



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

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NOTICE OF ADOPTED AMENDMENT

October 5, 2006

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: Marion County Plan Amendment
DLCD File Number 009-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office. This amendment was submitted without a signed ordinance.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: October 23, 2006

This amendment was submitted to DLCD for review 45 days prior to adoption. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.**

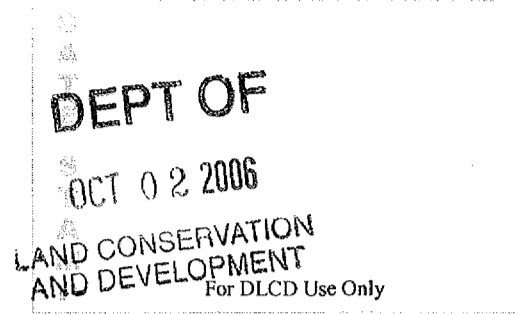
Cc: Doug White, DLCD Community Services Specialist
Matthew Crall, DLCD Transportation Planner
Les Sasaki, Marion County

<paa> ya/



2 Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18



Jurisdiction: Marion County Local file number: LA 06-5

Date of Adoption: 9/27/2006 Date Mailed: 10/2/2006

Date original Notice of Proposed Amendment was mailed to DLCD: 7/21/2006

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: RTSP amendment

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Adoption of the Sublimity Interchange Area Management Plan (IAMP) as a sub-area plan to the Marion County Rural Transportation System Plan (RTSP) and incorporation of the IAMP by reference in the RTSP. The County RTSP is the Transportation Element of the Marion County Comprehensive Plan.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "SAME". If you did not give Notice for the Proposed Amendment, write "N/A".

Same

Plan Map Changed from: NA to: NA

Zone Map Changed from: NA to: NA

Location: Sublimity Interchange @ OR 22 Acres Involved: NA

Specify Density: Previous: NA New: NA

Applicable Statewide Planning Goals: 1, 2, 12

Was an Exception Adopted? YES NO

DLCD File No.: 009-06 (15407)

Did the Department of Land Conservation and Development receive a Notice of Proposed Amendment.....

Forty-five (45) days prior to first evidentiary hearing? Yes No

If no, do the statewide planning goals apply? Yes No

If no, did Emergency Circumstances require immediate adoption? Yes No

Affected State or Federal Agencies, Local Governments or Special Districts:

ODOT, Cities of Stayton and Sublimity

Local Contact: **Les Sasaki** Phone: **(503) 588-5038** Extension: **4068**
Address: **PO Box 14500** City: **Salem**
Zip Code + 4: **97309-5036** Email Address: **lsasaki@co.marion.or.us**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies of the Adopted Amendment to:

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540
2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to:(503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

**BEFORE THE BOARD OF COMMISSIONERS
FOR MARION COUNTY, OREGON**

In the matter of amending the Marion County)	
Comprehensive Plan and the Rural Transportation)	Legislative Amendment
System Plan (RTSP) by adopting the Sublimity)	LA 06-5
Interchange Area Management Plan (IAMP) and)	
incorporating the IAMP as a sub-area plan of the)	
RTSP which is the Transportation Element of the)	
Marion County Comprehensive Plan, and declaring)	
an emergency.)	

ORDINANCE NO. 1238

**THE MARION COUNTY BOARD OF COMMISSIONERS HEREBY ORDAINS AS
FOLLOWS:**

SECTION 1. PURPOSE

This ordinance is enacted pursuant to the authority granted general law counties in the State of Oregon by Oregon Revised Statutes (ORS) Chapters 197, 203 and 215 to implement and amend the Marion County Comprehensive Plan. This ordinance amends the Marion County Rural Transportation System Plan (RTSP) which is the Transportation Element of the Comprehensive Plan with the adoption of, and incorporation therein, of the Sublimity Interchange Area Management Plan (IAMP) as a sub-area plan of the RTSP, to conform with the transportation planning provisions of Oregon Administrative Rules (OAR) Chapter 660, Division 12 and the interchange area planning provisions of OAR Chapter 734, Division 51.

SECTION 2. AUTHORIZATION

The Marion County Board of Commissioners initiated a legislative amendment to the Marion County Comprehensive Plan and Rural Transportation System Plan by Resolution No. 06-39R dated August 23, 2006. The legislative amendment came before the Board at the request of the Oregon Department of Transportation (ODOT) to consider adoption of the Sublimity Interchange Area Management Plan (IAMP) by incorporating the IAMP into the Marion County RTSP, pursuant to the transportation planning provisions under Statewide Planning Goal 12 – Transportation, and the provisions of OAR Chapter 660, Division 12 and OAR Chapter 734, Division 51. The Marion County Board of Commissioners held a public hearing on September 13, 2006 for which proper notice and advertisement was given. All persons present during the public hearing and those provided notice of the hearing were given the opportunity to speak or present written statements on the proposed amendment.

SECTION 3. EVIDENCE AND FINDINGS

The Board has reviewed the evidence and findings in the record and given due consideration to the testimony provided in the hearing record. The amendment to the Marion County Comprehensive Plan and Rural Transportation System Plan (RTSP) by adopting the Sublimity Interchange Area Management Plan (IAMP) and incorporating the IAMP as a sub-area plan of

the RTSP is based on the findings and recommendations contained in the Sublimity IAMP, necessary detailed transportation plans identified in the Marion County RTSP, and the requirements and provisions for transportation planning for interchange areas contained in the applicable OARs. The County's adoption of the Sublimity IAMP and amendment to the RTSP is necessary for the coordinated planning and improvement of the interchange area with ODOT and the cities of Stayton and Sublimity. The evidence and findings to support the County adoption of the Sublimity IAMP including the IAMP document and approval of the amendment to the Marion County RTSP (Exhibit A) are by reference a part of the record and this Ordinance.

Pursuant to OAR Chapter 660, Division 12 pertaining to Transportation and the 1991 adoption by the Land Conservation and Development Commission (LCDC) of the Transportation Planning Rule, Marion County adopted its Rural Transportation System Plan (RTSP) in 1998. Subsequent to that, the County initiated an update to the RTSP and the 2005 RTSP was adopted by the Marion County Board of Commissioners on February 8, 2006 (Ordinance No. 1220). The RTSP identifies the Oregon 22/Cascade Highway interchange reconstruction as a State Highway modernization need. The RTSP also makes provisions for sub-area plans such as adopted IAMPs to be included by reference with future updates of the RTSP.

In September 2004, the Oregon Department of Transportation (ODOT), pursuant to OAR Chapter 734, Division 51, initiated preparation of the Sublimity Interchange Area Management Plan (IAMP) to address the following:

- Protect the state and local investment in the Sublimity Interchange
- Protect the function of the interchange by maximizing the capacity of the interchange for safe movement from the mainline highway facility
- Balance the need for efficient regional and state travel with local use
- Preserve and improve the safety of the interchange
- Provide for safe and efficient operation between the connecting roadways
- Adequately protect the Sublimity Interchange from unintended and unexpected development while accommodating planned community development
- Manage existing Sublimity Interchange capacity and new capacity provided through interchange improvements
- Establish how future land use and transportation decisions will be coordinated in the Sublimity Interchange area between ODOT, Marion County, and the Cities of Stayton and Sublimity

ODOT, working with Marion County and the cities of Stayton and Sublimity, developed the IAMP consistent with the principles described above. ODOT conducted a public involvement process that included public meetings, meetings with interchange-area stakeholders and property owners, and the local jurisdictions. Marion County staff participated in the ODOT public involvement process. The City of Sublimity conducted a public meeting before its Planning Commission on February 27, 2006 and a public hearing before its City Council on March 17, 2006. The Sublimity City Council adopted the IAMP on April 10, 2006. A public hearing was held before the Stayton Planning Commission on February 27, 2006 and the Stayton City Council adopted the IAMP at a public hearing on April 17, 2006. The Sublimity Interchange Area Management Plan has been subject to a public review process including review by Marion County and the cities of Stayton and Sublimity for consistency with local comprehensive and

transportation plans, and is consistent with the provisions of OAR Chapter 660, Division 12 and OAR Chapter 734, Division 51.

The Board approved language clarifying the RTSP amendment to be consistent with the IAMP recommendations on the conceptual location of a backage road northwest of the interchange extending from Cascade Highway to Sublimity Boulevard and a terminus location point of the backage road on Sublimity Boulevard approximately 470 feet west of the Sublimity Boulevard and Cascade Highway intersection. The Board action also included the submittal of the IAMP and RTSP amendment clarification language to the Oregon Transportation Commission (OTC) for consideration in the subsequent adoption process by the OTC of the Sublimity IAMP.

The Board finds that the adoption of the amendment to the Marion County Comprehensive Plan and Rural Transportation System Plan (RTSP) by the adoption of the Sublimity Interchange Area Management Plan (IAMP) and incorporation of the IAMP as a sub-area plan of the RTSP, provides for a coordinated review, adoption, and implementation of the transportation and land use recommendations in the Sublimity IAMP between ODOT, Marion County and the cities of Stayton and Sublimity. The Board further finds that the amendment is in compliance with Statewide Planning Goal 12 – Transportation and applicable Oregon Administrative Rules, ORS Chapters 195 and 197, and provisions of the Marion County Rural Transportation System Plan.

SECTION 4. AMENDMENT TO THE MARION COUNTY COMPREHENSIVE PLAN AND RURAL TRANSPORTATION SYSTEM PLAN


The Marion County Comprehensive Plan and Rural Transportation System Plan (RTSP) which is the Transportation Element of the Marion County Comprehensive Plan is amended to incorporate the Sublimity Interchange Area Management Plan (IAMP) as a sub-area plan of the RTSP as set forth in Exhibit A.

