvement of Port Westward includes both marine and rail improvements resulting in an increase of port truck traffic. Part of the Port Westward development plan to accommodate this additional truck traffic is the improvement of the Van Street between 5<sup>th</sup> Street and US 30 and the Van Street intersection at US 30.

### **Intersection Analysis**

We analyzed two different locations for the Van Street intersection. Both of these intersections included the new south approach mentioned in the 2004 CTS Engineer's study and proposed by Mr. Rathbone. ODOT has expressed a desired to realign the driveway of the Northwoods Inn Motel/carwash/mini-mall (Sta 1701+94 RT) with the Van Street intersection; which we analyzed the operations of the intersection. There are two major operational concerns with this location. There is inadequate separation between Van Street and the customer parking of the commercial building on the east side of Van Street. However, we understand the business owner is addressing the parking concern by planning to relocate his parking to another area, providing off-site parking for his customers. The other concern is available turning space for vehicles into

the relocated driveway on the south leg of the intersection. The turning radius of a typical RV towing a vehicle may not be small enough because of the limiting physical constraints of the mini-mall building and the river.

The Northwoods Inn Motel/carwash/mini-mall (Sta 1701+94 RT) access located approximately 150 feet west of the Van Street intersection is in conflict with the proposed left turn channelization at Van Street. There may be a benefit to moving the access to the west, thereby reducing the operation conflicts with the Van Street intersection. However, this may result in two way left turn conflicts with traffic using the NAPA/pizza approach (Sta 1699+00 LT) and the new motel approach (Sta 1697+60 LT).

### **Recommendation**

We recommend the Van Street intersection be improved at its current location with eastbound left turn channelization on US 30. We recommend that other access options further east from the intersection be explored for Mr. Rathbone's proposed development.

### **Decision by ODOT**

A meeting was held August 9, 2005 with ODOT to finalize the improvements to the Van Street intersection. The decisions made were:

- Provide eastbound left turn channelization to Van Street
- Use the proposed intersection channelization from the Parametrix material.
- No traffic signal at Van Street until traffic signal warrants are met
- The driveway entrance (Sta 1701+94 RT) will remain where it is and not be relocated opposite of Van Street
- Any operations problems associated with the eastbound approach of the Van Street intersection may require a raised median in front of the commercial approach at Sta 1701+94 RT, reducing it to a right-in, right-out only approach.
- Mr. Rathbone may submit a proposal to ODOT for consideration for use of the existing commercial approach at Sta 1701+94 RT, but traffic impacts must be addressed in his proposal. The best option is for him to seek access to US 30 via Nordic Lane or by some other route to the east.

## **Continuous Two Way Left Turn Lane**

### **Existing Conditions**

US 30 runs east/west through the city of Clatskanie as a five-lane cross section (approximately 72 ft. wide) with two travel lanes each direction, a continuous two way left turn lane (CTWLTL) between Oregon Highway 47 (OR 47) and Nehalem Street and a partial bicycle lane. The five-lane section on US 30 transitions to a two-lane cross-

section with 6 to 8 foot shoulders east and west of the City and expands to three lanes starting up the hill east of Swedetown Road.

The commercial businesses accessing US 30 from the Clatskanie River Bridge to Van Street include two motels, an auto parts store, pizza restaurant, car wash and a mini-mall. A farm and garden store accesses the east side of Van Street.

Based on prior engineering studies, the accident history and type of accidents are typical and within expectations with no particular safety deficiencies noted.

### **Recommendation**

One of the elements of the 2007 overlay plan is restriping US 30 so that a continuous CTWLT is striped from Nehalem Street east. Our recommendation is to extend the CTWLTL channelization from Nehalem Street east to Van Street where it would terminate at the intersection, providing a refuge area for traffic turning into the commercial approaches and public intersection through the City. Maintaining the continuity of the CTWLTL would require widening the Clatskanie River Bridge to a cross section that would include 2 - five foot sidewalks, 2 - eight foot shoulders, 2 – twelve foot lanes and 1 – fourteen foot CTWLTL, a total of 64 feet. The CTWLT over the bridge is shown in figures 3 and 4. The CTWLTL also makes a smooth transition into the proposed left turn channelization at Van Street and will better accommodate the anticipated growth in traffic volumes.

