

# Improve Existing



## Description

- Remove the southeast loop ramp at the Delta Highway/Beltline Highway interchange; serve this traffic from the modified eastbound off-ramp to Delta Highway.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Widen the westbound off-ramp to Delta Highway to three lanes.
- Remove the Green Acres Road connection to westbound Beltline Highway and serve this movement via a southbound left turn to the reconstructed loop ramp in the northeast quadrant of the interchange.
- Reconstruct the underpass between Division Avenue and River Avenue on the west side of the Willamette River.
- Construct the local arterial bridge north of the Beltline Highway, connecting Green Acres Road to Beaver Street.
- Create a four-legged intersection at Division Avenue and Beaver Street to facilitate traffic movement, including adding either a signal or stop controls.

- Improve Division Avenue between Beaver Street and Lone Oak Avenue north of the Beltline Highway.
- Widen the intersection with Lone Oak Road and Beaver Road to accommodate four lanes on Beaver Road.
- Lengthen the River Avenue/Division Avenue ramps.
- Lengthen and reconstruct other ramps but keep in current locations and configurations.

## Summary of Costs

\$200-210 million\*

## Benefits and Impacts

The Improve Existing concept keeps much of the highway in the existing configuration, with most changes to the on- and off-ramps, most notably at the River Avenue and Division Avenue interchange. It also adds a local arterial bridge north of the existing crossing, providing a local connection to Beaver Street. This concept is very similar to the Auxiliary Lane concept with the exception of the River Avenue and Division Avenue interchange, which is kept in approximately the same place for the Improve Existing concept, retaining the underpass under Beltline Highway from River Avenue to Division Avenue. Similar to all of the other concepts, the Improve Existing concept removes direct access to Beltline Highway westbound from Division Avenue; to enter the westbound Beltline Highway, vehicles would need to use Division Avenue to the River Road interchange or enter Beltline from the Delta Highway interchange.

This concept maintains most of the existing geometry at the River Avenue and Division Avenue interchange, and does not improve access to businesses near the interchange. This concept does not reduce conflict points between motorists and bicyclists and pedestrians as all of the connections remain the same as the existing configuration. The local arterial bridge provides more multi-modal connections, though bicyclists and pedestrians will still cross traffic at the intersections. Rebuilding the River Avenue and Division Avenue connection underneath the Beltline Highway would also have impacts to the 100 and 500-year floodplains. The Improve Existing concept is the least expensive of the concepts being considered.

## Mobility

All alternatives provide sufficient capacity for forecasted traffic volumes in 2035

Travel demand across the river is essentially the same for all scenarios.

Ramp terminal intersections and other nearby intersections operate below or near capacity, but can accommodate forecasted volumes with changes such as signal retiming and adding turn lanes, where needed for all concepts.

The arterial bridge reduces demand on Beltline Highway, and will carry 17,000 vehicles on average per day.

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\* Cost estimates do not include right-of-way

The Beltline Highway mainline operates at around 70 percent capacity.

## Property Impacts

### River Road/Beltline Highway Interchange

Property impacts near the River Road/Beltline Highway interchange may include:

- A parking lot on the southeast corner of River Avenue and River Road.

### River Avenue and Division Avenue/Beltline Highway Interchange

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway interchange may include:

- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue.
- Buildings and property north of the Beltline highway from reconstructing Division Avenue as it approaches the Beltline Highway.
- Buildings between Beaver Street and Hunsaker Lane.
- The arterial bridge may have impacts to the Delta Sand and Gravel property.

### Delta Highway/Beltline Highway Interchange

- Property impacts east of Delta Highway and north of Beltline Highway.



# Auxiliary Lane



## Description

The Auxiliary Lane Concept adds auxiliary lanes on Beltline Highway between River Road and Delta Highway to ease the merge/diverge movements.

- Maintain and reconstruct the local connection on Division Avenue between Beaver Street and River Road north of Beltline.
- Construct an overcrossing west of the current River Avenue/Division Avenue interchange on Beltline Highway.
- Create an eastbound on-ramp and a westbound off-ramp to Beltline Highway from the new River Avenue/Division Avenue overcrossing. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road.
- Add signals or other traffic control at the eastbound and westbound Beltline off-ramps at Delta Highway.
- Construct the local arterial bridge north of Beltline Highway, connecting Green Acres Road to Beaver Street.