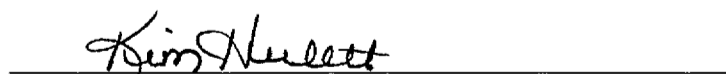
SECTION 5. EFFECTIVE DATE

This Ordinance amending the Marion County Comprehensive Plan and the Rural Transportation System Plan (RTSP) by adopting the Sublimity Interchange Area Management Plan (IAMP) and incorporating the IAMP as a sub-area plan of the RTSP which is the Transportation Element of the Marion County Comprehensive Plan, being necessary to protect the public health, safety and welfare, an emergency is declared to exist and this Ordinance shall become effective upon its passage.

SIGNED and FINALIZED at Salem, Oregon this 27th day of September 2006.

MARION COUNTY BOARD OF COMMISSIONERS


Chair


Recording Secretary

JUDICIAL NOTICE

Oregon Revised Statutes (ORS) Chapter 197.830 provides that land use decisions may be reviewed by the Land Use Board of Appeals (LUBA) by filing notice of intent to appeal within 21 days from the date this ordinance becomes final.

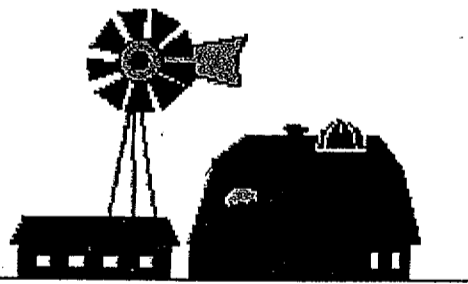
EXHIBIT A

**MARION COUNTY
RURAL TRANSPORTATION SYSTEM PLAN (RTSP)
AMENDMENT TO CHAPTER 12:
SUB-AREA PLANS
(INCORPORATION OF SUBLIMITY IAMP
AS A SUB-AREA PLAN OF THE RTSP)**



RURAL TRANSPORTATION SYSTEM PLAN

Prepared by
Marion County Public Works



December 21, 2005

ATTACHMENT B

CHAPTER 12: SUB-AREA PLANS

This section contains plans for areas outside Urban Growth Boundaries, but for which detailed transportation plans are necessary due to high traffic volumes, concentrated trip generation centers, conflicts between uses, community needs, or to set expectations for future developers in the area.

The sub-area plans include four areas: The Brooks Interchange area, the Aurora/Donald Interchange area, Cordon Road between State Street and Auburn Road, and the Sublimity Interchange area. These areas were identified as being the highest priority for this level of planning. Sub-area plans may be appropriate for many other areas, and future updates of this TSP are likely to include additional sub-area plans.

12.1 BROOKS INTERCHANGE AREA

The Brooks Interchange, Exit 263 on Interstate 5, lies approximately three miles north of the Chemawa Interchange (which connects to Keizer and to the Salem Parkway), eight miles south of the Woodburn Interchange, and approximately ten miles northeast of downtown Salem. This sub-area plan covers County Roads within 1,800 feet of the intersection of Interstate 5 with Brooklake Road. This includes 3,600 feet of Brooklake Road, all of Huff Avenue, and intersections with both Interstate 5 ramps and numerous private accesses.

The Brooks interchange serves a large area of very active rural agricultural land, several industrial businesses along the Brooklake Road corridor and the community of Brooks, the cities of Gervais, Keizer, Mt. Angel and St. Paul, Willamette Mission State Park, Marion County's Waste-to-Energy facility, a large truck stop, and a many commercial businesses and attractions in the area. Mobility of traffic to and from Interstate 5 is critical to the economic vitality and quality of life of the region.

Figure 12-1 shows the vicinity of the interchange area:

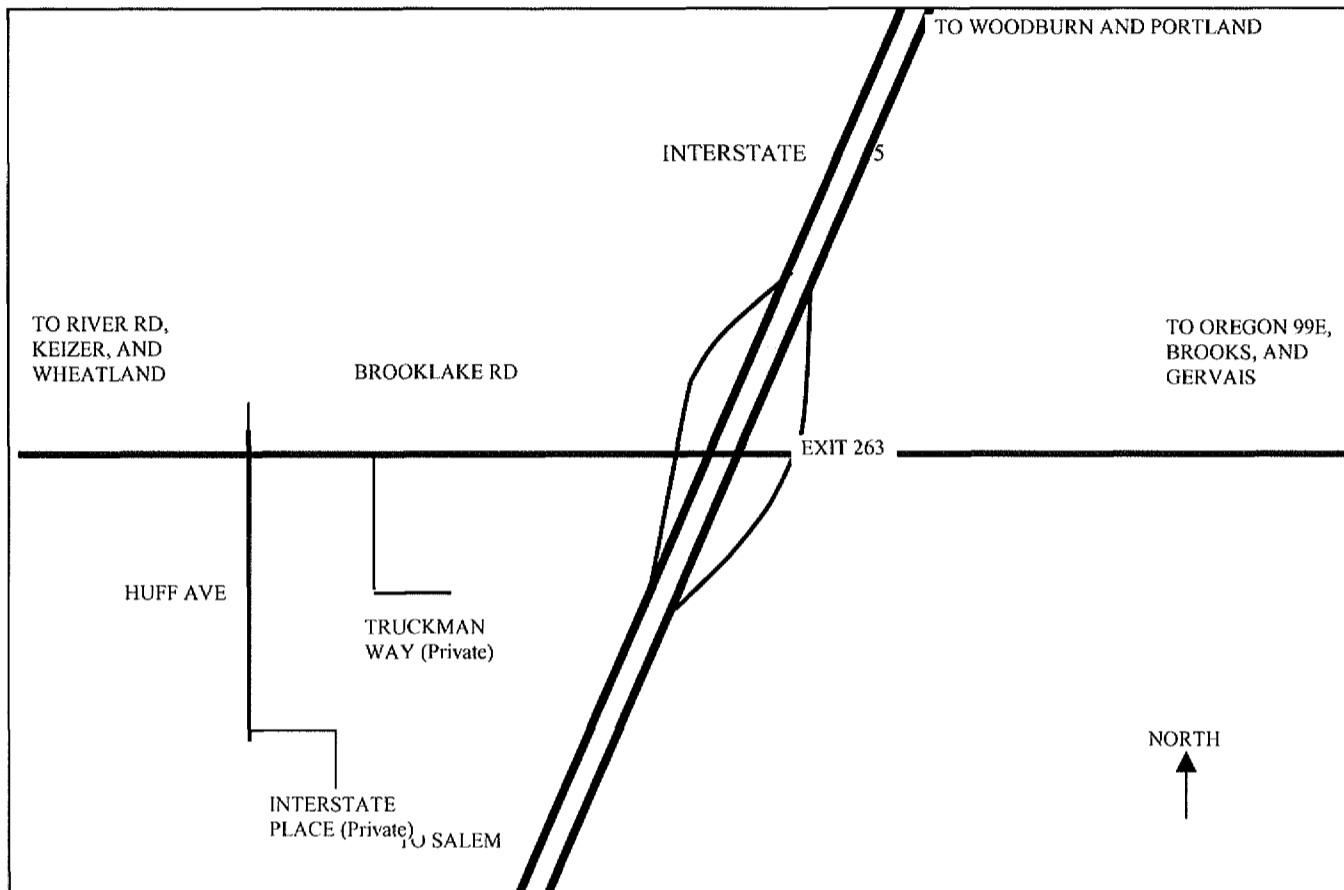
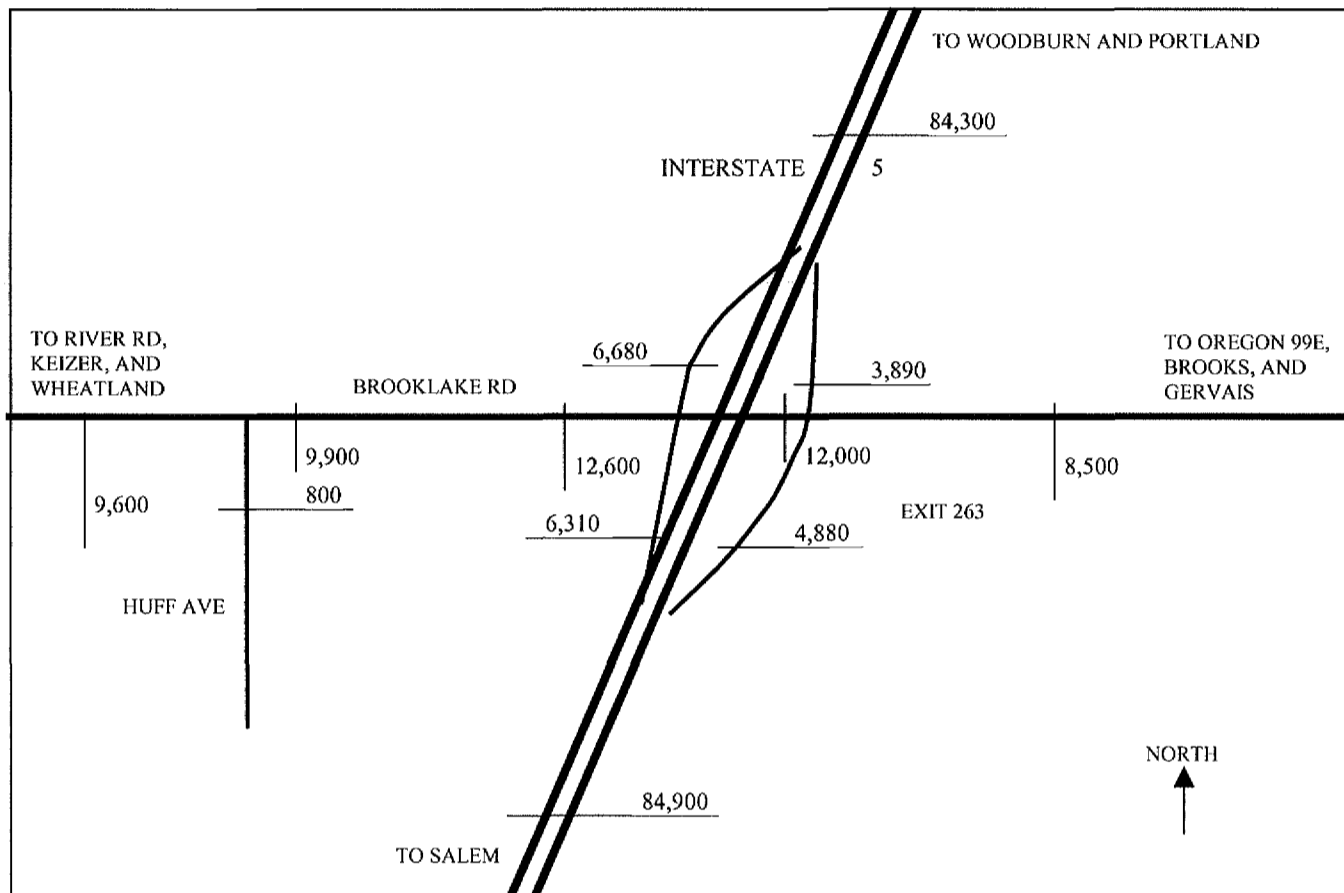
Figure 12-1 Brooks Interchange Area Vicinity Map**Traffic Volumes**