### **Clatskanie River Bridge**

With the proposed 2007 overlay that will allow restriping for a CTWLT, and the improvement of the Van Street intersection to include a left turn lane on US 30, the existing Clatskanie River Bridge creates a constraint and a break in the continuity of the proposed roadway section (see figures 3A and 4A). Commercial approaches exist on either side of and in the immediate vicinity of the Clatskanie River Bridge. The two-lane Clatskanie River Bridge, constructed in the mid 1950's, doesn't meet current seismic design standards, has sub-standard shoulders, does not have a bicycle lane, and has narrow sidewalks that don't meet current ADA standards.

Widening or replacement of the bridge would:

- Enhance safety by providing a refuge and meeting driver's expectations
- Enhance capacity by having the left turns occur clear of the through lanes
- Provide for improved shoulders
- Provide for pedestrian friendly sidewalks and continuity in Clatskanie's paths and trails plan
- Provide for continuity of the bicycle lanes
- Allow for continuity in the CTWLT by connecting the left turn lane for Van St. with the CTWLT proposed to the west.

As recreational and commercial traffic continues to increase overall, and with the Port Westward project expected to add more traffic, the construction of a CTWLT, to include the Clatskanie River Bridge, is an important link in the transportation refinement plan. This would not only benefit the community, but the through traffic as well.

## **Access Management**

### **Existing Conditions**

When the highway was originally built, accesses were deeded to the adjacent property owners in several locations. Many of those accesses are in use today, while others might have a building or some other structure over the access point. We have prepared a map illustrating where the deeded accesses are located and the width of the access along with the associated stationing based on the original centerline. Resources included a right-of-way plan provided by ODOT and a Skillings-Connolly research of deeds to the east of the Clatskanie River.

### **Recommendation**

Reducing the number of access by relocation or elimination of accesses can enhance safety and efficiency along US 30 and are illustrated on the map. Access management compliments the Oregon Department of Transportation's transportation plan of the corridor. The letter A identifies deeded access to adjoining properties, where it is located and the width of the access while the letters NAD signify "No Access Deed". However, there is a possibility that access permits for those accesses labeled NAD may or may not have been granted but were not available for this study. We recommend controlling the width of the accesses by expanding the use of sidewalks to better define where the accesses are located along each side of the road. The width should be no wider than 30 feet for a commercial approach. The following table summarizes the access locations, widths, deeded approaches and the proposed actions.

US Highway 30  
Access Summary

Station	Offset	Width (ft)	Deed	Proposed Action	Comments
1668+10	LT	30	NAD	open	
1668+90	RT	30	NAD	open	
1669+83	LT	30	NAD	close	
1670+25	LT	35	yes	close	
1670+66	LT	30	NAD	open	
1670+73	RT	30	NAD	close	
1671+21	LT	30	NAD	open	
1671+51	RT	36	yes	open	
1672+00	RT	25	yes	close	
1672+70	RT	30	NAD	open	
1672+85	LT	30	NAD	close	
1673+55	LT	30	NAD	open	
1677+40	LT	40	yes	open	right-in/right-out only
1678+25	RT	35	yes	open	
1680+00	RT	25	yes	close	
1680+30	LT	25	yes	close	
1680+70	LT	25	yes	close	
1682+40	RT	25	yes	close	
1683+30	RT	25	yes	open	
1683+30	LT	25	yes	open	
1684+25	RT	30	yes	open	
1684+25	LT	30	yes	open	
1685+70	RT	30	yes	open	
1686+00	LT	30	yes	open	
1687+38	LT	30	NAD	open	
1689+65	RT	30	yes	close	
1691+20	RT	25	yes	open	
1695+00	RT	25	yes	open	
1695+00	LT	25	yes	close	Move to 1697+60 LT
1697+60	LT	25	NAD	open	
1699+00	LT	25	yes	open	
1701+94	RT	25	yes	close	
1703+50	LT	25	yes	close	
1707+00	LT	25	yes	open	Farm access
1707+00	RT	25	yes	open	Farm access

The area on both sides of the highway near the on/off ramps of US 30, east of the City, is designated as restricted access (RA).