- Add lanes on the River Road on and off-ramps.
- Add turn lanes at the Santa Clara Avenue and River Avenue intersections with River Road; add a northbound auxiliary lane northbound on River Road between Corliss Lane and Santa Clara Avenue.

## Summary of Costs

\$215-225 million\*

## Benefits and Impacts

The Auxiliary Lane Concept makes similar changes to the Improve Existing concept with the exception of the River Avenue/Division Avenue interchange. This concept creates an overpass connecting Beaver Street to River Avenue, accommodating an eastbound Beltline on-ramp, and a westbound Beltline off-ramp while avoiding floodplain impacts. The overpass brings the interchange closer to ODOT's standards than the Improve Existing Concept, reconstructing it as a standard overpass. The local arterial bridge provides a multi-modal connection between Green Acres and Beaver Street (the Santa Clara neighborhood). This concept removes the eastbound exit from Beltline at River Avenue/Division Avenue, and the westbound on-ramp, similar to the other concepts.

## Mobility

Mobility results are similar to the Improved Existing Concept. The arterial bridge would carry 16,000 vehicles on average per day, reducing demand for the Beltline Highway mainline.

The Beltline Highway mainline operates at around 70 percent of capacity.

## Property Impacts

### River Road/Beltline Highway Interchange and Delta Highway/Beltline Highway Interchange

Property impacts at the River Road/Beltline Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.

### River Avenue and Division Avenue/Beltline Highway Interchange

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway Interchange may include:

- Buildings and property north of the Beltline Highway from reconstructing Division Avenue as it approaches the Beltline Highway.
- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- The arterial bridge and Beltline Highway overcrossing may have impacts to the Delta Sand and Gravel property.

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\* Cost estimates do not include right-of-way

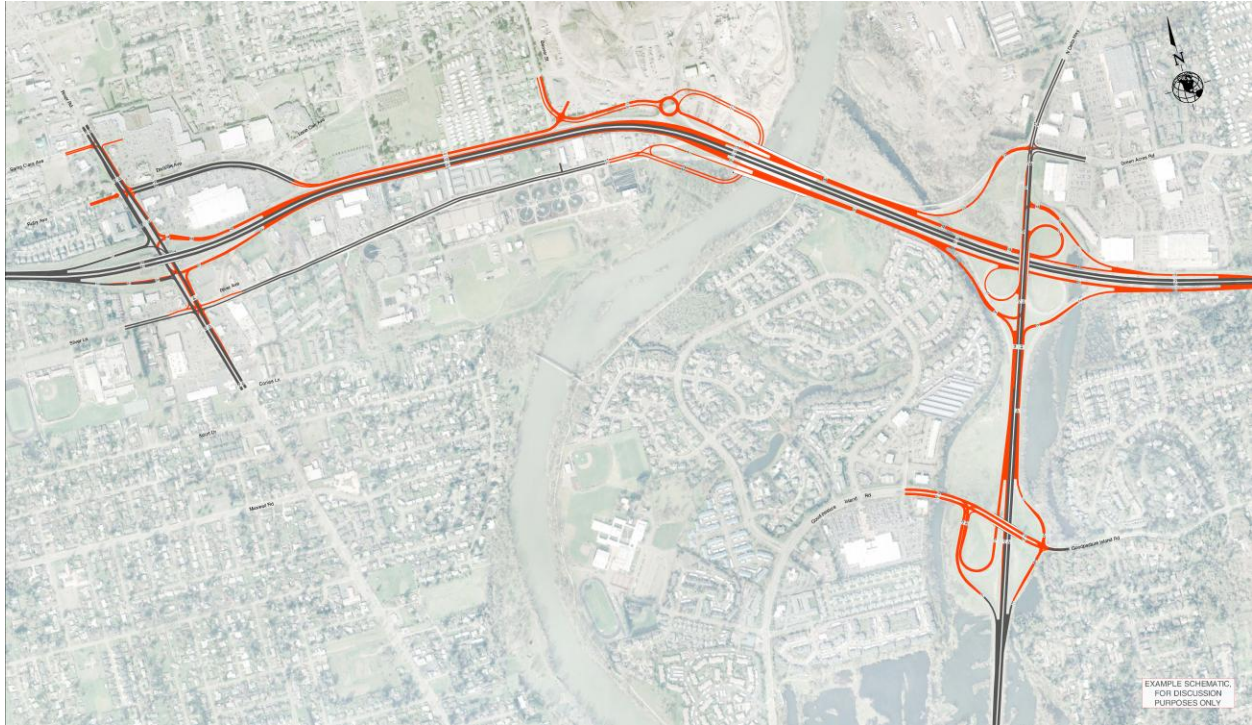
### **Delta Highway/Beltline Highway Interchange**