Figure 12-2 shows current daily traffic volumes on roadways in the area. Volumes on the Interstate 5 mainline and ramps are from ODOT's 2002 Transportation Volume Tables; other data is from traffic counts taken as part of Marion County's traffic counting program. All volumes are total daily two-direction volume of traffic, except that volumes on freeway ramps are one direction only.

Figure 12-2
Brooks Interchange Area Daily Traffic Volumes



Level-of-Service and Volume/Capacity Analysis

Traffic volumes on both exit ramps from Interstate 5 onto Brooklake Road exceed the intersection capacity at certain hours of the day and are functioning at Level of Service (LOS) F, and meet neither the county's nor Oregon Highway Plan mobility standards ($v/c = 0.85$). The excessive vehicle delays caused by these capacity deficiencies are highly detrimental to the mobility of freight, agricultural goods, and passengers in the region. It is estimated to cost residents, businesses, and visitors over \$1 million per year due to these delays.

Traffic waiting at the stop signs on these off-ramps frequently extends down the ramp into the deceleration area of the off-ramp, and sometimes onto the mainline of the freeway, which creates dangerous situations that need to be corrected.

Traffic is operating at an acceptable level in most other areas on this section of Brooklake Road, although the intersections of Truckman Way with Brooklake Road and the Pilot Auto / May Trucking driveways with Brooklake Road are quite busy and are approaching levels of congestion that warrant attention.

Brooklake Road / I-5 Interchange Management Plan

In 1997, Kimley-Horn and Associates prepared a plan for the Oregon Department of Transportation. The purpose of this plan was to estimate future (year 2015) traffic in the vicinity and assess the impact of this traffic on the interchange and adjacent roadway network. The analysis considered five different alternatives including two different land use scenarios for each alternative. Land Use Scenario A assumed buildout of the Brooklake Road area based on existing zoning. Land Use Scenario B assumed the zoning of some parcels would be changed to more intense uses, such as Interchange District (ID) zoning in some cases. The study found that if this development occurred the following improvements would be required:

- Signalization of the Brooklake Road intersections with the I-5 southbound ramps, the I-5 northbound ramps, and the east and west OAC accesses.
- Construction of a four-lane cross-section on Brooklake Road from the I-5 northbound ramps to the OAC east access, with turn lanes at the accesses.
- Construction of a loop ramp from westbound Brooklake Road to southbound I-5.
- Construction of an additional lane on both the northbound and southbound I-5 off ramps.
- Construction of a free right turn from the I-5 northbound off ramp to eastbound Brooklake Road.
- Improvements at the two OAC access intersections with Brooklake Road, including double left turn lanes on eastbound Brooklake Road.

Most of the alternatives assumed development of the Oregon Agricultural Center (OAC) on the NORPAC property northeast of the interchange. However, as the study was being completed, it grew increasingly unlikely that the OAC would actually be developed, so a sixth alternative without it was formulated. Unfortunately, the overall improvements needed at this interchange really relied on the development of the OAC. Without its development and only that of the remaining property, under Scenario A (which uses existing zoning) the following projects would be necessary to maintain traffic flow:

- Signalization of both ramp terminal intersections.
- Construction of additional exclusive right turn lanes on both Interstate 5 off ramps.
- Construction of a free-right turn lane from eastbound Brooklake Road to the Interstate 5 southbound on ramp. This would require widening of the ramp to allow traffic using the free right turn to merge with other traffic.

Under scenario B without the OAC improvements, but with more intense use of the remaining area, the study concluded that “Attainment of acceptable levels of service at the ramp terminal intersections would require major reconstruction of the interchange, including multiple loop ramps, free right turn movements, and additional lanes on the ramps. One configuration, which would result in LOS D at the ramp terminals in the year 2015, would consist of the following improvements (beyond those needed for scenario A):

- Construction of a loop ramp from westbound Brooklake Road to southbound Interstate 5.
- Construction of a loop ramp from eastbound Brooklake Road to northbound Interstate 5.

- Construction of a free right turn lane from the Interstate 5 southbound off ramp to westbound Brooklake Road.
- Construction of a free right turn lane from eastbound Brooklake Road to the Interstate 5 southbound on ramp.
- Construction of an exclusive right turn lane and dual left turn lanes on the Interstate 5 northbound off ramp, with dual receiving lanes for westbound Brooklake Road.

Even with all of the above improvements, the operation of the interchange may not meet ODOT design operating standards. If not, additional improvements such as a loop ramp from northbound interstate 5 to westbound Brooklake Road and/or widening of the Brooklake Road bridge would also be necessary.

Note that this study considered a horizon year of 2015. An additional ten years must be considered for this plan because the horizon year of this sub-area plan is 2025.

Accident History

Accident history data was obtained from the Oregon Department of Transportation, which was based on accident reports filed with the Department of Motor Vehicles. In this data, seventeen crashes were recorded in this study area in the three years from January 1, 2000 through December 31, 2002.

Eight of these crashes were at the intersection of Brooklake Road with the I-5 northbound ramps. Seven of these eight crashes involved vehicles exiting the freeway, with four of these involving vehicles turning in front of traffic on Brooklake Road, and three rear-end collisions as vehicles waited to turn (or in line waiting for vehicles in front of them to turn) onto Brooklake Road. Sight distance at the ramp terminals may be a contributing factor as well

Three crashes were recorded at the intersection of Brooklake Road with the I-5 southbound ramps. Two crashes were recorded at three different locations on Brooklake Road; at its intersections with Truckman Way (Pilot Truck access), the Pilot Auto / May Trucking driveways, and at the driveway to the NORPAC facility east of the interchange.

Access Management

The Oregon Department of Transportation's 1999 Oregon Highway Plan (OHP), and Oregon Administrative Rule 734-051-0010 ('Division 51') set access spacing requirements for approaches to the cross-street of an Interchange, such as Brooklake Road. In this case the OHP calls for 1,320 feet of spacing between the freeway ramp intersection and the first connection (street or driveway) to Brooklake Road. The intent of these requirements is to facilitate traffic flow to and from the interchange, which is a goal that Marion County supports as well. Access spacing at interchanges is further described in OAR 734-051-0125. Specifically, this section states that spacing standards do not apply to approaches in place prior to April 1, 2000, but that ODOT will work to move closer to achieving spacing standards as redevelopment occurs.

Marion County intends to comply with the spirit of these OHP requirements, while at the same time recognizing that complete compliance with the letter of these requirements is not practical at this time due to existing development patterns, property lines, and land use cases.

Several land use case approvals in this area have specific requirements for access configurations and it is the intent of this sub-area plan to compile these requirements in one document. It is not the intent of this plan to set new policy on access in this area. Any addition of new access or expansion of existing accesses must meet applicable standards and receive approval from Public Works before addition or expansion.

The property located at and behind 4205 Brooklake Road (current taxlot 062W1800100, just north and west of the interchange) was the subject of a land use case in the 1990s. It was determined that access from this property directly to Brooklake Road would not be allowed, because the access would be too close to the interchange. Access for this parcel would be through an easement running north from the intersection of Brooklake Road and Huff Ave along the west property line of current taxlot 062W1800900 (the current May Trucking property) then running east along the north property line of 062W1800900 until it reaches 062W1800100, the subject taxlot. Alternatively, access to this parcel could be granted through 062W1800900 and its current access on Brooklake Road as long as it meets appropriate standards and does not cause traffic problems at its connection with Brooklake Road. However, considering current traffic levels, it would be difficult to add much traffic to this access while still meeting standards. No additional accesses will be permitted to Brooklake Road between Interstate 5 and Huff Avenue.

Access points on the south side of Brooklake Road between I-5 and Huff Avenue exist at the Pilot truck stop; one access for cars opposite May Trucking and another for trucks at Truckman Way. There is some undeveloped land to the west of the Pilot truck stop with access also planned at Truckman Way. These undeveloped properties, along with the Pilot property, were addressed in a November 5, 1995 Traffic Impact Analysis. In this document a specific amount of trip generation due to the development was assumed for these properties. As required in partitioning case # 04-07: development that exceeds this trip generation rate will require a new TIA and mitigation of its traffic impacts on Brooklake Road, the interchange, and other traffic in the area. It is quite possible that increased traffic generation would necessitate extensive mitigation measures. Properties to the south of the above mentioned area would gain access from Huff Avenue via Interstate Place. No additional accesses will be permitted to Brooklake Road between Interstate 5 and Huff Avenue.