# **Bicycle and Pedestrian Access**

## ***Pedestrian Facilities***

### **Existing Conditions**

#### **US Highway 30 - North Side**

There is an existing 10-foot pedestrian/bicycle trail extending from the northwest corner of Van Street and US 30 westerly to the Clatskanie River, separated from the highway by approximately 10 to 30 feet. This trail turns northward and crosses the river accessing the recreational facilities.

The existing 5-foot sidewalk begins on the west side of the Clatskanie River Bridge and extends westward to approximately Bryant Street with breaks at various locations for driveways. There two other short lengths of sidewalk near Belair Drive and opposite Oregon Highway 47. At various locations there are utility poles that conflict with the sidewalks.

#### **US Highway 30 - South Side**

Beginning again at Van Street, there is no sidewalk on the south side of the highway between Van Street and the Clatskanie River Bridge. The existing 5-foot sidewalk begins on the west side of the Bridge and extends westerly to True Haak Street. From True Haak Street the sidewalk is located in a limited number of locations interspersed with long distances between the lengths of sidewalks with no real continuity. The sidewalk resumes along the Safeway development between Belair Drive and Oregon Highway 47 and ends at Oregon Highway 47. At various locations there are utility poles that conflict with the sidewalks.

### **Recommendations**

Providing good continuous pedestrian facilities on both sides of US 30 is important to the overall functionality of the intermodal system in the City of Clatskanie. Sidewalks also encourage people to walk by providing a more comfortable walking environment, increases their safety and provides a tool to control and manage accesses.

#### **US Highway 30 - North Side**

For the north side of US 30, we recommend the pedestrian/bicycle trail east of the Clatskanie River Bridge connect to the sidewalk at the east end of the new Bridge.

We recommend that sidewalk be installed along the north side of US 30 in those places where there is no sidewalk currently, with provisions for driveways as needed. These locations are illustrated on the map. Where sidewalks currently exist at intersections, install curb ramps to bring the intersection into compliance with current Americans with Disabilities Act (ADA) standards.

### US Highway 30 - South Side

We recommend that sidewalk be installed along the south side of US 30 in those places where there is no sidewalk currently, with provisions for driveways as needed. These locations are illustrated on the map. A sidewalk is proposed between Van Street and the Clatskanie River Bridge. Where sidewalks currently exist at intersections, install curb ramps to bring the intersection into compliance with current ADA standards.

## ***Bicycle Facilities***

### **Existing Conditions**

#### US Highway 30 - North Side

There is an existing 10-foot pedestrian/bicycle trail extending from the northwest corner of Van Street and US 30 westerly to the Clatskanie River, separated from the highway by approximately 10 to 30 feet. This trail turns northward and crosses the river accessing the recreational facilities.

The existing bicycle lane on US 30 begins on the west side of the Clatskanie River Bridge and extends westward to Tichenor Street where it is dropped, with a small transition between Tichenor Street and Bryant Street.

#### US Highway 30 - South Side

Beginning again at Van Street, there no designated bicycle lane on the south side of the highway between Van Street and the Clatskanie River Bridge. The existing bicycle lane begins on the west side of the Bridge and extends westerly to Tichenor Street where it is dropped, with a small transition between Tichenor Street and Bryant Street.

### **Recommendations**

Providing good continuous bicycle facilities on both sides of US 30 is important to the overall functionality of the intermodal system in the City of Clatskanie. Bicycle lanes also encourage people to bicycle by providing a designated riding lane, which improves their safety and level of comfort.

#### US Highway 30 - North Side

For the north side of US 30, we recommend the pedestrian/bicycle trail east of the Clatskanie River Bridge connect to the sidewalk at the east end of the new Bridge while providing access to the new bicycle lane on the Bridge as well.

We recommend extending the bicycle lane from Tichenor Street west to OR 47 where sufficient roadway width is available and then transitioning to the existing shoulder. These improvements are illustrated on the map.

#### US Highway 30 - South Side

Providing good bicycle facilities on both sides of US 30 is important for the overall functionality of the intermodal system. We recommend starting the bicycle at Van

Street and extending it west across the Clatskanie River Bridge, connecting to the existing bicycle lane on the west side of the Bridge. We also recommend extending the bicycle lane from Tichenor Street where it currently ends, west to OR 47 where sufficient roadway width is available. These improvements are illustrated on the map.