Property impacts at the Delta Highway/Beltline Highway interchange are the same as the Improve Existing Concept.

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# Collector-Distributor



## Description

The Collector-Distributor Roadway Concept would provide a separate roadway parallel to the Beltline Highway from River Avenue/Division Avenue to east of the Delta Highway. This is the only concept that does not include the local arterial bridge.

The Collector-Distributor Roadway Concept would:

- Collect all eastbound traffic from River Avenue and Delta Highway to merge with Beltline Highway east of the Delta Highway interchange.
- Collect merging and diverging westbound traffic east of the Delta Highway interchange to merge onto Beltline Highway near the existing River Avenue/Division Avenue interchange east of the Willamette River.
- Widen Delta Highway by one auxiliary lane in each direction between Beltline Highway and Goodpasture Island Road. Widen Goodpasture Island Road to two lanes in each direction over Delta Highway, and widen the on- and off-ramps to two lanes.
- Collect westbound traffic merging onto Beltline Highway from the River Avenue/Division Avenue interchange on Division Avenue to the River Road interchange to enter Beltline Highway west of River Road.

- Maintain and reconstruct the local connection on Division Avenue between Beaver Street and River Road north of Beltline.
- Reconstruct the underpass connecting River Avenue and Division Avenue near the River to provide eastbound Beltline Highway access via intersection control (roundabout or signal) north of the highway. Traffic will access Beltline eastbound or local roads including Beaver Street or Division Avenue via the underpass.
- Make the same changes to the Delta Highway/Beltline Highway and Goodpasture Island Road/Delta Highway interchanges as the previous two concepts.
- Create a connection to the collector distributor road for westbound traffic from the Delta Highway interchange to merge further west onto the Beltline Highway west of the River crossing.
- Widen River Road on- and off-ramps for the Beltline Highway.

## Summary of Costs

\$260-270 million\*

## Benefits and Impact

The Collector-Distributor creates a very wide cross section over the Willamette River, with a potential for five separate bridges; the existing two bridges, and three additional bridges for each of the collector-distributor lanes. While the other concepts add bridges over the Willamette River, this concept results in more bridge structures over the river and the widest facility. This concept rebuilds the underpass near the river, creating floodplain impacts. The collector-distributor road concept improves the capacity on the Beltline Highway mainline, though has limited multimodal connectivity because the concept does not accommodate the local arterial bridge. This is the most expensive concept.

## Mobility

This concept adds capacity with the collector-distributor roads over the river, though the lack of a local arterial bridge does not reduce demand on Beltline Highway. This concept does not improve mobility for walking or bicycling, and is the only concept that does not provide a local route for transit.

The Beltline Highway mainline operates at around 60 percent of capacity.

## Property Impacts

### River Road/Beltline Highway Interchange and Delta Highway/Beltline Highway Interchange

Property impacts at the River Road/Beltline Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.

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\* Cost estimates do not include right-of-way



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### **River Avenue and Division Avenue/Beltline Highway Interchange**

Property impacts between River Road and Delta Highway, including the River Avenue, Division Avenue/Beltline Highway Interchange may include:

- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- Buildings and property south of the Beltline Highway between River Avenue and Division Avenue
- The Beltline Highway undercrossing and local road connections may have impacts to the Delta Sand and Gravel property.

### **Delta Highway/Beltline Highway Interchange**

- Buildings and property south of Beltline Highway west of Delta Highway.

### **Goodpasture Island Road/Delta Highway Interchange**

Property impacts at the Goodpasture Island Road/Delta Highway interchange are the same for all concepts. For impacts, see the section under the Improve Existing Concept.