To the east of the interchange, access locations have been approved for a development on the NORPAC property including a potential Oregon Agricultural Center. Other access connections to Brooklake Road in this area east of the interchange would have to meet the requirements of the Oregon Department of Transportation and Marion County standards.

A traffic signal would be allowed at the intersection of Brooklake Road with Huff Ave if it meets applicable county criteria (such as MUTCD signal warrants). No signal would be allowed on Brooklake Road between Huff Ave and the Interstate 5 southbound ramps; its effect on traffic movement and safety would be detrimental.

Rideshare

This is a prime location for ridesharing, as it is just north of Salem and adjacent to Interstate 5, a major route from Salem to Portland. Currently, many vehicles are observed parked adjacent to the Pilot truck stop, with their drivers catching rides with other drivers to destinations in the Portland area. There is an undeveloped park-and-ride area on the east side of the interchange, which essentially is just a wide spot of

pavement and gravel. Some drivers had chosen to park near the Pilot, but ODOT has recently decided to not allow this parking.

Provision of a park-and-ride lot near this interchange is highly recommended. This lot should be designed for security (both real and perceived) and user-friendliness. Significant capacity, perhaps for more than 50 vehicles, is recommended.

Bicycle and Pedestrian Issues

Brooklake Road currently has a three-foot paved shoulder through most of the study area, with a five-foot shoulder in front of the Pilot truck stop and Chalet restaurant, from Truckman Way to the southbound ramps of Interstate 5. There are currently no designated bike lanes in the study area.

Sidewalks exist on some portions of Huff Ave and along the south side of the bridge over I-5 between the freeway ramps.

Bike lanes or adequate paved shoulders should be provided on Brooklake Road as a condition of development.

Future Recommendations

The projects recommended in the Brooklake Rd / I-5 Interchange Management Plan for this area (in the absence of the Oregon Agricultural Center (OAC) development) need to be:

- Signalization of both ramp terminal intersections.
- Construction of additional exclusive right turn lanes on both Interstate 5 off ramps.
- Construction of a free-right turn lane from eastbound Brooklake Road to the Interstate 5 southbound on ramp. This would require widening of the ramp to allow traffic using the free right turn to merge with other traffic.

In particular, the projects to signalize and add right turn lanes on the off-ramps need to be constructed as soon as practical. The County will continue to strongly encourage the Oregon Department Of Transportation to fund these projects and construct them quickly to alleviate the crippling economic effects and safety problems inherent in the current situation. The sooner specific projects are identified along with their cost estimates, the easier it will be to identify financial contributions for property owners wishing to develop their property.

It is quite possible that further capacity issues may develop on Brooklake Road within the timeframe of this sub-area plan, which is 2025. In order to address these issues, it is likely to become necessary to construct left turn lanes and install a traffic signal at the intersection of Brooklake Road with Huff Avenue. It is also quite possible that the existing two-lane cross-section of Brooklake Road would no longer be adequate to handle the high volumes of traffic that are anticipated to develop throughout the study area. This is likely to necessitate widening Brooklake Road to three or perhaps five lanes through the study area by the year 2025.

In order to prepare for the widening likely to become necessary to accommodate the traffic demand in this

corridor, a special setback is instituted along Brooklake Road through the study area. This special setback will be 100 feet wide, consisting of 50-foot half-widths on either side of the centerline to accommodate the potential five-lane improvement. Additional space may be necessary for slope areas in the future design

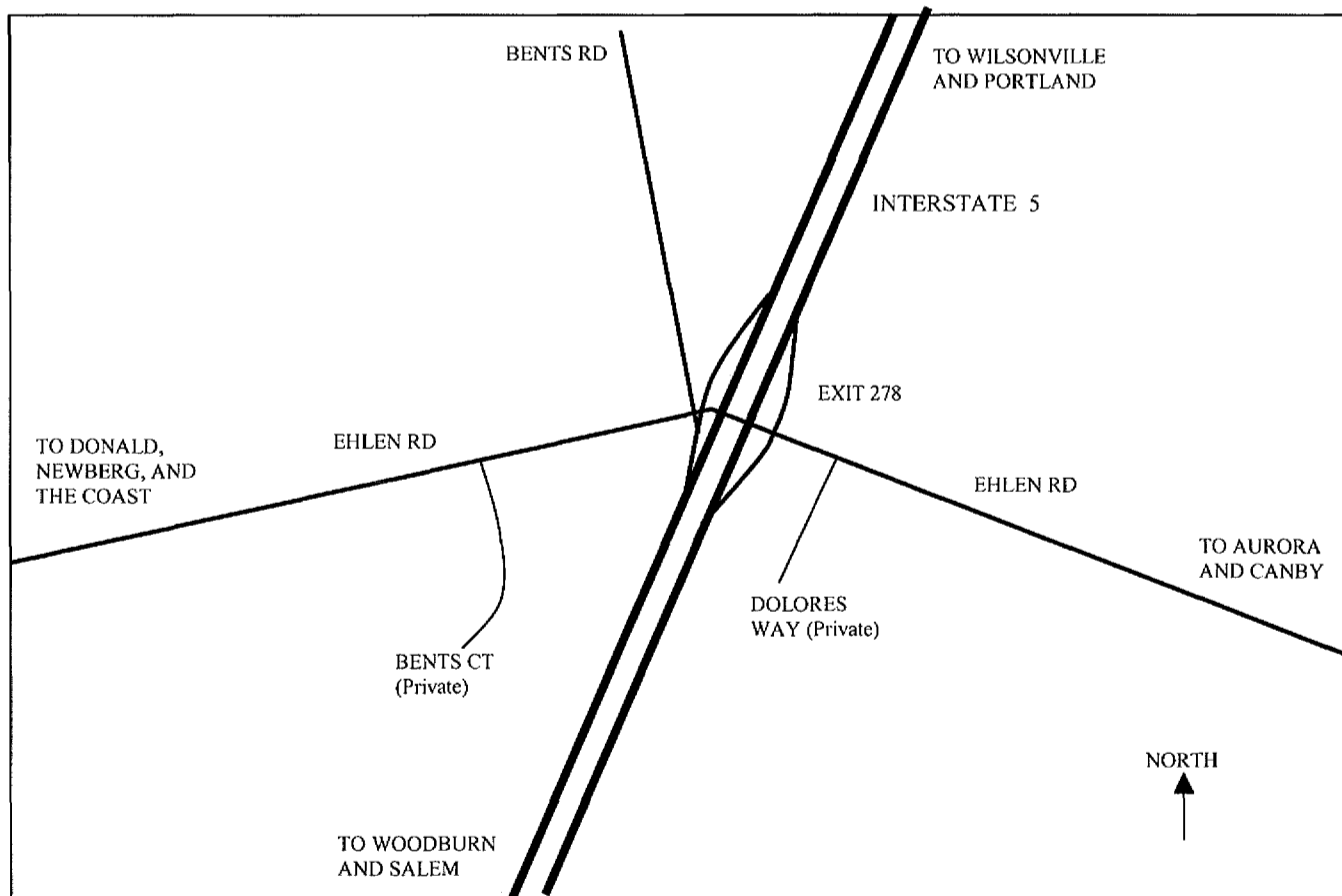
Because of the existing congestion in the vicinity of the interchange, any new access or increase in use of an existing access will necessitate a Transportation Impact Analysis (TIA). If the trip generation of the development (based on ITE or other acceptable data) is less than 600 daily trips, the TIA can be waived if the applicant agrees to the mitigation measures specified by the County. This mitigation will include a fee to pay for the development's proportionate share of the cost to provide traffic signals and turn lanes at the intersections of Brooklake Road with Huff Avenue and with both I-5 northbound and southbound interchange ramps. This fee will be based on the percentage of daily traffic added by the development at each intersection. This calculation will be based on measured existing daily entering volumes of 15,100 daily entering vehicles at the northbound ramps intersection, 19,000 at the southbound ramps intersection, and 10,300 at the Huff Ave intersection. The cost of each of these intersection projects (signals and associated turn lanes) is estimated at \$500,000 in 2004 dollars. This cost will be adjusted according to the Seattle Cost of Construction Index as published annually in the December issue of "Engineering News Record." These funds will be used to help defer the costs of the future signals and turn lanes and/or other capacity improvements in the vicinity of the interchange.

12.2 AURORA/DONALD (FARGO) INTERCHANGE AREA

The Aurora/Donald Interchange (also known as the Fargo Interchange) is Exit 278 of Interstate 5, and lies approximately seven miles north of the Woodburn Interchange, four miles south of the Charbonneau Interchange, and six miles southwest of the City of Wilsonville. This sub-area plan covers County Roads within 1,800 feet of the intersection of Interstate 5 and Ehlen Road. This includes 3,600 feet of Ehlen Road, 1,800 feet of Bents Road, and intersections with both Interstate 5 ramps and numerous private accesses. **Figure 12-3** shows the interchange vicinity.

The Aurora/Donald Interchange serves the communities of Aurora and Donald, St. Paul, Canby, Barlow, Butteville, connects to the Aurora State Airport, and provides a good connection to Newberg and the Hwy 18/99W corridor, which connects to Yamhill County and the Coast. This interchange also serves a large area of very active rural agricultural land, Champoeg State Park, several industrial businesses in the vicinity, two large truck stops, and several commercial businesses and attractions in the area. Mobility of traffic to and from Interstate 5 is critical to the economic vitality and quality of life in the region.