## **Summary**

This study focused on three areas of concern: extending the CTWLTL on US 30, improvement to access management within the City and continuity and connectivity of pedestrian and bicycle facilities along US 30.

The CTWLTL should extend from where it begins to taper out west of the Clatskanie River Bridge to the proposed Van Street intersection and terminate there at the intersection.

Access management is enhanced by realigning a couple of driveways and by eliminating several deeded accesses. Sidewalks to control the point of access will narrow current wide access approaches.

Expanding the sidewalks in those sections along US 30 that lack sidewalks currently provides greater pedestrian continuity and connectivity. This also includes improving the curb ramps at street crossings to meet current ADA standards. Bicycle lanes will be extended providing more continuity for the bicyclists.

## **References**

*Clatskanie River Bridge Plans*, ODOT, 1953

*County Road Overcrossing (Swedetown Road)*, ODOT, 1953

ODOT Collision/Accident Plot Data

*ConnectOregon Legislation (Senate Bill 71)*, Doug Tindall, Deputy Director for Highway Division, ODOT, January 20, 2005

*ODOT OTIA III Statewide Bridge Delivery Program*, Parametrix, June 2004

*Clatskanie Transportation System Plan*, Kittelson and Associates, Inc., August 1997

*Portland – Astoria Corridor Plan Summary*, ODOT Regions 1 and 2, DEA and Associates, Inc., Cogan Owens Cogan, September 1999

*Estimate of Future Traffic Volumes at the Intersection of Van Street/Hwy 30 and Signal Warrant Analysis*, CTS Engineers, Inc. February 26, 2004

*Van Street Intersection Details – Port Westward Road Improvements Phase 1B,*  
Parametrix

# Clatskanie Transportation Refinement Plan

## Open House Summary

June 2005

The Oregon Department of Transportation (ODOT), in association with the City of Clatskanie, hosted a public open house on June 2, 2005 from 6:00pm to 8:00 pm to discuss downtown roadway improvements on US-30 as part of Oregon Department of Transportation's *Preservation and Enhancement Program*.

Over thirty people attended the informal meeting held at Colvin's Banquet Room on Nehalem Street in downtown Clatskanie. Open House invitations were mailed to area residents and an announcement was placed in the local newspaper.

Those in attendance spoke with project consultants about possible enhancements such as bicycle and pedestrian connections, local intersection and turn-lane improvements, wider bridges and access management. There was lively discussion amongst the participants and with city and project staff members. Fifteen comment cards were collected and several suggestions were noted directly on the project corridor map. A summary of key points gathered that evening is listed below.

## Open House Comments

### *Access Management*

- Eliminate access to US-30 from Safeway and the Evergreen Shopping Center parking lot next to Bel Air Drive
- Re-configure "cloverleaf" at east end of town for improved function, rather than shifting traffic to Van Street
- Create new RV entrance off two-way ramp to Swedetown Road, accessing new Clatskanie River RV park development
- Concerns about proposed removal of the westbound exit from US-30 to Fifth Street, and forcing traffic to use Van Street. The city's proposal to fill an acre east of the truck station for a turnaround for westbound trucks is not a very feasible design.
- Consider access directly from Swedetown Road to eastern entrance of proposed Clatskanie River RV park development. Owner is willing to purchase ODOT right-of-way for this access to and from his site.
- Business owners on north end of Van Street along Fifth Street are concerned about closure of US-30 loop ramps to Fifth Street and Swedetown Road
- Consider impacts to area businesses if cloverleaf is reconfigured or eliminated
- Eliminate cloverleaf that accesses Swedetown Road and Fifth Street
- If cloverleaf is eliminated, we must address truck access issues for business at corner of Fifth Street and Van Street

- Eliminating the cloverleaf and re-directing traffic onto Van Street would create problems for motorists accessing Haven Acres and Wood Lane. They would have to cross Fifth Street.
- What is the point of eliminating the existing cloverleaf that accesses Swedetown Road and Fifth Street? Why is it considered a problem area?
- Add frontage road from Swedetown Road to Van Street
- Narrow US-30 to make more room for parking at Mini Mart
- ODOT requiring Grannis Square (across from Safeway) owner to close one of their entrances. The sidewalk will be redone, creating a right-of-way issue because the private ownership extends into the road. ODOT will negotiate with business owner to secure necessary right-of-way