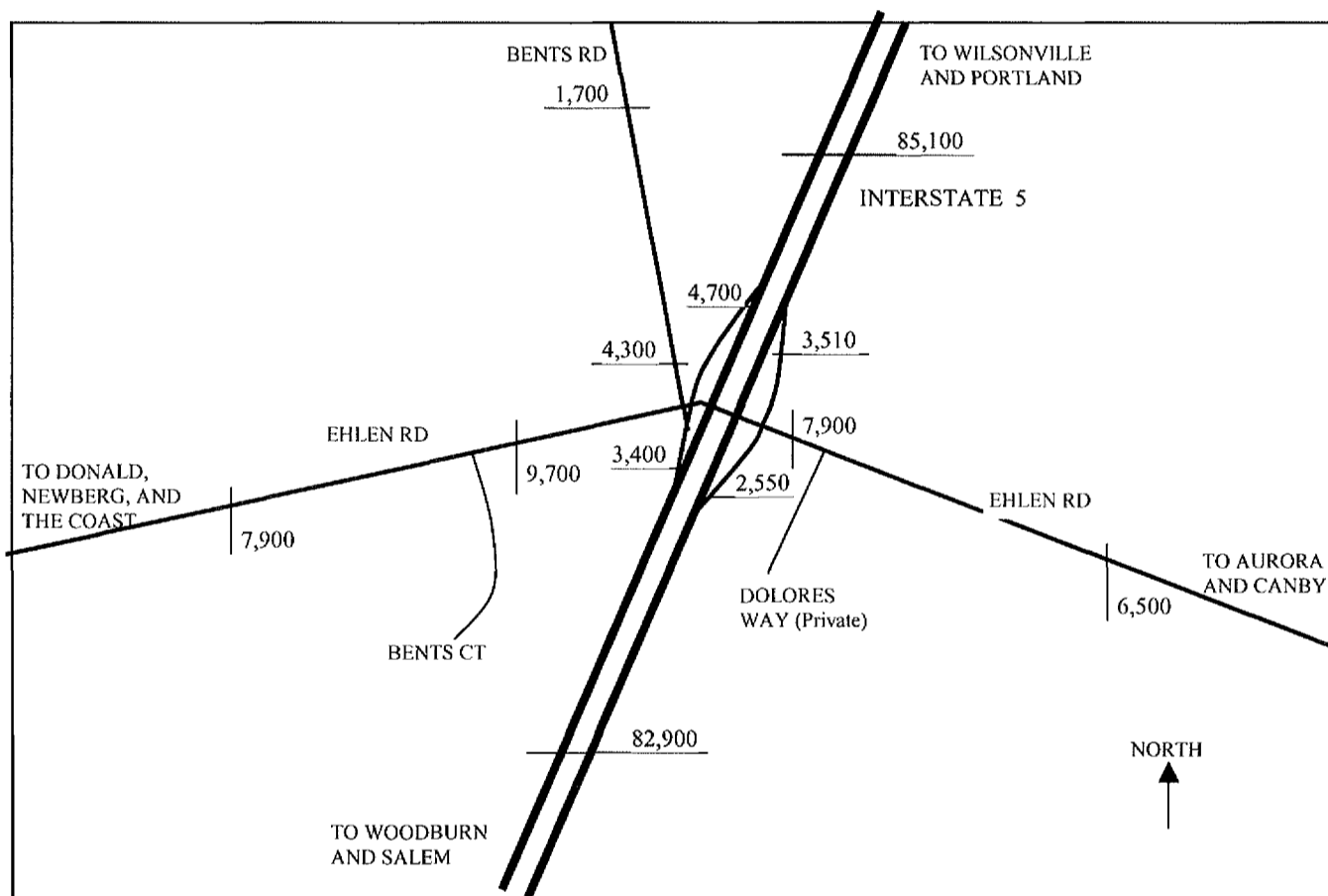
Figure 12-3
Aurora/Donald Interchange Area Vicinity Map



Traffic Volumes

Figure 12-4 shows current daily traffic volumes on roadways in the area. Volumes on the Interstate 5 mainline and ramps are from ODOT's 2002 Transportation Volume Tables; other data is from traffic counts taken as part of Marion County's traffic counting program. All volumes are total daily two-direction volume of traffic, except that volumes on freeway ramps are for one direction only.

Figure 12-4
Aurora/Donald Interchange Area Daily Traffic Volumes



Level-of-Service and Volume/Capacity Analysis

Traffic volumes on the exit ramp from southbound Interstate 5 to Ehlen Road, and on Bents Road approaching Ehlen Road currently exceed the capacity of these intersections at certain hours of the day, and thus these intersections are functioning at Level of Service (LOS) F. Because of these capacity deficiencies, both of these intersections do not meet Marion County's nor Oregon Highway Plan mobility standards ($v/c = 0.85$). These deficiencies are compounded by the fact that these two intersections are very

close to each other (about 50' apart) which forces drivers to watch the other intersection as well as their own to know when it is safe to move. Adding to these capacity deficiencies are frequent slow turning movements of large trucks, the grade on Ehlen Road westbound at the intersections, and the curve through the intersections. In addition, the lack of a left turn lane for westbound to southbound traffic causes these left-turners to wait in the travel lane of Ehlen Road. This results in delays to through traffic and concerns for the safety of stopped vehicles in a travel lane. It occasionally results in a near-gridlock situation in which eastbound traffic is waiting behind a left-turner at the northbound ramp who is blocked by a line of traffic waiting for a westbound left-turner at the southbound ramp, who in turn is blocked by the line of waiting eastbound traffic. The excessive vehicle delays caused by these capacity deficiencies are highly detrimental to the mobility of freight, agricultural goods, and passengers in the region, as well as considerable added costs associated with these delays.

Traffic backup at the stop sign on the southbound off-ramp frequently extends up the ramp into the deceleration area of the ramp, and sometimes onto the mainline of the freeway, resulting in dangerous situations that need to be corrected. This is compounded by the very high percentage of large trucks using this exit, as these trucks take up more space in the queue than cars

Long traffic queues also develop on Bents Road approaching Ehlen Rd, sometimes blocking the auto entrance to the truck stop, also resulting in unsafe situations that need to be corrected.

Traffic on the exit ramp from northbound Interstate 5 to Ehlen Road is approaching the capacity of this intersection. It is a highly detrimental situation similar to that described for the southbound ramp and it needs to be corrected. In addition, the lack of a left turn lane for eastbound to northbound traffic causes these left-turners to wait in the travel lane of Ehlen Road. This results in delays to through traffic and concerns for the safety of stopped vehicles in a travel lane. It occasionally results in a near-gridlock situation in which eastbound traffic is waiting behind a left-turner at the northbound ramp who is blocked by a line of traffic waiting for a westbound left-turner at the southbound ramp, who in turn is blocked by the line of waiting eastbound traffic.

Traffic is currently operating acceptably at other locations in this area, although the intersection of Bents Court with Ehlen Rd is also busy and approaching levels of congestion that warrant attention.

Accident History

Accident history data was obtained from the Oregon Department of Transportation, which was based on accident reports filed with the Department of Motor Vehicles. In this data, 39 crashes were recorded in this study area in the three years from January 1, 2000 through December 31, 2002. This is a substantial accident history in this area.

Twenty-one of these crashes were at the intersection of Ehlen Road with the I-5 southbound ramps and with Bents Road. Nine of these crashes involved vehicles pulling out southbound (from either the freeway ramp or Bents Rd) when there wasn't adequate space to do so. Six crashes involved westbound vehicles on Ehlen turning left when there wasn't room available. Four crashes were southbound rear-end collisions on the freeway ramp. This is a very 'busy' area from a drivers perspective, as drivers must deal with a curve, a narrow overpass, two busy intersections in an unusual configuration, heavy truck turning movements, grades, and busy private accesses. The 'busy-ness' of this area makes it difficult for drivers to discern

when it is safe for them to move, resulting in some drivers waiting a very long time to ensure everything is clear, while some other drivers just go anyway and expect others to avoid them.

Thirteen of these crashes occurred at the intersection of Ehlen Road with the I-5 northbound ramps. Eight of these crashes involved northbound vehicles pulling out when there wasn't adequate space to do so. Three involved eastbound left turners. Visibility for northbound traffic is somewhat limited by the freeway overpass structure and the curve of Ehlen Road through the interchange.

There were five crashes recorded on Ehlen Road in the study area, of which three were recorded at the easternmost access of the Leathers truck stop.

Access Management

The Oregon Department of Transportation's 1999 Oregon Highway Plan, and Oregon Administrative Rule 734-051-0010 ('Division 51') set access spacing requirements for approaches to the cross street of an Interchange, such as Ehlen Road. In this case the plan calls for 1,320 feet of spacing between the freeway ramp intersection and the first connection (street or driveway) to Ehlen Road. The intent of these requirements is to facilitate traffic flow to and from the interchange, which is a goal that Marion County supports as well. Access spacing at interchanges is further described in OAR 734-051-0125. Specifically, this section states that spacing standards do not apply to approaches in place prior to April 1, 2000, but that ODOT will work to move closer to achieving spacing standards as redevelopment occurs.

Marion County intends to comply with the spirit of these requirements, while at the same time recognizing that complete compliance with the letter of these requirements is not practical at this time due to existing development patterns, property lines, and land use cases.

Several land use case approvals in this area have specific requirements for access configurations, and it is the intent of this sub-area plan to compile these requirements in one document. It is not the intent of this plan to set new policy on access in this area. Any addition of new access or expansion of existing accesses must meet applicable standards and receive approval from Public Works before addition or expansion.

Bents Road is the only significant access point on the north side of Ehlen Road to the west of the interchange. This intersection is too close to the freeway ramps for traffic entering Ehlen Road, as is evidenced by the accident data. The plan has been, and continues to be, to realign Bents Road to the west so that it intersects Ehlen Road opposite Bents Court. A signal is planned at this intersection of realigned Bents Road, Bents Court, and Ehlen Road when the intersection meets traffic signal warrants. Developers in this area have contributed some funding toward its installation. No access will be permitted to Bents Road in the queuing area of this future signal. No other access would be permitted to the north side of Ehlen Road between the freeway ramps and the future realigned Bents Road opposite Bents Court, with the possible exception of a right-in access at the existing Bents Road. These plans were in place prior to the adoption of the 1999 Oregon Highway Plan and Oregon Administrative Rule 734-051-0010.

There are several existing accesses to the truck stop south of Ehlen Road west of the interchange between the freeway ramps and Bents Court. The policy governing these has been set previously through various land use cases, and is stated in an August 24, 1998 letter to the property owner as follows:

“As has been previously stated, the long-range plan for this area is for all access to the site to be via Bents Court. This would mean that all current site accesses to Ehlen Road would be closed, with the possible exception of a supplemental right-turn-out only access to Ehlen Road.” The existing driveways are considered to be temporary accesses.

There is one access on the north side of Ehlen Road to the east of the interchange. This is a lightly-used field access that is in the freeway Right-Of-Way, and could have some freeway maintenance or emergency usability. This access may remain for these purposes, but may not be used for any commercial or other developments that would increase its usage level. No other access connections will be permitted to the north side of Ehlen Road within 1,320 feet east of the interchange ramps.

Dolores Way intersects Ehlen Road on the south side, approximately 350 feet east of the I-5 northbound ramps. Dolores Way is a private road providing access to an RV Park, a fuel station/mini-mart, and some other businesses in the southeast corner of the interchange. Dolores Way was constructed before the current Oregon access management requirements took effect, and the properties it serves are essentially fully developed. Any redevelopment or increased development of these properties that would significantly increase the trip generation would have to meet the requirements of the Oregon Department of Transportation and Marion County. This would likely necessitate moving Dolores Way to the east. There are two additional accesses to a farm and a farmhouse on the south side of Ehlen Road east of the interchange. These driveways may remain for the existing uses, but any redevelopment or increased development of this property will have to meet the requirements of the Oregon Department of Transportation and Marion County, which would likely mean relocating these driveways to the east.

Rideshare

This is a good location for ridesharing, as it is along the major route from Salem to Portland. This is evident by the number of vehicles often seen parked along Ehlen Road or Bents Court.

Provision of a park-and-ride lot near this interchange is recommended. This lot should be designed for security (both real and perceived) and user-friendliness. After this lot is constructed, parking should be eliminated on Ehlen Road.

Bicycle and Pedestrian Issues

Ehlen Road currently has five-foot paved shoulders through most of the plan area, with the exception of the portion between the two sets of freeway ramps. Provision of sufficient shoulder to be used as a bikeway on this section would be quite costly, as bridge supports occupy the space where the widened shoulder would be, and it would be difficult to fit in a sidewalk under the bridge. This is another factor in support of reconstructing the interchange.

Future Recommendations

Detailed study of this interchange area should be undertaken by the Oregon Department of Transportation to determine how ODOT will address the various issues in this study area. This study will need to consider the current problems in the interchange area:

- Address geometric deficiencies
- Traffic delay and lack of capacity at both freeway ramp intersections with Ehlen Road
- Possible provision of separate left and right turn lanes at both freeway ramp intersections with Ehlen Road, and left turn refuges on Ehlen Road.
- Possible reconstruction of the I-5 bridges over Ehlen Road and widening of Ehlen Road between the interchange ramps.
- Possible realignment of Bents Road to the west to opposite Bents Court, possibly with a traffic signal at this proposed four-way intersection.
- Possible consolidation or closure of accesses along Ehlen Road as it approaches the interchange.
- Extend the off-ramps.

The best long-term solution may involve a complete reconstruction of the interchange area, which would be lengthy, expensive, and require many approvals. Some projects may be necessary in the interim to keep traffic safely moving until the long-term solution can be implemented. The sooner specific projects are identified and planning cost estimates are determined, the easier it will be for development to accurately plan for future conditions, and the easier it will be to identify financial contributions that should be made by new development.

In particular, the projects to signalize and add right turn lanes on the off-ramps need to be constructed as soon as practical. The County will continue to strongly encourage the Oregon Department of Transportation to fund these needed projects and construct them quickly to alleviate the highly detrimental economic effects and safety problems inherent in the current situation.

It is quite possible that further capacity issues may develop on Ehlen Road within the timeframe of this sub-area plan, which is the year 2025. This possibility would be evaluated in the detailed study of the interchange area.

In order to prepare for the widening likely to become necessary to accommodate the traffic demand in this corridor, a special setback is instituted along Ehlen Road from 2,000 feet west of the centerline of Interstate 5 to 1,000 feet east of Interstate 5. This special setback will be 100 feet wide, consisting of 50-foot half-widths on either side of the centerline to accommodate a potential future four-lane improvement.

Because of the existing congestion in the vicinity of the interchange, any new access or increase in use of an existing access will necessitate a Transportation Impact Analysis (TIA). If the trip generation of the development (based on ITE or other acceptable data) is less than 600 daily trips, the TIA can be waived if the applicant agrees to the mitigation measures specified by the County. This mitigation will include a fee to pay for the development's proportionate share of the cost to provide traffic signals and turn lanes at the intersections of Ehlen Road with the realigned Bents Road and with both I-5 northbound and southbound interchange ramps. This fee will be based on the percentage of traffic added by the development at each intersection during an average day. This calculation will be based on measured existing daily entering volumes of 11,500 daily entering vehicles at the northbound ramps intersection, 14,500 at the southbound ramps intersection, and 11,500 at the realigned Bents Rd / Bents Ct intersection. The cost of each of these intersection improvements (signals and associated turn lanes) is estimated at \$500,000 each in 2004 dollars. This cost will be adjusted according to the Seattle Cost of Construction Index as published annually in the December issue of "Engineering News Record." These funds will be used to help defer the costs of the future signals, turn lanes and/or other capacity improvements in the vicinity of the interchange.

12.3 CORDON ROAD (FROM STATE STREET TO AUBURN ROAD)

Cordon Road is an important north-south Arterial in Marion County just east of the Salem urban area. It connects with Kuebler Boulevard to provide the primary circumferential route south and east of Salem, and is intended to efficiently move large volumes of traffic. Cordon Road is designated as a Parkway (higher than a Major Arterial) in the Salem Transportation System Plan and a Major Arterial in the Salem-Keizer Area Transportation Study Regional Transportation System Plan. This portion carries about 17,000 vehicles daily with a speed limit of 45 mph. This sub-area plan covers Cordon Road from (and including) State Street to Auburn Road.

This area includes a fire station, soccer fields, baseball fields, several businesses, private residences, and a large undeveloped property (site of the former Pictsweet mushroom processing plant). This area would also be affected by added traffic from future development in the region, including the Salem Regional Employment Center (Mill Creek site) and a potential interchange between Cordon Road and Oregon 22.

Level-of-Service and Volume/Capacity Analysis

Current capacity and traffic flow analysis for this segment of Cordon Road indicates a Level Of Service (LOS) D with a volume capacity (V/C) ratio of 0.57 during the afternoon peak hour. This just meets Marion County's mobility standard of LOS D or better with a V/C of 0.60 or better. However, with future growth in traffic volume, traffic flow is anticipated to deteriorate below minimum standards within the next five years. Due to this anticipated deterioration of mobility, a need has been identified to widen this segment of Cordon Road to provide an additional travel lane each direction. This widening would be done to City of Salem Parkway standards, as they would be most appropriate for this roadway, and in order to provide regional consistency.

The intersection of State Street with Cordon Road currently operates acceptably (LOS C with a V/C ratio of 0.77) during the afternoon peak hour. However, as with the segment of Cordon Road (from Auburn Road to State Street), future growth in traffic volume is anticipated to cause traffic flow to deteriorate below Marion County standards. No separate intersection project is planned here because the larger project to add lanes on Cordon Road would also include turn lanes on Cordon Road and State Street as necessary to address these capacity issues.

The intersection of Auburn Road with Cordon Road is also just above the LOS and V/C thresholds, so the need has been identified for a traffic signal at this intersection. Construction of this traffic signal is programmed in 2008 with funds from the Federal Surface Transportation Program through the regional Metropolitan Planning Organization.

Accident History

Accident history data was obtained from the Oregon Department of Transportation, which was based on accident reports filed with the Department of Motor Vehicles. In this data, 21 crashes were recorded in this study area in the three years from January 1, 2001 through December 31, 2003.

Ten of these crashes occurred on Cordon Road at the various driveways between Auburn Road and State Street, and most of these crashes involved vehicles entering or exiting the driveways, or waiting for others to turn into the driveways. Six of the crashes (typically angle or turning crashes) occurred at the Auburn Road intersection, and five of the crashes (typically rear-end crashes) occurred at the State Street intersection.

Access Management

Due to the significance of Cordon Road in the regional transportation system, it is important to maintain its viability as an efficient route for through traffic. The Board of Commissioners recognized this in 1981 and resolved “that limiting and controlling further access to Cordon Road is necessary for the preservation of public safety and the protection of traffic from the hazards of unregulated and unrestricted entry from adjacent property, and in general, the promotion of public welfare...”. Along with this resolution, the Board of Commissioners adopted an Ordinance that limits access to Cordon Road.

The high traffic volumes and accident history on this segment of Cordon Road indicate a need to further limit access to it. Currently many individual properties access directly onto Cordon Road in this area, and the potential exists for much more development. The long-range plan is to close these accesses to Cordon Road and provide access to these properties in other ways, typically from a local road or access easement connecting to either Auburn Road or State Street. Potential locations of these local roads are shown in **Figure 12-5**. It should be noted that all street alignments are conceptual, and could vary depending on development.

An exception to these access restrictions may be considered for fire and emergency vehicles entering Cordon Road from the fire station to respond to emergency calls.