### *Bridges*

- New bridges and overpasses should be built higher than the existing structures to accommodate high flood waters
- Widen bridge and overpass to three or four lanes
- Clatskanie River Bridge needs to be pedestrian friendly
- Widen the Swedetown overpass

### *Passing and Turning Lanes*

- Many accidents have occurred on US-30 between Swedetown overpass and the Clatskanie River Bridge. Town needs a center turn lane at the very least, and we need it soon.
- Adding a turn lane through town would slow traffic and improve safety
- Widen US-30 to four lanes (including turn lane) from the east end of town to the existing four lane roadway in downtown
- Widen the highway between the Clatskanie River Bridge and Swedetown overpass to four lanes with a center turn lane, or keep two lanes and install a center turn lane
- Add passing lane on US-30 outside city limits on west side of town
- From bridge on US-30 to Hwy 47, re-configure the existing roadway into two lanes with turn lane and trees on both sides
- Add turn lane that accesses businesses and mobile home park on north and south sides of US-30, just west of Van Street
- Reduce US-30 to two lanes through town, add turn lane, make it pedestrian friendly
- Consider adding left turn lane for access to ball field at west end of town

### *Safety*

- Add traffic calming and pedestrian friendly elements through town
- Reduce speed limit approaching Clatskanie and within the town
- Consider more clearly designated sidewalks
- Install pedestrian overpass above US-30 at Bel Air Drive
- A pedestrian overpass above US-30 should be part of any improvement plan
- Concern about pedestrian safety where sidewalk ends in front of the Mini Mark between Bryant Street and Bel Air Drive; pedestrians must navigate through busy parking lot with no designated pathway

- Hwy 47 has poor shoulders and is unsafe for pedestrians
- US-30 through town has made Clatskanie a questionable place to do business and a noisy place to live. Vehicles need to be slowed through town for the sake of noise and safety.
- Safety concerns along US-30 near Cedar Lane, east of city limits. Lack of shoulder creates dangerous conditions for motorists accessing adjacent driveways and streets.
- Delineate new sidewalk in front of the Mini Mart to improve pedestrian safety