This change in access would typically be made as the property redevelops, as safety conditions indicate a need, or in conjunction with a project to improve mobility on Cordon Road. Provision of these access roads and access reconfiguration will likely be achieved incrementally as parcels redevelop, relocate their access, and construct their portion of the local roads from which their access will be provided. For remaining accesses onto Cordon Road, it may become necessary to limit their use (such as allowing only right turns, for example) for safety reasons. When Cordon Road is widened, the goal is to have all accesses reconfigured before, or in conjunction with, that project.



12.4 SUBLIMITY INTERCHANGE AREA

The Sublimity Interchange is located at the junction of Oregon 22 and Cascade Highway in Marion County. It lies between the urban growth boundaries of the cities of Stayton and Sublimity and is roughly 10 miles east of Salem. A Sublimity Interchange Area Management Plan (IAMP) was developed to identify needed improvements to the infrastructure, and to document the land use and transportation strategies that are needed to protect the function of this interchange over the next 20 years.

The IAMP was prepared by a consultant on behalf of ODOT, in collaboration with the cities of Stayton and Sublimity, and Marion County. The study area covered Oregon 22 between the Golf Club Road Interchange and the Mill Creek Bridge, and Cascade Highway between 9th Street in Sublimity and the Shaff Road/Fern Ridge Road intersection in Stayton. The plan addresses needed improvements on City and County roadways within 1320 feet of the interchange, and addresses several private accesses within the area. The full study, under separate cover, should be consulted for detailed information. However, some of the major findings are listed below:

- The interchange ramp and bridge alternatives were evaluated and the design approved through an environmental assessment by FHWA in 1995.
- Traffic analysis determined that the eastbound ramp terminal would require signalization in the future. It also assumed a number of nearby improvements would be in place, such as a signal at Cascade Highway and Whitney Street, and the relocation of Golf Lane to the Whitney Street intersection. Signals in the corridor would need to be synchronized to maintain flow in the corridor.
- Land use analysis determined that the proposed facility could handle proposed and potential land uses in the area.
- Access management was recommended on Cascade Highway both north and south of the interchange. The most notable recommendations include:
 - A backage road will be built behind the properties located northwest of the interchange. It would extend from a point on Cascade Highway approximately 1,580 feet north of the interchange ramp terminus, to a point on Sublimity Boulevard approximately 470 feet west of Cascade Highway. As the affected parcels redevelop, they would need to relocate their access from Cascade Highway to the backage road, possibly building portions of the backage road as part of their development. Figure 4-9 in the IAMP shows the conceptual location of this backage road.
 - The City of Sublimity has created an “Interchange Overlay Zone” to prohibit future development of parcels along Cascade Highway northwest of the interchange without the presence of an alternate access road.
 - Access control will be purchased in some areas, and some accesses will be allowed to retain access to Cascade Highway.
 - A frontage road will be built from a point on Cascade Highway (approximately 1,580 feet north of the interchange ramp terminus) to connect with driveways for a number of parcels on the east side.
 - ODOT will need to grant access management deviations for the Whitney Street/Golf Lane intersection, the park-and-ride lot, Sublimity Boulevard, and several private driveways north of the interchange.
- In addition to access management recommendations, the IAMP includes a number of recommendations for physical improvements and traffic management. These include:
 - Reconstructing the Oregon 22 entrance ramps to improve merge operations.
 - Widen Cascade Highway between Sublimity Boulevard and the Shaff/Fern Ridge intersection.
 - Signalize the ramp terminals with Cascade Highway at such time as signals are warranted

and approved.

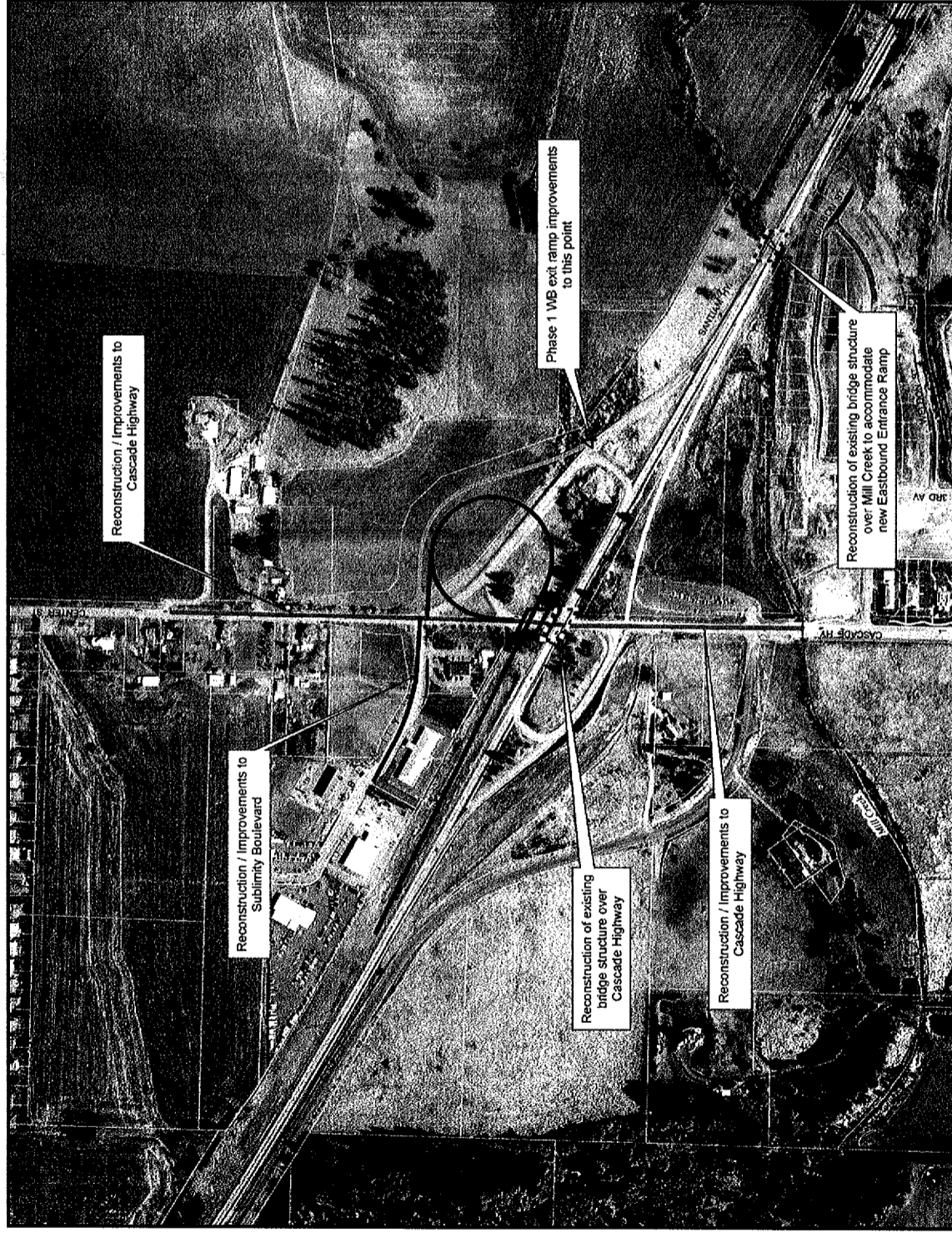
- Realign Golf Lane to meet Whitney Street at Cascade Highway.
- Signalize the intersection of Whitney Street and Cascade Highway.
- Coordinate traffic signal operations on Cascade Highway.
- Install turn pockets on the eastbound Oregon 22 ramp and at the Shaff/Fern Ridge/Cascade Highway intersection when traffic demand requires.

Figures 1-1 and 1-2 from the Sublimity IAMP illustrate the two stages of improvements needed at the interchange and on Oregon 22. Figure 4-9 shows the various access treatments and supporting network improvements that have been identified in the IAMP.

Adoption and Implementation

The Cities of Stayton and Sublimity, and Marion County, must incorporate the elements of the Sublimity IAMP by amending their respective TSPs. After the IAMP has been adopted at the local level, the plan will be presented to the Oregon Transportation Commission (OTC) for review and adoption as an ODOT facility plan. Formal approval is required by the OTC prior to construction. Funds are identified in the current 2006-2009, and the proposed 2008-2011, State Transportation Improvement Plans (STIP) to complete the interchange reconstruction and add a second westbound lane on Highway 22 in the area. The project could be advertised for bids as early as 2008.

By adopting the Sublimity IAMP, each jurisdiction is agreeing to the strategies and actions required to ensure the interchange will function over the long-term (20-plus years). Marion County has no direct responsibilities in the implementation of this plan other than to adopt the IAMP and amend the Rural TSP and Comprehensive Plan.



Sublimity Interchange Area Management Plan

Figure 1-1
Interchange Area Improvements (Stage 1)

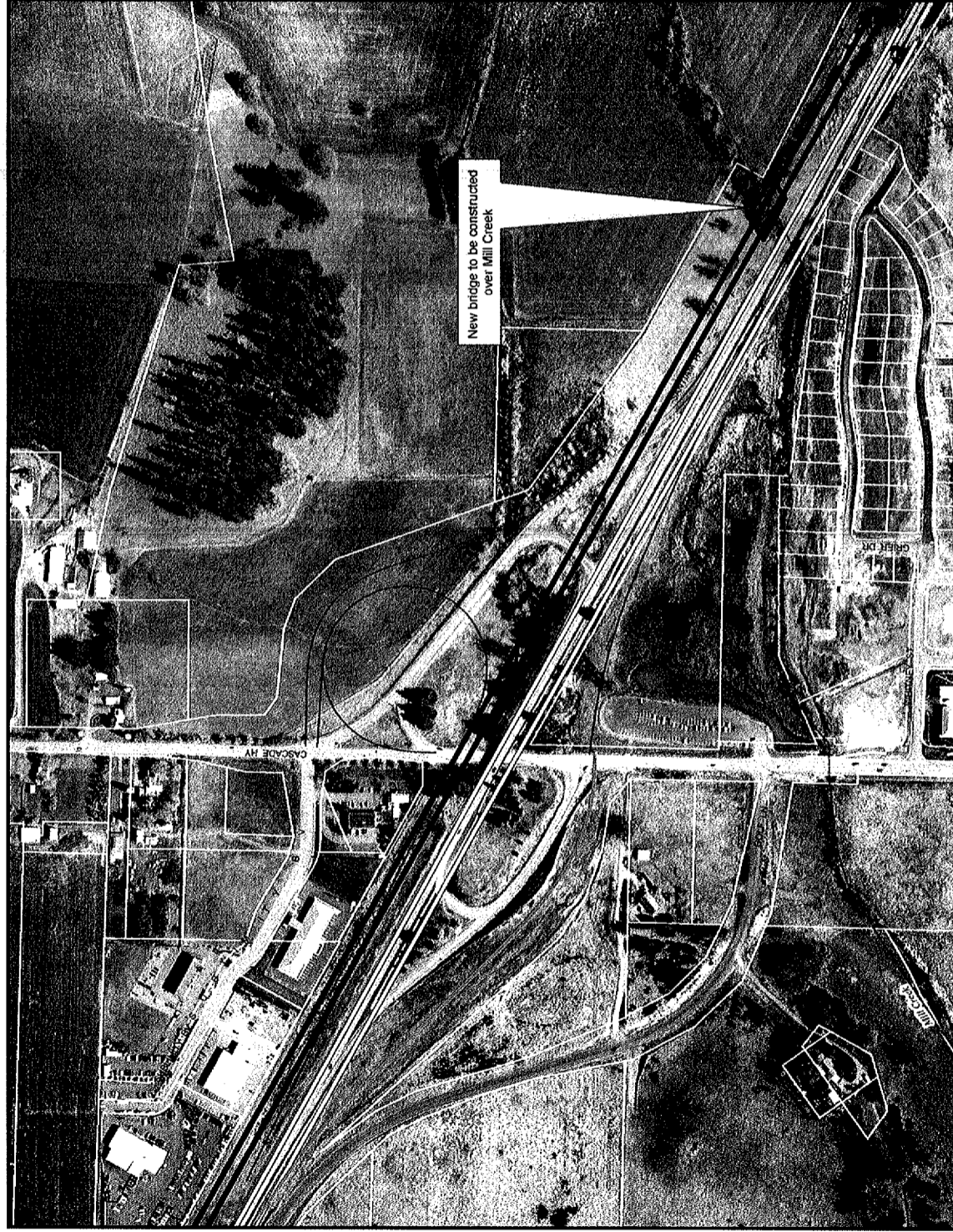
Oregon 22 & Cascade Highway Sublimity / Stayton, Oregon

Legend

- Eastbound Entrance Ramp
- Westbound Entrance Ramp
- Westbound Exit Ramp
- Sublimity Blvd. Reconstruction
- Cascade Highway Reconstruction
- Bridges to be Constructed
- Existing Bridge Reconstruction
- Water
- Tax Lots

0 200 400 600 Feet

CH2MHILL



Sublimity Interchange Area Management Plan

Figure 1-2
Interchange Area
Improvements (Stage 2)

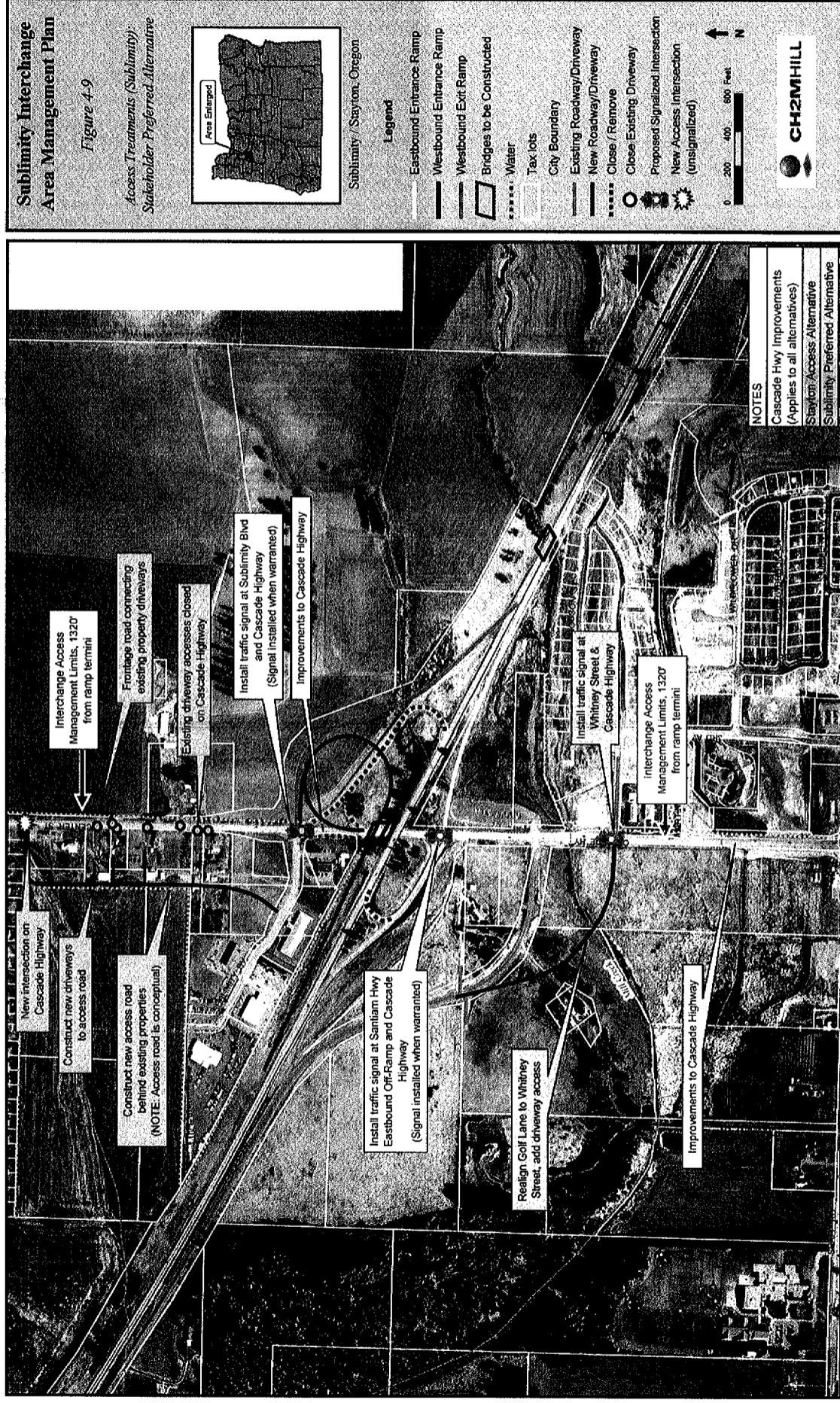
Oregon 22 & Cascade Highway
Sublimity / Stayton, Oregon

Legend

- Westbound Lanes**
- Eastbound Lanes**
- Eastbound Exit Ramp
- Westbound Exit Ramp
- Bridges to be Constructed
- Phase 1 Infrastructure
- Water
- Tax lots

**Highway to be widened to 4 lanes (from existing 2 lanes)

0 200 400 600 Feet



**MARION COUNTY
NOTICE OF ADOPTION**

On September 27, 2006 the Marion County Board of Commissioners adopted and signed Ordinance No. 1238 which amended the Marion County Comprehensive Plan and the Rural Transportation System Plan (RTSP) by adopting the Sublimity Interchange Area Management Plan (IAMP) as a sub-area plan of the RTSP and incorporating the IAMP by reference in the RTSP. The Marion County RTSP is the Transportation Element of the Marion County Comprehensive Plan.

A copy of the adopted ordinance is being provided to interested persons, persons who participated in the public hearing process by either providing oral or written testimony, and to cities, counties and public agencies under intergovernmental coordination agreements. The ordinance and exhibit to the ordinance (Exhibit A – Chapter 12 of the Marion County RTSP on Sub-area Plans) can also be viewed on the Marion County Public Works/Planning website at: <http://publicworks.co.marion.or.us/Planning> under the project title of Sublimity Interchange Planning. The final draft of the Sublimity Interchange Area Management Plan can also be viewed at this website.

If you have any questions regarding this Notice of Adoption or the items adopted under the Ordinance, please contact Les Sasaki, Principal Planner at 503-588-5038 or by e-mail at: lsasaki@co.marion.or.us

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MARION COUNTY BOARD OF COMMISSIONERS PUBLIC HEARING SIGN UP SHEET

Public hearing to consider amending the Marion County Comprehensive Plan and Rural Transportation System Plan by adopting the Sublimity Interchange Area Management Plan.

September 13, 2006
9:30 a.m.

PUBLIC WORKS - PLANNING

A. Public hearing to consider amending the Marion County Comprehensive Plan and Rural Transportation System Plan by adopting the Sublimity Interchange Area Management Plan. - Les Sasaki, Cindy Schmitt

NAME (PLEASE PRINT)	STREET ADDRESS CITY & STATE ZIP CODE	SUPPORT	OPPOSITION	GENERAL COMMENTS
✓ DAN FRICK	0707 REG. 2 455 AIRPORT AD. SE SALEM	✓		
✓ GENE DISTER	City of Sublimity	✓		
✓ Jennifer Wickstrom	Sublimity, OR 250 Church St. SE.			✓
✓ Mark Stipman	Suite 300 Salem 97301			✓
✓ Giff Kachuky	635 W. Main, Sublimity			✓
✓ Carla Krieg	1125 S. Center St Sublimity			✓