### *Signals*

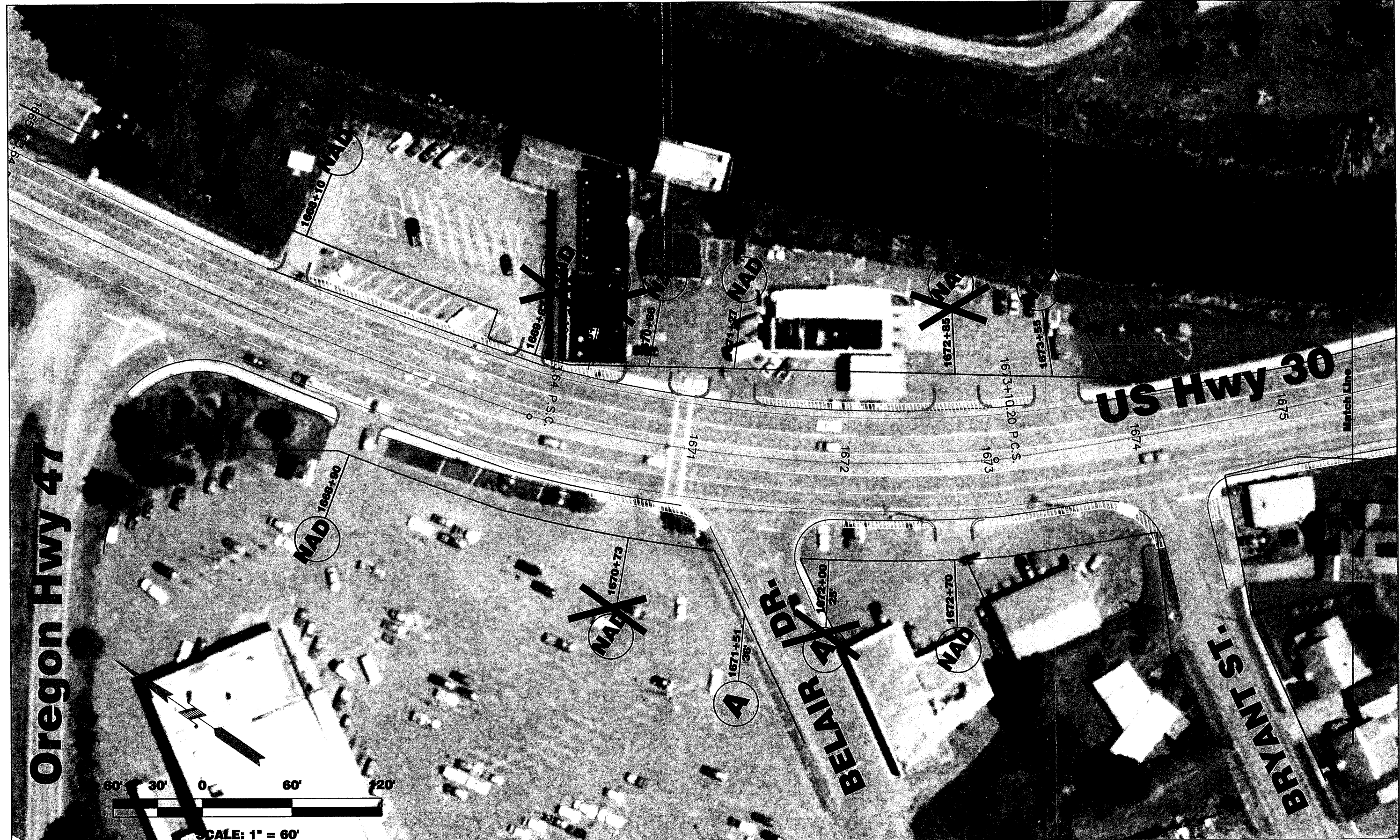
- Install a button-activated pedestrian signal at the Bel Air Drive intersection
- New signal at US-30 and Hwy 47 would help traffic flow and log truck access to US-30, and solve Bel Air Drive intersection problem. Better than new signal at Bel Air Drive.
- There should be no signal at bottom of hill at Van Street
- Add stoplight at intersection of Bel Air Drive and US-30

### *Other*

- Directory sign needed for Nehalem Street businesses
- Need traffic sign at junction of Hwy 47 and US-30

### **Next Steps**

The project consultant team, ODOT and the City of Clatskanie will review the comments gathered and use the information as a guide in their preparation of the *Clatskanie Transportation Refinement Plan*. The team will meet one-to-one with adjacent property owners in June 2005. The team will then present key findings from those discussions along with the open house comments to Clatskanie City Council and Clatskanie City Planning Commission beginning in late July 2005. The *Clatskanie Transportation Refinement Plan* will provide the city and ODOT with the necessary framework for determining roadway improvement priorities, potential funding sources and anticipated design and construction timelines.



**Oregon Hwy 47**

**US Hwy 30**

**BRYANT ST.**

**BELVAIR DR.**




SCALE: 1" = 60'

- (A)** Unrestricted Access
- (RA)** Restricted Access
- (FX)** Farm Crossing
- (NAD)** No Access Deed
- (X)** Access to be Closed
- (Hatched)** Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN

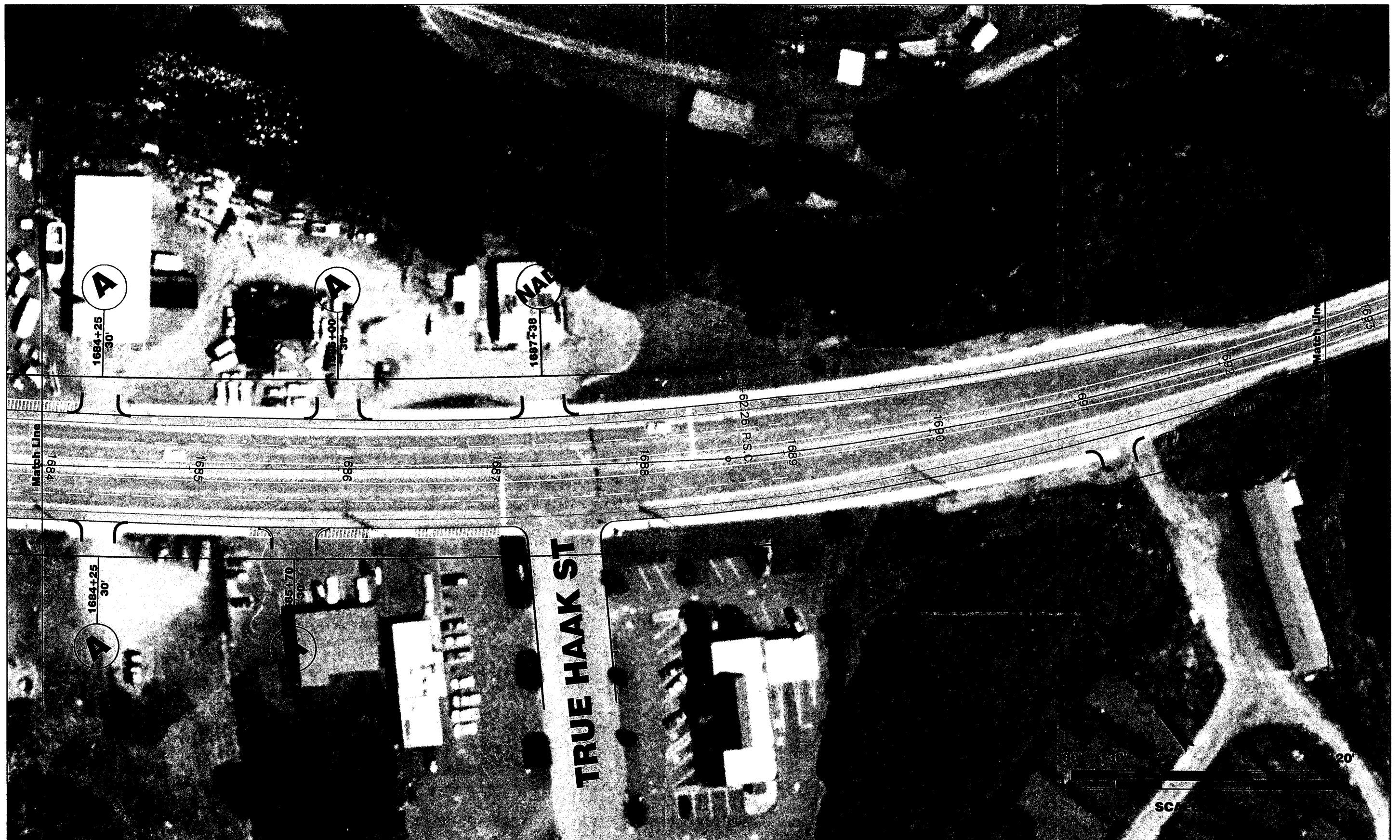
**SKILLINGS  
CONNOLLY**




- (A)** Unrestricted Access      **(NAD)** No Access Deed
- (RA)** Restricted Access      **X** Access to be Closed
- (FX)** Farm Crossing       Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN






- (A)** Unrestricted Access
- (RA)** Restricted Access
- (FX)** Farm Crossing
- (NAD)** No Access Deed
- (X)** Access to be Closed
-  Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN






SCALE

- (A)** Unrestricted Access
- (RA)** Restricted Access
- (FX)** Farm Crossing
- (NAD)** No Access Deed
- (X)** Access to be Closed
-  Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN - 2 Lane Bridge






- (A)** Unrestricted Access
- (RA)** Restricted Access
- (FX)** Farm Crossing
- (NAD)** No Access Deed
- X** Access to be Closed
-  Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN



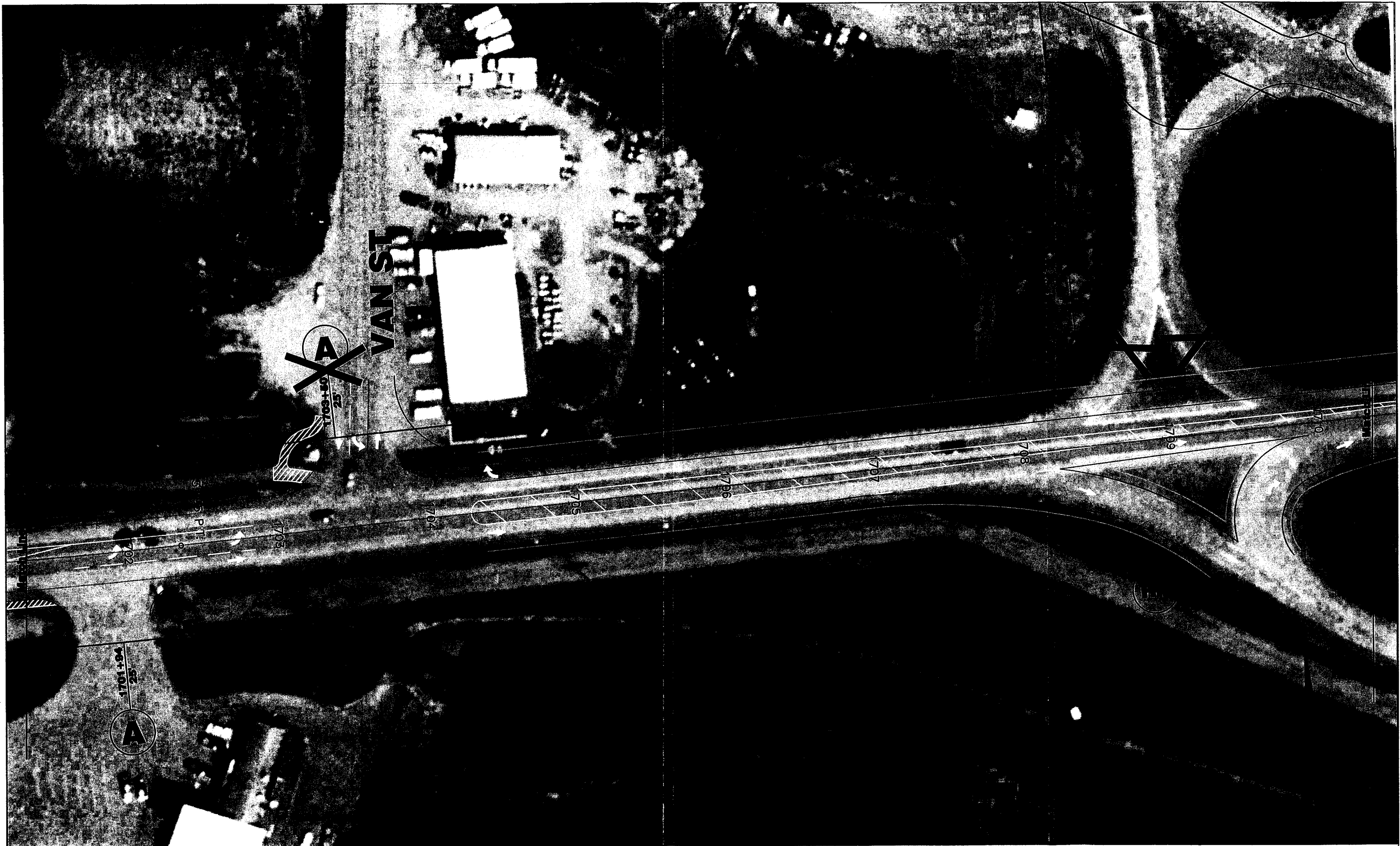



- (A)** Unrestricted Access
- (RA)** Restricted Access
- (FX)** Farm Crossing
- (NAD)** No Access Deed
- X** Access to be Closed
-  Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN - 2 Lane Bridge

**SKILLINGS  
CONNOLLY**

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- (A)** Unrestricted Access      **(NAD)** No Access Deed
- (RA)** Restricted Access      **(X)** Access to be Closed
- (FX)** Farm Crossing       Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN





- (A)** Unrestricted Access      **(NAD)** No Access Deed
- (RA)** Restricted Access      **X** Access to be Closed
- (FX)** Farm Crossing      **→** Proposed Walk

# CLATSKANIE TRANSPORTATION REFINEMENT PLAN

